



TYPE-CERTIFICATE DATA SHEET FOR NOISE

No. EASA.IM.A.673

for

CL-600 Regional Jet Series

Type Certificate Holder:

MHI RJ AVIATION ULC.

12655 Boul. Henri-Fabre O

Mirabel, QC, Canada

J7N 1E1

For models: CL-600-2B19
CL-600-2C10
CL-600-2D15
CL-600-2D24
CL-600-2E25



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Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1947 | 24,040 | 21,319 | 82.2 | 94.0 | 79.8 | 89.0 | 92.1 | 98.0 | - |
| A1949 | 24,040 | 21,205 | 82.1 | 94.0 | 80.3 | 89.0 | 92.1 | 98.0 | - |
| A1950 | 24,040 | 20,280 | 82.1 | 94.0 | 80.3 | 89.0 | 92.1 | 98.0 | - |
| A1952 | 23,995 | 21,319 | 82.1 | 94.0 | 80.2 | 89.0 | 92.1 | 98.0 | - |
| A1954 | 23,133 | 21,319 | 82.2 | 94.0 | 78.8 | 89.0 | 92.1 | 98.0 | - |
| A1955 | 22,995 | 21,319 | 82.2 | 94.0 | 78.6 | 89.0 | 92.1 | 98.0 | - |
| A1956 | 22,995 | 21,205 | 82.2 | 94.0 | 78.6 | 89.0 | 92.1 | 98.0 | - |
| A1957 | 21,995 | 21,319 | 82.3 | 94.0 | 77.2 | 89.0 | 92.1 | 98.0 | - |
| A1958 | 21,995 | 21,205 | 82.3 | 94.0 | 77.2 | 89.0 | 92.1 | 98.0 | - |
| A1960 | 20,553 | 20,276 | 82.4 | 94.0 | 76.3 | 89.0 | 92.4 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **73 (FAA Vref / V2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1943 | 22,995 | 21,319 | 82.3 | 94.0 | 77.6 | 89.0 | 92.1 | 98.0 | - |
| A1944 | 22,995 | 21,205 | 82.3 | 94.0 | 77.6 | 89.0 | 92.1 | 98.0 | - |
| A1945 | 21,995 | 21,319 | 82.4 | 94.0 | 76.3 | 89.0 | 92.1 | 98.0 | - |
| A1946 | 21,995 | 21,205 | 82.4 | 94.0 | 76.3 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **2 (XL)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1937 | 23,133 | 21,205 | 82.2 | 94.0 | 78.8 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **4 (XL JAA)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1938 | 23,995 | 21,205 | 82.1 | 94.0 | 80.2 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1, CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1961 | 24,040 | 21,319 | 82.2 | 94.0 | 78.9 | 89.0 | 92.2 | 98.0 | - |
| A1962 | 24,040 | 21,205 | 82.2 | 94.0 | 78.9 | 89.0 | 92.2 | 98.0 | - |
| A1963 | 23,995 | 21,319 | 82.2 | 94.0 | 78.8 | 89.0 | 92.2 | 98.0 | - |
| A1964 | 23,995 | 21,205 | 82.4 | 94.0 | 78.0 | 89.0 | 92.2 | 98.0 | - |
| A1965 | 23,587 | 21,319 | 82.3 | 94.0 | 78.4 | 89.0 | 92.2 | 98.0 | - |
| A1966 | 23,587 | 21,205 | 82.3 | 94.0 | 78.4 | 89.0 | 92.2 | 98.0 | - |
| A1967 | 23,133 | 21,319 | 82.3 | 94.0 | 77.8 | 89.0 | 92.2 | 98.0 | - |
| A1968 | 22,995 | 21,319 | 82.3 | 94.0 | 77.6 | 89.0 | 92.2 | 98.0 | - |
| A1969 | 22,995 | 21,205 | 82.3 | 94.0 | 77.6 | 89.0 | 92.2 | 98.0 | - |
| A1970 | 21,995 | 21,319 | 82.4 | 94.0 | 76.3 | 89.0 | 92.2 | 98.0 | - |

¹ See Note 1.

