



## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.151**

**for**

**AIRBUS A350**

**Type Certificate Holder:**

**Airbus S.A.S.**

2 Rond-point Emile Dewoitine  
31700 Blagnac  
France

For models:

A350-1041

A350-941



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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

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	
A72465	002	<b>316,000</b>	<b>236,000</b>	<b>94.8</b>	<b>102.1</b>	<b>89.2</b>	<b>99.9</b>	<b>97.0</b>	<b>105.0</b>	-
A72463	001	<b>311,000</b>	<b>236,000</b>	<b>94.8</b>	<b>102.1</b>	<b>88.7</b>	<b>99.8</b>	<b>97.0</b>	<b>105.0</b>	-
A73722	004	<b>308,000</b>	<b>236,000</b>	<b>94.9</b>	<b>102.0</b>	<b>88.3</b>	<b>99.7</b>	<b>97.0</b>	<b>105.0</b>	-
A72462	000	<b>308,000</b>	<b>233,000</b>	<b>94.9</b>	<b>102.0</b>	<b>88.3</b>	<b>99.7</b>	<b>97.0</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

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	
A75639	011	<b>316,000</b>	<b>233,000</b>	<b>94.8</b>	<b>102.1</b>	<b>89.2</b>	<b>99.9</b>	<b>97.0</b>	<b>105.0</b>	-
A75411	010	<b>300,000</b>	<b>233,000</b>	<b>95.0</b>	<b>101.9</b>	<b>87.4</b>	<b>99.6</b>	<b>97.0</b>	<b>105.0</b>	-
A75410	009	<b>290,000</b>	<b>233,000</b>	<b>95.1</b>	<b>101.8</b>	<b>86.4</b>	<b>99.4</b>	<b>97.0</b>	<b>105.0</b>	-
A75409	005	<b>270,000</b>	<b>236,000</b>	<b>95.3</b>	<b>101.5</b>	<b>84.3</b>	<b>99.0</b>	<b>97.0</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

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 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	
A79148	014	<b>313,850</b>	<b>233,000</b>	<b>94.8</b>	<b>102.1</b>	<b>89.0</b>	<b>99.8</b>	<b>97.0</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **115380 (Mk 1.5 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	
A75628	002	316,000	236,000	94.7	102.1	89.8	99.9	96.8	105.0	-
A75637	011	316,000	233,000	94.7	102.1	89.8	99.9	96.7	105.0	-
A75630	001	311,000	236,000	94.8	102.1	89.2	99.8	96.8	105.0	-
A75631	004	308,000	236,000	94.8	102.0	88.8	99.7	96.8	105.0	-
A75632	000	308,000	233,000	94.8	102.0	88.8	99.7	96.7	105.0	-
A75633	010	300,000	233,000	94.9	101.9	87.9	99.6	96.7	105.0	-
A75634	009	290,000	233,000	95.0	101.8	86.8	99.4	96.7	105.0	-
A75636	005	270,000	236,000	95.1	101.5	84.5	99.0	96.8	104.9	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **115380 (Mk 1.5 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	
A79146	014	<b>313,850</b>	<b>233,000</b>	<b>94.7</b>	<b>102.1</b>	<b>89.5</b>	<b>99.8</b>	<b>96.7</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **115380 and 117779 (Mk 1.5 Combustor and Step 7 Low Speed Performance Improvement Package)**

