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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.064.2**

**for**

**AIRBUS A319**

**Type Certificate Holder:**

**Airbus S.A.S.**

2 Rond-point Emile Dewoitine

31700 Blagnac

France

For models:

A319-111      A319-151N

A319-112      A319-153N

A319-113      A319-171N

A319-114      A319-173N

A319-115

A319-131

A319-132

A319-133



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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-111**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 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	
A10257	002	<b>75,500</b>	<b>62,500</b>	<b>90.6</b>	<b>96.9</b>	<b>87.6</b>	<b>91.6</b>	<b>92.6</b>	<b>100.6</b>	-
A10258	007	<b>75,500</b>	<b>61,000</b>	<b>90.6</b>	<b>96.9</b>	<b>87.6</b>	<b>91.6</b>	<b>92.4</b>	<b>100.6</b>	-
A10259	006	<b>73,500</b>	<b>62,500</b>	<b>90.8</b>	<b>96.8</b>	<b>86.5</b>	<b>91.5</b>	<b>92.6</b>	<b>100.5</b>	-
A334	005	<b>70,000</b>	<b>62,500</b>	<b>91.2</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>92.6</b>	<b>100.3</b>	-
A331	001	<b>70,000</b>	<b>61,000</b>	<b>91.2</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>92.4</b>	<b>100.3</b>	-
A333	004	<b>68,000</b>	<b>62,500</b>	<b>91.3</b>	<b>96.5</b>	<b>83.8</b>	<b>91.0</b>	<b>92.6</b>	<b>100.2</b>	-
A332	003	<b>68,000</b>	<b>61,000</b>	<b>91.3</b>	<b>96.5</b>	<b>83.8</b>	<b>91.0</b>	<b>92.4</b>	<b>100.2</b>	-
A6904	009	<b>66,000</b>	<b>62,500</b>	<b>91.3</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>92.6</b>	<b>100.1</b>	-
A6905	011	<b>66,000</b>	<b>61,000</b>	<b>91.3</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>92.4</b>	<b>100.1</b>	-
A6903	008	<b>64,000</b>	<b>62,500</b>	<b>91.4</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>92.6</b>	<b>100.0</b>	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A330	000	<b>64,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>92.4</b>	<b>100.0</b>	-
A6906	012	<b>62,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>92.4</b>	<b>99.9</b>	-

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



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-111**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147 (Technology Insertion Program (TIP))**

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	
A10083	002	75,500	62,500	90.8	96.9	88.1	91.6	93.6	100.6	2
A10082	007	75,500	61,000	90.8	96.9	88.1	91.6	93.4	100.6	2
A10081	006	73,500	62,500	91.1	96.8	87.1	91.5	93.6	100.5	2
A6947	005	70,000	62,500	91.4	96.6	85.1	91.2	93.6	100.3	2
A6944	001	70,000	61,000	91.4	96.6	85.1	91.2	93.4	100.3	2
A6946	004	68,000	62,500	91.5	96.5	84.1	91.0	93.6	100.2	2
A6945	003	68,000	61,000	91.5	96.5	84.1	91.0	93.4	100.2	2
A6949	009	66,000	62,500	91.6	96.4	83.1	90.8	93.6	100.1	2
A6950	011	66,000	61,000	91.6	96.4	83.1	90.8	93.4	100.1	2
A6948	008	64,000	62,500	91.7	96.2	82.2	90.7	93.6	100.0	2

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37147 (Technology Insertion Program (TIP))**

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	
A6928	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A6951	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A6931	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>2</b>
A6936	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A6935	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>2</b>
A6934	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>2</b>
A6930	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A6933	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>2</b>
A6932	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A6938	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>2</b>
A6939	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A6937	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A6929	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A8542	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70817	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A70818	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A70819	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>2</b>
A70820	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A70821	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A70822	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A70823	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A70824	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A70825	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A70826	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70827	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A70828	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18539	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A18540	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A18541	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>2</b>
A18542	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A18543	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A18544	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A18545	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A18546	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A18547	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A18548	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18549	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A18550	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11065	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>2</b>
A11066	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A11067	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>2</b>
A11068	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>2</b>
A11069	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A11070	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>2</b>
A11071	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A11072	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>2</b>
A11073	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A11074	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11075	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A11076	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70829	002	75,500	62,500	90.5	96.8	86.3	91.6	93.4	100.6	2
A70830	007	75,500	61,000	90.5	96.8	86.3	91.6	93.2	100.6	2
A70831	006	73,500	62,500	90.5	96.7	85.3	91.4	93.4	100.5	2
A70832	005	70,000	62,500	90.7	96.6	83.6	91.2	93.4	100.3	2
A70833	001	70,000	61,000	90.7	96.6	83.6	91.2	93.2	100.3	2
A70834	004	68,000	62,500	90.8	96.5	82.7	91.0	93.4	100.2	2
A70835	003	68,000	61,000	90.8	96.5	82.7	91.0	93.2	100.2	2
A70836	009	66,000	62,500	90.9	96.3	81.8	90.8	93.4	100.1	2
A70837	011	66,000	61,000	90.9	96.3	81.8	90.8	93.2	100.1	2
A70838	008	64,000	62,500	91.0	96.2	80.9	90.6	93.4	100.0	2

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

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Type Certificate Holder<sup>1</sup>**Airbus S.A.S.**Aircraft Type Designation<sup>1</sup>**A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70839	000	64,000	61,000	91.0	96.2	80.9	90.6	93.2	100.0	2
A70840	012	62,000	61,000	91.0	96.1	80.1	90.5	93.2	99.9	2

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71565	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A71566	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A71567	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>2</b>
A71568	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A71569	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A71570	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A71571	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A71572	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A71573	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71574	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A71575	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A71576	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11077	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>2</b>
A11078	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A11079	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>2</b>
A11080	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>2</b>
A11081	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A11082	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>2</b>
A11083	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A11084	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>2</b>
A11085	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A11086	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11087	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A11088	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70841	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A70842	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A70843	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>2</b>
A70844	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A70845	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A70846	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A70847	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A70848	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A70849	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A70850	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70851	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>2</b>
A70852	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11089	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>2</b>
A11090	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A11091	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>2</b>
A11092	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>2</b>
A11093	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A11094	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>2</b>
A11095	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A11096	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>2</b>
A11097	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A11098	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11099	000	64,000	61,000	91.0	96.2	81.5	90.6	93.2	100.0	2
A11100	012	62,000	61,000	91.1	96.1	80.5	90.5	93.2	99.9	2

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70853	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A70854	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>2</b>
A70855	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>2</b>
A70856	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A70857	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>2</b>
A70858	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A70859	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>2</b>
A70860	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A70861	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>2</b>
A70862	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>

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

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

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

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

Noise Certification Basis**ICAO Annex 16, Volume I**

Aircraft Type Designation<sup>1</sup>**A319-111**

Engine Type Designation<sup>1</sup>**CFM56-5B5/3**

**37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Edition / Amendment**Edition 7 / Amendment 11-B**

Chapter<sup>1</sup>**14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70863	000	64,000	61,000	91.0	96.2	80.9	90.6	93.2	100.0	2
A70864	012	62,000	61,000	91.0	96.1	80.1	90.5	93.2	99.9	2

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

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 32871 (Technology Insertion Program (TIP), Enhanced acoustic thrust reverser)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>
		Chapter <sup>1</sup>	<b>4</b>

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	
A11101	002	75,500	62,500	90.8	96.9	88.1	91.6	93.6	100.6	2
A11102	007	75,500	61,000	90.8	96.9	88.1	91.6	93.4	100.6	2
A11103	006	73,500	62,500	91.1	96.8	87.1	91.5	93.6	100.5	2
A11104	005	70,000	62,500	91.4	96.6	85.1	91.2	93.6	100.3	2
A11105	001	70,000	61,000	91.4	96.6	85.1	91.2	93.4	100.3	2
A11106	004	68,000	62,500	91.5	96.5	84.1	91.0	93.6	100.2	2
A11107	003	68,000	61,000	91.5	96.5	84.1	91.0	93.4	100.2	2
A11108	009	66,000	62,500	91.6	96.4	83.1	90.8	93.6	100.1	2
A11109	011	66,000	61,000	91.6	96.4	83.1	90.8	93.4	100.1	2
A11110	008	64,000	62,500	91.7	96.2	82.2	90.7	93.6	100.0	2

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

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-111		
Engine Manufacturer <sup>1</sup>	CFM International SA	Engine Type Designation <sup>1</sup>	CFM56-5B5/3		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		37147, 32871 (Technology Insertion Program (TIP), Enhanced acoustic thrust reverser)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 4 / Amendment 8	Chapter <sup>1</sup>	4

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11111	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A11112	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/3**

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

**37147, 33987 (Technology Insertion Program (TIP), Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11113	002	<b>75,500</b>	<b>62,500</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>2</b>
A11114	007	<b>75,500</b>	<b>61,000</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A11115	006	<b>73,500</b>	<b>62,500</b>	<b>91.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>2</b>
A11116	005	<b>70,000</b>	<b>62,500</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>2</b>
A11117	001	<b>70,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A11118	004	<b>68,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>2</b>
A11119	003	<b>68,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A11120	009	<b>66,000</b>	<b>62,500</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>2</b>
A11121	011	<b>66,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A11122	008	<b>64,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11123	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A11124	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-111**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

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	
A10091	002	75,500	62,500	90.8	96.9	88.1	91.6	93.6	100.6	3
A10090	007	75,500	61,000	90.8	96.9	88.1	91.6	93.4	100.6	3
A10089	006	73,500	62,500	91.1	96.8	87.1	91.5	93.6	100.5	3
A2240	005	70,000	62,500	91.4	96.6	85.1	91.2	93.6	100.3	3
A2241	001	70,000	61,000	91.4	96.6	85.1	91.2	93.4	100.3	3
A2242	004	68,000	62,500	91.5	96.5	84.1	91.0	93.6	100.2	3
A2243	003	68,000	61,000	91.5	96.5	84.1	91.0	93.4	100.2	3
A6941	009	66,000	62,500	91.6	96.4	83.1	90.8	93.6	100.1	3
A6942	011	66,000	61,000	91.6	96.4	83.1	90.8	93.4	100.1	3
A6940	008	64,000	62,500	91.7	96.2	82.2	90.7	93.6	100.0	3

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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	
A2244	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>
A6943	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772 (/P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A342	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>3</b>
A6925	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A6924	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>3</b>
A345	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>3</b>
A341	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A344	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>3</b>
A343	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A6927	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>3</b>
A6587	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A6926	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772 (/P enhanced performance, Improved fan frame forward panels)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A340	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A5785	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70757	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A70758	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A70759	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>3</b>
A70760	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A70761	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A70762	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A70763	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A70764	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A70765	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A70766	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder<sup>1</sup>**Airbus S.A.S.**Aircraft Type Designation<sup>1</sup>**A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70767	000	64,000	61,000	91.0	96.2	80.9	90.6	93.2	100.0	3
A70768	012	62,000	61,000	91.0	96.1	80.1	90.5	93.2	99.9	3

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



Type Certificate Holder<sup>1</sup>

Airbus S.A.S.

Aircraft Type Designation<sup>1</sup>

A319-111

Engine Manufacturer<sup>1</sup>

CFM International SA

Engine Type Designation<sup>1</sup>

CFM56-5B5/P

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

25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 28238, 28162, 28342 (Corporate Jet configuration)

Noise Certification Basis

ICAO Annex 16, Volume I

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Chapter<sup>1</sup>

14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17900	010	76,500	62,500	90.0	96.9	87.8	91.7	93.5	100.6	3

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11005	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>3</b>
A11006	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A11007	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>3</b>
A11008	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>3</b>
A11009	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A11010	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>3</b>
A11011	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A11012	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>3</b>
A11013	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A11014	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11015	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A11016	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70769	002	75,500	62,500	90.5	96.8	86.3	91.6	93.4	100.6	3
A70770	007	75,500	61,000	90.5	96.8	86.3	91.6	93.2	100.6	3
A70771	006	73,500	62,500	90.5	96.7	85.3	91.4	93.4	100.5	3
A70772	005	70,000	62,500	90.7	96.6	83.6	91.2	93.4	100.3	3
A70773	001	70,000	61,000	90.7	96.6	83.6	91.2	93.2	100.3	3
A70774	004	68,000	62,500	90.8	96.5	82.7	91.0	93.4	100.2	3
A70775	003	68,000	61,000	90.8	96.5	82.7	91.0	93.2	100.2	3
A70776	009	66,000	62,500	90.9	96.3	81.8	90.8	93.4	100.1	3
A70777	011	66,000	61,000	90.9	96.3	81.8	90.8	93.2	100.1	3
A70778	008	64,000	62,500	91.0	96.2	80.9	90.6	93.4	100.0	3

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

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Type Certificate Holder<sup>1</sup>**Airbus S.A.S.**Aircraft Type Designation<sup>1</sup>**A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70779	000	64,000	61,000	91.0	96.2	80.9	90.6	93.2	100.0	3
A70780	012	62,000	61,000	91.0	96.1	80.1	90.5	93.2	99.9	3

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71553	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A71554	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A71555	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>3</b>
A71556	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A71557	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A71558	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A71559	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A71560	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A71561	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A71562	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71563	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A71564	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11017	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>3</b>
A11018	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A11019	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>3</b>
A11020	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>3</b>
A11021	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A11022	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>3</b>
A11023	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A11024	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>3</b>
A11025	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A11026	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11027	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A11028	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70781	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A70782	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A70783	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>3</b>
A70784	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A70785	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A70786	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A70787	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A70788	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A70789	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A70790	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70791	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A70792	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11029	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>3</b>
A11030	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A11031	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>3</b>
A11032	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>3</b>
A11033	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A11034	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>3</b>
A11035	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A11036	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>3</b>
A11037	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A11038	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-111**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B5/P**

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance,  
Improved fan frame forward panels, Basic NIP (Enhanced acoustic  
thrust reverser, Core chevron nozzle))**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11039	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>3</b>
A11040	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70793	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A70794	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>3</b>
A70795	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>3</b>
A70796	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A70797	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>3</b>
A70798	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A70799	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>3</b>
A70800	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A70801	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>3</b>
A70802	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70803	000	64,000	61,000	91.0	96.2	80.9	90.6	93.2	100.0	3
A70804	012	62,000	61,000	91.0	96.1	80.1	90.5	93.2	99.9	3

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 32871 (/P enhanced performance, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11041	002	<b>75,500</b>	<b>62,500</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>3</b>
A11042	007	<b>75,500</b>	<b>61,000</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A11043	006	<b>73,500</b>	<b>62,500</b>	<b>91.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>3</b>
A11044	005	<b>70,000</b>	<b>62,500</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>3</b>
A11045	001	<b>70,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A11046	004	<b>68,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>3</b>
A11047	003	<b>68,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A11048	009	<b>66,000</b>	<b>62,500</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>3</b>
A11049	011	<b>66,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A11050	008	<b>64,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-111</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B5/P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 32871 (/P enhanced performance, Enhanced acoustic thrust reverser)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A11051	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>
A11052	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P**

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

**25800, 33987 (/P enhanced performance, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11053	002	<b>75,500</b>	<b>62,500</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>3</b>
A11054	007	<b>75,500</b>	<b>61,000</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>3</b>
A11055	006	<b>73,500</b>	<b>62,500</b>	<b>91.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>3</b>
A11056	005	<b>70,000</b>	<b>62,500</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>3</b>
A11057	001	<b>70,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>3</b>
A11058	004	<b>68,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>3</b>
A11059	003	<b>68,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>3</b>
A11060	009	<b>66,000</b>	<b>62,500</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>3</b>
A11061	011	<b>66,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>3</b>
A11062	008	<b>64,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>3</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11063	000	64,000	61,000	91.7	96.2	82.2	90.7	93.4	100.0	3
A11064	012	62,000	61,000	91.8	96.1	81.2	90.5	93.4	99.9	3

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P, CFM56-5B5/3**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A9578	002	<b>75,500</b>	<b>62,500</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>4</b>
A9579	007	<b>75,500</b>	<b>61,000</b>	<b>90.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>4</b>
A9580	006	<b>73,500</b>	<b>62,500</b>	<b>90.4</b>	<b>96.7</b>	<b>86.2</b>	<b>91.4</b>	<b>93.5</b>	<b>100.5</b>	<b>4</b>
A9581	005	<b>70,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>4</b>
A9582	001	<b>70,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>4</b>
A9583	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>4</b>
A9584	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>83.5</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>4</b>
A9585	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>4</b>
A9586	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>4</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle))**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A9587	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>4</b>
A9588	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>81.5</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>4</b>
A9589	012	<b>62,000</b>	<b>61,000</b>	<b>91.1</b>	<b>96.1</b>	<b>80.5</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>4</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P, CFM56-5B5/3**

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

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 160080 (Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70805	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>4</b>
A70806	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>4</b>
A70807	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>4</b>
A70808	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>4</b>
A70809	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>4</b>
A70810	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>4</b>
A70811	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>4</b>
A70812	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>4</b>
A70813	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>4</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P, CFM56-5B5/3**

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

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 160080 (Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70814	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>4</b>
A70815	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>4</b>
A70816	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>4</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P, CFM56-5B5/3**

