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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.172**

**for**

**Airbus A300, A310 and A300-600**

**Type Certificate Holder:**

**Airbus**

2 Rond-point Dewoitine

31700 BLAGNAC

FRANCE

For models:

A300-B1	A300-B4-2C	A310-203	A300-B4-620
A300-B2-1A	A300-B4-102	A310-221	A300-B4-601
A300-B2-1C	A300-B4-103	A310-222	A300-B4-603
A300-B2K-3C	A300-B4-120	A310-204	A300-B4-622
A300-B2-202	A300-B4-203	A310-203C	A300-C4-620
A300-B2-203	A300-B4-220		
A300-B2-320	A300-C4-203	A310-322	A300-B4-605R
	A300-F4-203	A310-304	A300-B4-622R
		A310-324	A300-F4-605R
		A310-308	A300-F4-622R
		A310-325	A300-C4-605R Variant F

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Type Certificate Holder      **Airbus**      Aircraft Type Designation      **A300-B1**

Engine Manufacturer      **General Electric**      Engine Type Designation      **CF6-50A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69971	000	<b>137,000</b>	<b>12,200</b>							<b>2</b>



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B1**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69972	000	<b>137,000</b>	<b>12,200</b>							<b>2</b>



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B2-1A**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69975	002	<b>142,000</b>	<b>130,000</b>	-	-	-	-	-	-	<b>2</b>
A69974	001	<b>137,000</b>	<b>130,000</b>	-	-	-	-	-	-	<b>2</b>
A69973	000	<b>137,000</b>	<b>127,500</b>	-	-	-	-	-	-	<b>2</b>



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2-1C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C**

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      Chapter<sup>1</sup>      **3**

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	
A85	002	<b>142,000</b>	<b>130,000</b>	<b>97.4</b>	<b>99.2</b>	<b>91.8</b>	<b>95.3</b>	<b>103.1</b>	<b>102.7</b>	-
A84	001	<b>137,000</b>	<b>130,000</b>	<b>97.4</b>	<b>99.1</b>	<b>90.8</b>	<b>95.0</b>	<b>103.1</b>	<b>102.6</b>	-
A83	000	<b>137,000</b>	<b>127,500</b>	<b>97.4</b>	<b>99.1</b>	<b>90.8</b>	<b>95.0</b>	<b>103.0</b>	<b>102.6</b>	-
A86	003	<b>134,000</b>	<b>130,000</b>	<b>97.5</b>	<b>99.0</b>	<b>90.3</b>	<b>94.9</b>	<b>103.1</b>	<b>102.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2-1C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2R**

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      Chapter<sup>1</sup>      **3**

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	
A1067	002	<b>142,000</b>	<b>130,000</b>	<b>97.4</b>	<b>99.2</b>	<b>91.8</b>	<b>95.3</b>	<b>103.1</b>	<b>102.7</b>	-
A1068	001	<b>137,000</b>	<b>130,000</b>	<b>97.4</b>	<b>99.1</b>	<b>90.8</b>	<b>95.0</b>	<b>103.1</b>	<b>102.6</b>	-
A1069	000	<b>137,000</b>	<b>127,500</b>	<b>97.4</b>	<b>99.1</b>	<b>90.8</b>	<b>95.0</b>	<b>103.0</b>	<b>102.6</b>	-
A1070	003	<b>134,000</b>	<b>130,000</b>	<b>97.5</b>	<b>99.0</b>	<b>90.3</b>	<b>94.9</b>	<b>103.1</b>	<b>102.5</b>	-

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



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B2-202**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69978	000	<b>142,000</b>	<b>130,000</b>	-	<b>99.2</b>	-	<b>95.3</b>	-	<b>102.7</b>	<b>2</b>
A69979	001	<b>137,000</b>	<b>130,000</b>	-	<b>99.1</b>	-	<b>95.0</b>	-	<b>102.6</b>	<b>2</b>





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

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

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

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	
A90	002	<b>142,000</b>	<b>130,000</b>	<b>98.2</b>	<b>99.2</b>	<b>90.6</b>	<b>95.3</b>	<b>102.7</b>	<b>102.7</b>	-
A89	001	<b>137,000</b>	<b>130,000</b>	<b>98.3</b>	<b>99.1</b>	<b>89.9</b>	<b>95.0</b>	<b>102.7</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (Short nozzle)**

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

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	
A92	002	<b>142,000</b>	<b>130,000</b>	<b>97.5</b>	<b>99.2</b>	<b>90.2</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A91	001	<b>137,000</b>	<b>130,000</b>	<b>97.5</b>	<b>99.1</b>	<b>89.4</b>	<b>95.0</b>	<b>102.6</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A88	002	<b>142,000</b>	<b>130,000</b>	<b>97.8</b>	<b>99.2</b>	<b>88.2</b>	<b>95.3</b>	<b>102.0</b>	<b>102.7</b>	-
A87	001	<b>137,000</b>	<b>130,000</b>	<b>98.0</b>	<b>99.1</b>	<b>87.2</b>	<b>95.0</b>	<b>102.0</b>	<b>102.6</b>	-

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



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B2-320**

Engine Manufacturer **Pratt & Whitney** Engine Type Designation **JT9D-59A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69976	000	<b>142,000</b>	<b>136,000</b>	-	-	-	-	-	-	<b>2</b>
A69977	000	<b>142,000</b>	<b>134,000</b>	-	-	-	-	-	-	<b>2</b>



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B2K-3C**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A95	002	<b>142,000</b>	<b>130,000</b>	<b>97.2</b>	<b>99.2</b>	<b>91.1</b>	<b>95.3</b>	<b>102.7</b>	<b>102.7</b>	-
A94	001	<b>137,000</b>	<b>130,000</b>	<b>97.3</b>	<b>99.1</b>	<b>90.4</b>	<b>95.0</b>	<b>102.7</b>	<b>102.6</b>	-
A69980	003	<b>134,000</b>	<b>130,000</b>	-	-	-	-	-	-	<b>2</b>



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2K-3C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A4981	002	<b>142,000</b>	<b>130,000</b>	<b>96.8</b>	<b>99.2</b>	<b>88.7</b>	<b>95.3</b>	<b>102.0</b>	<b>102.7</b>	-
A93	001	<b>137,000</b>	<b>130,000</b>	<b>96.9</b>	<b>99.1</b>	<b>87.8</b>	<b>95.0</b>	<b>102.0</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2K-3C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2R**

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      Chapter<sup>1</sup>      **3**

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	
A1071	002	<b>142,000</b>	<b>130,000</b>	<b>97.2</b>	<b>99.2</b>	<b>91.1</b>	<b>95.3</b>	<b>102.7</b>	<b>102.7</b>	-
A1072	001	<b>137,000</b>	<b>130,000</b>	<b>97.3</b>	<b>99.1</b>	<b>90.4</b>	<b>95.0</b>	<b>102.7</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B2K-3C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2R**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A4982	002	<b>142,000</b>	<b>130,000</b>	<b>96.8</b>	<b>99.2</b>	<b>88.7</b>	<b>95.3</b>	<b>102.0</b>	<b>102.7</b>	-
A1073	001	<b>137,000</b>	<b>130,000</b>	<b>96.9</b>	<b>99.1</b>	<b>87.8</b>	<b>95.0</b>	<b>102.0</b>	<b>102.6</b>	-

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





Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B4-102**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69983	<b>157,500</b>	<b>134,000</b>	-	<b>99.6</b>	-	<b>95.9</b>	-	<b>103.1</b>	<b>2</b>



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-103**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