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Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3A1, CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1971 | 21,995 | 21,205 | 82.4 | 94.0 | 76.3 | 89.0 | 92.2 | 98.0 | - |
| A1974 | 21,523 | 20,275 | 82.4 | 94.0 | 75.7 | 89.0 | 92.3 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **68 ("Hot & high")**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1939 | 22,995 | 21,319 | 82.5 | 94.0 | 77.5 | 89.0 | 92.1 | 98.0 | - |
| A1941 | 21,995 | 21,319 | 82.6 | 94.0 | 76.2 | 89.0 | 92.1 | 98.0 | - |
| A1942 | 21,995 | 21,205 | 82.6 | 94.0 | 76.2 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1977 | 24,040 | 21,319 | 82.4 | 94.0 | 78.8 | 89.0 | 92.1 | 98.0 | - |
| A1978 | 24,040 | 21,205 | 82.4 | 94.0 | 78.8 | 89.0 | 92.1 | 98.0 | - |
| A1983 | 23,995 | 21,319 | 82.4 | 94.0 | 78.7 | 89.0 | 92.1 | 98.0 | - |
| A1984 | 23,995 | 21,205 | 82.4 | 94.0 | 78.7 | 89.0 | 92.1 | 98.0 | - |
| A1987 | 23,587 | 21,319 | 82.3 | 94.0 | 78.5 | 89.0 | 92.1 | 98.0 | - |
| A1990 | 23,133 | 21,319 | 82.5 | 94.0 | 77.7 | 89.0 | 92.1 | 98.0 | - |
| A1991 | 23,133 | 21,205 | 82.5 | 94.0 | 77.7 | 89.0 | 92.1 | 98.0 | - |
| A1994 | 22,995 | 21,319 | 82.4 | 94.0 | 77.6 | 89.0 | 92.1 | 98.0 | - |
| A1995 | 22,995 | 21,205 | 82.4 | 94.0 | 77.6 | 89.0 | 92.1 | 98.0 | - |
| A1996 | 21,995 | 21,319 | 82.5 | 94.0 | 76.3 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.