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

**27772, with or without 32871, with or without 33987 (Engine intermix, Improved fan frame forward panels with or without Enhanced acoustic thrust reverser or Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70865	002	<b>75,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>5</b>
A70866	007	<b>75,500</b>	<b>61,000</b>	<b>90.5</b>	<b>96.8</b>	<b>86.3</b>	<b>91.6</b>	<b>93.2</b>	<b>100.6</b>	<b>5</b>
A70867	006	<b>73,500</b>	<b>62,500</b>	<b>90.5</b>	<b>96.7</b>	<b>85.3</b>	<b>91.4</b>	<b>93.4</b>	<b>100.5</b>	<b>5</b>
A70868	005	<b>70,000</b>	<b>62,500</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>5</b>
A70869	001	<b>70,000</b>	<b>61,000</b>	<b>90.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>93.2</b>	<b>100.3</b>	<b>5</b>
A70870	004	<b>68,000</b>	<b>62,500</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>5</b>
A70871	003	<b>68,000</b>	<b>61,000</b>	<b>90.8</b>	<b>96.5</b>	<b>82.7</b>	<b>91.0</b>	<b>93.2</b>	<b>100.2</b>	<b>5</b>
A70872	009	<b>66,000</b>	<b>62,500</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>5</b>
A70873	011	<b>66,000</b>	<b>61,000</b>	<b>90.9</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>93.2</b>	<b>100.1</b>	<b>5</b>
A70874	008	<b>64,000</b>	<b>62,500</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>5</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **27772, with or without 32871, with or without 33987 (Engine  
intermix, Improved fan frame forward panels with or without  
Enhanced acoustic thrust reverser or Core chevron nozzle), 160080  
(Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70875	000	<b>64,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.2</b>	<b>80.9</b>	<b>90.6</b>	<b>93.2</b>	<b>100.0</b>	<b>5</b>
A70876	012	<b>62,000</b>	<b>61,000</b>	<b>91.0</b>	<b>96.1</b>	<b>80.1</b>	<b>90.5</b>	<b>93.2</b>	<b>99.9</b>	<b>5</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-111**

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

Engine Type Designation<sup>1</sup> **CFM56-5B5/P, CFM56-5B5/3**

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

**With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10087	002	<b>75,500</b>	<b>62,500</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>6</b>
A10086	007	<b>75,500</b>	<b>61,000</b>	<b>90.8</b>	<b>96.9</b>	<b>88.1</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>6</b>
A10085	006	<b>73,500</b>	<b>62,500</b>	<b>91.1</b>	<b>96.8</b>	<b>87.1</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>6</b>
A9548	005	<b>70,000</b>	<b>62,500</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>6</b>
A9549	001	<b>70,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>6</b>
A9550	004	<b>68,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>6</b>
A9551	003	<b>68,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>6</b>
A9552	009	<b>66,000</b>	<b>62,500</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>6</b>
A9553	011	<b>66,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>6</b>
A9554	008	<b>64,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>6</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-111**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A9555	000	<b>64,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.2</b>	<b>82.2</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>6</b>
A9556	012	<b>62,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>6</b>

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

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 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	
A357	002	<b>75,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.9</b>	<b>86.5</b>	<b>91.6</b>	<b>92.6</b>	<b>100.6</b>	-
A2249	007	<b>75,500</b>	<b>61,000</b>	<b>91.8</b>	<b>96.9</b>	<b>86.5</b>	<b>91.6</b>	<b>92.4</b>	<b>100.6</b>	-
A2248	006	<b>73,500</b>	<b>62,500</b>	<b>91.9</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>92.6</b>	<b>100.5</b>	-
A2247	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>92.6</b>	<b>100.3</b>	-
A360	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>92.4</b>	<b>100.3</b>	-
A2246	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>92.6</b>	<b>100.2</b>	-
A2245	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>92.4</b>	<b>100.2</b>	-
A6971	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.2</b>	<b>90.8</b>	<b>92.6</b>	<b>100.1</b>	-
A6972	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.2</b>	<b>90.8</b>	<b>92.4</b>	<b>100.1</b>	-
A6970	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.3</b>	<b>90.7</b>	<b>92.6</b>	<b>100.0</b>	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A361	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.3</b>	<b>90.7</b>	<b>92.4</b>	<b>100.0</b>	-
A6973	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>92.4</b>	<b>99.9</b>	-

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

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/2P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, (26610 or 27727) (/P enhanced performance, DAC IIC combustor)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 5 / Amendment 9</b>
		Chapter <sup>1</sup>	<b>4</b>

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	
A376	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A356	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A353	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A375	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A380	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A378	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A379	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A7070	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A7071	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A7069	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A377	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A7072	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **25800, (26610 or 27727) (/P enhanced performance, DAC IIC  
combustor), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15441	010	76,500	62,500	91.7	96.9	87.0	91.7	94.0	100.6	-

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



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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772 (/P enhanced performance, DAC IIC  
combustor), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15442	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2252	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A2257	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A2256	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A2255	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A2251	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A2254	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A2253	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A8546	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A8547	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A8548	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/2P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, (26610 or 27727), 27772 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 5 / Amendment 9</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A2250	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A8549	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 32871 (/P enhanced performance,  
DAC IIC combustor), 28238, 28162, 28342 (Corporate Jet  
configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15443	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 32871 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A11233	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A11234	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A11235	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A11236	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A11237	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A11238	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A11239	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A11240	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A11241	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A11242	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 32871 (/P enhanced performance,  
DAC IIC combustor, Improved fan frame forward panels, Enhanced  
acoustic thrust reverser)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11243	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A11244	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 33987 (/P enhanced performance,  
DAC IIC combustor), 28238, 28162, 28342 (Corporate Jet  
configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15444	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 33987 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

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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	
A11245	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A11246	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A11247	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A11248	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A11249	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A11250	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A11251	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A11252	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A11253	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A11254	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 33987 (/P enhanced performance,  
DAC IIC combustor, Improved fan frame forward panels, Core  
chevron nozzle)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11255	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A11256	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 34155 (32871, 33987) (/P enhanced  
performance, DAC IIC combustor), 28238, 28162, 28342 (Corporate  
Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15445	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 34155 (32871, 33987) (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11257	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A11258	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A11259	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A11260	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A11261	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A11262	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A11263	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A11264	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A11265	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A11266	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 27772, 34155 (32871, 33987) (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11267	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A11268	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 32871 (/P enhanced performance, DAC IIC  
combustor), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15446	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 32871 (/P enhanced performance, DAC IIC combustor, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

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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	
A11269	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A11270	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A11271	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A11272	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A11273	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A11274	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A11275	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A11276	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A11277	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A11278	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/2P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, (26610 or 27727), 32871 (/P enhanced performance, DAC IIC combustor, Enhanced acoustic thrust reverser)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 5 / Amendment 9</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A11279	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A11280	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 33987 (/P enhanced performance, DAC IIC  
combustor), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15447	010	<b>76,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>87.0</b>	<b>91.7</b>	<b>94.0</b>	<b>100.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, (26610 or 27727), 33987 (/P enhanced performance, DAC IIC combustor, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11281	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	-
A11282	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	-
A11283	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	-
A11284	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	-
A11285	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A11286	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	-
A11287	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	-
A11288	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	-
A11289	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	-
A11290	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	-

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/2P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, (26610 or 27727), 33987 (/P enhanced performance, DAC IIC combustor, Core chevron nozzle)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 5 / Amendment 9</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A11291	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	-
A11292	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, 25530 (/P enhanced performance, DAC II FN combustor)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A10797	002	<b>75,500</b>	<b>62,500</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	-
A10798	007	<b>75,500</b>	<b>61,000</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.2</b>	<b>100.6</b>	-
A369	006	<b>73,500</b>	<b>62,500</b>	<b>92.8</b>	<b>96.8</b>	<b>86.5</b>	<b>91.5</b>	<b>94.5</b>	<b>100.5</b>	-
A372	005	<b>70,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	-
A374	001	<b>70,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.2</b>	<b>100.3</b>	-
A373	004	<b>68,000</b>	<b>62,500</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	-
A370	003	<b>68,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.2</b>	<b>100.2</b>	-
A7039	009	<b>66,000</b>	<b>62,500</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	-
A7040	011	<b>66,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.2</b>	<b>100.1</b>	-
A7038	008	<b>64,000</b>	<b>62,500</b>	<b>93.2</b>	<b>96.2</b>	<b>82.4</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	-

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **25800, 25530 (/P enhanced performance, DAC II FN combustor)**

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	
A371	000	64,000	61,000	93.2	96.2	82.4	90.7	94.2	100.0	-
A7041	012	62,000	61,000	93.3	96.1	81.5	90.5	94.2	99.9	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, 25530, 32871 (/P enhanced performance, DAC II FN combustor, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11209	002	<b>75,500</b>	<b>62,500</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	-
A11210	007	<b>75,500</b>	<b>61,000</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.2</b>	<b>100.6</b>	-
A11211	006	<b>73,500</b>	<b>62,500</b>	<b>92.8</b>	<b>96.8</b>	<b>86.5</b>	<b>91.5</b>	<b>94.5</b>	<b>100.5</b>	-
A11212	005	<b>70,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	-
A11213	001	<b>70,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.2</b>	<b>100.3</b>	-
A11214	004	<b>68,000</b>	<b>62,500</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	-
A11215	003	<b>68,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.2</b>	<b>100.2</b>	-
A11216	009	<b>66,000</b>	<b>62,500</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	-
A11217	011	<b>66,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.2</b>	<b>100.1</b>	-
A11218	008	<b>64,000</b>	<b>62,500</b>	<b>93.2</b>	<b>96.2</b>	<b>82.4</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	-

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

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Type Certificate Holder<sup>1</sup>**Airbus S.A.S.**Aircraft Type Designation<sup>1</sup>**A319-112**

Engine Manufacturer<sup>1</sup>**CFM International SA**Engine Type Designation<sup>1</sup>**CFM56-5B6/2P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>**25800, 25530, 32871 (/P enhanced performance, DAC II FN combustor, Enhanced acoustic thrust reverser)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11219	000	64,000	61,000	93.2	96.2	82.4	90.7	94.2	100.0	-
A11220	012	62,000	61,000	93.3	96.1	81.5	90.5	94.2	99.9	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P**

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

**25800, 25530, 33987 (/P enhanced performance, DAC II FN combustor, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A11221	002	<b>75,500</b>	<b>62,500</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	-
A11222	007	<b>75,500</b>	<b>61,000</b>	<b>92.7</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.2</b>	<b>100.6</b>	-
A11223	006	<b>73,500</b>	<b>62,500</b>	<b>92.8</b>	<b>96.8</b>	<b>86.5</b>	<b>91.5</b>	<b>94.5</b>	<b>100.5</b>	-
A11224	005	<b>70,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	-
A11225	001	<b>70,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.6</b>	<b>85.0</b>	<b>91.2</b>	<b>94.2</b>	<b>100.3</b>	-
A11226	004	<b>68,000</b>	<b>62,500</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	-
A11227	003	<b>68,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>94.2</b>	<b>100.2</b>	-
A11228	009	<b>66,000</b>	<b>62,500</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	-
A11229	011	<b>66,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.4</b>	<b>83.2</b>	<b>90.8</b>	<b>94.2</b>	<b>100.1</b>	-
A11230	008	<b>64,000</b>	<b>62,500</b>	<b>93.2</b>	<b>96.2</b>	<b>82.4</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	-

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/2P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 25530, 33987 (/P enhanced performance, DAC II FN combustor, Core chevron nozzle)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A11231	000	<b>64,000</b>	<b>61,000</b>	<b>93.2</b>	<b>96.2</b>	<b>82.4</b>	<b>90.7</b>	<b>94.2</b>	<b>100.0</b>	-
A11232	012	<b>62,000</b>	<b>61,000</b>	<b>93.3</b>	<b>96.1</b>	<b>81.5</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/2P, CFM56-5B6/3**

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

**Engine intermix (CFM56-5B6/2P with 25800, (26610 or 27727) and 27772 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels); CFM56-5B6/3 with 37147 and 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels))**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A74199	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	<b>7</b>
A74200	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	<b>7</b>
A74201	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	<b>7</b>
A74202	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	<b>7</b>
A74203	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	<b>7</b>
A74204	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	<b>7</b>
A74205	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>7</b>
A74206	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	<b>7</b>
A74207	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>7</b>

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

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

Engine Type Designation<sup>1</sup>      **CFM56-5B6/2P, CFM56-5B6/3**

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

**Engine intermix (CFM56-5B6/2P with 25800, (26610 or 27727) and 27772 (/P enhanced performance, DAC IIC combustor, Improved fan frame forward panels); CFM56-5B6/3 with 37147 and 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels))**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A74208	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	<b>7</b>
A74209	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	<b>7</b>
A74210	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	<b>7</b>

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

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-112**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37147 (Technology Insertion Program (TIP))**

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	
A6999	002	<b>75,500</b>	<b>62,500</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>2</b>
A7004	007	<b>75,500</b>	<b>61,000</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A7003	006	<b>73,500</b>	<b>62,500</b>	<b>92.3</b>	<b>96.8</b>	<b>86.4</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>2</b>
A7002	005	<b>70,000</b>	<b>62,500</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>2</b>
A6998	001	<b>70,000</b>	<b>61,000</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A7001	004	<b>68,000</b>	<b>62,500</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>2</b>
A7000	003	<b>68,000</b>	<b>61,000</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A7006	009	<b>66,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>2</b>
A7007	011	<b>66,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A7005	008	<b>64,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37147 (Technology Insertion Program (TIP))**

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	
A6997	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A7008	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A7095	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A7100	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A7099	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A7098	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A7094	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A7097	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A7096	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A7102	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A7103	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A7101	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A7093	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A7104	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70926	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>9</b>
A70927	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>9</b>
A70928	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>9</b>
A70929	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>9</b>
A70930	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>9</b>
A70931	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>9</b>
A70932	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>9</b>
A70933	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>9</b>
A70934	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>9</b>
A70935	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>9</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70936	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>9</b>
A70937	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>9</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18295	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>
A18296	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A18297	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>2</b>
A18299	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>2</b>
A18300	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A18301	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>2</b>
A18302	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A18303	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>2</b>
A18304	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A18305	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18307	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan  
frame forward panels), 28238, 28162, 28342 (Corporate Jet  
configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10799	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan  
frame forward panels), 28238, 28162, 28342, 160080 (Corporate Jet  
configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71594	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772 (Technology Insertion Program (TIP), Improved fan frame forward panels), 28238, 28162, 28342, 160500 or 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18286	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11332	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11333	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11334	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11336	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11337	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11338	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11339	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11340	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11341	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A11342	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11343	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A11344	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70938	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A70939	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>8</b>
A70940	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A70941	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A70942	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>8</b>
A70943	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A70944	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>8</b>
A70945	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A70946	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>8</b>
A70947	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 32871 (Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70948	000	64,000	61,000	92.0	96.2	80.8	90.6	93.4	100.0	8
A70949	012	62,000	61,000	92.1	96.1	80.0	90.5	93.4	99.9	8

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 32871 (Technology Insertion Program (TIP), Improved  
fan frame forward panels, Enhanced acoustic thrust reverser), 28238,  
28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11167	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 32871 (Technology Insertion Program (TIP), Improved  
fan frame forward panels, Enhanced acoustic thrust reverser), 28238,  
28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71595	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71754	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71755	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>8</b>
A71756	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71757	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71758	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>8</b>
A71759	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71760	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>8</b>
A71761	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71762	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71763	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>
A71764	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>8</b>
A71765	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 32871, 33987 (Technology Insertion Program (TIP),  
Improved fan frame forward panels, Enhanced acoustic thrust  
reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)),  
28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71598	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11345	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11346	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11347	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11349	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11350	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11351	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11352	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11353	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11354	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A11355	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11356	000	64,000	61,000	92.0	96.2	81.3	90.6	93.5	100.0	8
A11357	012	62,000	61,000	92.2	96.1	80.4	90.5	93.5	99.9	8

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70950	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A70951	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>8</b>
A70952	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A70953	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A70954	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>8</b>
A70955	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A70956	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>8</b>
A70957	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A70958	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>8</b>
A70959	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/3</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37147, 27772, 33987 (Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70960	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>8</b>
A70961	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved  
fan frame forward panels, Core chevron nozzle), 28238, 28162,  
28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11181	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 33987 (Technology Insertion Program (TIP), Improved  
fan frame forward panels, Core chevron nozzle), 28238, 28162,  
28342, 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71596	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11358	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11359	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11360	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11362	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11363	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11364	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11365	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11366	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11367	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A11368	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11369	000	64,000	61,000	92.0	96.2	81.3	90.6	93.5	100.0	8
A11370	012	62,000	61,000	92.2	96.1	80.4	90.5	93.5	99.9	8

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 27772, 34155 (32871, 33987) (Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70962	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A70963	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>8</b>
A70964	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A70965	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A70966	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>8</b>
A70967	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A70968	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>8</b>
A70969	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A70970	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>8</b>
A70971	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70972	000	64,000	61,000	92.0	96.2	80.8	90.6	93.4	100.0	8
A70973	012	62,000	61,000	92.1	96.1	80.0	90.5	93.4	99.9	8

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



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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 34155 (32871, 33987) (Technology Insertion Program  
(TIP), Improved fan frame forward panels, Basic NIP (Enhanced  
acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342  
(Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11195	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**37147, 27772, 34155 (32871, 33987) (Technology Insertion Program  
(TIP), Improved fan frame forward panels, Basic NIP (Enhanced  
acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342,  
160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71597	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 32871 (Technology Insertion Program (TIP), Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11371	002	<b>75,500</b>	<b>62,500</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>2</b>
A11372	007	<b>75,500</b>	<b>61,000</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A11373	006	<b>73,500</b>	<b>62,500</b>	<b>92.3</b>	<b>96.8</b>	<b>86.4</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>2</b>
A11374	005	<b>70,000</b>	<b>62,500</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>2</b>
A11375	001	<b>70,000</b>	<b>61,000</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A11376	004	<b>68,000</b>	<b>62,500</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>2</b>
A11377	003	<b>68,000</b>	<b>61,000</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A11378	009	<b>66,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>2</b>
A11379	011	<b>66,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A11380	008	<b>64,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-112		
Engine Manufacturer <sup>1</sup>	CFM International SA	Engine Type Designation <sup>1</sup>	CFM56-5B6/3		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		37147, 32871 (Technology Insertion Program (TIP), Enhanced acoustic thrust reverser)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 4 / Amendment 8	Chapter <sup>1</sup>	4