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	
A79150	008	<b>322,000</b>	<b>236,000</b>	<b>94.8</b>	<b>102.2</b>	<b>90.0</b>	<b>100.0</b>	<b>96.8</b>	<b>105.0</b>	<b>2</b>
A79151	006	<b>319,000</b>	<b>236,000</b>	<b>94.9</b>	<b>102.2</b>	<b>89.6</b>	<b>99.9</b>	<b>96.8</b>	<b>105.0</b>	<b>2</b>
A79153	002	<b>316,000</b>	<b>236,000</b>	<b>94.9</b>	<b>102.1</b>	<b>89.2</b>	<b>99.9</b>	<b>96.8</b>	<b>105.0</b>	<b>2</b>
A79154	011	<b>316,000</b>	<b>233,000</b>	<b>94.9</b>	<b>102.1</b>	<b>89.2</b>	<b>99.9</b>	<b>96.7</b>	<b>105.0</b>	<b>2</b>
A79155	001	<b>311,000</b>	<b>236,000</b>	<b>94.9</b>	<b>102.1</b>	<b>88.7</b>	<b>99.8</b>	<b>96.8</b>	<b>105.0</b>	<b>3</b>
A79156	004	<b>308,000</b>	<b>236,000</b>	<b>95.0</b>	<b>102.0</b>	<b>88.4</b>	<b>99.7</b>	<b>96.8</b>	<b>105.0</b>	<b>3</b>
A79157	000	<b>308,000</b>	<b>233,000</b>	<b>95.0</b>	<b>102.0</b>	<b>88.4</b>	<b>99.7</b>	<b>96.7</b>	<b>105.0</b>	<b>3</b>
A79159	010	<b>300,000</b>	<b>233,000</b>	<b>95.0</b>	<b>101.9</b>	<b>87.5</b>	<b>99.6</b>	<b>96.7</b>	<b>105.0</b>	<b>3</b>
A79162	009	<b>290,000</b>	<b>233,000</b>	<b>95.1</b>	<b>101.8</b>	<b>86.4</b>	<b>99.4</b>	<b>96.7</b>	<b>105.0</b>	<b>3</b>
A79166	005	<b>270,000</b>	<b>236,000</b>	<b>95.3</b>	<b>101.5</b>	<b>84.2</b>	<b>99.0</b>	<b>96.8</b>	<b>104.9</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>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **116225 (Engine intermix, one engine with Mk 1.5 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	
A75643	002	316,000	236,000	94.8	102.1	89.8	99.9	97.0	105.0	-
A75644	011	316,000	233,000	94.8	102.1	89.8	99.9	97.0	105.0	-
A75646	001	311,000	236,000	94.8	102.1	89.2	99.8	97.0	105.0	-
A75647	004	308,000	236,000	94.9	102.0	88.8	99.7	97.0	105.0	-
A75648	000	308,000	233,000	94.9	102.0	88.8	99.7	97.0	105.0	-
A75649	010	300,000	233,000	95.0	101.9	87.9	99.6	97.0	105.0	-
A75650	009	290,000	233,000	95.1	101.8	86.8	99.4	97.0	105.0	-
A75651	005	270,000	236,000	95.3	101.5	84.5	99.0	97.0	104.9	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-1041**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-97**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **116225 (Engine intermix, one engine with Mk 1.5 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	
A79147	014	<b>313,850</b>	<b>233,000</b>	<b>94.8</b>	<b>102.1</b>	<b>89.5</b>	<b>99.8</b>	<b>97.0</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-75**

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 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	
A75206	010	<b>280,000</b>	<b>207,000</b>	<b>89.9</b>	<b>101.7</b>	<b>88.5</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-
A75207	013	<b>280,000</b>	<b>205,000</b>	<b>89.9</b>	<b>101.7</b>	<b>88.5</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	<b>4</b>
A75413	023	<b>280,000</b>	<b>205,000</b>	<b>89.9</b>	<b>101.7</b>	<b>88.5</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	-
A75208	016	<b>278,000</b>	<b>207,000</b>	<b>90.0</b>	<b>101.7</b>	<b>88.1</b>	<b>99.1</b>	<b>96.5</b>	<b>105.0</b>	-
A75209	015	<b>277,000</b>	<b>205,000</b>	<b>90.0</b>	<b>101.6</b>	<b>87.9</b>	<b>99.1</b>	<b>96.4</b>	<b>105.0</b>	-
A75210	001	<b>275,000</b>	<b>207,000</b>	<b>90.1</b>	<b>101.6</b>	<b>87.4</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	-
A75211	009	<b>275,000</b>	<b>207,000</b>	<b>90.1</b>	<b>101.6</b>	<b>87.4</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	<b>5</b>
A75213	002	<b>272,000</b>	<b>207,000</b>	<b>90.2</b>	<b>101.6</b>	<b>87.0</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A75215	003	<b>268,000</b>	<b>207,000</b>	<b>90.3</b>	<b>101.5</b>	<b>86.6</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-
A75216	007	<b>268,000</b>	<b>207,000</b>	<b>90.3</b>	<b>101.5</b>	<b>86.6</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-75**