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

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

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	
A99	003	<b>157,500</b>	<b>134,000</b>	<b>98.0</b>	<b>99.6</b>	<b>92.9</b>	<b>95.9</b>	<b>102.9</b>	<b>103.1</b>	-
A101	014	<b>157,500</b>	<b>134,000</b>	<b>98.0</b>	<b>99.6</b>	<b>92.9</b>	<b>95.9</b>	<b>102.9</b>	<b>103.1</b>	-
A98	002	<b>157,500</b>	<b>133,000</b>	<b>98.0</b>	<b>99.6</b>	<b>92.9</b>	<b>95.9</b>	<b>102.8</b>	<b>103.1</b>	-
A100	005	<b>153,000</b>	<b>134,000</b>	<b>98.1</b>	<b>99.5</b>	<b>92.2</b>	<b>95.7</b>	<b>102.9</b>	<b>103.0</b>	-
A97	001	<b>153,000</b>	<b>133,000</b>	<b>98.1</b>	<b>99.5</b>	<b>92.2</b>	<b>95.7</b>	<b>102.8</b>	<b>103.0</b>	-
A96	000	<b>150,000</b>	<b>133,000</b>	<b>98.1</b>	<b>99.4</b>	<b>91.8</b>	<b>95.6</b>	<b>102.8</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-103**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle)**

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

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	
A105	003	<b>157,500</b>	<b>134,000</b>	<b>97.3</b>	<b>99.6</b>	<b>92.6</b>	<b>95.9</b>	<b>102.8</b>	<b>103.1</b>	-
A107	014	<b>157,500</b>	<b>134,000</b>	<b>97.3</b>	<b>99.6</b>	<b>92.6</b>	<b>95.9</b>	<b>102.8</b>	<b>103.1</b>	-
A104	002	<b>157,500</b>	<b>133,000</b>	<b>97.3</b>	<b>99.6</b>	<b>92.6</b>	<b>95.9</b>	<b>102.7</b>	<b>103.1</b>	-
A106	005	<b>153,000</b>	<b>134,000</b>	<b>97.3</b>	<b>99.5</b>	<b>91.9</b>	<b>95.7</b>	<b>102.8</b>	<b>103.0</b>	-
A103	001	<b>153,000</b>	<b>133,000</b>	<b>97.3</b>	<b>99.5</b>	<b>91.9</b>	<b>95.7</b>	<b>102.7</b>	<b>103.0</b>	-
A102	000	<b>150,000</b>	<b>133,000</b>	<b>97.4</b>	<b>99.4</b>	<b>91.4</b>	<b>95.6</b>	<b>102.7</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-103**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A111	003	<b>157,500</b>	<b>134,000</b>	<b>97.4</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A113	014	<b>157,500</b>	<b>134,000</b>	<b>97.4</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A110	002	<b>157,500</b>	<b>133,000</b>	<b>97.4</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A13430	020	<b>154,000</b>	<b>134,000</b>	<b>97.6</b>	<b>99.5</b>	<b>90.5</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A112	005	<b>153,000</b>	<b>134,000</b>	<b>97.6</b>	<b>99.5</b>	<b>90.3</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A109	001	<b>153,000</b>	<b>133,000</b>	<b>97.6</b>	<b>99.5</b>	<b>90.3</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A108	000	<b>150,000</b>	<b>133,000</b>	<b>97.6</b>	<b>99.4</b>	<b>89.7</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-
A5642	019	<b>135,000</b>	<b>134,000</b>	<b>98.0</b>	<b>99.0</b>	<b>86.9</b>	<b>95.0</b>	<b>102.0</b>	<b>102.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-120**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-59A**

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

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

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	
A121	012	<b>160,000</b>	<b>136,000</b>	<b>97.6</b>	<b>99.6</b>	<b>92.8</b>	<b>95.9</b>	<b>102.3</b>	<b>103.1</b>	-
A120	011	<b>157,500</b>	<b>136,000</b>	<b>97.7</b>	<b>99.6</b>	<b>92.4</b>	<b>95.9</b>	<b>102.3</b>	<b>103.1</b>	-
A117	003	<b>157,500</b>	<b>134,000</b>	<b>97.8</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.3</b>	<b>103.1</b>	-
A116	002	<b>157,500</b>	<b>133,000</b>	<b>97.8</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.2</b>	<b>103.1</b>	-
A118	005	<b>153,000</b>	<b>134,000</b>	<b>97.9</b>	<b>99.5</b>	<b>91.2</b>	<b>95.7</b>	<b>102.3</b>	<b>103.0</b>	-
A115	001	<b>153,000</b>	<b>133,000</b>	<b>97.9</b>	<b>99.5</b>	<b>91.2</b>	<b>95.7</b>	<b>102.2</b>	<b>103.0</b>	-
A114	000	<b>150,000</b>	<b>133,000</b>	<b>97.9</b>	<b>99.4</b>	<b>90.6</b>	<b>95.6</b>	<b>102.2</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-120**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-59A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A119	003	<b>157,500</b>	<b>134,000</b>	<b>97.7</b>	<b>99.6</b>	<b>92.2</b>	<b>95.9</b>	<b>103.2</b>	<b>103.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

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

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

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	
A125	007	165,000	136,000	97.9	99.7	93.9	96.1	102.9	103.2	-
A124	000	165,000	134,000	97.9	99.7	93.9	96.1	102.9	103.2	-
A130	018	165,000	134,000	97.9	99.7	93.9	96.1	102.9	103.2	-
A127	010	157,500	136,000	98.0	99.6	92.9	95.9	102.9	103.1	-
A126	008	157,500	134,000	98.0	99.6	92.9	95.9	102.9	103.1	-
A6738	014	157,500	134,000	98.0	99.6	92.9	95.9	102.9	103.1	-
A6739	020	157,500	134,000	98.0	99.6	92.9	95.9	102.9	103.1	-
A129	017	147,500	136,000	98.1	99.3	91.4	95.5	102.9	102.8	-
A128	016	147,500	134,000	98.1	99.3	91.4	95.5	102.9	102.8	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (Short nozzle)**

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

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	
A132	007	165,000	136,000	97.2	99.7	93.8	96.1	101.6	103.2	-
A131	000	165,000	134,000	97.2	99.7	93.8	96.1	102.8	103.2	-
A137	018	165,000	134,000	97.2	99.7	93.8	96.1	102.8	103.2	-
A134	010	157,500	136,000	97.3	99.6	92.6	95.9	101.6	103.1	-
A133	008	157,500	134,000	97.3	99.6	92.6	95.9	102.8	103.1	-
A6740	014	157,500	134,000	97.3	99.6	92.6	95.9	102.8	103.1	-
A6741	020	157,500	134,000	97.3	99.6	92.6	95.9	102.8	103.1	-
A136	017	147,500	136,000	97.4	99.3	91.1	95.5	101.6	102.8	-
A135	016	147,500	134,000	97.4	99.3	91.1	95.5	102.8	102.8	-

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





Type Certificate Holder<sup>1</sup> **Airbus** Aircraft Type Designation<sup>1</sup> **A300-B4-203**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A139	007	165,000	136,000	97.2	99.7	92.8	96.1	100.7	103.2	-
A138	000	165,000	134,000	97.2	99.7	92.8	96.1	102.0	103.2	-
A144	018	165,000	134,000	97.2	99.7	92.8	96.1	102.0	103.2	-
A141	010	157,500	136,000	97.4	99.6	91.2	95.9	100.7	103.1	-
A140	008	157,500	134,000	97.4	99.6	91.2	95.9	102.0	103.1	-
A6742	014	157,500	134,000	97.4	99.6	91.2	95.9	102.0	103.1	-
A6743	020	157,500	134,000	97.4	99.6	91.2	95.9	102.0	103.1	-
A13433	021	154,000	136,000	97.5	99.5	90.5	95.7	100.7	103.0	3
A13429	022	154,000	134,000	97.5	99.5	90.5	95.7	102.0	103.0	4
A143	017	147,500	136,000	97.7	99.3	89.2	95.5	100.7	102.8	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A142	016	<b>147,500</b>	<b>134,000</b>	<b>97.7</b>	<b>99.3</b>	<b>89.2</b>	<b>95.5</b>	<b>102.0</b>	<b>102.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-220**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-59A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A146	000	<b>165,000</b>	<b>134,000</b>	<b>97.6</b>	<b>99.7</b>	<b>93.5</b>	<b>96.1</b>	<b>103.2</b>	<b>103.2</b>	-