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Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation **CRJ 100/200**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1997 | 21,995 | 21,205 | 82.5 | 94.0 | 76.3 | 89.0 | 92.1 | 98.0 | - |
| A2002 | 21,520 | 20,280 | 82.7 | 94.0 | 75.7 | 89.0 | 92.4 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2B19**
(Commercial Designation) **CRJ 100/200)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **68 (hot-high)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A1940 | 22,995 | 21,205 | 82.5 | 94.0 | 77.5 | 89.0 | 92.1 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2C10**
(Commercial Designation **CRJ700)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 6** Chapter¹ **3**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2003 | 34,020 | 30,390 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A2004 | 34,019 | 30,390 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A2005 | 33,995 | 30,390 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A2006 | 32,999 | 30,390 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A2007 | 32,995 | 30,390 | 89.6 | 94.0 | 82.0 | 89.0 | 92.6 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2C10**
(Commercial Designation **CRJ700)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1230> (Chapter 4 option)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A72 | 34,020 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A73 | 34,019 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A74 | 33,995 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A75 | 32,999 | 30,391 | 89.6 | 94.0 | 82.0 | 89.0 | 92.6 | 98.0 | - |
| A76 | 32,995 | 30,391 | 89.6 | 94.0 | 82.0 | 89.0 | 92.6 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2C10**
(Commercial Designation **CRJ700**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1230> (Chapter 4 option)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A67 | 34,020 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A68 | 34,019 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A69 | 33,995 | 30,391 | 89.4 | 94.0 | 82.7 | 89.0 | 92.6 | 98.0 | - |
| A70 | 32,999 | 30,391 | 89.6 | 94.0 | 82.0 | 89.0 | 92.6 | 98.0 | - |
| A71 | 32,995 | 30,391 | 89.6 | 94.0 | 82.0 | 89.0 | 92.6 | 98.0 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2054> (Conical Nozzle, Enhanced performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A19034 | 38,329 | 34,065 | 89.8 | 94.3 | 84.2 | 89.0 | 92.3 | 98.3 | - |
| A19035 | 37,995 | 34,065 | 89.9 | 94.3 | 83.8 | 89.0 | 92.3 | 98.3 | - |
| A19036 | 37,421 | 33,339 | 89.9 | 94.3 | 83.4 | 89.0 | 92.3 | 98.2 | - |
| A19037 | 36,995 | 33,339 | 89.9 | 94.2 | 82.9 | 89.0 | 92.3 | 98.2 | - |
| A19038 | 36,514 | 33,339 | 90.0 | 94.2 | 82.6 | 89.0 | 92.3 | 98.1 | - |
| A19039 | 36,500 | 33,339 | 90.0 | 94.2 | 82.6 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels¹ **Enhanced performance**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2656 | 38,329 | 34,065 | 89.1 | 94.3 | 83.9 | 89.0 | 92.4 | 98.3 | - |
| A2655 | 37,995 | 34,065 | 89.1 | 94.3 | 83.6 | 89.0 | 92.4 | 98.3 | - |
| A2654 | 37,421 | 33,339 | 89.1 | 94.3 | 83.1 | 89.0 | 92.4 | 98.2 | - |
| A2653 | 36,995 | 33,339 | 89.2 | 94.2 | 82.7 | 89.0 | 92.4 | 98.2 | - |
| A2652 | 36,514 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.4 | 98.1 | - |
| A2651 | 36,500 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.4 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1228> (Enhanced performance, Reduced Vref)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2662 | 38,329 | 34,065 | 89.1 | 94.3 | 83.9 | 89.0 | 92.3 | 98.3 | - |
| A2661 | 37,995 | 34,065 | 89.1 | 94.3 | 83.6 | 89.0 | 92.3 | 98.3 | - |
| A2660 | 37,421 | 33,339 | 89.1 | 94.3 | 83.1 | 89.0 | 92.3 | 98.2 | - |
| A2659 | 36,995 | 33,339 | 89.2 | 94.2 | 82.7 | 89.0 | 92.3 | 98.2 | - |
| A2658 | 36,514 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.3 | 98.1 | - |
| A2657 | 36,500 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2900> (Original performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 6** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2667 | 38,329 | 33,339 | 89.2 | 94.3 | 84.6 | 89.0 | 93.2 | 98.3 | - |
| A2666 | 37,421 | 33,339 | 89.1 | 94.3 | 84.0 | 89.0 | 93.2 | 98.2 | - |
| A2665 | 36,995 | 33,339 | 89.2 | 94.2 | 83.7 | 89.0 | 93.2 | 98.2 | - |
| A2664 | 36,514 | 33,339 | 89.2 | 94.2 | 83.4 | 89.0 | 93.2 | 98.1 | - |
| A2663 | 36,500 | 33,339 | 89.2 | 94.2 | 83.4 | 89.0 | 93.2 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
 (Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2055> (Conical Nozzle, Enhanced performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A19040 | 38,329 | 34,065 | 90.2 | 94.3 | 83.9 | 89.0 | 92.3 | 98.3 | - |
| A19041 | 37,995 | 34,065 | 90.2 | 94.3 | 83.6 | 89.0 | 92.3 | 98.3 | - |
| A19042 | 37,421 | 33,339 | 90.3 | 94.3 | 83.1 | 89.0 | 92.3 | 98.2 | - |
| A19043 | 36,995 | 33,339 | 90.3 | 94.2 | 82.8 | 89.0 | 92.3 | 98.2 | - |
| A19044 | 36,514 | 33,339 | 90.3 | 94.2 | 82.3 | 89.0 | 92.3 | 98.1 | - |
| A19045 | 36,500 | 33,339 | 90.3 | 94.2 | 82.3 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.

Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels¹ **Enhanced performance**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2013 | 38,329 | 34,065 | 89.4 | 94.3 | 83.5 | 89.0 | 92.4 | 98.3 | - |
| A2012 | 37,995 | 34,065 | 89.4 | 94.3 | 83.2 | 89.0 | 92.4 | 98.3 | - |
| A2011 | 37,421 | 33,339 | 89.4 | 94.3 | 82.7 | 89.0 | 92.4 | 98.2 | - |
| A2010 | 36,995 | 33,339 | 89.5 | 94.2 | 82.3 | 89.0 | 92.4 | 98.2 | - |
| A2009 | 36,514 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.4 | 98.1 | - |
| A2008 | 36,500 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.4 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1228> (Enhanced performance, Reduced Vref)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2638 | 38,329 | 34,065 | 89.4 | 94.3 | 83.5 | 89.0 | 92.3 | 98.3 | - |
| A2637 | 37,995 | 34,065 | 89.4 | 94.3 | 83.2 | 89.0 | 92.3 | 98.3 | - |
| A2636 | 37,421 | 33,339 | 89.4 | 94.3 | 82.7 | 89.0 | 92.3 | 98.2 | - |
| A2635 | 36,995 | 33,339 | 89.5 | 94.2 | 82.3 | 89.0 | 92.3 | 98.2 | - |
| A2634 | 36,514 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.3 | 98.1 | - |
| A2633 | 36,500 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.

Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D15**
(Commercial Designation **CRJ705)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2900> (Original performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 6** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2672 | 38,329 | 33,339 | 89.4 | 94.3 | 84.5 | 89.0 | 93.2 | 98.3 | - |
| A2668 | 37,995 | 33,339 | 89.5 | 94.3 | 83.3 | 89.0 | 93.2 | 98.3 | - |
| A2671 | 37,421 | 33,339 | 89.5 | 94.3 | 83.9 | 89.0 | 93.2 | 98.2 | - |
| A2670 | 36,995 | 33,339 | 89.5 | 94.2 | 83.6 | 89.0 | 93.2 | 98.2 | - |
| A2669 | 36,514 | 33,339 | 89.5 | 94.2 | 83.3 | 89.0 | 93.2 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2054> (Conical Nozzle, Enhanced performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A19046 | 38,329 | 34,065 | 89.8 | 94.3 | 84.2 | 89.0 | 92.3 | 98.3 | - |
| A19047 | 37,995 | 34,065 | 89.9 | 94.3 | 83.8 | 89.0 | 92.3 | 98.3 | - |
| A19048 | 37,421 | 33,339 | 89.9 | 94.3 | 83.4 | 89.0 | 92.3 | 98.2 | - |
| A19049 | 36,995 | 33,339 | 89.9 | 94.2 | 82.9 | 89.0 | 92.3 | 98.2 | - |
| A19050 | 36,514 | 33,339 | 90.0 | 94.2 | 82.6 | 89.0 | 92.3 | 98.1 | - |
| A19051 | 36,500 | 33,339 | 90.0 | 94.2 | 82.6 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation) **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **Enhanced performance**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2024 | 38,329 | 34,065 | 89.1 | 94.3 | 83.9 | 89.0 | 92.4 | 98.3 | - |
| A2025 | 37,995 | 34,065 | 89.1 | 94.3 | 83.6 | 89.0 | 92.4 | 98.3 | - |
| A2026 | 37,421 | 33,339 | 89.1 | 94.3 | 83.1 | 89.0 | 92.4 | 98.2 | - |
| A2490 | 36,995 | 33,339 | 89.2 | 94.2 | 82.7 | 89.0 | 92.4 | 98.2 | - |
| A2027 | 36,514 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.4 | 98.1 | - |
| A2028 | 36,500 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.4 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1228> (Enhanced performance, Reduced Vref)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2645 | 38,329 | 34,065 | 89.1 | 94.3 | 83.9 | 89.0 | 92.3 | 98.3 | - |
| A2646 | 37,995 | 34,065 | 89.1 | 94.3 | 83.6 | 89.0 | 92.3 | 98.3 | - |
| A2647 | 37,421 | 33,339 | 89.1 | 94.3 | 83.1 | 89.0 | 92.3 | 98.2 | - |
| A2648 | 36,995 | 33,339 | 89.2 | 94.2 | 82.7 | 89.0 | 92.3 | 98.2 | - |
| A2649 | 36,514 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.3 | 98.1 | - |
| A2650 | 36,500 | 33,339 | 89.2 | 94.2 | 82.2 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2900> (Original performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2014 | 38,329 | 33,339 | 89.2 | 94.3 | 84.6 | 89.0 | 93.2 | 98.3 | - |
| A2015 | 37,995 | 33,339 | 89.2 | 94.3 | 83.7 | 89.0 | 93.2 | 98.3 | - |
| A2016 | 37,421 | 33,339 | 89.1 | 94.3 | 84.0 | 89.0 | 93.2 | 98.2 | - |
| A2017 | 36,514 | 33,339 | 89.2 | 94.2 | 83.4 | 89.0 | 93.2 | 98.1 | - |
| A2018 | 36,500 | 33,339 | 89.2 | 94.2 | 83.4 | 89.0 | 93.2 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
 (Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2055> (Conical Nozzle, Enhanced performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A19052 | 38,329 | 34,065 | 90.2 | 94.3 | 83.9 | 89.0 | 92.3 | 98.3 | - |
| A19053 | 37,995 | 34,065 | 90.2 | 94.3 | 83.6 | 89.0 | 92.3 | 98.3 | - |
| A19054 | 37,421 | 33,339 | 90.3 | 94.3 | 83.1 | 89.0 | 92.3 | 98.2 | - |
| A19055 | 36,995 | 33,339 | 90.3 | 94.2 | 82.8 | 89.0 | 92.3 | 98.2 | - |
| A19056 | 36,514 | 33,339 | 90.3 | 94.2 | 82.3 | 89.0 | 92.3 | 98.1 | - |
| A19057 | 36,500 | 33,339 | 90.3 | 94.2 | 82.3 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels¹ **Enhanced performance**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2029 | 38,329 | 34,065 | 89.4 | 94.3 | 83.5 | 89.0 | 92.4 | 98.3 | - |
| A2030 | 37,995 | 34,065 | 89.4 | 94.3 | 83.2 | 89.0 | 92.4 | 98.3 | - |
| A2031 | 37,421 | 33,339 | 89.4 | 94.3 | 82.7 | 89.0 | 92.4 | 98.2 | - |
| A2491 | 36,995 | 33,339 | 89.5 | 94.2 | 82.3 | 89.0 | 92.4 | 98.2 | - |
| A2032 | 36,514 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.4 | 98.1 | - |
| A2033 | 36,500 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.4 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <1228> (Enhanced performance, Reduced Vref)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2639 | 38,329 | 34,065 | 89.4 | 94.3 | 83.5 | 89.0 | 92.3 | 98.3 | - |
| A2640 | 37,995 | 34,065 | 89.4 | 94.3 | 83.2 | 89.0 | 92.3 | 98.3 | - |
| A2641 | 37,421 | 33,339 | 89.4 | 94.3 | 82.7 | 89.0 | 92.3 | 98.2 | - |
| A2642 | 36,995 | 33,339 | 89.5 | 94.2 | 82.3 | 89.0 | 92.3 | 98.2 | - |
| A2643 | 36,514 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.3 | 98.1 | - |
| A2644 | 36,500 | 33,339 | 89.5 | 94.2 | 81.9 | 89.0 | 92.3 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2D24**
(Commercial Designation **CRJ900)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **AFM Option Code <2900> (Original performance)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 7** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A2019 | 38,329 | 33,339 | 89.4 | 94.3 | 84.5 | 89.0 | 93.2 | 98.3 | - |
| A2020 | 37,995 | 33,339 | 89.5 | 94.3 | 83.3 | 89.0 | 93.2 | 98.3 | - |
| A2021 | 37,421 | 33,339 | 89.5 | 94.3 | 83.9 | 89.0 | 93.2 | 98.2 | - |
| A2022 | 36,995 | 33,339 | 89.5 | 94.2 | 83.6 | 89.0 | 93.2 | 98.2 | - |
| A2023 | 36,514 | 33,339 | 89.5 | 94.2 | 83.3 | 89.0 | 93.2 | 98.1 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation **CRJ1000**)