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	
A75217	000	<b>268,000</b>	<b>205,000</b>	<b>90.3</b>	<b>101.5</b>	<b>86.6</b>	<b>98.9</b>	<b>96.4</b>	<b>104.9</b>	-
A75220	004	<b>260,000</b>	<b>207,000</b>	<b>90.3</b>	<b>101.4</b>	<b>85.6</b>	<b>98.7</b>	<b>96.5</b>	<b>104.8</b>	-
A75223	011	<b>255,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.3</b>	<b>85.0</b>	<b>98.6</b>	<b>96.5</b>	<b>104.7</b>	-
A75225	012	<b>250,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.3</b>	<b>84.5</b>	<b>98.5</b>	<b>96.5</b>	<b>104.6</b>	-
A75226	005	<b>250,000</b>	<b>205,000</b>	<b>90.5</b>	<b>101.3</b>	<b>84.5</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A75228	008	<b>240,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.1</b>	<b>83.3</b>	<b>98.3</b>	<b>96.5</b>	<b>104.5</b>	-
A75230	014	<b>235,000</b>	<b>207,000</b>	<b>90.7</b>	<b>101.0</b>	<b>82.8</b>	<b>98.2</b>	<b>96.5</b>	<b>104.4</b>	-
A75231	019	<b>235,000</b>	<b>205,000</b>	<b>90.7</b>	<b>101.0</b>	<b>82.8</b>	<b>98.2</b>	<b>96.4</b>	<b>104.4</b>	-
A75408	018	<b>217,000</b>	<b>207,000</b>	<b>90.9</b>	<b>100.7</b>	<b>80.7</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A75640	017	<b>210,000</b>	<b>205,000</b>	<b>91.0</b>	<b>100.6</b>	<b>79.9</b>	<b>97.5</b>	<b>96.4</b>	<b>104.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-75**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **117155 (Step 7.1 Low Speed Performance Improvement Package)**

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	
A77828	011	<b>255,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.3</b>	<b>85.0</b>	<b>98.6</b>	<b>96.5</b>	<b>104.7</b>	-
A77829	012	<b>250,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.3</b>	<b>84.5</b>	<b>98.5</b>	<b>96.5</b>	<b>104.6</b>	-
A77830	005	<b>250,000</b>	<b>205,000</b>	<b>90.5</b>	<b>101.3</b>	<b>84.5</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A77832	008	<b>240,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.1</b>	<b>83.3</b>	<b>98.3</b>	<b>96.5</b>	<b>104.5</b>	-
A77833	014	<b>235,000</b>	<b>207,000</b>	<b>90.7</b>	<b>101.0</b>	<b>82.7</b>	<b>98.2</b>	<b>96.5</b>	<b>104.4</b>	-
A77834	019	<b>235,000</b>	<b>205,000</b>	<b>90.7</b>	<b>101.0</b>	<b>82.7</b>	<b>98.2</b>	<b>96.4</b>	<b>104.4</b>	-
A77836	018	<b>217,000</b>	<b>207,000</b>	<b>90.9</b>	<b>100.7</b>	<b>80.7</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A77837	017	<b>210,000</b>	<b>205,000</b>	<b>91.0</b>	<b>100.6</b>	<b>79.9</b>	<b>97.5</b>	<b>96.4</b>	<b>104.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

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 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	
A73727	010	<b>280,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.5</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-
A73728	013	<b>280,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.5</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	<b>4</b>
A75412	023	<b>280,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.5</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	-
A75205	016	<b>278,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.2</b>	<b>99.1</b>	<b>96.5</b>	<b>105.0</b>	-
A71928	015	<b>277,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.6</b>	<b>86.1</b>	<b>99.1</b>	<b>96.4</b>	<b>105.0</b>	-
A70083	001	<b>275,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.8</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	-
A72271	009	<b>275,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.8</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	<b>5</b>
A70081	002	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.3</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A75478	006	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.3</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A70657	003	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