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



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B4-2C**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A153	003	<b>157,500</b>	<b>134,000</b>	<b>97.0</b>	<b>99.6</b>	<b>93.4</b>	<b>95.9</b>	<b>102.9</b>	<b>103.1</b>	-
A152	002	<b>157,500</b>	<b>133,000</b>	<b>97.0</b>	<b>99.6</b>	<b>93.4</b>	<b>95.9</b>	<b>102.8</b>	<b>103.1</b>	-
A154	005	<b>153,000</b>	<b>134,000</b>	<b>97.0</b>	<b>99.5</b>	<b>92.8</b>	<b>95.7</b>	<b>102.9</b>	<b>103.0</b>	-
A151	001	<b>153,000</b>	<b>133,000</b>	<b>97.0</b>	<b>99.5</b>	<b>92.8</b>	<b>95.7</b>	<b>102.8</b>	<b>103.0</b>	-
A150	000	<b>150,000</b>	<b>133,000</b>	<b>97.1</b>	<b>99.4</b>	<b>92.3</b>	<b>95.6</b>	<b>102.8</b>	<b>102.9</b>	-
A69981	004	<b>150,000</b>	<b>133,000</b>	-	-	-	-	-	-	<b>2</b>



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-2C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A1079	003	<b>157,500</b>	<b>134,000</b>	<b>96.3</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A148	002	<b>157,500</b>	<b>133,000</b>	<b>96.3</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A149	005	<b>153,000</b>	<b>134,000</b>	<b>96.5</b>	<b>99.5</b>	<b>91.0</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A1081	001	<b>153,000</b>	<b>133,000</b>	<b>96.5</b>	<b>99.5</b>	<b>91.0</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A1080	013	<b>150,000</b>	<b>134,000</b>	<b>96.6</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-
A147	000	<b>150,000</b>	<b>133,000</b>	<b>96.6</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-

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



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-B4-2C**

Engine Manufacturer **General Electric** Engine Type Designation **CF6-50C2R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A1074	003	<b>157,500</b>	<b>134,000</b>	<b>97.0</b>	<b>99.6</b>	<b>93.4</b>	<b>95.9</b>	<b>102.9</b>	<b>103.1</b>	-
A1075	002	<b>157,500</b>	<b>133,000</b>	<b>97.0</b>	<b>99.6</b>	<b>93.4</b>	<b>95.9</b>	<b>102.8</b>	<b>103.1</b>	-
A1076	005	<b>153,000</b>	<b>134,000</b>	<b>97.0</b>	<b>99.5</b>	<b>92.8</b>	<b>95.7</b>	<b>102.9</b>	<b>103.0</b>	-
A1077	001	<b>153,000</b>	<b>133,000</b>	<b>97.0</b>	<b>99.5</b>	<b>92.8</b>	<b>95.7</b>	<b>102.8</b>	<b>103.0</b>	-
A1078	000	<b>150,000</b>	<b>133,000</b>	<b>97.1</b>	<b>99.4</b>	<b>92.3</b>	<b>95.6</b>	<b>102.8</b>	<b>102.9</b>	-
A69982	004	<b>150,000</b>	<b>133,000</b>	-	-	-	-	-	-	<b>2</b>



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-2C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2R**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A4986	003	<b>157,500</b>	<b>134,000</b>	<b>96.3</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A4985	002	<b>157,500</b>	<b>133,000</b>	<b>96.3</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>102.0</b>	<b>103.1</b>	-
A4987	005	<b>153,000</b>	<b>134,000</b>	<b>96.5</b>	<b>99.5</b>	<b>91.0</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A4984	001	<b>153,000</b>	<b>133,000</b>	<b>96.5</b>	<b>99.5</b>	<b>91.0</b>	<b>95.7</b>	<b>102.0</b>	<b>103.0</b>	-
A4988	013	<b>150,000</b>	<b>134,000</b>	<b>96.6</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-
A4989	015	<b>150,000</b>	<b>134,000</b>	<b>96.6</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-
A4983	000	<b>150,000</b>	<b>133,000</b>	<b>96.6</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>102.0</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-601**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **3626 (Installation of CF6-80C2A1 hardware)**

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

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	
A155	000	<b>165,000</b>	<b>138,000</b>	<b>97.4</b>	<b>99.7</b>	<b>91.3</b>	<b>96.1</b>	<b>99.1</b>	<b>103.2</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-601**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **3626 (Installation of CF6-80C2A1 hardware), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1299	000	<b>165,000</b>	<b>138,000</b>	<b>96.0</b>	<b>99.7</b>	<b>89.1</b>	<b>96.1</b>	<b>99.8</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-603**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **6251 (Installation of CF6-80C2A3 hardware)**

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

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	
A156	000	<b>165,000</b>	<b>138,000</b>	<b>97.3</b>	<b>99.7</b>	<b>90.9</b>	<b>96.1</b>	<b>99.1</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-603**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **6251 (Installation of CF6-80C2A3 hardware), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A6744	000	<b>165,000</b>	<b>138,000</b>	<b>96.4</b>	<b>99.7</b>	<b>88.9</b>	<b>96.1</b>	<b>99.8</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

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

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

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	
A174	001	<b>171,700</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.9</b>	<b>103.3</b>	-
A177	004	<b>171,700</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.9</b>	<b>103.3</b>	-
A175	002	<b>171,700</b>	<b>138,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.8</b>	<b>103.3</b>	-
A173	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-
A176	003	<b>167,800</b>	<b>140,000</b>	<b>96.8</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.9</b>	<b>103.3</b>	-
A178	008	<b>150,000</b>	<b>140,000</b>	<b>97.2</b>	<b>99.4</b>	<b>86.3</b>	<b>95.6</b>	<b>99.9</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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	
A4961	001	<b>171,700</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.9</b>	<b>103.3</b>	-
A4962	004	<b>171,700</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.9</b>	<b>103.3</b>	-
A4963	002	<b>171,700</b>	<b>138,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.8</b>	<b>103.3</b>	-
A4964	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-
A4965	003	<b>167,800</b>	<b>140,000</b>	<b>96.8</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.9</b>	<b>103.3</b>	-
A4966	008	<b>150,000</b>	<b>140,000</b>	<b>97.2</b>	<b>99.4</b>	<b>86.3</b>	<b>95.6</b>	<b>99.9</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8966 (Installation of CF6-80C2A5F hardware with FADEC)**

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

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	
A194	001	<b>171,700</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A197	004	<b>171,700</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A195	002	<b>171,700</b>	<b>138,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A193	000	<b>170,500</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.6</b>	<b>103.3</b>	-
A196	003	<b>167,800</b>	<b>140,000</b>	<b>97.5</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.6</b>	<b>103.3</b>	-
A198	008	<b>150,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.4</b>	<b>86.0</b>	<b>95.6</b>	<b>99.6</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8966 (Installation of CF6-80C2A5F hardware with FADEC), 13219 (Recertification to Chapter 4)**

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	
A4945	001	<b>171,700</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A4946	004	<b>171,700</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A4948	002	<b>171,700</b>	<b>138,000</b>	<b>97.5</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>99.6</b>	<b>103.3</b>	-
A4950	000	<b>170,500</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.6</b>	<b>103.3</b>	-
A4952	003	<b>167,800</b>	<b>140,000</b>	<b>97.5</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.6</b>	<b>103.3</b>	-
A4954	008	<b>150,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.4</b>	<b>86.0</b>	<b>95.6</b>	<b>99.6</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-620**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4H1**