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|----------------------------|---------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15227 | 41,640 | 36,968 | 89.1 | 94.7 | 85.5 | 89.0 | 93.3 | 98.6 | - |
| A15228 | 40,995 | 36,968 | 89.1 | 94.6 | 85.1 | 89.0 | 93.3 | 98.5 | - |
| A15229 | 40,823 | 36,968 | 89.1 | 94.6 | 84.9 | 89.0 | 93.3 | 98.5 | - |
| A15230 | 39,995 | 36,968 | 89.2 | 94.5 | 84.2 | 89.0 | 93.3 | 98.4 | - |
| A15231 | 38,995 | 36,968 | 89.2 | 94.4 | 83.3 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation) **CRJ1000)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5/M**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15232 | 41,640 | 36,968 | 90.9 | 94.7 | 84.1 | 89.0 | 93.3 | 98.6 | - |
| A15233 | 40,995 | 36,968 | 90.9 | 94.6 | 83.6 | 89.0 | 93.3 | 98.5 | - |
| A15234 | 40,823 | 36,968 | 90.9 | 94.6 | 83.5 | 89.0 | 93.3 | 98.5 | - |
| A15235 | 39,995 | 36,968 | 90.9 | 94.5 | 82.8 | 89.0 | 93.3 | 98.4 | - |
| A15236 | 38,995 | 36,968 | 91.0 | 94.4 | 81.9 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation **CRJ1000)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15237 | 41,640 | 36,968 | 89.4 | 94.7 | 85.4 | 89.0 | 93.3 | 98.6 | - |
| A15238 | 40,995 | 36,968 | 89.4 | 94.6 | 84.8 | 89.0 | 93.3 | 98.5 | - |
| A15239 | 40,823 | 36,968 | 89.4 | 94.6 | 84.7 | 89.0 | 93.3 | 98.5 | - |
| A15240 | 39,995 | 36,968 | 89.5 | 94.5 | 84.0 | 89.0 | 93.3 | 98.4 | - |
| A15241 | 38,995 | 36,968 | 89.5 | 94.4 | 83.0 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation) **CRJ1000)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A1/M**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15242 | 41,640 | 36,968 | 90.9 | 94.7 | 84.1 | 89.0 | 93.3 | 98.6 | - |
| A15243 | 40,995 | 36,968 | 90.9 | 94.6 | 83.6 | 89.0 | 93.3 | 98.5 | - |
| A15244 | 40,823 | 36,968 | 90.9 | 94.6 | 83.5 | 89.0 | 93.3 | 98.5 | - |
| A15245 | 39,995 | 36,968 | 90.9 | 94.5 | 82.8 | 89.0 | 93.3 | 98.4 | - |
| A15246 | 38,995 | 36,968 | 91.0 | 94.4 | 81.9 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation) **CRJ1000)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15247 | 41,640 | 36,968 | 89.8 | 94.7 | 85.0 | 89.0 | 93.3 | 98.6 | - |
| A15248 | 40,995 | 36,968 | 89.8 | 94.6 | 84.5 | 89.0 | 93.3 | 98.5 | - |
| A15249 | 40,823 | 36,968 | 89.8 | 94.6 | 84.3 | 89.0 | 93.3 | 98.5 | - |
| A15250 | 39,995 | 36,968 | 89.8 | 94.5 | 83.6 | 89.0 | 93.3 | 98.4 | - |
| A15251 | 38,995 | 36,968 | 89.9 | 94.4 | 82.7 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