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 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	
A71729	007	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-
A70079	000	<b>268,000</b>	<b>205,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.4</b>	<b>104.9</b>	-
A70658	004	<b>260,000</b>	<b>207,000</b>	<b>91.7</b>	<b>101.4</b>	<b>84.0</b>	<b>98.7</b>	<b>96.5</b>	<b>104.8</b>	-
A71506	011	<b>255,000</b>	<b>207,000</b>	<b>91.8</b>	<b>101.3</b>	<b>83.4</b>	<b>98.6</b>	<b>96.5</b>	<b>104.7</b>	-
A72466	012	<b>250,000</b>	<b>207,000</b>	<b>91.8</b>	<b>101.3</b>	<b>82.9</b>	<b>98.5</b>	<b>96.5</b>	<b>104.6</b>	-
A70073	005	<b>250,000</b>	<b>205,000</b>	<b>91.8</b>	<b>101.3</b>	<b>82.9</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A71440	008	<b>240,000</b>	<b>207,000</b>	<b>92.0</b>	<b>101.1</b>	<b>81.8</b>	<b>98.3</b>	<b>96.5</b>	<b>104.5</b>	-
A71552	014	<b>235,000</b>	<b>207,000</b>	<b>92.0</b>	<b>101.0</b>	<b>81.3</b>	<b>98.2</b>	<b>96.5</b>	<b>104.4</b>	-
A70070	019	<b>235,000</b>	<b>205,000</b>	<b>92.0</b>	<b>101.0</b>	<b>81.3</b>	<b>98.2</b>	<b>96.4</b>	<b>104.4</b>	-
A75407	018	<b>217,000</b>	<b>207,000</b>	<b>92.3</b>	<b>100.7</b>	<b>79.7</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

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	
A75642	017	<b>210,000</b>	<b>205,000</b>	<b>92.2</b>	<b>100.6</b>	<b>78.9</b>	<b>97.5</b>	<b>96.4</b>	<b>104.0</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 and 115156 (Step 7.1 Low Speed Performance Improvement Package and Forward CG limit extension at take-off)**

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	
A81311	020	<b>283,000</b>	<b>207,000</b>	<b>91.4</b>	<b>101.7</b>	<b>86.7</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 and 116085 (Step 7.1 Low Speed Performance Improvement Package and Forward CG limit extension at take-off)**

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	
A77850	002	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.2</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A77851	006	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.2</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A77853	003	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.7</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-
A77854	007	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.7</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-
A77855	000	<b>268,000</b>	<b>205,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.7</b>	<b>98.9</b>	<b>96.4</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 and 116095 (Step 7.1 Low Speed Performance Improvement Package and Forward CG limit extension at take-off)**

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	
A77842	010	<b>280,000</b>	<b>207,000</b>	<b>91.4</b>	<b>101.7</b>	<b>86.2</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-
A77843	013	<b>280,000</b>	<b>205,000</b>	<b>91.4</b>	<b>101.7</b>	<b>86.2</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	<b>4</b>
A77844	023	<b>280,000</b>	<b>205,000</b>	<b>91.4</b>	<b>101.7</b>	<b>86.2</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	-
A77845	016	<b>278,000</b>	<b>207,000</b>	<b>91.4</b>	<b>101.7</b>	<b>85.9</b>	<b>99.1</b>	<b>96.5</b>	<b>105.0</b>	-
A77846	015	<b>277,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.8</b>	<b>99.1</b>	<b>96.4</b>	<b>105.0</b>	-
A77847	001	<b>275,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.5</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 or 120532 (Step 7.1 Low Speed Performance Improvement Package and MTOM increase)**

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	
A77841	020	<b>283,000</b>	<b>207,000</b>	<b>91.4</b>	<b>101.7</b>	<b>86.7</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 or 120532 (Step 7.1 Low Speed Performance Improvement Package)**

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	
A77795	010	<b>280,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.4</b>	<b>99.2</b>	<b>96.5</b>	<b>105.0</b>	-
A77796	013	<b>280,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.4</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	<b>4</b>
A77797	023	<b>280,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.4</b>	<b>99.2</b>	<b>96.4</b>	<b>105.0</b>	-
A77798	016	<b>278,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.7</b>	<b>86.2</b>	<b>99.1</b>	<b>96.5</b>	<b>105.0</b>	-
A77799	015	<b>277,000</b>	<b>205,000</b>	<b>91.5</b>	<b>101.6</b>	<b>86.0</b>	<b>99.1</b>	<b>96.4</b>	<b>105.0</b>	-
A77800	001	<b>275,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.7</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	-
A77801	009	<b>275,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.7</b>	<b>99.1</b>	<b>96.5</b>	<b>104.9</b>	<b>5</b>
A77803	002	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.3</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A77804	006	<b>272,000</b>	<b>207,000</b>	<b>91.5</b>	<b>101.6</b>	<b>85.3</b>	<b>99.0</b>	<b>96.5</b>	<b>104.9</b>	-
A77807	003	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 or 120532 (Step 7.1 Low Speed Performance Improvement Package)**