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

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

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	
A203	000	<b>165,000</b>	<b>138,000</b>	<b>98.8</b>	<b>99.7</b>	<b>91.5</b>	<b>96.1</b>	<b>100.8</b>	<b>103.2</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

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      Chapter<sup>1</sup>      **3**

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	
A206	000	<b>165,000</b>	<b>138,000</b>	<b>97.8</b>	<b>99.7</b>	<b>91.1</b>	<b>96.1</b>	<b>101.6</b>	<b>103.2</b>	-
A207	008	<b>153,000</b>	<b>138,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.6</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration)**

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

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	
A204	000	<b>165,000</b>	<b>138,000</b>	<b>96.7</b>	<b>99.7</b>	<b>89.8</b>	<b>96.1</b>	<b>100.6</b>	<b>103.2</b>	-
A205	008	<b>153,000</b>	<b>138,000</b>	<b>97.0</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925, 12275 (Engines incorporating Phase III configuration, TALON IIA burner)**

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

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	
A6745	000	<b>165,000</b>	<b>138,000</b>	<b>96.7</b>	<b>99.7</b>	<b>89.8</b>	<b>96.1</b>	<b>100.6</b>	<b>103.2</b>	-
A6746	008	<b>153,000</b>	<b>138,000</b>	<b>97.0</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8550 (JAS noise reduction kit)**

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

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	
A208	000	<b>165,000</b>	<b>138,000</b>	<b>97.5</b>	<b>99.7</b>	<b>89.8</b>	<b>96.1</b>	<b>100.6</b>	<b>103.2</b>	-
A209	008	<b>153,000</b>	<b>138,000</b>	<b>97.7</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2480	000	<b>165,000</b>	<b>138,000</b>	<b>96.5</b>	<b>99.7</b>	<b>88.6</b>	<b>96.1</b>	<b>101.9</b>	<b>103.2</b>	-
A2481	008	<b>153,000</b>	<b>138,000</b>	<b>96.8</b>	<b>99.5</b>	<b>86.3</b>	<b>95.7</b>	<b>101.9</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **11936, 8550 (Engines incorporating Phase III/3A configuration & Phase I thrust Reverser Improvement Package, JAS noise reduction kit), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2473	000	<b>165,000</b>	<b>138,000</b>	<b>96.4</b>	<b>99.7</b>	<b>88.1</b>	<b>96.1</b>	<b>100.7</b>	<b>103.2</b>	-
A2474	008	<b>153,000</b>	<b>138,000</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.7</b>	<b>100.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10995, 8550 (Engines incorporating Phase III/3A configuration, JAS noise reduction kit), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70587	000	<b>165,000</b>	<b>138,000</b>	<b>96.4</b>	<b>99.7</b>	<b>88.1</b>	<b>96.1</b>	<b>100.7</b>	<b>103.2</b>	-
A70588	008	<b>153,000</b>	<b>138,000</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.7</b>	<b>100.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

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

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

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	
A217	004	<b>171,700</b>	<b>140,000</b>	<b>97.7</b>	<b>99.9</b>	<b>92.4</b>	<b>96.4</b>	<b>101.7</b>	<b>103.3</b>	-
A215	000	<b>170,500</b>	<b>140,000</b>	<b>97.7</b>	<b>99.9</b>	<b>92.2</b>	<b>96.3</b>	<b>101.7</b>	<b>103.3</b>	-
A218	007	<b>153,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.7</b>	<b>103.0</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration)**

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

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	
A212	004	<b>171,700</b>	<b>140,000</b>	<b>96.6</b>	<b>99.9</b>	<b>90.9</b>	<b>96.4</b>	<b>100.6</b>	<b>103.3</b>	-
A210	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.8</b>	<b>96.3</b>	<b>100.6</b>	<b>103.3</b>	-
A214	007	<b>153,000</b>	<b>140,000</b>	<b>97.0</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-
A213	005	<b>144,000</b>	<b>140,000</b>	<b>97.1</b>	<b>99.2</b>	<b>86.2</b>	<b>95.3</b>	<b>100.6</b>	<b>102.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925, 12275 (Engines incorporating Phase III configuration, TALON IIA burner)**

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

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	
A6749	004	<b>171,700</b>	<b>140,000</b>	<b>96.6</b>	<b>99.9</b>	<b>90.9</b>	<b>96.4</b>	<b>100.6</b>	<b>103.3</b>	-
A6747	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.8</b>	<b>96.3</b>	<b>100.6</b>	<b>103.3</b>	-
A6751	007	<b>153,000</b>	<b>140,000</b>	<b>97.0</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-
A6750	005	<b>144,000</b>	<b>140,000</b>	<b>97.1</b>	<b>99.2</b>	<b>86.2</b>	<b>95.3</b>	<b>100.6</b>	<b>102.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8550 (JAS noise reduction kit)**

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

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	
A221	004	<b>171,700</b>	<b>140,000</b>	<b>97.4</b>	<b>99.9</b>	<b>91.0</b>	<b>96.4</b>	<b>100.6</b>	<b>103.3</b>	-
A219	000	<b>170,500</b>	<b>140,000</b>	<b>97.4</b>	<b>99.9</b>	<b>90.8</b>	<b>96.3</b>	<b>100.6</b>	<b>103.3</b>	-
A223	007	<b>153,000</b>	<b>140,000</b>	<b>97.7</b>	<b>99.5</b>	<b>87.8</b>	<b>95.7</b>	<b>100.6</b>	<b>103.0</b>	-
A222	005	<b>144,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.2</b>	<b>86.2</b>	<b>95.3</b>	<b>100.6</b>	<b>102.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70596	007	<b>153,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2483	004	<b>171,700</b>	<b>140,000</b>	<b>96.4</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>101.9</b>	<b>103.3</b>	-
A2484	000	<b>170,500</b>	<b>140,000</b>	<b>96.4</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>101.9</b>	<b>103.3</b>	-
A2485	007	<b>153,000</b>	<b>140,000</b>	<b>96.8</b>	<b>99.5</b>	<b>86.3</b>	<b>95.7</b>	<b>101.9</b>	<b>103.0</b>	-
A2486	005	<b>144,000</b>	<b>140,000</b>	<b>96.9</b>	<b>99.2</b>	<b>84.7</b>	<b>95.3</b>	<b>101.9</b>	<b>102.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **11936 (Engines incorporating Phase III/3A configuration & Phase I thrust Reverser Improvement Package), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70593	007	<b>153,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **11936, 8550 (Engines incorporating Phase III/3A configuration & Phase I thrust Reverser Improvement Package, JAS noise reduction kit), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2476	004	<b>171,700</b>	<b>140,000</b>	<b>96.3</b>	<b>99.9</b>	<b>89.4</b>	<b>96.4</b>	<b>100.7</b>	<b>103.3</b>	-
A2477	000	<b>170,500</b>	<b>140,000</b>	<b>96.3</b>	<b>99.9</b>	<b>89.3</b>	<b>96.3</b>	<b>100.7</b>	<b>103.3</b>	-
A2478	007	<b>153,000</b>	<b>140,000</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.7</b>	<b>100.7</b>	<b>103.0</b>	-
A2479	005	<b>144,000</b>	<b>140,000</b>	<b>96.9</b>	<b>99.2</b>	<b>83.9</b>	<b>95.3</b>	<b>100.7</b>	<b>102.8</b>	-
A1293	010	<b>140,000</b>	<b>140,000</b>	<b>96.9</b>	<b>99.1</b>	<b>82.9</b>	<b>95.2</b>	<b>100.7</b>	<b>102.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10995, 8550 (Engines incorporating Phase III/3A configuration, JAS noise reduction kit), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70586	004	<b>171,700</b>	<b>140,000</b>	<b>96.3</b>	<b>99.9</b>	<b>89.4</b>	<b>96.4</b>	<b>100.7</b>	<b>103.3</b>	-
A70585	000	<b>170,500</b>	<b>140,000</b>	<b>96.3</b>	<b>99.9</b>	<b>89.3</b>	<b>96.3</b>	<b>100.7</b>	<b>103.3</b>	-
A70589	007	<b>153,000</b>	<b>140,000</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.7</b>	<b>100.7</b>	<b>103.0</b>	-
A70590	005	<b>144,000</b>	<b>140,000</b>	<b>96.9</b>	<b>99.2</b>	<b>83.9</b>	<b>95.3</b>	<b>100.7</b>	<b>102.8</b>	-
A70591	010	<b>140,000</b>	<b>140,000</b>	<b>96.9</b>	<b>99.1</b>	<b>82.9</b>	<b>95.2</b>	<b>100.7</b>	<b>102.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10995 (Engines incorporating Phase III/3A package), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70594	007	<b>153,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-B4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **11735 (Engines with Phase I Thrust Reverser Improvement Package), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70595	007	<b>153,000</b>	<b>140,000</b>	<b>97.9</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>101.7</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-C4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