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11381	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A11382	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**37147, 33987 (Technology Insertion Program (TIP), Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11383	002	<b>75,500</b>	<b>62,500</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>2</b>
A11384	007	<b>75,500</b>	<b>61,000</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>2</b>
A11385	006	<b>73,500</b>	<b>62,500</b>	<b>92.3</b>	<b>96.8</b>	<b>86.4</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>2</b>
A11386	005	<b>70,000</b>	<b>62,500</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>2</b>
A11387	001	<b>70,000</b>	<b>61,000</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>2</b>
A11388	004	<b>68,000</b>	<b>62,500</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>2</b>
A11389	003	<b>68,000</b>	<b>61,000</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>2</b>
A11390	009	<b>66,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>2</b>
A11391	011	<b>66,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>2</b>
A11392	008	<b>64,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11393	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>2</b>
A11394	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/3, CFM56-5B6/2P**

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

**Engine intermix (One engine with 37147 (Technology Insertion Program (TIP)) and 27772 (Improved fan frame forward panels) and one engine with 25800 (/P enhanced performance) and 27727 (DAC IIC combustor))**

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	
A73638	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	<b>2</b>

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

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-112**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5B6/P**

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

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	
A2276	002	75,500	62,500	92.2	96.9	87.3	91.6	93.6	100.6	3
A2281	007	75,500	61,000	92.2	96.9	87.3	91.6	93.4	100.6	3
A2280	006	73,500	62,500	92.3	96.8	86.4	91.5	93.6	100.5	3
A2279	005	70,000	62,500	92.5	96.6	84.7	91.2	93.6	100.3	3
A2275	001	70,000	61,000	92.5	96.6	84.7	91.2	93.4	100.3	3
A2278	004	68,000	62,500	92.6	96.5	83.7	91.0	93.6	100.2	3
A2277	003	68,000	61,000	92.6	96.5	83.7	91.0	93.4	100.2	3
A6982	009	66,000	62,500	92.7	96.4	82.8	90.8	93.6	100.1	3
A6983	011	66,000	61,000	92.7	96.4	82.8	90.8	93.4	100.1	3
A6981	008	64,000	62,500	92.8	96.2	81.9	90.7	93.6	100.0	3

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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	
A2274	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>3</b>
A6984	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772 (/P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2284	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A2289	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A2288	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A2287	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A2283	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A2286	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A2285	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A7078	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A7079	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A7077	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772 (/P enhanced performance, Improved fan frame forward panels)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2282	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A7080	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70877	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A70878	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>10</b>
A70879	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A70880	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A70881	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>10</b>
A70882	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A70883	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>10</b>
A70884	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A70885	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>10</b>
A70886	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-112</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B6/P</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>25800, 27772 (/P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70887	000	64,000	61,000	92.0	96.2	80.8	90.6	93.4	100.0	10
A70888	012	62,000	61,000	92.1	96.1	80.0	90.5	93.4	99.9	10

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

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **25800, 27772 (/P enhanced performance, Improved fan frame  
forward panels), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10801	010	76,500	62,500	91.4	96.9	86.9	91.7	93.7	100.6	3

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772 (/P enhanced performance, Improved fan frame  
forward panels), 28238, 28162, 28342, 160080 (Corporate Jet  
configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71577	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11293	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A11294	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A11295	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A11297	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A11298	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A11299	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A11300	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A11301	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A11302	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A11303	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11304	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11305	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70889	002	75,500	62,500	91.4	96.8	85.7	91.6	93.7	100.6	10
A70890	007	75,500	61,000	91.4	96.8	85.7	91.6	93.4	100.6	10
A70891	006	73,500	62,500	91.5	96.7	84.9	91.4	93.7	100.5	10
A70892	005	70,000	62,500	91.7	96.6	83.3	91.2	93.7	100.3	10
A70893	001	70,000	61,000	91.7	96.6	83.3	91.2	93.4	100.3	10
A70894	004	68,000	62,500	91.8	96.5	82.4	91.0	93.7	100.2	10
A70895	003	68,000	61,000	91.8	96.5	82.4	91.0	93.4	100.2	10
A70896	009	66,000	62,500	91.9	96.3	81.6	90.8	93.7	100.1	10
A70897	011	66,000	61,000	91.9	96.3	81.6	90.8	93.4	100.1	10
A70898	008	64,000	62,500	92.0	96.2	80.8	90.6	93.7	100.0	10

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70899	000	64,000	61,000	92.0	96.2	80.8	90.6	93.4	100.0	10
A70900	012	62,000	61,000	92.1	96.1	80.0	90.5	93.4	99.9	10

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan  
frame forward panels, Enhanced acoustic thrust reverser), 28238,  
28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13178	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 32871 (/P enhanced performance, Improved fan  
frame forward panels, Enhanced acoustic thrust reverser), 28238,  
28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71578	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71581	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A71582	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>10</b>
A71583	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71584	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71585	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>10</b>
A71586	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71587	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>10</b>
A71588	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71589	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>10</b>
A71590	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71591	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>10</b>
A71592	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 32871, 33987 (/P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71580	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11306	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A11307	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A11308	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A11310	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A11311	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A11312	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A11313	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A11314	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A11315	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A11316	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11317	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11318	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70901	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A71386	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>10</b>
A71387	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71388	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71389	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>10</b>
A71390	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71391	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>10</b>
A71392	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71393	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>10</b>
A71394	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71395	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>10</b>
A71396	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan  
frame forward panels, Core chevron nozzle), 28238, 28162, 28342  
(Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13179	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 33987 (/P enhanced performance, Improved fan  
frame forward panels, Core chevron nozzle), 28238, 28162, 28342,  
160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71753	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11319	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A11320	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A11321	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A11323	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A11324	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A11325	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A11326	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A11327	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A11328	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A11329	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance,  
Improved fan frame forward panels, Basic NIP (Enhanced acoustic  
thrust reverser, Core chevron nozzle))**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11330	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11331	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70902	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A70903	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>10</b>
A70904	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A70905	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A70906	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>10</b>
A70907	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A70908	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>10</b>
A70909	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A70910	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>10</b>
A70911	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70912	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>10</b>
A70913	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>10</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13180	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**25800, 27772, 34155 (32871, 33987) (/P enhanced performance,  
Improved fan frame forward panels, Basic NIP (Enhanced acoustic  
thrust reverser, Core chevron nozzle)), 28238, 28162, 28342, 160080  
(Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71579	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/P, CFM56-5B6/2P**

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

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

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	
A13434	002	<b>75,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	<b>11</b>
A13435	007	<b>75,500</b>	<b>61,000</b>	<b>91.7</b>	<b>96.9</b>	<b>86.6</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	<b>11</b>
A13436	006	<b>73,500</b>	<b>62,500</b>	<b>91.8</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	<b>11</b>
A13437	005	<b>70,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	<b>11</b>
A13438	001	<b>70,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	<b>11</b>
A13439	004	<b>68,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	<b>11</b>
A13440	003	<b>68,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>11</b>
A13441	009	<b>66,000</b>	<b>62,500</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	<b>11</b>
A13442	011	<b>66,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.4</b>	<b>82.5</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>11</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/P, CFM56-5B6/2P**

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

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

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	
A13443	008	<b>64,000</b>	<b>62,500</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	<b>11</b>
A13444	000	<b>64,000</b>	<b>61,000</b>	<b>92.3</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	<b>11</b>
A13445	012	<b>62,000</b>	<b>61,000</b>	<b>92.4</b>	<b>96.1</b>	<b>80.8</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	<b>11</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/P, CFM56-5B6/2P**

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

**With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 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	
A9055	002	<b>75,500</b>	<b>62,500</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>94.0</b>	<b>100.6</b>	<b>12</b>
A9060	007	<b>75,500</b>	<b>61,000</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.9</b>	<b>100.6</b>	<b>12</b>
A9059	006	<b>73,500</b>	<b>62,500</b>	<b>92.3</b>	<b>96.8</b>	<b>86.4</b>	<b>91.5</b>	<b>94.0</b>	<b>100.5</b>	<b>12</b>
A9058	005	<b>70,000</b>	<b>62,500</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>94.0</b>	<b>100.3</b>	<b>12</b>
A9054	001	<b>70,000</b>	<b>61,000</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	<b>12</b>
A9057	004	<b>68,000</b>	<b>62,500</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>94.0</b>	<b>100.2</b>	<b>12</b>
A9056	003	<b>68,000</b>	<b>61,000</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>12</b>
A9062	009	<b>66,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>94.0</b>	<b>100.1</b>	<b>12</b>
A9063	011	<b>66,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>12</b>
A9061	008	<b>64,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>94.0</b>	<b>100.0</b>	<b>12</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

Engine Type Designation<sup>1</sup> **CFM56-5B6/P, CFM56-5B6/2P**

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

**With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 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	
A9065	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.9</b>	<b>100.0</b>	<b>12</b>
A9064	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.9</b>	<b>99.9</b>	<b>12</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

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

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A9626	002	<b>75,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>13</b>
A9627	007	<b>75,500</b>	<b>61,000</b>	<b>91.5</b>	<b>96.8</b>	<b>86.4</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>13</b>
A9628	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>85.5</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>13</b>
A9629	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>13</b>
A9630	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>84.0</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>13</b>
A9631	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>13</b>
A9632	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>83.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>13</b>
A9633	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>13</b>
A9634	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>13</b>

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

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A9635	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>13</b>
A9636	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.3</b>	<b>90.6</b>	<b>93.5</b>	<b>100.0</b>	<b>13</b>
A9637	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.4</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>13</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70914	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>14</b>
A70915	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>14</b>
A70916	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>14</b>
A70917	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>14</b>
A70918	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>14</b>
A70919	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>14</b>
A70920	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>14</b>
A70921	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>14</b>
A70922	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>14</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 160080 (Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70923	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>14</b>
A70924	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>14</b>
A70925	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>14</b>

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 28238, 28162, 28342 (Corporate Jet configuration)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13037	010	<b>76,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.9</b>	<b>86.9</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>15</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

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

**27772, with or without 32871 or 33987 or 34155 (32871 and 33987)  
(Engine intermix, Improved fan frame forward panels, with or  
without Enhanced acoustic thrust reverser or Core chevron nozzle or  
Basic NIP (Enhanced acoustic thrust reverser and Core chevron  
nozzle)), 28238, 28162, 28342, 160080 (Corporate Jet configuration,  
Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71593	010	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>86.1</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>16</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**27772, with or without 32871, with or without 33987 (Engine intermix, Improved fan frame forward panels with or without Enhanced acoustic thrust reverser or Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70974	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>17</b>
A70975	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>15</b>
A70976	006	<b>73,500</b>	<b>62,500</b>	<b>91.5</b>	<b>96.7</b>	<b>84.9</b>	<b>91.4</b>	<b>93.7</b>	<b>100.5</b>	<b>15</b>
A70977	005	<b>70,000</b>	<b>62,500</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>15</b>
A70978	001	<b>70,000</b>	<b>61,000</b>	<b>91.7</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>15</b>
A70979	004	<b>68,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>15</b>
A70980	003	<b>68,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.5</b>	<b>82.4</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>15</b>
A70981	009	<b>66,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>15</b>
A70982	011	<b>66,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.3</b>	<b>81.6</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>15</b>
A70983	008	<b>64,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.7</b>	<b>100.0</b>	<b>15</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **27772, with or without 32871, with or without 33987 (Engine  
intermix, Improved fan frame forward panels with or without  
Enhanced acoustic thrust reverser or Core chevron nozzle), 160080  
(Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70984	000	<b>64,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.2</b>	<b>80.8</b>	<b>90.6</b>	<b>93.4</b>	<b>100.0</b>	<b>15</b>
A70985	012	<b>62,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>15</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-112**

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

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

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

**With or without 27772 or 32871 or 33987 (Engine intermix, with or without Improved fan frame forward panels or Enhanced acoustic thrust reverser or Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 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	
A9638	002	<b>75,500</b>	<b>62,500</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.6</b>	<b>100.6</b>	<b>18</b>
A9639	007	<b>75,500</b>	<b>61,000</b>	<b>92.2</b>	<b>96.9</b>	<b>87.3</b>	<b>91.6</b>	<b>93.4</b>	<b>100.6</b>	<b>18</b>
A9640	006	<b>73,500</b>	<b>62,500</b>	<b>92.3</b>	<b>96.8</b>	<b>86.4</b>	<b>91.5</b>	<b>93.6</b>	<b>100.5</b>	<b>18</b>
A9641	005	<b>70,000</b>	<b>62,500</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.6</b>	<b>100.3</b>	<b>18</b>
A9642	001	<b>70,000</b>	<b>61,000</b>	<b>92.5</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>93.4</b>	<b>100.3</b>	<b>18</b>
A9643	004	<b>68,000</b>	<b>62,500</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.6</b>	<b>100.2</b>	<b>18</b>
A9644	003	<b>68,000</b>	<b>61,000</b>	<b>92.6</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>93.4</b>	<b>100.2</b>	<b>18</b>
A9645	009	<b>66,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.6</b>	<b>100.1</b>	<b>18</b>
A9646	011	<b>66,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.4</b>	<b>82.8</b>	<b>90.8</b>	<b>93.4</b>	<b>100.1</b>	<b>18</b>
A9647	008	<b>64,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.6</b>	<b>100.0</b>	<b>18</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-112**

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

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A9648	000	<b>64,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>93.4</b>	<b>100.0</b>	<b>18</b>
A9649	012	<b>62,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.1</b>	<b>81.0</b>	<b>90.5</b>	<b>93.4</b>	<b>99.9</b>	<b>18</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-113**

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

Engine Type Designation<sup>1</sup> **CFM56-5A4**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 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	
A11396	002	<b>75,500</b>	<b>62,500</b>	<b>92.1</b>	<b>96.9</b>	<b>88.3</b>	<b>91.6</b>	<b>94.6</b>	<b>100.6</b>	<b>19</b>
A11397	007	<b>75,500</b>	<b>61,000</b>	<b>92.1</b>	<b>96.9</b>	<b>88.3</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	<b>19</b>
A11398	006	<b>73,500</b>	<b>62,500</b>	<b>92.4</b>	<b>96.8</b>	<b>87.2</b>	<b>91.5</b>	<b>94.6</b>	<b>100.5</b>	<b>19</b>
A385	005	<b>70,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.6</b>	<b>85.4</b>	<b>91.2</b>	<b>94.6</b>	<b>100.3</b>	<b>19</b>
A382	001	<b>70,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.6</b>	<b>85.4</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	<b>19</b>
A384	004	<b>68,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.5</b>	<b>84.5</b>	<b>91.0</b>	<b>94.6</b>	<b>100.2</b>	<b>19</b>
A383	003	<b>68,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.5</b>	<b>84.5</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	<b>19</b>
A7138	009	<b>66,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.4</b>	<b>83.5</b>	<b>90.8</b>	<b>94.6</b>	<b>100.1</b>	<b>19</b>
A7139	011	<b>66,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.4</b>	<b>83.5</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	<b>19</b>
A7137	008	<b>64,000</b>	<b>62,500</b>	<b>93.0</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>94.6</b>	<b>100.0</b>	<b>19</b>

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

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-113		
Engine Manufacturer <sup>1</sup>	CFM International SA	Engine Type Designation <sup>1</sup>	CFM56-5A4		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		22495 (Installation of specific buzz saw noise treatment in air inlet)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 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	
A381	000	<b>64,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	<b>19</b>
A7140	012	<b>62,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.1</b>	<b>81.6</b>	<b>90.5</b>	<b>94.5</b>	<b>99.9</b>	<b>19</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-113**

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

Engine Type Designation<sup>1</sup>      **CFM56-5A4**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet),  
28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11395	010	<b>76,500</b>	<b>62,500</b>	<b>91.9</b>	<b>96.9</b>	<b>89.0</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	-

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

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-113**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **CFM56-5A4, CFM56-5A4/F**

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

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	
A13052	002	75,500	62,500	92.1	96.9	88.3	91.6	94.6	100.6	20
A13053	007	75,500	61,000	92.1	96.9	88.3	91.6	94.5	100.6	20
A13054	006	73,500	62,500	92.4	96.8	87.2	91.5	94.6	100.5	20
A9075	005	70,000	62,500	92.8	96.6	85.4	91.2	94.6	100.3	20
A9076	001	70,000	61,000	92.8	96.6	85.4	91.2	94.5	100.3	20
A9077	004	68,000	62,500	92.8	96.5	84.5	91.0	94.6	100.2	20
A9078	003	68,000	61,000	92.8	96.5	84.5	91.0	94.5	100.2	20
A9079	009	66,000	62,500	92.9	96.4	83.5	90.8	94.6	100.1	20
A9080	011	66,000	61,000	92.9	96.4	83.5	90.8	94.5	100.1	20
A9081	008	64,000	62,500	93.0	96.2	82.5	90.7	94.6	100.0	20

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-113</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5A4, CFM56-5A4/F</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>22495 (Engine intermix, Installation of specific buzz saw noise treatment in air inlet)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A9082	000	<b>64,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	<b>20</b>
A9083	012	<b>62,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.1</b>	<b>81.6</b>	<b>90.5</b>	<b>94.5</b>	<b>99.9</b>	<b>20</b>