Type Certificate Holder¹ **MHI RJ AVIATION ULC.** Aircraft Type Designation¹ **CL-600-2E25**
(Commercial Designation) **CRJ1000)**

Engine Manufacturer¹ **General Electric** Engine Type Designation¹ **CF34-8C5A2/M**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels¹ **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter¹ **4**

| EASA Record No. | Maximum Mass | | Lateral EPNL | | Flyover EPNL | | Approach EPNL | | See Note |
|-----------------|-------------------------------|------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|----------|
| | Take-off ¹ (kg) | Landing ¹ (kg) | Level ¹ | Limit | Level ¹ | Limit | Level ¹ | Limit | |
| A15252 | 41,640 | 36,968 | 90.9 | 94.7 | 84.1 | 89.0 | 93.3 | 98.6 | - |
| A15253 | 40,995 | 36,968 | 90.9 | 94.6 | 83.6 | 89.0 | 93.3 | 98.5 | - |
| A15254 | 40,823 | 36,968 | 90.9 | 94.6 | 83.5 | 89.0 | 93.3 | 98.5 | - |
| A15255 | 39,995 | 36,968 | 90.9 | 94.5 | 82.8 | 89.0 | 93.3 | 98.4 | - |
| A15256 | 38,995 | 36,968 | 91.0 | 94.4 | 81.9 | 89.0 | 93.3 | 98.4 | - |

¹ See Note 1.



CS-36 Amendment level

| | | | | | | |
|--|---------|---|---|----|------|----|
| ICAO, Annex 16, Volume 1 Amendment level | 7 | 8 | 9 | 10 | 11-B | 12 |
| Corresponding CS-36 Amendment level | Initial | 1 | 2 | 3 | 4 | 5 |

TCDSN EASA.IM.A.673 Notes

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.

Change Record

| Issue | Date | Changes |
|--------------|---------------|---|
| Issue 1 | 06 March 2020 | Initial Issue |
| Issue 2 | 01 June 2020 | EASA.IM.A.673 Type Certificate transferred from Bombardier Inc to new TC Holder MHI RJ Aviation ULC |

-END-