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      Chapter<sup>1</sup>      **3**

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	
A4991	007	<b>165,000</b>	<b>136,000</b>	<b>97.9</b>	<b>99.7</b>	<b>93.9</b>	<b>96.1</b>	<b>102.9</b>	<b>103.2</b>	-
A4990	000	<b>165,000</b>	<b>134,000</b>	<b>97.9</b>	<b>99.7</b>	<b>93.9</b>	<b>96.1</b>	<b>102.9</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-C4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (short nozzle)**

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

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	
A4993	007	<b>165,000</b>	<b>136,000</b>	<b>97.2</b>	<b>99.7</b>	<b>93.8</b>	<b>96.1</b>	<b>101.6</b>	<b>103.2</b>	-
A4992	000	<b>165,000</b>	<b>134,000</b>	<b>97.2</b>	<b>99.7</b>	<b>93.8</b>	<b>96.1</b>	<b>102.8</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-C4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A225	007	<b>165,000</b>	<b>136,000</b>	<b>97.2</b>	<b>99.7</b>	<b>92.8</b>	<b>96.1</b>	<b>100.7</b>	<b>103.2</b>	-
A224	000	<b>165,000</b>	<b>134,000</b>	<b>97.2</b>	<b>99.7</b>	<b>92.8</b>	<b>96.1</b>	<b>102.0</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-C4-605R Variant F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

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      Chapter<sup>1</sup>      **3**

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	
A182	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-C4-605R Variant F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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	
A4970	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-

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



Type Certificate Holder **Airbus** Aircraft Type Designation **A300-C4-620**

Engine Manufacturer **Pratt & Whitney** Engine Type Designation **JT9D-7R4H1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter **3**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A69984	000	<b>165,000</b>	<b>138,000</b>	-	<b>99.7</b>	-	<b>96.1</b>	-	<b>103.2</b>	<b>2</b>





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

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

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

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	
A4994	000	<b>165,000</b>	<b>136,000</b>	<b>97.9</b>	<b>99.7</b>	<b>93.9</b>	<b>96.1</b>	<b>102.9</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (Short nozzle)**

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

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	
A4995	000	<b>165,000</b>	<b>136,000</b>	<b>97.2</b>	<b>99.7</b>	<b>93.8</b>	<b>96.1</b>	<b>101.6</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50C2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **2150 (Short nozzle), 3305, 3373 (Addition of notch rounding & deletion of leading edge closing plates)**

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

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	
A226	000	<b>165,000</b>	<b>136,000</b>	<b>97.2</b>	<b>99.7</b>	<b>92.8</b>	<b>96.1</b>	<b>100.7</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

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

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

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	
A179	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-
A181	009	<b>168,000</b>	<b>143,300</b>	<b>96.8</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.9</b>	<b>103.3</b>	-
A180	006	<b>165,100</b>	<b>140,600</b>	<b>96.9</b>	<b>99.7</b>	<b>88.8</b>	<b>96.1</b>	<b>99.9</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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	
A4967	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.9</b>	<b>103.3</b>	-
A4968	009	<b>168,000</b>	<b>143,300</b>	<b>96.8</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.9</b>	<b>103.3</b>	-
A4969	006	<b>165,100</b>	<b>140,600</b>	<b>96.9</b>	<b>99.7</b>	<b>88.8</b>	<b>96.1</b>	<b>99.9</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8966 (Installation of CF6-80C2A5F hardware with FADEC)**

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

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	
A199	000	<b>170,500</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.6</b>	<b>103.3</b>	-
A201	009	<b>168,000</b>	<b>143,300</b>	<b>97.5</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.7</b>	<b>103.3</b>	-
A200	006	<b>165,100</b>	<b>140,600</b>	<b>97.6</b>	<b>99.7</b>	<b>88.8</b>	<b>96.1</b>	<b>99.6</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-605R**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A5F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8966 (Installation of CF6-80C2A5F hardware with FADEC), 13219 (Recertification to Chapter 4)**

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	
A4956	000	<b>170,500</b>	<b>140,000</b>	<b>97.5</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>99.6</b>	<b>103.3</b>	-
A4958	009	<b>168,000</b>	<b>143,300</b>	<b>97.5</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>99.7</b>	<b>103.3</b>	-
A4960	006	<b>165,100</b>	<b>140,600</b>	<b>97.6</b>	<b>99.7</b>	<b>88.8</b>	<b>96.1</b>	<b>99.6</b>	<b>103.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration)**

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

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	
A227	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.8</b>	<b>96.3</b>	<b>100.6</b>	<b>103.3</b>	-
A228	009	<b>168,000</b>	<b>143,300</b>	<b>96.7</b>	<b>99.8</b>	<b>90.3</b>	<b>96.2</b>	<b>100.7</b>	<b>103.3</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925, 12275 (Engines incorporating Phase III configuration, TALON IIA burner)**

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

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	
A3125	000	<b>170,500</b>	<b>140,000</b>	<b>96.7</b>	<b>99.9</b>	<b>90.8</b>	<b>96.3</b>	<b>100.6</b>	<b>103.3</b>	-
A3126	009	<b>168,000</b>	<b>143,300</b>	<b>96.7</b>	<b>99.8</b>	<b>90.3</b>	<b>96.2</b>	<b>100.7</b>	<b>103.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2487	000	<b>170,500</b>	<b>140,000</b>	<b>96.4</b>	<b>99.9</b>	<b>89.8</b>	<b>96.3</b>	<b>101.9</b>	<b>103.3</b>	-
A2488	009	<b>168,000</b>	<b>143,300</b>	<b>96.4</b>	<b>99.8</b>	<b>89.3</b>	<b>96.2</b>	<b>101.9</b>	<b>103.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A300-F4-622R**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4158**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925, 12411, 12412 (Engines incorporating Phase III configuration, UPS kit (new inlet cowl acoustic treatment, new inner fan exit case acoustic liners)), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3131	000	<b>170,500</b>	<b>140,000</b>	<b>96.4</b>	<b>99.9</b>	<b>89.5</b>	<b>96.3</b>	<b>101.4</b>	<b>103.3</b>	-
A3130	009	<b>168,000</b>	<b>143,300</b>	<b>96.4</b>	<b>99.8</b>	<b>88.9</b>	<b>96.2</b>	<b>101.4</b>	<b>103.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

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      Chapter<sup>1</sup>      **3**