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

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-113**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5A4, CFM56-5A4/F**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **22495 (Engine intermix, Installation of specific buzz saw noise treatment in air inlet), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A13051	010	<b>76,500</b>	<b>62,500</b>	<b>91.9</b>	<b>96.9</b>	<b>89.0</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	<b>21</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-113**

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

Engine Type Designation<sup>1</sup> **CFM56-5A4/F**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 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	
A11401	002	<b>75,500</b>	<b>62,500</b>	<b>92.1</b>	<b>96.9</b>	<b>88.3</b>	<b>91.6</b>	<b>94.6</b>	<b>100.6</b>	<b>19</b>
A11402	007	<b>75,500</b>	<b>61,000</b>	<b>92.1</b>	<b>96.9</b>	<b>88.3</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	<b>19</b>
A11403	006	<b>73,500</b>	<b>62,500</b>	<b>92.4</b>	<b>96.8</b>	<b>87.2</b>	<b>91.5</b>	<b>94.6</b>	<b>100.5</b>	<b>19</b>
A9066	005	<b>70,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.6</b>	<b>85.4</b>	<b>91.2</b>	<b>94.6</b>	<b>100.3</b>	<b>19</b>
A9067	001	<b>70,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.6</b>	<b>85.4</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	<b>19</b>
A9068	004	<b>68,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.5</b>	<b>84.5</b>	<b>91.0</b>	<b>94.6</b>	<b>100.2</b>	<b>19</b>
A9069	003	<b>68,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.5</b>	<b>84.5</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	<b>19</b>
A9070	009	<b>66,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.4</b>	<b>83.5</b>	<b>90.8</b>	<b>94.6</b>	<b>100.1</b>	<b>19</b>
A9071	011	<b>66,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.4</b>	<b>83.5</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	<b>19</b>
A9072	008	<b>64,000</b>	<b>62,500</b>	<b>93.0</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>94.6</b>	<b>100.0</b>	<b>19</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-113**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5A4/F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A9073	000	<b>64,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	<b>19</b>
A9074	012	<b>62,000</b>	<b>61,000</b>	<b>93.1</b>	<b>96.1</b>	<b>81.6</b>	<b>90.5</b>	<b>94.5</b>	<b>99.9</b>	<b>19</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-113**

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

Engine Type Designation<sup>1</sup>      **CFM56-5A4/F**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet),  
28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11400	010	<b>76,500</b>	<b>62,500</b>	<b>91.9</b>	<b>96.9</b>	<b>89.0</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-114**

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

Engine Type Designation<sup>1</sup> **CFM56-5A5**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

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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	
A11407	002	<b>75,500</b>	<b>62,500</b>	<b>93.6</b>	<b>96.9</b>	<b>87.0</b>	<b>91.6</b>	<b>94.6</b>	<b>100.6</b>	<b>19</b>
A11408	007	<b>75,500</b>	<b>61,000</b>	<b>93.6</b>	<b>96.9</b>	<b>87.0</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	<b>19</b>
A2392	006	<b>73,500</b>	<b>62,500</b>	<b>93.7</b>	<b>96.8</b>	<b>86.1</b>	<b>91.5</b>	<b>94.6</b>	<b>100.5</b>	<b>19</b>
A390	005	<b>70,000</b>	<b>62,500</b>	<b>93.8</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>94.6</b>	<b>100.3</b>	<b>19</b>
A387	001	<b>70,000</b>	<b>61,000</b>	<b>93.8</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	<b>19</b>
A389	004	<b>68,000</b>	<b>62,500</b>	<b>93.9</b>	<b>96.5</b>	<b>83.6</b>	<b>91.0</b>	<b>94.6</b>	<b>100.2</b>	<b>19</b>
A388	003	<b>68,000</b>	<b>61,000</b>	<b>93.9</b>	<b>96.5</b>	<b>83.6</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	<b>19</b>
A7146	009	<b>66,000</b>	<b>62,500</b>	<b>94.0</b>	<b>96.4</b>	<b>82.7</b>	<b>90.8</b>	<b>94.6</b>	<b>100.1</b>	<b>19</b>
A7147	011	<b>66,000</b>	<b>61,000</b>	<b>94.0</b>	<b>96.4</b>	<b>82.7</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	<b>19</b>
A7145	008	<b>64,000</b>	<b>62,500</b>	<b>94.1</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.6</b>	<b>100.0</b>	<b>19</b>

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-114</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5A5</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>22495 (Installation of specific buzz saw noise treatment in air inlet)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A386	000	<b>64,000</b>	<b>61,000</b>	<b>94.1</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	<b>19</b>
A7148	012	<b>62,000</b>	<b>61,000</b>	<b>94.2</b>	<b>96.1</b>	<b>80.9</b>	<b>90.5</b>	<b>94.5</b>	<b>99.9</b>	<b>19</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-114**

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

Engine Type Designation<sup>1</sup> **CFM56-5A5**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet),  
28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11405	010	<b>76,500</b>	<b>62,500</b>	<b>93.5</b>	<b>96.9</b>	<b>87.4</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	-

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

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-114</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5A5, CFM56-5A5/F</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>22495 (Engine intermix, Installation of specific buzz saw noise treatment in air inlet)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>
		Chapter <sup>1</sup>	<b>4</b>

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	
A13201	002	75,500	62,500	93.6	96.9	87.0	91.6	94.6	100.6	20
A13202	007	75,500	61,000	93.6	96.9	87.0	91.6	94.5	100.6	20
A9110	006	73,500	62,500	93.7	96.8	86.1	91.5	94.6	100.5	20
A9109	005	70,000	62,500	93.8	96.6	84.5	91.2	94.6	100.3	20
A9106	001	70,000	61,000	93.8	96.6	84.5	91.2	94.5	100.3	20
A9108	004	68,000	62,500	93.9	96.5	83.6	91.0	94.6	100.2	20
A9107	003	68,000	61,000	93.9	96.5	83.6	91.0	94.5	100.2	20
A9112	009	66,000	62,500	94.0	96.4	82.7	90.8	94.6	100.1	20
A9113	011	66,000	61,000	94.0	96.4	82.7	90.8	94.5	100.1	20
A9111	008	64,000	62,500	94.1	96.2	81.7	90.7	94.6	100.0	20

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

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-114</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5A5, CFM56-5A5/F</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>22495 (Engine intermix, Installation of specific buzz saw noise treatment in air inlet)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A9105	000	<b>64,000</b>	<b>61,000</b>	<b>94.1</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.5</b>	<b>100.0</b>	<b>20</b>
A9114	012	<b>62,000</b>	<b>61,000</b>	<b>94.2</b>	<b>96.1</b>	<b>80.9</b>	<b>90.5</b>	<b>94.5</b>	<b>99.9</b>	<b>20</b>

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-114**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5A5, CFM56-5A5/F**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **22495 (Engine intermix, Installation of specific buzz saw noise  
treatment in air inlet), 28238, 28162, 28342 (Corporate Jet  
configuration)**

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	
A13199	010	<b>76,500</b>	<b>62,500</b>	<b>93.5</b>	<b>96.9</b>	<b>87.4</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	<b>21</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-114**

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

Engine Type Designation<sup>1</sup> **CFM56-5A5/F**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 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	
A11411	002	<b>75,500</b>	<b>62,500</b>	<b>93.6</b>	<b>96.9</b>	<b>87.0</b>	<b>91.6</b>	<b>94.6</b>	<b>100.6</b>	<b>19</b>
A11412	007	<b>75,500</b>	<b>61,000</b>	<b>93.6</b>	<b>96.9</b>	<b>87.0</b>	<b>91.6</b>	<b>94.5</b>	<b>100.6</b>	<b>19</b>
A9084	006	<b>73,500</b>	<b>62,500</b>	<b>93.7</b>	<b>96.8</b>	<b>86.1</b>	<b>91.5</b>	<b>94.6</b>	<b>100.5</b>	<b>19</b>
A9085	005	<b>70,000</b>	<b>62,500</b>	<b>93.8</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>94.6</b>	<b>100.3</b>	<b>19</b>
A9086	001	<b>70,000</b>	<b>61,000</b>	<b>93.8</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>94.5</b>	<b>100.3</b>	<b>19</b>
A9087	004	<b>68,000</b>	<b>62,500</b>	<b>93.9</b>	<b>96.5</b>	<b>83.6</b>	<b>91.0</b>	<b>94.6</b>	<b>100.2</b>	<b>19</b>
A9088	003	<b>68,000</b>	<b>61,000</b>	<b>93.9</b>	<b>96.5</b>	<b>83.6</b>	<b>91.0</b>	<b>94.5</b>	<b>100.2</b>	<b>19</b>
A9089	009	<b>66,000</b>	<b>62,500</b>	<b>94.0</b>	<b>96.4</b>	<b>82.7</b>	<b>90.8</b>	<b>94.6</b>	<b>100.1</b>	<b>19</b>
A9090	011	<b>66,000</b>	<b>61,000</b>	<b>94.0</b>	<b>96.4</b>	<b>82.7</b>	<b>90.8</b>	<b>94.5</b>	<b>100.1</b>	<b>19</b>
A9091	008	<b>64,000</b>	<b>62,500</b>	<b>94.1</b>	<b>96.2</b>	<b>81.7</b>	<b>90.7</b>	<b>94.6</b>	<b>100.0</b>	<b>19</b>

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

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-114**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5A5/F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A9092	000	64,000	61,000	94.1	96.2	81.7	90.7	94.5	100.0	19
A9093	012	62,000	61,000	94.2	96.1	80.9	90.5	94.5	99.9	19

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

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

Aircraft Type Designation<sup>1</sup>      **A319-114**

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

Engine Type Designation<sup>1</sup>      **CFM56-5A5/F**

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

**22495 (Installation of specific buzz saw noise treatment in air inlet),  
28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11409	010	<b>76,500</b>	<b>62,500</b>	<b>93.5</b>	<b>96.9</b>	<b>87.4</b>	<b>91.7</b>	<b>94.6</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7**

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

**27567, 27772 (Installation of CFM56-5B7 hardware, Improved fan  
frame forward panels), 28238, 28162, 28342 (Corporate Jet  
configuration)**

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	
A9808	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A7370	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A7375	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A7374	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A7373	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A7369	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A7372	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A7371	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A7377	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A7378	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A7376	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A7368	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A7379	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A71058	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71059	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A71060	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71061	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71062	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A71063	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71064	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A71065	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71066	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A71067	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels), 160080 (Sharklets)**

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	
A71068	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A71069	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A18355	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>
A18356	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>2</b>
A18357	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>2</b>
A18358	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>2</b>
A18359	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>2</b>
A18360	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>2</b>
A18361	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>2</b>
A18362	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>2</b>
A18363	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>2</b>
A18364	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels), 160500 or 160080 (Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18365	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>2</b>
A18366	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A9810	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71615	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>
A71653	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels), 28238, 28162, 28342, 160500 or 160080 (Corporate Jet configuration, Sharklets)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18347	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11527	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11528	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11529	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11530	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11531	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11532	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11533	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11534	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11535	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A11536	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels, Enhanced acoustic thrust reverser)**

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

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11537	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A11538	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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



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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A71070	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71071	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A71072	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71073	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71074	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A71075	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71076	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A71077	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71078	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A71079	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A71080	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A71081	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels, Enhanced acoustic thrust reverser), 28238, 28162, 28342  
(Corporate Jet configuration)**

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	
A11452	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup>      **A319-115**

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

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71652	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A71766	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71767	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A71768	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71769	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71770	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A71771	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71772	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A71773	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71774	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>

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

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

Aircraft Type Designation<sup>1</sup> **A319-115**

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

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

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

**27567, 37147, 27772, 32871, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 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	
A71775	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>
A71776	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A71777	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 32871, 33987 (Installation of CFM56-5B7  
hardware, Technology Insertion Program (TIP), Improved fan frame  
forward panels, Enhanced acoustic thrust reverser (on engine 1  
only), Core chevron nozzle (on engine 2 only)), 28238, 28162, 28342,  
160080 (Corporate Jet configuration, Sharklets)**

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	
A71649	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11539	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11540	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11541	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11542	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11543	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11544	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11545	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11546	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11547	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A11548	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels, Core chevron nozzle)**

Noise Certification Basis      **ICAO Annex 16, Volume I**

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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	
A11549	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A11550	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A71082	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71083	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A71084	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71085	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71086	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A71087	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71088	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A71089	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71090	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>
A71091	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware,  
Technology Insertion Program (TIP), Improved fan frame forward  
panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A71092	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A71093	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11465	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 33987 (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Core chevron nozzle), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71651	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11551	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A11552	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A11553	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A11554	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A11555	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A11556	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A11557	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A11558	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A11559	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11560	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>
A11561	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A11562	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A71094	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>8</b>
A71095	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>8</b>
A71096	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>8</b>
A71097	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>8</b>
A71098	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>8</b>
A71099	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>8</b>
A71100	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>8</b>
A71101	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>8</b>
A71102	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>8</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A71103	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>8</b>
A71104	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>8</b>
A71105	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>8</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11478	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 37147, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, Technology Insertion Program (TIP), Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71650	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>2</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A2335	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A2342	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A2341	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A2336	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A2337	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A2338	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A2339	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A7365	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A7366	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A7364	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-115</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-5B7/P</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 4 / Amendment 8</b>	Chapter <sup>1</sup>	<b>4</b>

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	
A2340	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A7367	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A70986	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A70987	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A70988	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A70989	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A70990	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A70991	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A70992	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A70993	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A70994	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A70995	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels),  
160080 (Sharklets)**

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	
A70996	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A70997	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels), 28238,  
28162, 28342 (Corporate Jet configuration)**

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	
A9809	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels), 28238,  
28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71807	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A11491	002	75,500	62,500	94.2	96.9	84.6	91.6	93.7	100.6	10
A11492	007	75,500	61,000	94.2	96.9	84.6	91.6	93.5	100.6	10
A11493	006	73,500	62,500	94.3	96.8	83.7	91.5	93.7	100.5	10
A11494	005	70,000	62,500	94.5	96.6	82.2	91.2	93.7	100.3	10
A11495	001	70,000	61,000	94.5	96.6	82.2	91.2	93.5	100.3	10
A11496	004	68,000	62,500	94.6	96.5	81.4	91.0	93.7	100.2	10
A11497	003	68,000	61,000	94.6	96.5	81.4	91.0	93.5	100.2	10
A11498	009	66,000	62,500	94.8	96.4	80.5	90.8	93.7	100.1	10
A11499	011	66,000	61,000	94.8	96.4	80.5	90.8	93.5	100.1	10
A11500	008	64,000	62,500	94.9	96.2	79.7	90.7	93.7	100.0	10

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels,  
Enhanced acoustic thrust reverser)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11501	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11502	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A70998	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A70999	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A71000	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71001	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71002	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A71003	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71004	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A71005	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71006	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A71007	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels,  
Enhanced acoustic thrust reverser), 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A71008	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A71009	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels,  
Enhanced acoustic thrust reverser), 28238, 28162, 28342 (Corporate  
Jet configuration)**

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	
A11413	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels,  
Enhanced acoustic thrust reverser), 28238, 28162, 28342, 160080  
(Corporate Jet configuration, Sharklets)**

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	
A71599	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871, 33987 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Corporate Jet configuration, Sharklets)**

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	
A71603	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A71604	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A71605	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71606	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71607	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A71608	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>85.1</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71609	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>85.1</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A71610	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>85.1</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71611	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>85.1</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871, 33987 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 160080 (Corporate Jet configuration, Sharklets)**

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	
A71612	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>85.1</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>
A71613	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>85.1</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A71614	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>85.1</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 32871, 33987 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Enhanced acoustic thrust reverser (on engine 1 only), Core chevron nozzle (on engine 2 only)), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71602	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11503	002	75,500	62,500	94.2	96.9	84.6	91.6	93.7	100.6	10
A11504	007	75,500	61,000	94.2	96.9	84.6	91.6	93.5	100.6	10
A11505	006	73,500	62,500	94.3	96.8	83.7	91.5	93.7	100.5	10
A11506	005	70,000	62,500	94.5	96.6	82.2	91.2	93.7	100.3	10
A11507	001	70,000	61,000	94.5	96.6	82.2	91.2	93.5	100.3	10
A11508	004	68,000	62,500	94.6	96.5	81.4	91.0	93.7	100.2	10
A11509	003	68,000	61,000	94.6	96.5	81.4	91.0	93.5	100.2	10
A11510	009	66,000	62,500	94.8	96.4	80.5	90.8	93.7	100.1	10
A11511	011	66,000	61,000	94.8	96.4	80.5	90.8	93.5	100.1	10
A11512	008	64,000	62,500	94.9	96.2	79.7	90.7	93.7	100.0	10

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels, Core  
chevron nozzle)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 4 / Amendment 8**      Chapter<sup>1</sup>      **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11513	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11514	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Core chevron nozzle), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A71010	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A71011	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A71012	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71013	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71014	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A71015	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71016	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A71017	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71018	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>
A71019	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels, Core  
chevron nozzle), 160080 (Sharklets)**

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	
A71020	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A71021	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels, Core  
chevron nozzle), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11426	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 33987 (Installation of CFM56-5B7 hardware, /P  
enhanced performance, Improved fan frame forward panels, Core  
chevron nozzle), 28238, 28162, 28342, 160080 (Corporate Jet  
configuration, Sharklets)**

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	
A71600	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

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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	
A11515	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A11516	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A11517	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A11518	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A11519	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A11520	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A11521	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A11522	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A11523	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11524	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>
A11525	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A11526	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A71022	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>10</b>
A71023	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>10</b>
A71024	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>10</b>
A71025	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>10</b>
A71026	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>10</b>
A71027	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>10</b>
A71028	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>10</b>
A71029	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>10</b>
A71030	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>10</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 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	
A71031	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>10</b>
A71032	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>10</b>
A71033	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>10</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342 (Corporate Jet configuration)**