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	
A77808	007	<b>268,000</b>	<b>207,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.5</b>	<b>104.9</b>	-
A77809	000	<b>268,000</b>	<b>205,000</b>	<b>91.6</b>	<b>101.5</b>	<b>84.8</b>	<b>98.9</b>	<b>96.4</b>	<b>104.9</b>	-
A77813	004	<b>260,000</b>	<b>207,000</b>	<b>91.7</b>	<b>101.4</b>	<b>83.9</b>	<b>98.7</b>	<b>96.5</b>	<b>104.8</b>	-
A77815	011	<b>255,000</b>	<b>207,000</b>	<b>91.8</b>	<b>101.3</b>	<b>83.4</b>	<b>98.6</b>	<b>96.5</b>	<b>104.7</b>	-
A77816	012	<b>250,000</b>	<b>207,000</b>	<b>91.8</b>	<b>101.3</b>	<b>82.8</b>	<b>98.5</b>	<b>96.5</b>	<b>104.6</b>	-
A77817	005	<b>250,000</b>	<b>205,000</b>	<b>91.8</b>	<b>101.3</b>	<b>82.8</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A77820	008	<b>240,000</b>	<b>207,000</b>	<b>91.9</b>	<b>101.1</b>	<b>81.8</b>	<b>98.3</b>	<b>96.5</b>	<b>104.5</b>	-
A77821	014	<b>235,000</b>	<b>207,000</b>	<b>92.0</b>	<b>101.0</b>	<b>81.3</b>	<b>98.2</b>	<b>96.5</b>	<b>104.4</b>	-
A77822	019	<b>235,000</b>	<b>205,000</b>	<b>92.0</b>	<b>101.0</b>	<b>81.3</b>	<b>98.2</b>	<b>96.4</b>	<b>104.4</b>	-
A77826	018	<b>217,000</b>	<b>207,000</b>	<b>92.3</b>	<b>100.7</b>	<b>79.7</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **117155 or 120532 (Step 7.1 Low Speed Performance Improvement Package)**

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	
A77827	017	<b>210,000</b>	<b>205,000</b>	<b>92.3</b>	<b>100.6</b>	<b>78.9</b>	<b>97.5</b>	<b>96.4</b>	<b>104.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **120074 (EP Package)**

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	
A81312	010	<b>280,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	<b>6</b>
A81313	013	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	<b>6</b>
A81314	023	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	<b>6</b>
A81315	016	<b>278,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.4</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	<b>6</b>
A81316	015	<b>277,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.6</b>	<b>85.2</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	<b>6</b>
A81317	001	<b>275,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.6</b>	<b>84.9</b>	<b>99.1</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81318	009	<b>275,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.6</b>	<b>84.9</b>	<b>99.1</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81320	002	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.4</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81321	006	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.4</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81324	003	<b>268,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</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>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **120074 (EP Package)**

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	
A81325	007	<b>268,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81326	000	<b>268,000</b>	<b>205,000</b>	<b>90.5</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	<b>6</b>
A81329	004	<b>260,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.4</b>	<b>82.9</b>	<b>98.7</b>	<b>96.1</b>	<b>104.8</b>	<b>6</b>
A81331	011	<b>255,000</b>	<b>207,000</b>	<b>90.7</b>	<b>101.3</b>	<b>82.3</b>	<b>98.6</b>	<b>96.1</b>	<b>104.7</b>	<b>6</b>
A81332	012	<b>250,000</b>	<b>207,000</b>	<b>90.8</b>	<b>101.3</b>	<b>81.6</b>	<b>98.5</b>	<b>96.1</b>	<b>104.6</b>	<b>6</b>
A81333	005	<b>250,000</b>	<b>205,000</b>	<b>90.8</b>	<b>101.3</b>	<b>81.6</b>	<b>98.5</b>	<b>96.1</b>	<b>104.6</b>	<b>6</b>
A81336	008	<b>240,000</b>	<b>207,000</b>	<b>90.9</b>	<b>101.1</b>	<b>80.4</b>	<b>98.3</b>	<b>96.1</b>	<b>104.5</b>	<b>6</b>
A81337	014	<b>235,000</b>	<b>207,000</b>	<b>91.0</b>	<b>101.0</b>	<b>79.8</b>	<b>98.2</b>	<b>96.1</b>	<b>104.4</b>	<b>6</b>
A81338	019	<b>235,000</b>	<b>205,000</b>	<b>91.0</b>	<b>101.0</b>	<b>79.8</b>	<b>98.2</b>	<b>96.1</b>	<b>104.4</b>	<b>6</b>
A81341	018	<b>217,000</b>	<b>207,000</b>	<b>91.2</b>	<b>100.7</b>	<b>78.0</b>	<b>97.7</b>	<b>96.1</b>	<b>104.1</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>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **120074 (EP Package)**