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	
A232	004	<b>142,000</b>	<b>121,500</b>	<b>96.7</b>	<b>99.2</b>	<b>90.9</b>	<b>95.3</b>	<b>99.9</b>	<b>102.7</b>	-
A234	008	<b>138,600</b>	<b>122,000</b>	<b>96.8</b>	<b>99.1</b>	<b>90.2</b>	<b>95.1</b>	<b>99.9</b>	<b>102.6</b>	-
A230	001	<b>138,600</b>	<b>121,500</b>	<b>96.8</b>	<b>99.1</b>	<b>90.2</b>	<b>95.1</b>	<b>99.9</b>	<b>102.6</b>	-
A233	006	<b>135,000</b>	<b>118,500</b>	<b>96.9</b>	<b>99.0</b>	<b>89.5</b>	<b>95.0</b>	<b>99.7</b>	<b>102.5</b>	-
A229	000	<b>132,000</b>	<b>118,500</b>	<b>96.9</b>	<b>98.9</b>	<b>88.8</b>	<b>94.8</b>	<b>99.7</b>	<b>102.5</b>	-
A231	003	<b>125,000</b>	<b>118,500</b>	<b>97.1</b>	<b>98.7</b>	<b>87.4</b>	<b>94.5</b>	<b>99.7</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **5327 (Removal of wire mesh)**

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

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	
A238	004	142,000	121,500	96.8	99.2	91.0	95.3	99.9	102.7	-
A6755	004	142,000	121,500	96.8	99.2	91.0	95.3	99.9	102.7	-
A244	004	142,000	121,500	97.0	99.2	91.1	95.3	100.0	102.7	-
A251	004	142,000	121,500	97.2	99.2	91.2	95.3	100.4	102.7	-
A240	008	138,600	122,000	96.9	99.1	90.3	95.1	99.9	102.6	-
A6757	008	138,600	122,000	96.9	99.1	90.3	95.1	99.9	102.6	-
A246	008	138,600	122,000	97.0	99.1	90.4	95.1	100.0	102.6	-
A253	008	138,600	122,000	97.2	99.1	90.5	95.1	100.4	102.6	-
A236	001	138,600	121,500	96.9	99.1	90.3	95.1	99.9	102.6	-
A6753	001	138,600	121,500	96.9	99.1	90.3	95.1	99.9	102.6	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **5327 (Removal of wire mesh)**

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

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	
A242	001	138,600	121,500	97.0	99.1	90.4	95.1	100.0	102.6	-
A248	001	138,600	121,500	97.2	99.1	90.5	95.1	100.4	102.6	-
A239	006	135,000	118,500	97.0	99.0	89.6	95.0	99.7	102.5	-
A6756	006	135,000	118,500	97.0	99.0	89.6	95.0	99.7	102.5	-
A245	006	135,000	118,500	97.1	99.0	89.6	95.0	99.8	102.5	-
A252	006	135,000	118,500	97.3	99.0	89.7	95.0	100.2	102.5	-
A235	000	132,000	118,500	97.0	98.9	89.0	94.8	99.7	102.5	-
A6752	000	132,000	118,500	97.0	98.9	89.0	94.8	99.7	102.5	-
A241	000	132,000	118,500	97.2	98.9	89.0	94.8	99.8	102.5	-
A247	000	132,000	118,500	97.4	98.9	89.0	94.8	100.2	102.5	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **5327 (Removal of wire mesh)**

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

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	
A237	003	<b>125,000</b>	<b>118,500</b>	<b>97.2</b>	<b>98.7</b>	<b>87.5</b>	<b>94.5</b>	<b>99.7</b>	<b>102.3</b>	-
A6754	003	<b>125,000</b>	<b>118,500</b>	<b>97.2</b>	<b>98.7</b>	<b>87.5</b>	<b>94.5</b>	<b>99.7</b>	<b>102.3</b>	-
A243	003	<b>125,000</b>	<b>118,500</b>	<b>97.3</b>	<b>98.7</b>	<b>87.5</b>	<b>94.5</b>	<b>99.8</b>	<b>102.3</b>	-
A250	003	<b>125,000</b>	<b>118,500</b>	<b>97.6</b>	<b>98.7</b>	<b>87.5</b>	<b>94.5</b>	<b>100.2</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1292	004	<b>142,000</b>	<b>121,500</b>	<b>96.5</b>	<b>99.2</b>	<b>89.8</b>	<b>95.3</b>	<b>99.9</b>	<b>102.7</b>	-
A1291	008	<b>138,600</b>	<b>122,000</b>	<b>96.6</b>	<b>99.1</b>	<b>89.0</b>	<b>95.1</b>	<b>99.9</b>	<b>102.6</b>	-
A1290	001	<b>138,600</b>	<b>121,500</b>	<b>96.6</b>	<b>99.1</b>	<b>89.0</b>	<b>95.1</b>	<b>99.9</b>	<b>102.6</b>	-
A1289	006	<b>135,000</b>	<b>118,500</b>	<b>96.7</b>	<b>99.0</b>	<b>88.2</b>	<b>95.0</b>	<b>99.7</b>	<b>102.5</b>	-
A1288	000	<b>132,000</b>	<b>118,500</b>	<b>96.8</b>	<b>98.9</b>	<b>87.6</b>	<b>94.8</b>	<b>99.7</b>	<b>102.5</b>	-
A1287	003	<b>125,000</b>	<b>118,500</b>	<b>97.0</b>	<b>98.7</b>	<b>86.1</b>	<b>94.5</b>	<b>99.7</b>	<b>102.3</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-203C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **5771, 6045, 6546 (Removal of wire mesh)**

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

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	
A255	004	<b>142,000</b>	<b>121,500</b>	<b>97.2</b>	<b>99.2</b>	<b>91.2</b>	<b>95.3</b>	<b>100.4</b>	<b>102.7</b>	-
A254	000	<b>138,600</b>	<b>121,500</b>	<b>97.2</b>	<b>99.1</b>	<b>90.5</b>	<b>95.1</b>	<b>100.4</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-204**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A2**

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

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

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	
A260	104	<b>142,000</b>	<b>122,000</b>	<b>94.8</b>	<b>99.2</b>	<b>86.6</b>	<b>95.3</b>	<b>98.4</b>	<b>102.7</b>	-
A259	101	<b>138,600</b>	<b>122,000</b>	<b>94.9</b>	<b>99.1</b>	<b>86.0</b>	<b>95.1</b>	<b>98.4</b>	<b>102.6</b>	-
A261	107	<b>134,000</b>	<b>122,000</b>	<b>95.0</b>	<b>99.0</b>	<b>85.3</b>	<b>94.9</b>	<b>98.4</b>	<b>102.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-204**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 6**      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	
A4971	104	<b>142,000</b>	<b>122,000</b>	<b>94.8</b>	<b>99.2</b>	<b>86.6</b>	<b>95.3</b>	<b>98.4</b>	<b>102.7</b>	-
A4972	101	<b>138,600</b>	<b>122,000</b>	<b>94.9</b>	<b>99.1</b>	<b>86.0</b>	<b>95.1</b>	<b>98.4</b>	<b>102.6</b>	-
A4973	107	<b>134,000</b>	<b>122,000</b>	<b>95.0</b>	<b>99.0</b>	<b>85.3</b>	<b>94.9</b>	<b>98.4</b>	<b>102.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-221**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4D1**