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	
A11439	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 25800, 27772, 34155 (32871, 33987) (Installation of CFM56-5B7 hardware, /P enhanced performance, Improved fan frame forward panels, Basic NIP (Enhanced acoustic thrust reverser, Core chevron nozzle)), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71601	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>3</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and 33987) (Engine intermix, Installation of CFM56-5B7 hardware, Improved fan frame forward panels, with or without Enhanced acoustic thrust reverser or Core chevron nozzle or Basic NIP (Enhanced acoustic thrust reverser and Core chevron nozzle))**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A9686	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>22</b>
A9687	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>22</b>
A9688	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>22</b>
A9689	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>22</b>
A9690	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>22</b>
A9691	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>22</b>
A9692	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>22</b>
A9693	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>22</b>
A9694	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>22</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and 33987) (Engine intermix, Installation of CFM56-5B7 hardware, Improved fan frame forward panels, with or without Enhanced acoustic thrust reverser or Core chevron nozzle or Basic NIP (Enhanced acoustic thrust reverser and Core chevron nozzle))**

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	
A9695	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>22</b>
A9696	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>22</b>
A9697	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>22</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and 33987) (Engine intermix, Installation of CFM56-5B7 hardware, Improved fan frame forward panels, with or without Enhanced acoustic thrust reverser or Core chevron nozzle or Basic NIP (Enhanced acoustic thrust reverser and Core chevron nozzle)), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**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	
A71046	002	<b>75,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.7</b>	<b>100.6</b>	<b>23</b>
A71047	007	<b>75,500</b>	<b>61,000</b>	<b>94.2</b>	<b>96.9</b>	<b>84.6</b>	<b>91.6</b>	<b>93.5</b>	<b>100.6</b>	<b>23</b>
A71048	006	<b>73,500</b>	<b>62,500</b>	<b>94.3</b>	<b>96.8</b>	<b>83.7</b>	<b>91.5</b>	<b>93.7</b>	<b>100.5</b>	<b>23</b>
A71049	005	<b>70,000</b>	<b>62,500</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.7</b>	<b>100.3</b>	<b>23</b>
A71050	001	<b>70,000</b>	<b>61,000</b>	<b>94.5</b>	<b>96.6</b>	<b>82.2</b>	<b>91.2</b>	<b>93.5</b>	<b>100.3</b>	<b>23</b>
A71051	004	<b>68,000</b>	<b>62,500</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	<b>23</b>
A71052	003	<b>68,000</b>	<b>61,000</b>	<b>94.6</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	<b>23</b>
A71053	009	<b>66,000</b>	<b>62,500</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.7</b>	<b>100.1</b>	<b>23</b>
A71054	011	<b>66,000</b>	<b>61,000</b>	<b>94.8</b>	<b>96.4</b>	<b>80.5</b>	<b>90.8</b>	<b>93.5</b>	<b>100.1</b>	<b>23</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and  
33987) (Engine intermix, Installation of CFM56-5B7 hardware,  
Improved fan frame forward panels, with or without Enhanced  
acoustic thrust reverser or Core chevron nozzle or Basic NIP  
(Enhanced acoustic thrust reverser and Core chevron nozzle)),  
160080 (Sharklets)**

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	
A71055	008	<b>64,000</b>	<b>62,500</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.7</b>	<b>100.0</b>	<b>23</b>
A71056	000	<b>64,000</b>	<b>61,000</b>	<b>94.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.7</b>	<b>93.5</b>	<b>100.0</b>	<b>23</b>
A71057	012	<b>62,000</b>	<b>61,000</b>	<b>95.0</b>	<b>96.1</b>	<b>78.8</b>	<b>90.5</b>	<b>93.5</b>	<b>99.9</b>	<b>23</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-115**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and  
33987) (Engine intermix, Installation of CFM56-5B7 hardware,  
Improved fan frame forward panels, with or without Enhanced  
acoustic thrust reverser or Core chevron nozzle or Basic NIP  
(Enhanced acoustic thrust reverser and Core chevron nozzle)), 28238,  
28162, 28342 (Corporate Jet configuration)**

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	
A9815	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>24</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-115**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **CFM56-5B7/P, CFM56-5B7/3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**27567, 27772, with or without 32871 or 33987 or 34155 (32871 and 33987) (Engine intermix, Installation of CFM56-5B7 hardware, Improved fan frame forward panels, with or without Enhanced acoustic thrust reverser or Core chevron nozzle or Basic NIP (Enhanced acoustic thrust reverser and Core chevron nozzle)), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

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	
A71654	010	<b>76,500</b>	<b>62,500</b>	<b>94.2</b>	<b>96.9</b>	<b>85.1</b>	<b>91.7</b>	<b>93.7</b>	<b>100.6</b>	<b>25</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-131**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11578	002	75,500	62,500	90.7	96.8	86.2	91.6	94.3	100.6	-
A11579	007	75,500	61,000	90.7	96.8	86.2	91.6	94.2	100.6	-
A11580	006	73,500	62,500	91.0	96.7	85.2	91.4	94.3	100.5	-
A419	005	70,000	62,500	91.2	96.6	83.7	91.2	94.3	100.3	-
A416	001	70,000	61,000	91.2	96.6	83.7	91.2	94.2	100.3	-
A418	004	68,000	62,500	91.3	96.5	82.8	91.0	94.3	100.2	-
A417	003	68,000	61,000	91.3	96.5	82.8	91.0	94.2	100.2	-
A6634	009	66,000	62,500	91.4	96.3	82.0	90.8	94.3	100.1	-
A7405	011	66,000	61,000	91.4	96.3	82.0	90.8	94.2	100.1	-
A7404	008	64,000	62,500	91.5	96.2	81.1	90.6	94.3	100.0	-

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-131		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)	Engine Type Designation <sup>1</sup>	V2522-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		None			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A415	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>81.1</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A7406	012	<b>62,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.1</b>	<b>80.2</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-131**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70663	002	<b>75,500</b>	<b>62,500</b>	<b>90.9</b>	<b>96.8</b>	<b>85.4</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	-
A70664	007	<b>75,500</b>	<b>61,000</b>	<b>90.0</b>	<b>96.8</b>	<b>85.4</b>	<b>91.6</b>	<b>94.2</b>	<b>100.6</b>	-
A70665	006	<b>73,500</b>	<b>62,500</b>	<b>91.0</b>	<b>96.7</b>	<b>84.6</b>	<b>91.4</b>	<b>94.3</b>	<b>100.5</b>	-
A70666	005	<b>70,000</b>	<b>62,500</b>	<b>91.1</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	-
A70667	001	<b>70,000</b>	<b>61,000</b>	<b>91.2</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>94.2</b>	<b>100.3</b>	-
A70668	004	<b>68,000</b>	<b>62,500</b>	<b>91.2</b>	<b>96.5</b>	<b>82.2</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	-
A70669	003	<b>68,000</b>	<b>61,000</b>	<b>91.3</b>	<b>96.5</b>	<b>82.2</b>	<b>91.0</b>	<b>94.2</b>	<b>100.2</b>	-
A70670	009	<b>66,000</b>	<b>62,500</b>	<b>91.3</b>	<b>96.3</b>	<b>81.4</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	-
A70671	011	<b>66,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.3</b>	<b>81.4</b>	<b>90.8</b>	<b>94.2</b>	<b>100.1</b>	-
A70672	008	<b>64,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.2</b>	<b>80.6</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-131**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70673	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>80.6</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A70674	012	<b>62,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.1</b>	<b>79.7</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-131**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11564	002	75,500	62,500	90.7	96.8	86.2	91.6	94.3	100.6	-
A11565	007	75,500	61,000	90.7	96.8	86.2	91.6	94.2	100.6	-
A11566	006	73,500	62,500	91.0	96.7	85.2	91.4	94.3	100.5	-
A11568	005	70,000	62,500	91.2	96.6	83.7	91.2	94.3	100.3	-
A11569	001	70,000	61,000	91.2	96.6	83.7	91.2	94.2	100.3	-
A11570	004	68,000	62,500	91.3	96.5	82.8	91.0	94.3	100.2	-
A11571	003	68,000	61,000	91.3	96.5	82.8	91.0	94.2	100.2	-
A11572	009	66,000	62,500	91.4	96.3	82.0	90.8	94.3	100.1	-
A11573	011	66,000	61,000	91.4	96.3	82.0	90.8	94.2	100.1	-
A11574	008	64,000	62,500	91.5	96.2	81.1	90.6	94.3	100.0	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-131**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37868 or 38554 (Select One package)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11575	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>81.1</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A11576	012	<b>62,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.1</b>	<b>80.2</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-131**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18734	002	75,500	62,500	90.9	96.8	85.4	91.6	94.3	100.6	-
A18735	007	75,500	61,000	90.0	96.8	85.4	91.6	94.2	100.6	-
A18736	006	73,500	62,500	91.0	96.7	84.6	91.4	94.3	100.5	-
A18738	005	70,000	62,500	91.1	96.6	83.2	91.2	94.3	100.3	-
A18739	001	70,000	61,000	91.2	96.6	83.2	91.2	94.2	100.3	-
A18740	004	68,000	62,500	91.2	96.5	82.2	91.0	94.3	100.2	-
A18741	003	68,000	61,000	91.3	96.5	82.2	91.0	94.2	100.2	-
A18742	009	66,000	62,500	91.3	96.3	81.4	90.8	94.3	100.1	-
A18743	011	66,000	61,000	91.4	96.3	81.4	90.8	94.2	100.1	-
A18744	008	64,000	62,500	91.5	96.2	80.6	90.6	94.3	100.0	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-131**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18745	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>80.6</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A18746	012	<b>62,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.1</b>	<b>79.7</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-131</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2522-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>Engine intermix, one engine with Select One package (Mod 37868)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>
		Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73729	002	75,500	62,500	90.7	96.8	86.2	91.6	94.3	100.6	-
A73730	007	75,500	61,000	90.7	96.8	86.2	91.6	94.2	100.6	-
A73731	006	73,500	62,500	91.0	96.7	85.2	91.4	94.3	100.5	-
A73733	005	70,000	62,500	91.2	96.6	83.7	91.2	94.3	100.3	-
A73734	001	70,000	61,000	91.2	96.6	83.7	91.2	94.2	100.3	-
A73735	004	68,000	62,500	91.3	96.5	82.8	91.0	94.3	100.2	-
A73736	003	68,000	61,000	91.3	96.5	82.8	91.0	94.2	100.2	-
A73737	009	66,000	62,500	91.4	96.3	82.0	90.8	94.3	100.1	-
A73738	011	66,000	61,000	91.4	96.3	82.0	90.8	94.2	100.1	-
A73739	008	64,000	62,500	91.5	96.2	81.1	90.6	94.3	100.0	-

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-131</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2522-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>Engine intermix, one engine with Select One package (Mod 37868)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73740	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>81.1</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A73741	012	<b>62,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.1</b>	<b>80.2</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-131**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2522-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70676	002	<b>75,500</b>	<b>62,500</b>	<b>90.9</b>	<b>96.8</b>	<b>85.4</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	-
A70677	007	<b>75,500</b>	<b>61,000</b>	<b>90.0</b>	<b>96.8</b>	<b>85.4</b>	<b>91.6</b>	<b>94.2</b>	<b>100.6</b>	-
A70678	006	<b>73,500</b>	<b>62,500</b>	<b>91.0</b>	<b>96.7</b>	<b>84.6</b>	<b>91.4</b>	<b>94.3</b>	<b>100.5</b>	-
A70679	005	<b>70,000</b>	<b>62,500</b>	<b>91.1</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	-
A70680	001	<b>70,000</b>	<b>61,000</b>	<b>91.2</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>94.2</b>	<b>100.3</b>	-
A70681	004	<b>68,000</b>	<b>62,500</b>	<b>91.2</b>	<b>96.5</b>	<b>82.2</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	-
A70682	003	<b>68,000</b>	<b>61,000</b>	<b>91.3</b>	<b>96.5</b>	<b>82.2</b>	<b>91.0</b>	<b>94.2</b>	<b>100.2</b>	-
A70683	009	<b>66,000</b>	<b>62,500</b>	<b>91.3</b>	<b>96.3</b>	<b>81.4</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	-
A70684	011	<b>66,000</b>	<b>61,000</b>	<b>91.4</b>	<b>96.3</b>	<b>81.4</b>	<b>90.8</b>	<b>94.2</b>	<b>100.1</b>	-
A70685	008	<b>64,000</b>	<b>62,500</b>	<b>91.5</b>	<b>96.2</b>	<b>80.6</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-131	
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2522-A5	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70686	000	<b>64,000</b>	<b>61,000</b>	<b>91.5</b>	<b>96.2</b>	<b>80.6</b>	<b>90.6</b>	<b>94.2</b>	<b>100.0</b>	-
A70687	012	<b>62,000</b>	<b>61,000</b>	<b>91.6</b>	<b>96.1</b>	<b>79.7</b>	<b>90.5</b>	<b>94.2</b>	<b>99.9</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2393	002	<b>75,500</b>	<b>62,500</b>	<b>91.4</b>	<b>96.8</b>	<b>85.1</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A2400	007	<b>75,500</b>	<b>61,000</b>	<b>91.4</b>	<b>96.8</b>	<b>85.1</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A2399	006	<b>73,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.7</b>	<b>84.3</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A2394	005	<b>70,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.6</b>	<b>82.8</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A2395	001	<b>70,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.6</b>	<b>82.8</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A2396	004	<b>68,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.5</b>	<b>82.0</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A2397	003	<b>68,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.5</b>	<b>82.0</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A7415	009	<b>66,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.1</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A7416	011	<b>66,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.3</b>	<b>81.1</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A7414	008	<b>64,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.2</b>	<b>80.3</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-132**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2398	000	<b>64,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.2</b>	<b>80.3</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A7417	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>79.5</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71446	002	75,500	62,500	91.6	96.8	84.4	91.6	94.4	100.6	19
A71447	007	75,500	61,000	91.6	96.8	84.4	91.6	94.3	100.6	19
A71448	006	73,500	62,500	91.7	96.7	83.6	91.4	94.4	100.5	19
A71449	005	70,000	62,500	91.8	96.6	82.1	91.2	94.4	100.3	19
A71450	001	70,000	61,000	91.8	96.6	82.1	91.2	94.3	100.3	19
A71451	004	68,000	62,500	91.9	96.5	81.4	91.0	94.4	100.2	19
A71452	003	68,000	61,000	91.9	96.5	81.4	91.0	94.3	100.2	19
A71453	009	66,000	62,500	92.0	96.3	80.6	90.8	94.4	100.1	19
A71454	011	66,000	61,000	92.0	96.3	80.6	90.8	94.3	100.1	19
A71455	008	64,000	62,500	92.1	96.2	79.7	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-132**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71456	000	<b>64,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A71457	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>79.0</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-132**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **28238, 28162, 28342 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10035	010	76,500	62,500	91.3	96.9	85.5	91.7	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132	
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71444	010	76,500	62,500	91.6	96.9	84.7	91.7	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11595	002	75,500	62,500	91.4	96.8	85.1	91.6	94.4	100.6	19
A11596	007	75,500	61,000	91.4	96.8	85.1	91.6	94.3	100.6	19
A11597	006	73,500	62,500	91.6	96.7	84.3	91.4	94.4	100.5	19
A11598	005	70,000	62,500	91.8	96.6	82.8	91.2	94.4	100.3	19
A11599	001	70,000	61,000	91.8	96.6	82.8	91.2	94.3	100.3	19
A11600	004	68,000	62,500	91.9	96.5	82.0	91.0	94.4	100.2	19
A11601	003	68,000	61,000	91.9	96.5	82.0	91.0	94.3	100.2	19
A11602	009	66,000	62,500	92.0	96.3	81.1	90.8	94.4	100.1	19
A11603	011	66,000	61,000	92.0	96.3	81.1	90.8	94.3	100.1	19
A11604	008	64,000	62,500	92.1	96.2	80.3	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-132**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37868 or 38554 (Select One package)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11605	000	<b>64,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.2</b>	<b>80.3</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A11606	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>79.5</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18721	002	<b>75,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.8</b>	<b>84.4</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A18722	007	<b>75,500</b>	<b>61,000</b>	<b>91.6</b>	<b>96.8</b>	<b>84.4</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A18723	006	<b>73,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.7</b>	<b>83.6</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A18724	005	<b>70,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.6</b>	<b>82.1</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A18725	001	<b>70,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.6</b>	<b>82.1</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A18726	004	<b>68,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A18727	003	<b>68,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A18728	009	<b>66,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.3</b>	<b>80.6</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A18729	011	<b>66,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.3</b>	<b>80.6</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A18730	008	<b>64,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-132</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2524-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18731	000	<b>64,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A18732	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>79.0</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			37868 or 38554 (Select One package), 28238, 28162, 28342 (Corporate Jet configuration)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14	

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11582	010	76,500	62,500	91.3	96.9	85.5	91.7	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			37868 or 38554 (Select One package), 28238, 28162, 28342, 160500 or 160080 (Corporate Jet configuration, Sharklets)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14	