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	
A81342	017	<b>210,000</b>	<b>205,000</b>	<b>91.2</b>	<b>100.6</b>	<b>77.2</b>	<b>97.5</b>	<b>96.1</b>	<b>104.0</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>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **120074 and 117155 (EP Package and Step 7.1 Low Speed Performance Improvement Package)**

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	
A81296	020	<b>283,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>86.0</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

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

**120074 and 117155 and 116085 (EP Package, Step 7.1 Low Speed Performance Improvement Package and Forward CG limit extension at take-off)**

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	
A81305	002	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.3</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	-
A81306	006	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.3</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	-
A81308	003	<b>268,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.8</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-
A81309	007	<b>268,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.8</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-
A81310	000	<b>268,000</b>	<b>205,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.8</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

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

**120074 and 117155 and 116095 (EP Package, Step 7.1 Low Speed Performance Improvement Package and Forward CG limit extension at take-off)**

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	
A81297	010	<b>280,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.5</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-
A81298	013	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.5</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-
A81299	023	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.5</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-
A81300	016	<b>278,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.1</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	-
A81301	015	<b>277,000</b>	<b>205,000</b>	<b>90.5</b>	<b>101.6</b>	<b>85.0</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	-
A81302	001	<b>275,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.7</b>	<b>99.1</b>	<b>96.1</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **120074 and 117155 or 120532 (EP Package and Step 7.1 Low Speed Performance Improvement Package)**

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	
A81263	010	<b>280,000</b>	<b>207,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-
A81264	013	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	<b>4</b>
A81265	023	<b>280,000</b>	<b>205,000</b>	<b>90.4</b>	<b>101.7</b>	<b>85.7</b>	<b>99.2</b>	<b>96.1</b>	<b>105.0</b>	-
A81266	016	<b>278,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.7</b>	<b>85.4</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	-
A81267	015	<b>277,000</b>	<b>205,000</b>	<b>90.5</b>	<b>101.6</b>	<b>85.2</b>	<b>99.1</b>	<b>96.1</b>	<b>105.0</b>	-
A81268	001	<b>275,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.9</b>	<b>99.1</b>	<b>96.1</b>	<b>104.9</b>	-
A81269	009	<b>275,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.9</b>	<b>99.1</b>	<b>96.1</b>	<b>104.9</b>	<b>5</b>
A81271	002	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.4</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	-
A81272	006	<b>272,000</b>	<b>207,000</b>	<b>90.5</b>	<b>101.6</b>	<b>84.4</b>	<b>99.0</b>	<b>96.1</b>	<b>104.9</b>	-
A81275	003	<b>268,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **120074 and 117155 or 120532 (EP Package and Step 7.1 Low Speed Performance Improvement Package)**

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	
A81276	007	<b>268,000</b>	<b>207,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-
A81277	000	<b>268,000</b>	<b>205,000</b>	<b>90.6</b>	<b>101.5</b>	<b>83.9</b>	<b>98.9</b>	<b>96.1</b>	<b>104.9</b>	-
A81281	004	<b>260,000</b>	<b>207,000</b>	<b>90.7</b>	<b>101.4</b>	<b>82.9</b>	<b>98.7</b>	<b>96.1</b>	<b>104.8</b>	-
A81283	011	<b>255,000</b>	<b>207,000</b>	<b>90.8</b>	<b>101.3</b>	<b>82.3</b>	<b>98.6</b>	<b>96.1</b>	<b>104.7</b>	-
A81284	012	<b>250,000</b>	<b>207,000</b>	<b>90.8</b>	<b>101.3</b>	<b>81.6</b>	<b>98.5</b>	<b>96.1</b>	<b>104.6</b>	-
A81285	005	<b>250,000</b>	<b>205,000</b>	<b>90.8</b>	<b>101.3</b>	<b>81.6</b>	<b>98.5</b>	<b>96.1</b>	<b>104.6</b>	-
A81288	008	<b>240,000</b>	<b>207,000</b>	<b>91.0</b>	<b>101.1</b>	<b>80.4</b>	<b>98.3</b>	<b>96.1</b>	<b>104.5</b>	-
A81289	014	<b>235,000</b>	<b>207,000</b>	<b>91.0</b>	<b>101.0</b>	<b>79.8</b>	<b>98.2</b>	<b>96.1</b>	<b>104.4</b>	-
A81290	019	<b>235,000</b>	<b>205,000</b>	<b>91.0</b>	<b>101.0</b>	<b>79.8</b>	<b>98.2</b>	<b>96.1</b>	<b>104.4</b>	-
A81294	018	<b>217,000</b>	<b>207,000</b>	<b>91.3</b>	<b>100.7</b>	<b>78.0</b>	<b>97.7</b>	<b>96.1</b>	<b>104.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A350-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent XWB-84**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **120074 and 117155 or 120532 (EP Package and Step 7.1 Low Speed Performance Improvement Package)**