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

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

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	
A265	004	<b>142,000</b>	<b>121,500</b>	<b>94.8</b>	<b>99.2</b>	<b>91.4</b>	<b>95.3</b>	<b>100.6</b>	<b>102.7</b>	-
A263	001	<b>138,600</b>	<b>121,500</b>	<b>94.8</b>	<b>99.1</b>	<b>90.4</b>	<b>95.1</b>	<b>100.6</b>	<b>102.6</b>	-
A266	007	<b>132,000</b>	<b>119,500</b>	<b>94.9</b>	<b>98.9</b>	<b>88.6</b>	<b>94.8</b>	<b>100.6</b>	<b>102.5</b>	-
A262	000	<b>132,000</b>	<b>118,500</b>	<b>94.9</b>	<b>98.9</b>	<b>88.6</b>	<b>94.8</b>	<b>100.6</b>	<b>102.5</b>	-
A264	003	<b>125,000</b>	<b>118,500</b>	<b>95.0</b>	<b>98.7</b>	<b>86.7</b>	<b>94.5</b>	<b>100.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-221**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4D1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1285	004	<b>142,000</b>	<b>121,500</b>	<b>94.6</b>	<b>99.2</b>	<b>89.7</b>	<b>95.3</b>	<b>100.6</b>	<b>102.7</b>	-
A1284	001	<b>138,600</b>	<b>121,500</b>	<b>94.7</b>	<b>99.1</b>	<b>88.8</b>	<b>95.1</b>	<b>100.6</b>	<b>102.6</b>	-
A1283	007	<b>132,000</b>	<b>119,500</b>	<b>94.8</b>	<b>98.9</b>	<b>87.2</b>	<b>94.8</b>	<b>100.6</b>	<b>102.5</b>	-
A1282	000	<b>132,000</b>	<b>118,500</b>	<b>94.8</b>	<b>98.9</b>	<b>87.2</b>	<b>94.8</b>	<b>100.6</b>	<b>102.5</b>	-
A1281	003	<b>125,000</b>	<b>118,500</b>	<b>95.0</b>	<b>98.7</b>	<b>85.5</b>	<b>94.5</b>	<b>100.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-222**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4E1**

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

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

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	
A269	011	<b>144,000</b>	<b>121,500</b>	<b>95.3</b>	<b>99.2</b>	<b>91.5</b>	<b>95.3</b>	<b>100.6</b>	<b>102.8</b>	-
A271	104	<b>142,000</b>	<b>122,000</b>	<b>95.4</b>	<b>99.2</b>	<b>90.9</b>	<b>95.3</b>	<b>100.6</b>	<b>102.7</b>	-
A268	004	<b>142,000</b>	<b>121,500</b>	<b>95.4</b>	<b>99.2</b>	<b>90.9</b>	<b>95.3</b>	<b>100.6</b>	<b>102.7</b>	-
A270	101	<b>138,600</b>	<b>122,000</b>	<b>95.4</b>	<b>99.1</b>	<b>90.0</b>	<b>95.1</b>	<b>100.6</b>	<b>102.6</b>	-
A267	001	<b>138,600</b>	<b>121,500</b>	<b>95.4</b>	<b>99.1</b>	<b>90.0</b>	<b>95.1</b>	<b>100.6</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-304**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A2**

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

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

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	
A283	005	<b>157,000</b>	<b>124,000</b>	<b>94.5</b>	<b>99.6</b>	<b>89.4</b>	<b>95.8</b>	<b>98.4</b>	<b>103.0</b>	-
A281	003	<b>153,000</b>	<b>124,000</b>	<b>94.6</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>98.4</b>	<b>103.0</b>	-
A280	001	<b>153,000</b>	<b>123,000</b>	<b>94.6</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>98.4</b>	<b>103.0</b>	-
A279	000	<b>150,000</b>	<b>123,000</b>	<b>94.7</b>	<b>99.4</b>	<b>88.0</b>	<b>95.6</b>	<b>98.4</b>	<b>102.9</b>	-
A282	004	<b>142,000</b>	<b>123,000</b>	<b>94.8</b>	<b>99.2</b>	<b>86.6</b>	<b>95.3</b>	<b>98.4</b>	<b>102.7</b>	-
A284	006	<b>138,600</b>	<b>123,000</b>	<b>94.9</b>	<b>99.1</b>	<b>86.0</b>	<b>95.1</b>	<b>98.4</b>	<b>102.6</b>	-
A285	007	<b>134,000</b>	<b>124,000</b>	<b>95.0</b>	<b>99.0</b>	<b>85.3</b>	<b>94.9</b>	<b>98.4</b>	<b>102.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-304**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **13219 (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 6**      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	
A4974	005	<b>157,000</b>	<b>124,000</b>	<b>94.5</b>	<b>99.6</b>	<b>89.4</b>	<b>95.8</b>	<b>98.4</b>	<b>103.0</b>	-
A4975	003	<b>153,000</b>	<b>124,000</b>	<b>94.6</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>98.4</b>	<b>103.0</b>	-
A4976	001	<b>153,000</b>	<b>123,000</b>	<b>94.6</b>	<b>99.5</b>	<b>88.6</b>	<b>95.7</b>	<b>98.4</b>	<b>103.0</b>	-
A4977	000	<b>150,000</b>	<b>123,000</b>	<b>94.7</b>	<b>99.4</b>	<b>88.0</b>	<b>95.6</b>	<b>98.4</b>	<b>102.9</b>	-
A4978	004	<b>142,000</b>	<b>123,000</b>	<b>94.8</b>	<b>99.2</b>	<b>86.6</b>	<b>95.3</b>	<b>98.4</b>	<b>102.7</b>	-
A4979	006	<b>138,600</b>	<b>123,000</b>	<b>94.9</b>	<b>99.1</b>	<b>86.0</b>	<b>95.1</b>	<b>98.4</b>	<b>102.6</b>	-
A4980	007	<b>134,000</b>	<b>124,000</b>	<b>95.0</b>	<b>99.0</b>	<b>85.3</b>	<b>94.9</b>	<b>98.4</b>	<b>102.5</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-308**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A8**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **8245 (Installation of CF6-80C2A8 hardware)**

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

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	
A288	008	<b>164,000</b>	<b>124,000</b>	<b>96.6</b>	<b>99.7</b>	<b>91.1</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A289	009	<b>161,000</b>	<b>124,000</b>	<b>96.7</b>	<b>99.7</b>	<b>90.6</b>	<b>96.0</b>	<b>98.5</b>	<b>103.1</b>	-
A287	005	<b>157,000</b>	<b>124,000</b>	<b>96.7</b>	<b>99.6</b>	<b>90.0</b>	<b>95.8</b>	<b>98.5</b>	<b>103.0</b>	-
A286	000	<b>150,000</b>	<b>123,000</b>	<b>96.8</b>	<b>99.4</b>	<b>88.8</b>	<b>95.6</b>	<b>98.5</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-308**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2A8**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8245 (Installation of CF6-80C2A8 hardware), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A6314	008	<b>164,000</b>	<b>124,000</b>	<b>96.0</b>	<b>99.7</b>	<b>89.9</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A6315	009	<b>161,000</b>	<b>124,000</b>	<b>96.1</b>	<b>99.7</b>	<b>89.3</b>	<b>96.0</b>	<b>98.5</b>	<b>103.1</b>	-
A6316	005	<b>157,000</b>	<b>124,000</b>	<b>96.2</b>	<b>99.6</b>	<b>88.6</b>	<b>95.8</b>	<b>98.5</b>	<b>103.0</b>	-
A6317	000	<b>150,000</b>	<b>123,000</b>	<b>96.3</b>	<b>99.4</b>	<b>87.3</b>	<b>95.6</b>	<b>98.5</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-322**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4E1**

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

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

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	
A292	003	<b>153,000</b>	<b>124,000</b>	<b>95.2</b>	<b>99.5</b>	<b>93.3</b>	<b>95.7</b>	<b>101.5</b>	<b>103.0</b>	-
A291	001	<b>153,000</b>	<b>123,000</b>	<b>95.2</b>	<b>99.5</b>	<b>93.3</b>	<b>95.7</b>	<b>101.5</b>	<b>103.0</b>	-
A290	000	<b>150,000</b>	<b>123,000</b>	<b>95.2</b>	<b>99.4</b>	<b>92.5</b>	<b>95.6</b>	<b>101.5</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-324**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4152**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8921 ("B"package installation)**