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18719	010	<b>76,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.9</b>	<b>84.7</b>	<b>91.7</b>	<b>94.4</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73744	002	75,500	62,500	91.4	96.8	85.1	91.6	94.4	100.6	19
A73745	007	75,500	61,000	91.4	96.8	85.1	91.6	94.3	100.6	19
A73746	006	73,500	62,500	91.6	96.7	84.3	91.4	94.4	100.5	19
A73747	005	70,000	62,500	91.8	96.6	82.8	91.2	94.4	100.3	19
A73748	001	70,000	61,000	91.8	96.6	82.8	91.2	94.3	100.3	19
A73749	004	68,000	62,500	91.9	96.5	82.0	91.0	94.4	100.2	19
A73750	003	68,000	61,000	91.9	96.5	82.0	91.0	94.3	100.2	19
A73751	009	66,000	62,500	92.0	96.3	81.1	90.8	94.4	100.1	19
A73752	011	66,000	61,000	92.0	96.3	81.1	90.8	94.3	100.1	19
A73753	008	64,000	62,500	92.1	96.2	80.3	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-132**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73754	000	64,000	61,000	92.1	96.2	80.3	90.6	94.3	100.0	19
A73755	012	62,000	61,000	92.2	96.1	79.5	90.5	94.3	99.9	19

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-132**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2524-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71458	002	<b>75,500</b>	<b>62,500</b>	<b>91.6</b>	<b>96.8</b>	<b>84.4</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A71459	007	<b>75,500</b>	<b>61,000</b>	<b>91.6</b>	<b>96.8</b>	<b>84.4</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A71460	006	<b>73,500</b>	<b>62,500</b>	<b>91.7</b>	<b>96.7</b>	<b>83.6</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A71461	005	<b>70,000</b>	<b>62,500</b>	<b>91.8</b>	<b>96.6</b>	<b>82.1</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A71462	001	<b>70,000</b>	<b>61,000</b>	<b>91.8</b>	<b>96.6</b>	<b>82.1</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A71463	004	<b>68,000</b>	<b>62,500</b>	<b>91.9</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A71464	003	<b>68,000</b>	<b>61,000</b>	<b>91.9</b>	<b>96.5</b>	<b>81.4</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A71465	009	<b>66,000</b>	<b>62,500</b>	<b>92.0</b>	<b>96.3</b>	<b>80.6</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A71466	011	<b>66,000</b>	<b>61,000</b>	<b>92.0</b>	<b>96.3</b>	<b>80.6</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A71467	008	<b>64,000</b>	<b>62,500</b>	<b>92.1</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132	
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71468	000	<b>64,000</b>	<b>61,000</b>	<b>92.1</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A71469	012	<b>62,000</b>	<b>61,000</b>	<b>92.2</b>	<b>96.1</b>	<b>79.0</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132	
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			Engine intermix, one engine with Select One package (Mod 37868), 28238, 28162, 28342 (Corporate Jet configuration)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73743	010	76,500	62,500	91.6	96.9	84.7	91.7	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-132		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2524-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			Engine intermix, one engine with Select One package (Mod 37868), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14	

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A71445	010	76,500	62,500	91.6	96.9	84.7	91.7	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-133**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2375	002	75,500	62,500	92.5	96.8	84.2	91.6	94.4	100.6	19
A2382	007	75,500	61,000	92.5	96.8	84.2	91.6	94.3	100.6	19
A2381	006	73,500	62,500	92.6	96.7	83.4	91.4	94.4	100.5	19
A2376	005	70,000	62,500	92.7	96.6	82.0	91.2	94.4	100.3	19
A2377	001	70,000	61,000	92.7	96.6	82.0	91.2	94.3	100.3	19
A2378	004	68,000	62,500	92.8	96.5	81.3	91.0	94.4	100.2	19
A2379	003	68,000	61,000	92.8	96.5	81.3	91.0	94.3	100.2	19
A7431	009	66,000	62,500	92.8	96.3	80.5	90.8	94.4	100.1	19
A7432	011	66,000	61,000	92.8	96.3	80.5	90.8	94.3	100.1	19
A7430	008	64,000	62,500	92.9	96.2	79.7	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>None</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A2380	000	<b>64,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A7433	012	<b>62,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.1</b>	<b>78.9</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-133**  
Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **160080 (Sharklets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70691	002	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A70692	007	<b>75,500</b>	<b>61,000</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A70693	006	<b>73,500</b>	<b>62,500</b>	<b>92.6</b>	<b>96.7</b>	<b>83.4</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A70694	005	<b>70,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A70695	001	<b>70,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A70696	004	<b>68,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A70697	003	<b>68,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A70698	009	<b>66,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A70699	011	<b>66,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A70700	008	<b>64,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-133		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)	Engine Type Designation <sup>1</sup>	V2527M-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		160080 (Sharklets)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70701	000	<b>64,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A70702	012	<b>62,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.1</b>	<b>78.9</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-133**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **28238, 28162, 28342 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10041	010	<b>76,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.9</b>	<b>84.6</b>	<b>91.7</b>	<b>94.4</b>	<b>100.6</b>	-
A17255	013	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-133**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70689	010	76,500	62,500	92.5	96.9	84.6	91.7	94.4	100.6	-
A70690	013	75,500	62,500	92.5	96.8	84.2	91.6	94.4	100.6	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-133**  
Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)** Engine Type Designation<sup>1</sup> **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **37868 or 38554 (Select One package)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11620	002	75,500	62,500	92.5	96.8	84.2	91.6	94.4	100.6	19
A11621	007	75,500	61,000	92.5	96.8	84.2	91.6	94.3	100.6	19
A11622	006	73,500	62,500	92.6	96.7	83.4	91.4	94.4	100.5	19
A11623	005	70,000	62,500	92.7	96.6	82.0	91.2	94.4	100.3	19
A11624	001	70,000	61,000	92.7	96.6	82.0	91.2	94.3	100.3	19
A11625	004	68,000	62,500	92.8	96.5	81.3	91.0	94.4	100.2	19
A11626	003	68,000	61,000	92.8	96.5	81.3	91.0	94.3	100.2	19
A11627	009	66,000	62,500	92.8	96.3	80.5	90.8	94.4	100.1	19
A11628	011	66,000	61,000	92.8	96.3	80.5	90.8	94.3	100.1	19
A11629	008	64,000	62,500	92.9	96.2	79.7	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-133**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37868 or 38554 (Select One package)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A11630	000	<b>64,000</b>	<b>61,000</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.3</b>	<b>100.0</b>	<b>19</b>
A11631	012	<b>62,000</b>	<b>61,000</b>	<b>93.0</b>	<b>96.1</b>	<b>78.9</b>	<b>90.5</b>	<b>94.3</b>	<b>99.9</b>	<b>19</b>

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18706	002	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A18708	007	<b>75,500</b>	<b>61,000</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A18709	006	<b>73,500</b>	<b>62,500</b>	<b>92.6</b>	<b>96.7</b>	<b>83.4</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A18710	005	<b>70,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A18711	001	<b>70,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A18712	004	<b>68,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A18713	003	<b>68,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A18714	009	<b>66,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A18715	011	<b>66,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A18716	008	<b>64,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-133**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **37868 or 38554 (Select One package), 160500 or 160080 (Sharklets)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18717	000	64,000	61,000	92.9	96.2	79.7	90.6	94.3	100.0	19
A18718	012	62,000	61,000	93.0	96.1	78.9	90.5	94.3	99.9	19

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37868 or 38554 (Select One package), 28238, 28162, 28342 (Corporate Jet configuration)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B Chapter<sup>1</sup> 14</b>

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	
A11607	010	<b>76,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.9</b>	<b>84.6</b>	<b>91.7</b>	<b>94.4</b>	<b>100.6</b>	-
A17254	013	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>37868 or 38554 (Select One package), 28238, 28162, 28342, 160500 or 160080 (Corporate Jet configuration, Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B Chapter<sup>1</sup> 14</b>

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	
A18704	010	<b>76,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.9</b>	<b>84.6</b>	<b>91.7</b>	<b>94.4</b>	<b>100.6</b>	-
A18705	013	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-133**

Engine Manufacturer<sup>1</sup> **International Aero Engines AG (IAE)**

Engine Type Designation<sup>1</sup> **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73759	002	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	<b>19</b>
A73760	007	<b>75,500</b>	<b>61,000</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.3</b>	<b>100.6</b>	<b>19</b>
A73761	006	<b>73,500</b>	<b>62,500</b>	<b>92.6</b>	<b>96.7</b>	<b>83.4</b>	<b>91.4</b>	<b>94.4</b>	<b>100.5</b>	<b>19</b>
A73762	005	<b>70,000</b>	<b>62,500</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.4</b>	<b>100.3</b>	<b>19</b>
A73763	001	<b>70,000</b>	<b>61,000</b>	<b>92.7</b>	<b>96.6</b>	<b>82.0</b>	<b>91.2</b>	<b>94.3</b>	<b>100.3</b>	<b>19</b>
A73764	004	<b>68,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.4</b>	<b>100.2</b>	<b>19</b>
A73765	003	<b>68,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.5</b>	<b>81.3</b>	<b>91.0</b>	<b>94.3</b>	<b>100.2</b>	<b>19</b>
A73766	009	<b>66,000</b>	<b>62,500</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.4</b>	<b>100.1</b>	<b>19</b>
A73767	011	<b>66,000</b>	<b>61,000</b>	<b>92.8</b>	<b>96.3</b>	<b>80.5</b>	<b>90.8</b>	<b>94.3</b>	<b>100.1</b>	<b>19</b>
A73768	008	<b>64,000</b>	<b>62,500</b>	<b>92.9</b>	<b>96.2</b>	<b>79.7</b>	<b>90.6</b>	<b>94.4</b>	<b>100.0</b>	<b>19</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-133**

Engine Manufacturer<sup>1</sup>      **International Aero Engines AG (IAE)**      Engine Type Designation<sup>1</sup>      **V2527M-A5**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **Engine intermix, one engine with Select One package (Mod 37868)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73769	000	64,000	61,000	92.9	96.2	79.7	90.6	94.3	100.0	19
A73770	012	62,000	61,000	93.0	96.1	78.9	90.5	94.3	99.9	19

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>
		Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70705	002	75,500	62,500	92.5	96.8	84.2	91.6	94.4	100.6	19
A70706	007	75,500	61,000	92.5	96.8	84.2	91.6	94.3	100.6	19
A70707	006	73,500	62,500	92.6	96.7	83.4	91.4	94.4	100.5	19
A70708	005	70,000	62,500	92.7	96.6	82.0	91.2	94.4	100.3	19
A70709	001	70,000	61,000	92.7	96.6	82.0	91.2	94.3	100.3	19
A70710	004	68,000	62,500	92.8	96.5	81.3	91.0	94.4	100.2	19
A70711	003	68,000	61,000	92.8	96.5	81.3	91.0	94.3	100.2	19
A70712	009	66,000	62,500	92.8	96.3	80.5	90.8	94.4	100.1	19
A70713	011	66,000	61,000	92.8	96.3	80.5	90.8	94.3	100.1	19
A70714	008	64,000	62,500	92.9	96.2	79.7	90.6	94.4	100.0	19

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>		
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>Engine intermix, one engine with Select One package (Mod 37868), 160080 (Sharklets)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A70715	000	64,000	61,000	92.9	96.2	79.7	90.6	94.3	100.0	19
A70716	012	62,000	61,000	93.0	96.1	78.9	90.5	94.3	99.9	19

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup>	A319-133		
Engine Manufacturer <sup>1</sup>	International Aero Engines AG (IAE)		Engine Type Designation <sup>1</sup>	V2527M-A5		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			Engine intermix, one engine with Select One package (Mod 37868), 28238, 28162, 28342 (Corporate Jet configuration)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 7 / Amendment 11-B	Chapter <sup>1</sup>	14	

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A73756	010	76,500	62,500	92.5	96.9	84.6	91.7	94.4	100.6	-
A73758	013	75,500	62,500	92.5	96.8	84.2	91.6	94.4	100.6	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-133</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines AG (IAE)</b>	Engine Type Designation <sup>1</sup>	<b>V2527M-A5</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>Engine intermix, one engine with Select One package (Mod 37868), 28238, 28162, 28342, 160080 (Corporate Jet configuration, Sharklets)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 7 / Amendment 11-B Chapter<sup>1</sup> 14</b>

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	
A70703	010	<b>76,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.9</b>	<b>84.6</b>	<b>91.7</b>	<b>94.4</b>	<b>100.6</b>	-
A70704	013	<b>75,500</b>	<b>62,500</b>	<b>92.5</b>	<b>96.8</b>	<b>84.2</b>	<b>91.6</b>	<b>94.4</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-151N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A74211	055	<b>75,500</b>	<b>63,900</b>	<b>84.9</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A74212	054	<b>75,500</b>	<b>62,800</b>	<b>84.9</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A74233	053	<b>70,000</b>	<b>63,900</b>	<b>85.1</b>	<b>96.6</b>	<b>79.8</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A74234	052	<b>70,000</b>	<b>62,800</b>	<b>85.1</b>	<b>96.6</b>	<b>79.8</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A74257	051	<b>64,000</b>	<b>63,900</b>	<b>85.3</b>	<b>96.2</b>	<b>78.5</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-
A74258	050	<b>64,000</b>	<b>62,800</b>	<b>85.3</b>	<b>96.2</b>	<b>78.5</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-151N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75043	055	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75044	054	<b>75,500</b>	<b>62,800</b>	<b>85.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A75065	053	<b>70,000</b>	<b>63,900</b>	<b>85.4</b>	<b>96.6</b>	<b>78.8</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75066	052	<b>70,000</b>	<b>62,800</b>	<b>85.4</b>	<b>96.6</b>	<b>78.8</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A75089	051	<b>64,000</b>	<b>63,900</b>	<b>85.6</b>	<b>96.2</b>	<b>76.8</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-
A75090	050	<b>64,000</b>	<b>62,800</b>	<b>85.6</b>	<b>96.2</b>	<b>76.8</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-151N**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **161038 (Booster Step 2), 168988 (Take-off performance  
improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78040	055	75,500	63,900	85.4	96.8	80.9	91.6	91.9	100.6	-
A78041	054	75,500	62,800	85.4	96.8	80.9	91.6	91.7	100.6	-
A78062	053	70,000	63,900	85.7	96.6	78.7	91.2	91.9	100.3	-
A78063	052	70,000	62,800	85.7	96.6	78.7	91.2	91.7	100.3	-
A78086	051	64,000	63,900	86.0	96.2	76.7	90.6	91.9	100.0	-
A78087	050	64,000	62,800	86.0	96.2	76.7	90.6	91.7	100.0	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-151N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75406	055	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75239	054	<b>75,500</b>	<b>62,800</b>	<b>85.2</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75260	053	<b>70,000</b>	<b>63,900</b>	<b>85.4</b>	<b>96.6</b>	<b>79.8</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A75261	052	<b>70,000</b>	<b>62,800</b>	<b>85.4</b>	<b>96.6</b>	<b>79.8</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75284	051	<b>64,000</b>	<b>63,900</b>	<b>85.6</b>	<b>96.2</b>	<b>78.5</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-
A75285	050	<b>64,000</b>	<b>62,800</b>	<b>85.6</b>	<b>96.2</b>	<b>78.5</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.





Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 168988 (Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**Edition 8 / Amendment 13**

