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# TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.064.1**

**for**

**A318**

**Type Certificate Holder:**

**Airbus S.A.S.**

2 Rond-point Emile Dewoitine

31700 Blagnac

France

For models: A318-111  
A318-112  
A318-121  
A318-122



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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A318-111**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6773	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6772	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6771	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6776	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6770	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6769	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6775	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6768	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6774	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-111**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6791	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6790	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6789	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6794	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6788	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6787	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6793	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6786	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6792	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-111**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6818	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6817	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6816	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6821	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6815	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6814	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6820	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6822	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6819	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</b>	<b>4</b>

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



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Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6827	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6826	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6825	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6830	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6824	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6823	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6829	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6813	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6828	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</b>	<b>4</b>

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



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Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2074	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2075	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2076	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2077	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2078	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2079	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2080	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2081	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2082	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</b>	<b>2</b>

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



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Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2092	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2093	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2094	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2095	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2096	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2097	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2098	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2099	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2100	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</b>	<b>2</b>

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





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Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2110	005	68,000	57,500	90.4	96.5	84.1	91.0	93.9	100.2	2
A2111	004	66,000	57,500	90.6	96.3	83.3	90.8	93.9	100.1	2
A2112	003	64,500	57,500	90.7	96.3	82.6	90.7	93.9	100.1	2
A2113	008	64,000	56,000	90.7	96.2	82.4	90.6	93.8	100.0	2
A2114	002	63,000	57,500	90.8	96.2	82.0	90.6	93.9	100.0	2
A2115	001	61,500	56,000	90.8	96.1	81.4	90.4	93.8	99.9	2
A2116	007	61,000	56,000	90.8	96.1	81.2	90.4	93.8	99.9	2
A2117	000	59,000	56,000	90.9	95.9	80.3	90.2	93.8	99.8	2
A2118	006	56,000	56,000	91.1	95.7	79.1	89.9	93.8	99.6	2

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



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Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/P**

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

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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	
A2101	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2102	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2103	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2104	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2105	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2106	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2107	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2108	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2109	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-111**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B8/P, CFM56-5B8/3**

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	
A9719	005	<b>68,000</b>	<b>57,500</b>	<b>90.4</b>	<b>96.5</b>	<b>84.1</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>3</b>
A9720	004	<b>66,000</b>	<b>57,500</b>	<b>90.6</b>	<b>96.3</b>	<b>83.3</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>3</b>
A9721	003	<b>64,500</b>	<b>57,500</b>	<b>90.7</b>	<b>96.3</b>	<b>82.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>3</b>
A9722	008	<b>64,000</b>	<b>56,000</b>	<b>90.7</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>3</b>
A9723	002	<b>63,000</b>	<b>57,500</b>	<b>90.8</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>3</b>
A9724	001	<b>61,500</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>3</b>
A9725	007	<b>61,000</b>	<b>56,000</b>	<b>90.8</b>	<b>96.1</b>	<b>81.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>3</b>
A9726	000	<b>59,000</b>	<b>56,000</b>	<b>90.9</b>	<b>95.9</b>	<b>80.3</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>3</b>
A9727	006	<b>56,000</b>	<b>56,000</b>	<b>91.1</b>	<b>95.7</b>	<b>79.1</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6872	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6871	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6870	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6875	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6869	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6868	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6874	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6867	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6873	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6881	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6880	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6879	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6884	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6878	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6877	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6883	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6876	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6882	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6890	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6889	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6888	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6893	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6887	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6886	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6892	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6885	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6891	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A6899	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>4</b>
A6898	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6897	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>4</b>
A6902	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>4</b>
A6896	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>4</b>
A6895	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6901	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>4</b>
A6894	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>4</b>
A6900	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2083	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2084	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2085	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2086	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2087	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2088	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2089	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2090	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2091	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2222	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2223	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2224	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2225	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2226	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2227	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2228	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2229	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2230	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2231	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2232	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2233	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2234	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2235	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2236	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2237	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2238	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2239	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/P**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A2213	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>2</b>
A2214	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2215	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>2</b>
A2216	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>2</b>
A2217	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>2</b>
A2218	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2219	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>2</b>
A2220	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>2</b>
A2221	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-112**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-5B9/P, CFM56-5B9/3**