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

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	
A302	012	<b>160,000</b>	<b>124,000</b>	<b>95.5</b>	<b>99.6</b>	<b>92.4</b>	<b>95.9</b>	<b>100.2</b>	<b>103.1</b>	-
A301	005	<b>157,000</b>	<b>124,000</b>	<b>95.6</b>	<b>99.6</b>	<b>91.8</b>	<b>95.8</b>	<b>100.2</b>	<b>103.0</b>	-
A300	003	<b>153,000</b>	<b>124,000</b>	<b>95.7</b>	<b>99.5</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>103.0</b>	-
A299	001	<b>153,000</b>	<b>123,000</b>	<b>95.7</b>	<b>99.5</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>103.0</b>	-
A298	000	<b>150,000</b>	<b>123,000</b>	<b>95.7</b>	<b>99.4</b>	<b>90.3</b>	<b>95.6</b>	<b>100.2</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-324**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4152**

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      Chapter<sup>1</sup>      **3**

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	
A297	012	<b>160,000</b>	<b>124,000</b>	<b>96.8</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>100.5</b>	<b>103.1</b>	-
A296	005	<b>157,000</b>	<b>124,000</b>	<b>96.9</b>	<b>99.6</b>	<b>91.3</b>	<b>95.8</b>	<b>100.5</b>	<b>103.0</b>	-
A295	003	<b>153,000</b>	<b>124,000</b>	<b>96.9</b>	<b>99.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.5</b>	<b>103.0</b>	-
A294	001	<b>153,000</b>	<b>123,000</b>	<b>96.9</b>	<b>99.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.5</b>	<b>103.0</b>	-
A293	000	<b>150,000</b>	<b>123,000</b>	<b>97.0</b>	<b>99.4</b>	<b>89.8</b>	<b>95.6</b>	<b>100.5</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-324**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4152**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration)**

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

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	
A307	012	<b>160,000</b>	<b>124,000</b>	<b>94.8</b>	<b>99.6</b>	<b>92.1</b>	<b>95.9</b>	<b>99.6</b>	<b>103.1</b>	-
A306	005	<b>157,000</b>	<b>124,000</b>	<b>94.8</b>	<b>99.6</b>	<b>91.4</b>	<b>95.8</b>	<b>99.6</b>	<b>103.0</b>	-
A305	003	<b>153,000</b>	<b>124,000</b>	<b>94.9</b>	<b>99.5</b>	<b>90.6</b>	<b>95.7</b>	<b>99.6</b>	<b>103.0</b>	-
A304	001	<b>153,000</b>	<b>123,000</b>	<b>94.9</b>	<b>99.5</b>	<b>90.6</b>	<b>95.7</b>	<b>99.6</b>	<b>103.0</b>	-
A303	000	<b>150,000</b>	<b>123,000</b>	<b>94.9</b>	<b>99.4</b>	<b>90.0</b>	<b>95.6</b>	<b>99.6</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-324**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4152**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **8921 ("B"package installation), 13219 (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      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	
A8937	012	<b>160,000</b>	<b>124,000</b>	<b>95.1</b>	<b>99.6</b>	<b>90.8</b>	<b>95.9</b>	<b>99.9</b>	<b>103.1</b>	-
A8938	005	<b>157,000</b>	<b>124,000</b>	<b>95.1</b>	<b>99.6</b>	<b>90.1</b>	<b>95.8</b>	<b>99.9</b>	<b>103.0</b>	-
A8939	003	<b>153,000</b>	<b>124,000</b>	<b>95.2</b>	<b>99.5</b>	<b>89.2</b>	<b>95.7</b>	<b>99.9</b>	<b>103.0</b>	-
A8940	001	<b>153,000</b>	<b>123,000</b>	<b>95.2</b>	<b>99.5</b>	<b>89.2</b>	<b>95.7</b>	<b>99.9</b>	<b>103.0</b>	-
A8941	000	<b>150,000</b>	<b>123,000</b>	<b>95.3</b>	<b>99.4</b>	<b>88.5</b>	<b>95.6</b>	<b>99.9</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-324**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4152**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration), 13219 (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      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	
A8932	012	<b>160,000</b>	<b>124,000</b>	<b>94.1</b>	<b>99.6</b>	<b>89.9</b>	<b>95.9</b>	<b>99.8</b>	<b>103.1</b>	-
A8933	005	<b>157,000</b>	<b>124,000</b>	<b>94.1</b>	<b>99.6</b>	<b>89.3</b>	<b>95.8</b>	<b>99.8</b>	<b>103.0</b>	-
A8934	003	<b>153,000</b>	<b>124,000</b>	<b>94.2</b>	<b>99.5</b>	<b>88.4</b>	<b>95.7</b>	<b>99.8</b>	<b>103.0</b>	-
A8935	001	<b>153,000</b>	<b>123,000</b>	<b>94.2</b>	<b>99.5</b>	<b>88.4</b>	<b>95.7</b>	<b>99.7</b>	<b>103.0</b>	-
A8936	000	<b>150,000</b>	<b>123,000</b>	<b>94.3</b>	<b>99.4</b>	<b>87.8</b>	<b>95.6</b>	<b>99.7</b>	<b>102.9</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-325**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4156A**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration)**

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

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	
A311	008	<b>164,000</b>	<b>124,000</b>	<b>95.5</b>	<b>99.7</b>	<b>91.0</b>	<b>96.1</b>	<b>99.6</b>	<b>103.2</b>	-
A310	000	<b>150,000</b>	<b>123,000</b>	<b>95.7</b>	<b>99.4</b>	<b>88.3</b>	<b>95.6</b>	<b>99.6</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-325**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4156A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **8349 (Installation of PW4156A including package "B")**

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

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	
A309	008	<b>164,000</b>	<b>124,000</b>	<b>96.8</b>	<b>99.7</b>	<b>91.7</b>	<b>96.1</b>	<b>100.2</b>	<b>103.2</b>	-
A308	000	<b>150,000</b>	<b>123,000</b>	<b>97.1</b>	<b>99.4</b>	<b>89.0</b>	<b>95.6</b>	<b>100.2</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-325**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4156A**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **10925 (Engines incorporating Phase III configuration), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8944	008	<b>164,000</b>	<b>124,000</b>	<b>95.0</b>	<b>99.7</b>	<b>89.4</b>	<b>96.1</b>	<b>99.8</b>	<b>103.2</b>	-
A8945	000	<b>150,000</b>	<b>123,000</b>	<b>95.3</b>	<b>99.4</b>	<b>86.6</b>	<b>95.6</b>	<b>99.7</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus**      Aircraft Type Designation<sup>1</sup>      **A310-325**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4156A**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **8349 (Installation of PW4156A including package "B"), 13219 (Recertification to Chapter 4)**

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> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8942	008	<b>164,000</b>	<b>124,000</b>	<b>96.5</b>	<b>99.7</b>	<b>89.8</b>	<b>96.1</b>	<b>99.9</b>	<b>103.2</b>	-
A8943	000	<b>150,000</b>	<b>123,000</b>	<b>96.8</b>	<b>99.4</b>	<b>87.0</b>	<b>95.6</b>	<b>99.9</b>	<b>102.9</b>	-

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



### **TCDSN EASA.A.172 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Noise levels for this variant are not established. Please contact [noise@easa.europa.eu](mailto:noise@easa.europa.eu) if you wish to register this variant.
3. WV21 introduced via SB A300-00-0042.
4. WV22 introduced via SB A300-00-0043.



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	30 April 2014	Initial Issue
Issue 2	07 January 2015	Description update of the modification 10936
Issue 3	21 September 2017	TC-holder address revised

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