Chapter<sup>1</sup>

**14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78368	055	<b>75,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78369	054	<b>75,500</b>	<b>62,800</b>	<b>85.4</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A78390	053	<b>70,000</b>	<b>63,900</b>	<b>85.7</b>	<b>96.6</b>	<b>79.7</b>	<b>91.2</b>	<b>92.2</b>	<b>100.3</b>	-
A78391	052	<b>70,000</b>	<b>62,800</b>	<b>85.7</b>	<b>96.6</b>	<b>79.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A78414	051	<b>64,000</b>	<b>63,900</b>	<b>86.0</b>	<b>96.2</b>	<b>78.2</b>	<b>90.6</b>	<b>92.2</b>	<b>100.0</b>	-
A78415	050	<b>64,000</b>	<b>62,800</b>	<b>86.0</b>	<b>96.2</b>	<b>78.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-151N**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A24**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **168988 (Take-off performance improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77982	055	<b>75,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A77983	054	<b>75,500</b>	<b>62,800</b>	<b>85.1</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A78004	053	<b>70,000</b>	<b>63,900</b>	<b>85.3</b>	<b>96.6</b>	<b>79.7</b>	<b>91.2</b>	<b>92.2</b>	<b>100.3</b>	-
A78005	052	<b>70,000</b>	<b>62,800</b>	<b>85.3</b>	<b>96.6</b>	<b>79.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A78028	051	<b>64,000</b>	<b>63,900</b>	<b>85.6</b>	<b>96.2</b>	<b>78.2</b>	<b>90.6</b>	<b>92.2</b>	<b>100.0</b>	-
A78029	050	<b>64,000</b>	<b>62,800</b>	<b>85.6</b>	<b>96.2</b>	<b>78.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**161038 (Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75091	120	<b>78,200</b>	<b>63,900</b>	<b>85.1</b>	<b>97.0</b>	<b>81.9</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	-
A75092	112	<b>77,300</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75093	110	<b>77,300</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75094	111	<b>77,300</b>	<b>62,800</b>	<b>85.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A75095	113	<b>76,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.2</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75400	115	<b>76,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.2</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75096	114	<b>76,500</b>	<b>62,800</b>	<b>85.1</b>	<b>96.9</b>	<b>81.2</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A75097	116	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75098	055	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-151N**  
(Commercial Designation      **ACJ A319-151N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **161038 (Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75099	054	<b>75,500</b>	<b>62,800</b>	<b>85.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**161038 (Booster Step 2), 163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78030	120	<b>78,200</b>	<b>63,900</b>	<b>85.2</b>	<b>97.0</b>	<b>81.9</b>	<b>91.8</b>	<b>91.9</b>	<b>100.7</b>	-
A78031	112	<b>77,300</b>	<b>63,900</b>	<b>85.3</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.9</b>	<b>100.7</b>	-
A78032	110	<b>77,300</b>	<b>63,900</b>	<b>85.3</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.9</b>	<b>100.7</b>	-
A78033	111	<b>77,300</b>	<b>62,800</b>	<b>85.3</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A78034	113	<b>76,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.9</b>	<b>81.3</b>	<b>91.7</b>	<b>91.9</b>	<b>100.6</b>	-
A78035	115	<b>76,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.9</b>	<b>81.3</b>	<b>91.7</b>	<b>91.9</b>	<b>100.6</b>	-
A78036	114	<b>76,500</b>	<b>62,800</b>	<b>85.4</b>	<b>96.9</b>	<b>81.3</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A78037	116	<b>75,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.8</b>	<b>80.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-
A78038	055	<b>75,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.8</b>	<b>80.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-151N**  
(Commercial Designation      **ACJ A319-151N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **161038 (Booster Step 2), 163214, 168988 (Corporate Jet  
configuration, Take-off performance improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78039	054	<b>75,500</b>	<b>62,800</b>	<b>85.4</b>	<b>96.8</b>	<b>80.9</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75286	120	<b>78,200</b>	<b>63,900</b>	<b>85.1</b>	<b>97.0</b>	<b>82.3</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A75287	112	<b>77,300</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75288	110	<b>77,300</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75289	111	<b>77,300</b>	<b>62,800</b>	<b>85.1</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75290	113	<b>76,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75402	115	<b>76,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75291	114	<b>76,500</b>	<b>62,800</b>	<b>85.1</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75292	116	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75293	055	<b>75,500</b>	<b>63,900</b>	<b>85.2</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-151N**  
(Commercial Designation      **ACJ A319-151N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the  
other engine with Booster Step 2), 163214 (Corporate Jet  
configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75294	054	<b>75,500</b>	<b>62,800</b>	<b>85.2</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78358	120	<b>78,200</b>	<b>63,900</b>	<b>85.2</b>	<b>97.0</b>	<b>82.3</b>	<b>91.8</b>	<b>92.2</b>	<b>100.7</b>	-
A78359	112	<b>77,300</b>	<b>63,900</b>	<b>85.3</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78360	110	<b>77,300</b>	<b>63,900</b>	<b>85.3</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78361	111	<b>77,300</b>	<b>62,800</b>	<b>85.3</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A78362	113	<b>76,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78363	115	<b>76,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78364	114	<b>76,500</b>	<b>62,800</b>	<b>85.4</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A78365	116	<b>75,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78366	055	<b>75,500</b>	<b>63,900</b>	<b>85.4</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-151N**  
(Commercial Designation      **ACJ A319-151N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the  
other engine with Booster Step 2), 163214, 168988 (Corporate Jet  
configuration, Take-off performance improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78367	054	<b>75,500</b>	<b>62,800</b>	<b>85.4</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A74259	120	<b>78,200</b>	<b>63,900</b>	<b>84.8</b>	<b>97.0</b>	<b>82.3</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A74260	112	<b>77,300</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A74261	110	<b>77,300</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A74262	111	<b>77,300</b>	<b>62,800</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75232	113	<b>76,500</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75401	115	<b>76,500</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75233	114	<b>76,500</b>	<b>62,800</b>	<b>84.9</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75234	055	<b>75,500</b>	<b>63,900</b>	<b>84.9</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75236	116	<b>75,500</b>	<b>63,900</b>	<b>84.9</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-151N**  
(Commercial Designation      **ACJ A319-151N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **163214 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75235	054	<b>75,500</b>	<b>62,800</b>	<b>84.9</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-151N**  
(Commercial Designation **ACJ A319-151N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A24CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77972	120	<b>78,200</b>	<b>63,900</b>	<b>84.8</b>	<b>97.0</b>	<b>82.3</b>	<b>91.8</b>	<b>92.2</b>	<b>100.7</b>	-
A77973	112	<b>77,300</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A77974	110	<b>77,300</b>	<b>63,900</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A77975	111	<b>77,300</b>	<b>62,800</b>	<b>84.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A77976	113	<b>76,500</b>	<b>63,900</b>	<b>85.0</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A77977	115	<b>76,500</b>	<b>63,900</b>	<b>85.0</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A77978	114	<b>76,500</b>	<b>62,800</b>	<b>85.0</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A77979	055	<b>75,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A77980	116	<b>75,500</b>	<b>63,900</b>	<b>85.1</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup> (Commercial Designation	A319-151N ACJ A319-151N)	
Engine Manufacturer <sup>1</sup>	CFM International SA		Engine Type Designation <sup>1</sup>	LEAP-1A24CJ	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			163214, 168988 (Corporate Jet configuration, Take-off performance improvement)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 8 / Amendment 13	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77981	054	<b>75,500</b>	<b>62,800</b>	<b>85.1</b>	<b>96.8</b>	<b>81.4</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-153N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A74938	055	<b>75,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A74939	054	<b>75,500</b>	<b>62,800</b>	<b>85.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A74960	053	<b>70,000</b>	<b>63,900</b>	<b>86.1</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A74961	052	<b>70,000</b>	<b>62,800</b>	<b>86.1</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A74984	051	<b>64,000</b>	<b>63,900</b>	<b>86.4</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-
A74985	050	<b>64,000</b>	<b>62,800</b>	<b>86.4</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-153N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75100	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75101	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A75122	053	<b>70,000</b>	<b>63,900</b>	<b>86.5</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75123	052	<b>70,000</b>	<b>62,800</b>	<b>86.5</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A75146	051	<b>64,000</b>	<b>63,900</b>	<b>86.7</b>	<b>96.2</b>	<b>75.8</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-
A75147	050	<b>64,000</b>	<b>62,800</b>	<b>86.7</b>	<b>96.2</b>	<b>75.8</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.





Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-153N</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>LEAP-1A26</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>161038 (Booster Step 2), 168988 (Take-off performance improvement)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 8 / Amendment 13</b>
		Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78204	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-
A78205	054	<b>75,500</b>	<b>62,800</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A78226	053	<b>70,000</b>	<b>63,900</b>	<b>86.8</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.9</b>	<b>100.3</b>	-
A78227	052	<b>70,000</b>	<b>62,800</b>	<b>86.8</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A78250	051	<b>64,000</b>	<b>63,900</b>	<b>87.1</b>	<b>96.2</b>	<b>75.6</b>	<b>90.6</b>	<b>91.9</b>	<b>100.0</b>	-
A78251	050	<b>64,000</b>	<b>62,800</b>	<b>87.1</b>	<b>96.2</b>	<b>75.6</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup>	A319-153N		
Engine Manufacturer <sup>1</sup>	CFM International SA	Engine Type Designation <sup>1</sup>	LEAP-1A26		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 8 / Amendment 12	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75304	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75305	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75326	053	<b>70,000</b>	<b>63,900</b>	<b>86.5</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A75327	052	<b>70,000</b>	<b>62,800</b>	<b>86.5</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75350	051	<b>64,000</b>	<b>63,900</b>	<b>86.7</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-
A75351	050	<b>64,000</b>	<b>62,800</b>	<b>86.7</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 168988 (Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

**14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78426	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78427	054	<b>75,500</b>	<b>62,800</b>	<b>86.6</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A78448	053	<b>70,000</b>	<b>63,900</b>	<b>86.8</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.2</b>	<b>100.3</b>	-
A78449	052	<b>70,000</b>	<b>62,800</b>	<b>86.8</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A78472	051	<b>64,000</b>	<b>63,900</b>	<b>87.1</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.2</b>	<b>100.0</b>	-
A78473	050	<b>64,000</b>	<b>62,800</b>	<b>87.1</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-153N**

Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **168988 (Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78098	055	<b>75,500</b>	<b>63,900</b>	<b>86.1</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78099	054	<b>75,500</b>	<b>62,800</b>	<b>86.1</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A78120	053	<b>70,000</b>	<b>63,900</b>	<b>86.3</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.2</b>	<b>100.3</b>	-
A78121	052	<b>70,000</b>	<b>62,800</b>	<b>86.3</b>	<b>96.6</b>	<b>78.7</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A78144	051	<b>64,000</b>	<b>63,900</b>	<b>86.6</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.2</b>	<b>100.0</b>	-
A78145	050	<b>64,000</b>	<b>62,800</b>	<b>86.6</b>	<b>96.2</b>	<b>77.2</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**161038 (Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75196	120	<b>78,200</b>	<b>63,900</b>	<b>86.1</b>	<b>97.0</b>	<b>80.7</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	-
A75197	112	<b>77,300</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.4</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75198	110	<b>77,300</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.4</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A75199	111	<b>77,300</b>	<b>62,800</b>	<b>86.2</b>	<b>96.9</b>	<b>80.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75200	113	<b>76,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75403	115	<b>76,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75201	114	<b>76,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.9</b>	<b>80.1</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A75202	116	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75203	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-153N**  
(Commercial Designation      **ACJ A319-153N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **161038 (Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75204	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**161038 (Booster Step 2), 163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78194	120	<b>78,200</b>	<b>63,900</b>	<b>86.5</b>	<b>97.0</b>	<b>81.0</b>	<b>91.8</b>	<b>91.9</b>	<b>100.7</b>	-
A78195	112	<b>77,300</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>91.9</b>	<b>100.7</b>	-
A78196	110	<b>77,300</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>91.9</b>	<b>100.7</b>	-
A78197	111	<b>77,300</b>	<b>62,800</b>	<b>86.5</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A78198	113	<b>76,500</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.3</b>	<b>91.7</b>	<b>91.9</b>	<b>100.6</b>	-
A78199	115	<b>76,500</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.3</b>	<b>91.7</b>	<b>91.9</b>	<b>100.6</b>	-
A78200	114	<b>76,500</b>	<b>62,800</b>	<b>86.5</b>	<b>96.9</b>	<b>80.3</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A78201	116	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-
A78202	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-153N**  
(Commercial Designation      **ACJ A319-153N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **161038 (Booster Step 2), 163214, 168988 (Corporate Jet  
configuration, Take-off performance improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78203	054	<b>75,500</b>	<b>62,800</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75295	120	<b>78,200</b>	<b>63,900</b>	<b>86.1</b>	<b>97.0</b>	<b>81.2</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A75296	112	<b>77,300</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75297	110	<b>77,300</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75298	111	<b>77,300</b>	<b>62,800</b>	<b>86.2</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75299	113	<b>76,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75405	115	<b>76,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75300	114	<b>76,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75301	116	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75302	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-153N**  
(Commercial Designation      **ACJ A319-153N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the  
other engine with Booster Step 2), 163214 (Corporate Jet  
configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75303	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the other engine with Booster Step 2), 163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78416	120	<b>78,200</b>	<b>63,900</b>	<b>86.5</b>	<b>97.0</b>	<b>81.1</b>	<b>91.8</b>	<b>92.2</b>	<b>100.7</b>	-
A78417	112	<b>77,300</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78418	110	<b>77,300</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78419	111	<b>77,300</b>	<b>62,800</b>	<b>86.5</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A78420	113	<b>76,500</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78421	115	<b>76,500</b>	<b>63,900</b>	<b>86.5</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78422	114	<b>76,500</b>	<b>62,800</b>	<b>86.5</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A78423	116	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78424	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-153N**  
(Commercial Designation      **ACJ A319-153N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**162249 (Engine intermix: one engine with Booster Step 1 and the  
other engine with Booster Step 2), 163214, 168988 (Corporate Jet  
configuration, Take-off performance improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78425	054	<b>75,500</b>	<b>62,800</b>	<b>86.6</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163214 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75034	120	<b>78,200</b>	<b>63,900</b>	<b>85.8</b>	<b>97.0</b>	<b>81.2</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A75035	112	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75036	110	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A75037	111	<b>77,300</b>	<b>62,800</b>	<b>85.8</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75038	113	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75404	115	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A75039	114	<b>76,500</b>	<b>62,800</b>	<b>85.9</b>	<b>96.9</b>	<b>80.6</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75040	116	<b>75,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A75041	055	<b>75,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-153N**  
(Commercial Designation      **ACJ A319-153N)**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **163214 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75042	054	<b>75,500</b>	<b>62,800</b>	<b>85.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-153N**  
(Commercial Designation **ACJ A319-153N**)

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1A26CJ**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163214, 168988 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78088	120	<b>78,200</b>	<b>63,900</b>	<b>86.0</b>	<b>97.0</b>	<b>81.1</b>	<b>91.8</b>	<b>92.2</b>	<b>100.7</b>	-
A78089	112	<b>77,300</b>	<b>63,900</b>	<b>86.0</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78090	110	<b>77,300</b>	<b>63,900</b>	<b>86.0</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.2</b>	<b>100.7</b>	-
A78091	111	<b>77,300</b>	<b>62,800</b>	<b>86.0</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A78092	113	<b>76,500</b>	<b>63,900</b>	<b>86.1</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78093	115	<b>76,500</b>	<b>63,900</b>	<b>86.1</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.2</b>	<b>100.6</b>	-
A78094	114	<b>76,500</b>	<b>62,800</b>	<b>86.1</b>	<b>96.9</b>	<b>80.5</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A78095	116	<b>75,500</b>	<b>63,900</b>	<b>86.1</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-
A78096	055	<b>75,500</b>	<b>63,900</b>	<b>86.1</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.2</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

/continued on next page



Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup> (Commercial Designation)	<b>A319-153N</b> <b>ACJ A319-153N)</b>		
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>LEAP-1A26CJ</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>163214, 168988 (Corporate Jet configuration, Take-off performance improvement)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 8 / Amendment 13</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78097	054	<b>75,500</b>	<b>62,800</b>	<b>86.1</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.** Aircraft Type Designation<sup>1</sup> **A319-153N**  
Engine Manufacturer<sup>1</sup> **CFM International SA** Engine Type Designation<sup>1</sup> **LEAP-1A26E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **161038 (Booster Step 2)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75148	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75149	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>79.7</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A75170	053	<b>70,000</b>	<b>63,900</b>	<b>86.5</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75171	052	<b>70,000</b>	<b>62,800</b>	<b>86.5</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A75194	051	<b>64,000</b>	<b>63,900</b>	<b>86.7</b>	<b>96.2</b>	<b>75.8</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-
A75195	050	<b>64,000</b>	<b>62,800</b>	<b>86.7</b>	<b>96.2</b>	<b>75.8</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-153N</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>LEAP-1A26E1</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>161038 (Booster Step 2), 168988 (Take-off performance improvement)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 8 / Amendment 13</b>
		Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78252	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.9</b>	<b>100.6</b>	-
A78253	054	<b>75,500</b>	<b>62,800</b>	<b>86.6</b>	<b>96.8</b>	<b>79.9</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A78274	053	<b>70,000</b>	<b>63,900</b>	<b>86.8</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.9</b>	<b>100.3</b>	-
A78275	052	<b>70,000</b>	<b>62,800</b>	<b>86.8</b>	<b>96.6</b>	<b>77.8</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A78298	051	<b>64,000</b>	<b>63,900</b>	<b>87.1</b>	<b>96.2</b>	<b>75.6</b>	<b>90.6</b>	<b>91.9</b>	<b>100.0</b>	-
A78299	050	<b>64,000</b>	<b>62,800</b>	<b>87.1</b>	<b>96.2</b>	<b>75.6</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix: “envelope” of BOM / Block C3 / Block D combustors)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A76725	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A76726	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A76747	053	<b>70,000</b>	<b>63,900</b>	<b>86.4</b>	<b>96.6</b>	<b>79.6</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A76748	052	<b>70,000</b>	<b>62,800</b>	<b>86.4</b>	<b>96.6</b>	<b>79.6</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A76771	051	<b>64,000</b>	<b>63,900</b>	<b>86.6</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-
A76772	050	<b>64,000</b>	<b>62,800</b>	<b>86.6</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**  
(Commercial Designation **ACJ A319-171N**)

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix: “envelope” of BOM / Block C3 / Block D combustors), 163214, 162337, 23398, 163216, 162193 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A76716	120	<b>78,200</b>	<b>63,900</b>	<b>85.6</b>	<b>97.0</b>	<b>82.6</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	-
A76717	110	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A76718	112	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A76719	111	<b>77,300</b>	<b>62,800</b>	<b>85.8</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A76720	113	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A76721	115	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A76722	114	<b>76,500</b>	<b>62,800</b>	<b>85.9</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A76723	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A76724	116	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**  
(Commercial Designation **ACJ A319-171N**)

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix: “envelope” of BOM / Block C3 / Block D combustors), 163214, 162337, 23398, 163216, 162193, 167481 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78301	120	<b>78,200</b>	<b>63,900</b>	<b>85.6</b>	<b>97.0</b>	<b>82.8</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A78302	110	<b>77,300</b>	<b>63,900</b>	<b>85.6</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A78303	112	<b>77,300</b>	<b>63,900</b>	<b>85.6</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A78304	111	<b>77,300</b>	<b>62,800</b>	<b>85.6</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A78305	113	<b>76,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A78306	115	<b>76,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A78307	114	<b>76,500</b>	<b>62,800</b>	<b>85.7</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A78308	055	<b>75,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A78309	116	<b>75,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup>	<b>A319-171N</b>		
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines</b>	Engine Type Designation <sup>1</sup>	<b>PW1124G-JM</b>		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>163279 (Engine intermix: “envelope” of BOM / Block C3 / Block D combustors), 167481 (Take-off performance improvement)</b>			
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 8 / Amendment 13</b>	Chapter <sup>1</sup>	<b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78310	055	75,500	63,900	85.7	96.8	81.8	91.6	92.0	100.6	-
A78311	054	75,500	62,800	85.7	96.8	81.8	91.6	91.8	100.6	-
A78332	053	70,000	63,900	86.1	96.6	79.6	91.2	92.0	100.3	-
A78333	052	70,000	62,800	86.1	96.6	79.6	91.2	91.8	100.3	-
A78356	051	64,000	63,900	86.3	96.2	77.1	90.6	92.0	100.0	-
A78357	050	64,000	62,800	86.3	96.2	77.1	90.6	91.8	100.0	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-171N**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**      Engine Type Designation<sup>1</sup>      **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **167243 (Installation of Block D combustor)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A76175	055	75,500	63,900	86.0	96.8	81.6	91.6	91.8	100.6	26
A76173	054	75,500	62,800	86.0	96.8	81.6	91.6	91.7	100.6	26
A76151	053	70,000	63,900	86.2	96.6	79.6	91.2	91.8	100.3	26
A76150	052	70,000	62,800	86.2	96.6	79.6	91.2	91.7	100.3	26
A76127	051	64,000	63,900	86.5	96.2	77.0	90.6	91.8	100.0	26
A76126	050	64,000	62,800	86.5	96.2	77.0	90.6	91.7	100.0	26