Additional modifications essential to meet the requirements or needed to attain the certified 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	
A10987	005	<b>68,000</b>	<b>57,500</b>	<b>91.9</b>	<b>96.5</b>	<b>83.0</b>	<b>91.0</b>	<b>93.9</b>	<b>100.2</b>	<b>5</b>
A10988	004	<b>66,000</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>93.9</b>	<b>100.1</b>	<b>5</b>
A10989	003	<b>64,500</b>	<b>57,500</b>	<b>92.0</b>	<b>96.3</b>	<b>81.6</b>	<b>90.7</b>	<b>93.9</b>	<b>100.1</b>	<b>5</b>
A10990	008	<b>64,000</b>	<b>56,000</b>	<b>92.0</b>	<b>96.2</b>	<b>81.4</b>	<b>90.6</b>	<b>93.8</b>	<b>100.0</b>	<b>5</b>
A10991	002	<b>63,000</b>	<b>57,500</b>	<b>92.1</b>	<b>96.2</b>	<b>81.0</b>	<b>90.6</b>	<b>93.9</b>	<b>100.0</b>	<b>5</b>
A10992	001	<b>61,500</b>	<b>56,000</b>	<b>92.1</b>	<b>96.1</b>	<b>80.4</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>5</b>
A10993	007	<b>61,000</b>	<b>56,000</b>	<b>92.2</b>	<b>96.1</b>	<b>80.2</b>	<b>90.4</b>	<b>93.8</b>	<b>99.9</b>	<b>5</b>
A10994	000	<b>59,000</b>	<b>56,000</b>	<b>92.3</b>	<b>95.9</b>	<b>79.4</b>	<b>90.2</b>	<b>93.8</b>	<b>99.8</b>	<b>5</b>
A10995	006	<b>56,000</b>	<b>56,000</b>	<b>92.4</b>	<b>95.7</b>	<b>78.3</b>	<b>89.9</b>	<b>93.8</b>	<b>99.6</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>      **A318-121**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW6122A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **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	
A1134	005	<b>68,000</b>	<b>57,500</b>	<b>93.0</b>	<b>96.5</b>	<b>86.5</b>	<b>91.0</b>	<b>92.4</b>	<b>100.2</b>	<b>6</b>
A1133	004	<b>66,000</b>	<b>57,500</b>	<b>93.3</b>	<b>96.4</b>	<b>85.7</b>	<b>90.8</b>	<b>92.4</b>	<b>100.1</b>	<b>6</b>
A1132	003	<b>64,500</b>	<b>57,500</b>	<b>93.4</b>	<b>96.3</b>	<b>85.0</b>	<b>90.7</b>	<b>92.4</b>	<b>100.1</b>	<b>6</b>
A1131	008	<b>64,000</b>	<b>56,000</b>	<b>93.4</b>	<b>96.2</b>	<b>84.7</b>	<b>90.7</b>	<b>92.2</b>	<b>100.0</b>	<b>6</b>
A1130	002	<b>63,000</b>	<b>57,500</b>	<b>93.5</b>	<b>96.2</b>	<b>84.2</b>	<b>90.6</b>	<b>92.4</b>	<b>100.0</b>	<b>6</b>
A1129	001	<b>61,500</b>	<b>56,000</b>	<b>93.6</b>	<b>96.1</b>	<b>83.4</b>	<b>90.4</b>	<b>92.2</b>	<b>99.9</b>	<b>6</b>
A1128	007	<b>61,000</b>	<b>56,000</b>	<b>93.6</b>	<b>96.1</b>	<b>83.2</b>	<b>90.4</b>	<b>92.2</b>	<b>99.9</b>	<b>6</b>
A1127	000	<b>59,000</b>	<b>56,000</b>	<b>93.7</b>	<b>95.9</b>	<b>82.2</b>	<b>90.2</b>	<b>92.2</b>	<b>99.8</b>	<b>6</b>
A1126	006	<b>56,000</b>	<b>56,000</b>	<b>93.9</b>	<b>95.7</b>	<b>80.6</b>	<b>89.9</b>	<b>92.2</b>	<b>99.6</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>      **A318-122**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW6124A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **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	
A1143	005	<b>68,000</b>	<b>57,500</b>	<b>94.7</b>	<b>96.5</b>	<b>85.8</b>	<b>91.0</b>	<b>92.4</b>	<b>100.2</b>	<b>6</b>
A1142	004	<b>66,000</b>	<b>57,500</b>	<b>94.8</b>	<b>96.4</b>	<b>84.8</b>	<b>90.8</b>	<b>92.4</b>	<b>100.1</b>	<b>6</b>
A1141	003	<b>64,500</b>	<b>57,500</b>	<b>94.9</b>	<b>96.3</b>	<b>84.1</b>	<b>90.7</b>	<b>92.4</b>	<b>100.1</b>	<b>6</b>
A1140	008	<b>64,000</b>	<b>56,000</b>	<b>94.9</b>	<b>96.2</b>	<b>83.8</b>	<b>90.7</b>	<b>92.2</b>	<b>100.0</b>	<b>6</b>
A1139	002	<b>63,000</b>	<b>57,500</b>	<b>94.9</b>	<b>96.2</b>	<b>83.3</b>	<b>90.6</b>	<b>92.4</b>	<b>100.0</b>	<b>6</b>
A1138	001	<b>61,500</b>	<b>56,000</b>	<b>95.0</b>	<b>96.1</b>	<b>82.5</b>	<b>90.4</b>	<b>92.2</b>	<b>99.9</b>	<b>6</b>
A1137	007	<b>61,000</b>	<b>56,000</b>	<b>95.0</b>	<b>96.1</b>	<b>82.3</b>	<b>90.4</b>	<b>92.2</b>	<b>99.9</b>	<b>6</b>
A1136	000	<b>59,000</b>	<b>56,000</b>	<b>95.1</b>	<b>95.9</b>	<b>81.4</b>	<b>90.2</b>	<b>92.2</b>	<b>99.8</b>	<b>6</b>
A1135	006	<b>56,000</b>	<b>56,000</b>	<b>95.3</b>	<b>95.7</b>	<b>79.9</b>	<b>89.9</b>	<b>92.2</b>	<b>99.6</b>	<b>6</b>

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



### **TCDSN EASA.A.064.1 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 HPC upgrade kit 38770.
3. Valid for CFM56-5B8/P engine (/P enhanced performance mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B8/3 (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).
4. Valid for engines with or without performance improvement package (PIP mod 152138).
5. Valid for CFM56-5B9/P engine (/P enhanced performance mod 25800) with or without HPC upgrade kit 38770, and CFM56-5B9/3 (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).
6. Valid for engines with or without mixer 6A (mod 37822).

### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	13 July 2012	Initial Issue
Issue 2	19 September 2017	TC holder address revised.
Issue 3	25 January 2018	Title revised from A319 to A318
Issue 4	16 January 2019	Recertification to Chapter 14 of models fitted with CFM engines

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