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	<b>Airbus S.A.S.</b>	Aircraft Type Designation <sup>1</sup> (Commercial Designation)	<b>A319-171N</b> <b>ACJ A319-171N)</b>
Engine Manufacturer <sup>1</sup>	<b>International Aero Engines</b>	Engine Type Designation <sup>1</sup>	<b>PW1124G-JM</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>167243 (Installation of Block D combustor), 163214, 162337, 23398, 163216, 162193 (Corporate Jet configuration)</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	<b>Edition 8 / Amendment 12</b> Chapter <sup>1</sup> <b>14</b>

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A76183	120	<b>78,200</b>	<b>63,900</b>	<b>85.5</b>	<b>97.0</b>	<b>82.6</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A76181	110	<b>77,300</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A76182	112	<b>77,300</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A76180	111	<b>77,300</b>	<b>62,800</b>	<b>85.7</b>	<b>96.9</b>	<b>82.3</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	<b>26</b>
A76178	113	<b>76,500</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A76179	115	<b>76,500</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A76177	114	<b>76,500</b>	<b>62,800</b>	<b>85.8</b>	<b>96.9</b>	<b>82.0</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	<b>26</b>
A76174	055	<b>75,500</b>	<b>63,900</b>	<b>86.0</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A76176	116	<b>75,500</b>	<b>63,900</b>	<b>86.0</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder <sup>1</sup>	Airbus S.A.S.		Aircraft Type Designation <sup>1</sup> (Commercial Designation)	A319-171N ACJ A319-171N)	
Engine Manufacturer <sup>1</sup>	International Aero Engines		Engine Type Designation <sup>1</sup>	PW1124G-JM	
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>			167243 (Installation of Block D combustor), 163214, 162337, 23398, 163216, 162193 (Corporate Jet configuration)		
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 8 / Amendment 12	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A76172	054	<b>75,500</b>	<b>62,800</b>	<b>86.0</b>	<b>96.8</b>	<b>81.6</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	<b>26</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**  
(Commercial Designation **ACJ A319-171N**)

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**167243 (Installation of Block D combustor), 163214, 162337, 23398, 163216, 162193, 167481 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77914	120	<b>78,200</b>	<b>63,900</b>	<b>85.4</b>	<b>97.0</b>	<b>82.8</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A77915	110	<b>77,300</b>	<b>63,900</b>	<b>85.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A77916	112	<b>77,300</b>	<b>63,900</b>	<b>85.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	<b>26</b>
A77917	111	<b>77,300</b>	<b>62,800</b>	<b>85.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	<b>26</b>
A77918	113	<b>76,500</b>	<b>63,900</b>	<b>85.5</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A77919	115	<b>76,500</b>	<b>63,900</b>	<b>85.5</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A77920	114	<b>76,500</b>	<b>62,800</b>	<b>85.5</b>	<b>96.9</b>	<b>82.1</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	<b>26</b>
A77921	055	<b>75,500</b>	<b>63,900</b>	<b>85.6</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A77922	116	<b>75,500</b>	<b>63,900</b>	<b>85.6</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>**A319-171N**  
(Commercial Designation**ACJ A319-171N**)

Engine Manufacturer<sup>1</sup>**International Aero Engines**

Engine Type Designation<sup>1</sup>**PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>**167243 (Installation of Block D combustor), 163214, 162337, 23398,  
163216, 162193, 167481 (Corporate Jet configuration, Take-off  
performance improvement)**

Noise Certification Basis**ICAO Annex 16, Volume I**

Edition / Amendment**Edition 8 / Amendment 13**

Chapter<sup>1</sup>**14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77923	054	75,500	62,800	85.6	96.8	81.8	91.6	91.7	100.6	26

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**167243 (Installation of Block D combustor), 167481 (Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 8 / Amendment 13**

Chapter<sup>1</sup>

**14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77924	055	<b>75,500</b>	<b>63,900</b>	<b>85.6</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>26</b>
A77925	054	<b>75,500</b>	<b>62,800</b>	<b>85.6</b>	<b>96.8</b>	<b>81.8</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	<b>26</b>
A77946	053	<b>70,000</b>	<b>63,900</b>	<b>85.9</b>	<b>96.6</b>	<b>79.6</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	<b>26</b>
A77947	052	<b>70,000</b>	<b>62,800</b>	<b>85.9</b>	<b>96.6</b>	<b>79.6</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	<b>26</b>
A77970	051	<b>64,000</b>	<b>63,900</b>	<b>86.1</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	<b>26</b>
A77971	050	<b>64,000</b>	<b>62,800</b>	<b>86.1</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	<b>26</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75420	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75421	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-
A75442	053	<b>70,000</b>	<b>63,900</b>	<b>86.4</b>	<b>96.6</b>	<b>79.4</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A75443	052	<b>70,000</b>	<b>62,800</b>	<b>86.4</b>	<b>96.6</b>	<b>79.4</b>	<b>91.2</b>	<b>91.7</b>	<b>100.3</b>	-
A75466	051	<b>64,000</b>	<b>63,900</b>	<b>86.6</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-
A75467	050	<b>64,000</b>	<b>62,800</b>	<b>86.6</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**  
(Commercial Designation **ACJ A319-171N**)

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)), 163214, 162338, 23398, 163216, 162192 (Corporate Jet configuration)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75468	120	<b>78,200</b>	<b>63,900</b>	<b>85.6</b>	<b>97.0</b>	<b>82.6</b>	<b>91.8</b>	<b>91.8</b>	<b>100.7</b>	-
A75469	112	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75470	110	<b>77,300</b>	<b>63,900</b>	<b>85.8</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A75471	111	<b>77,300</b>	<b>62,800</b>	<b>85.8</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>91.7</b>	<b>100.7</b>	-
A75472	115	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75473	113	<b>76,500</b>	<b>63,900</b>	<b>85.9</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A75474	114	<b>76,500</b>	<b>62,800</b>	<b>85.9</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>91.7</b>	<b>100.6</b>	-
A75475	116	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A75476	055	<b>75,500</b>	<b>63,900</b>	<b>86.2</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-171N**  
(Commercial Designation      **ACJ A319-171N)**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**

Engine Type Designation<sup>1</sup>      **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air  
Assisted Nozzles (HAAN)), 163214, 162338, 23398, 163216, 162192  
(Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A75477	054	<b>75,500</b>	<b>62,800</b>	<b>86.2</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.7</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**  
(Commercial Designation **ACJ A319-171N**)

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)), 163214, 162338, 23398, 163216, 162192, 167481 (Corporate Jet configuration, Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77904	120	<b>78,200</b>	<b>63,900</b>	<b>85.6</b>	<b>97.0</b>	<b>82.6</b>	<b>91.8</b>	<b>92.0</b>	<b>100.7</b>	-
A77905	112	<b>77,300</b>	<b>63,900</b>	<b>85.6</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A77906	110	<b>77,300</b>	<b>63,900</b>	<b>85.6</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>92.0</b>	<b>100.7</b>	-
A77907	111	<b>77,300</b>	<b>62,800</b>	<b>85.6</b>	<b>96.9</b>	<b>82.2</b>	<b>91.7</b>	<b>91.8</b>	<b>100.7</b>	-
A77908	115	<b>76,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A77909	113	<b>76,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>92.0</b>	<b>100.6</b>	-
A77910	114	<b>76,500</b>	<b>62,800</b>	<b>85.7</b>	<b>96.9</b>	<b>81.9</b>	<b>91.7</b>	<b>91.8</b>	<b>100.6</b>	-
A77911	116	<b>75,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A77912	055	<b>75,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-171N**  
(Commercial Designation      **ACJ A319-171N)**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**

Engine Type Designation<sup>1</sup>      **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air  
Assisted Nozzles (HAAN)), 163214, 162338, 23398, 163216, 162192,  
167481 (Corporate Jet configuration, Take-off performance  
improvement)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77913	054	<b>75,500</b>	<b>62,800</b>	<b>85.7</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-171N**

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1124G-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN)), 167481 (Take-off performance improvement)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A77856	055	<b>75,500</b>	<b>63,900</b>	<b>85.7</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	-
A77857	054	<b>75,500</b>	<b>62,800</b>	<b>85.7</b>	<b>96.8</b>	<b>81.5</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	-
A77878	053	<b>70,000</b>	<b>63,900</b>	<b>86.1</b>	<b>96.6</b>	<b>79.4</b>	<b>91.2</b>	<b>92.0</b>	<b>100.3</b>	-
A77879	052	<b>70,000</b>	<b>62,800</b>	<b>86.1</b>	<b>96.6</b>	<b>79.4</b>	<b>91.2</b>	<b>91.8</b>	<b>100.3</b>	-
A77902	051	<b>64,000</b>	<b>63,900</b>	<b>86.3</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>92.0</b>	<b>100.0</b>	-
A77903	050	<b>64,000</b>	<b>62,800</b>	<b>86.3</b>	<b>96.2</b>	<b>77.1</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	-

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-173N**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**      Engine Type Designation<sup>1</sup>      **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **160734 (Installation of Combustor Block C3 (Block C2 associated to  
Hybrid Air Assisted Nozzles (HAAN)))**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78696	055	75,500	63,900	86.9	96.8	80.2	91.6	92.0	100.6	27
A78743	050	64,000	62,800	87.4	96.2	76.1	90.6	91.8	100.0	27

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-173N**  
(Commercial Designation      **ACJ A319-173N)**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**

Engine Type Designation<sup>1</sup>      **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**160734 (Installation of Combustor Block C3 (Block C2 associated to  
Hybrid Air Assisted Nozzles (HAAN))), 163214, 162337, 23398,  
163216, 162193 (Corporate Jet configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78694	055	<b>75,500</b>	<b>63,900</b>	<b>86.9</b>	<b>96.8</b>	<b>80.2</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	<b>27</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup> **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup> **A319-173N**

Engine Manufacturer<sup>1</sup> **International Aero Engines**

Engine Type Designation<sup>1</sup> **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of Combustor Block C3 (Block C2 associated to Hybrid Air Assisted Nozzles (HAAN))); one engine with 167243: Installation of Block D combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** Chapter<sup>1</sup> **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78812	055	<b>75,500</b>	<b>63,900</b>	<b>86.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	<b>27</b>
A78859	050	<b>64,000</b>	<b>62,800</b>	<b>87.4</b>	<b>96.2</b>	<b>76.1</b>	<b>90.6</b>	<b>91.8</b>	<b>100.0</b>	<b>27</b>

<sup>1</sup> See Note 1.

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>      **A319-173N**  
(Commercial Designation      **ACJ A319-173N**)

Engine Manufacturer<sup>1</sup>      **International Aero Engines**

Engine Type Designation<sup>1</sup>      **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>

**163279 (Engine intermix (one engine with 160734: Installation of  
Combustor Block C3 (Block C2 associated to Hybrid Air Assisted  
Nozzles (HAAN))); one engine with 167243: Installation of Block D  
combustor)), 163214, 162337, 23398, 163216, 162193 (Corporate Jet  
configuration)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78809	055	<b>75,500</b>	<b>63,900</b>	<b>86.9</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>92.0</b>	<b>100.6</b>	<b>28</b>

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A319-173N**

Engine Manufacturer<sup>1</sup>      **International Aero Engines**      Engine Type Designation<sup>1</sup>      **PW1127G1-JM**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **167243 (Installation of Block D combustor)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 13**      Chapter<sup>1</sup>      **14**

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78754	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>28</b>
A78801	050	<b>64,000</b>	<b>62,800</b>	<b>87.1</b>	<b>96.2</b>	<b>75.9</b>	<b>90.6</b>	<b>91.7</b>	<b>100.0</b>	<b>28</b>

<sup>1</sup> See Note 1.

Type Certificate Holder <sup>1</sup>	Airbus S.A.S.	Aircraft Type Designation <sup>1</sup> (Commercial Designation	A319-173N ACJ A319-173N)		
Engine Manufacturer <sup>1</sup>	International Aero Engines	Engine Type Designation <sup>1</sup>	PW1127G1-JM		
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		167243 (Installation of Block D combustor), 163214, 162337, 23398, 163216, 162193 (Corporate Jet configuration)			
Noise Certification Basis	ICAO Annex 16, Volume I	Edition / Amendment	Edition 8 / Amendment 13	Chapter <sup>1</sup>	14

EASA Record No.	Variant	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
		Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A78751	055	<b>75,500</b>	<b>63,900</b>	<b>86.6</b>	<b>96.8</b>	<b>80.3</b>	<b>91.6</b>	<b>91.8</b>	<b>100.6</b>	<b>28</b>

<sup>1</sup> See Note 1.



### **CS-36 Amendment level**

ICAO, Annex 16, Volume I Amendment level	7	8	9	10	11-B	12	13
Corresponding CS-36 Amendment level	Initial	1	2	3	4	5	6

### **TCDSN EASA.A.064.2 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Valid for engines with or without performance improvement package (PIP Mod 152138).
3. Valid for engines with or without HPC upgrade kit 38770.
4. Valid for CFM56-5B5/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B5/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
5. Valid for CFM56-5B5/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B5/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). With or without 34155 (Basic NIP).
6. Valid for CFM56-5B5/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B5/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). One or both engines without 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
7. Valid for CFM56-5B6/3 with or without performance improvement package (PIP Mod 152138), Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
8. Valid for engines with or without performance improvement package (PIP Mod 152138), Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
9. Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342). Valid for engines with or without performance improvement package (PIP Mod 152138).
10. Valid for engines with or without HPC upgrade kit 38770. Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
11. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/2P (/P enhanced performance Mod 25800 with DAC IIC combustor Mod 26610). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
12. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/2P (/P enhanced performance Mod 25800 with DAC IIC combustor Mod 26610). One or both engines without 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
13. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP). Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
14. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). With or without 34155 (Basic NIP). Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).



15. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
16. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels).
17. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). One or both engines without 34155 (Basic NIP).
18. Valid for CFM56-5B6/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B6/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). One or both engines without 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
19. Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
20. Both engines with 22495 (specific buzz saw noise treatment in inlet). Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342).
21. Both engines with 22495 (specific buzz saw noise treatment in inlet).
22. Valid for CFM56-5B7/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B7/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP). Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342),
23. Valid for CFM56-5B7/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B7/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). With or without 34155 (Basic NIP). Valid also for Corporate Jet configuration (Mods 28238, 28162 and 28342),
24. Valid for CFM56-5B7/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B7/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels). One or both engines without 34155 (Basic NIP).
25. Valid for CFM56-5B7/P engine (/P enhanced performance Mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B7/3 (TIP Mod 37147) with or without performance improvement package (PIP Mod 152138). Both engines with 27772 (Improved fan frame forward panels).
26. Mod 161591 (removal of acoustic treatment on blocker doors) is a pre-requisite for the A319-171N model.
27. Mod. 161591 (removal of blocker doors acoustic treatment) is a pre-requisite
28. Mod 161591 (removal of acoustic treatment on blocker doors) is a pre-requisite.



## Change Record

Issue	Date	Changes
Issue 1	27 May 2013	Initial issue
Issue 2	31 May 2013	Added Mod. 160500 (Sharklets) for A319-111, -112 and -115
Issue 3	19 June 2013	Editorial revision
Issue 4	12 September 2013	Added Mod. 160500 (Sharklets) for A319-131, -132, -133 and CJ
Issue 5	30 April 2014	Revised
Issue 6	24 November 2015	Added Mod. 160080 (Sharklets)
Issue 7	23 November 2016	Added records for mod 160080 (Sharklets) for several configurations
Issue 8	19 September 2017	TC holder address revised.
Issue 9	15 June 2018	Added record A73638
Issue 10	15 November 2018	Added engine intermix configurations
Issue 11	16 January 2019	Recertification to Chapter 14 of various models; added model A319-151N
Issue 12	12 April 2019	Removed configuration "WV013" from models not eligible
Issue 13	22 May 2019	Introduction of A319-153N
Issue 14	29 July 2019	Added model A319-153N with mod 163214 (ACJ 319-153N)
Issue 15	29 November 2019	Introduction of A319-171N
Issue 16	03 December 2019	Engine manufacturer revised for model A319-171N
Issue 17	14 January 2020	Added WV 120 for A319-153N
Issue 18	01 October 2020	Revised
Issue 19	16 April 2021	Multiple records added and revised.
Issue 20	28 May 2021	Update of Neo PW Intermix records
Issue 21	21 January 2022	Addition of A319 Neo records associated to Take-Off performance improvement
Issue 22	24 November 2022	Revision of some engine manufacturer names, modification of some Notes related to PIP Mod 152138.
Issue 23	09 December 2022	Addition of several ACJNeo records
Issue 24	29 September 2023	Correction of erroneous values of Flyover noise levels for the A319-151N
Issue 25	28 February 2024	Addition of the A319-173N