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	
A81295	017	<b>210,000</b>	<b>205,000</b>	<b>91.3</b>	<b>100.6</b>	<b>77.2</b>	<b>97.5</b>	<b>96.1</b>	<b>104.0</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

Note: This table is for information purposes only. It links the applicable noise requirements in Volume I of ICAO Annex 16 to the corresponding Appendices to that Volume, which were listed as acceptable means of compliance in CS-36. With the adoption of Regulation (EU) 2018/1139 (i.e. from Amendment 12 to Volume I of ICAO Annex 16) these Appendices became part of the applicable noise requirements. Their reference was removed in Amendment 6 to CS-36 and this table will not be updated further.

**TCDSN EASA.A.151 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. also applicable to aircraft fitted w/wo 114913 (Enhanced Take-off Configuration), w/wo 116097 (Extension of CG limits)
3. also applicable to aircraft fitted w/wo 114913 (Enhanced Take-off Configuration), w/wo 116096 (Extension of CG limits)
4. WV013 is dedicated to A350-900 specific operations with forward cargo compartment removed
5. MZFW different from WV 001
6. Applicable to aircraft with and without mod 111514 (Performance Improvement Package Srep 5)



### Change Record

Issue	Date	Changes
Issue 1	30 September 2014	Initial Issue
Issue 2	31 August 2015	Added WVs 003 and 004
Issue 3	22 February 2016	Added WVs 005 and 008
Issue 4	24 October 2016	Added WVs 007, 011 and 014
Issue 5	08 December 2016	Added WV 002
Issue 6	22 May 2017	Approach noise levels revised
Issue 7	30 June 2017	Added WVs 009 and 015
Issue 8	21 November 2017	Added WV 012 for model A350-941, Addition of A350-1000
Issue 9	22 December 2017	Added WV 001 for model A350-1041
Issue 10	29 January 2018	Correction of Lateral noise level for WV 001 for model A350-1041
Issue 11	29 May 2018	Added WVs 002 and 004 for model A350-1041
Issue 12	27 June 2018	Added WV 010 for model A350-941; Several noise levels of model A350-941 updated after recertification
Issue 13	26 September 2018	Added WV 013 for model A350-941
Issue 14	12 March 2019	Added WV 016 and engine RR Trent XWB-75 for model A350-941; Re-Certification of both models A350-941 and A350-1041 to ICAO Annex 16, Chapter 14
Issue 15	15 May 2019	Added WV 018 for model A350-941
Issue 16	14 June 2019	Corrected wrong approach noise limits for records A72462, A72463, A72465 and A73722
Issue 17	02 July 2019	Added WV 023 and added WVs 005, 009 and 010 for model A350-1041
Issue 18	09 August 2019	Added WV 019 for model A350-941
Issue 19	12 November 2019	Added WV 006 for model A350-941
Issue 20	16 June 2020	Added WV 011 for model A350-1041
Issue 21	26 June 2020	Added WV 017 for model A350-941, Added records with mod. 115380 (Mk 1.5 Combustor) for model A350-1041
Issue 22	16 December 2021	Added records with mod 117155 (Step 7.1 Low Speed Performance Improvement Package), mod 116085 (Forward CG limit extension at take-off) or 116095 (Forward CG limit extension at take-off)
Issue 23	04 January 2022	Added WV 020 for model A350-941
Issue 24	16 February 2022	Removed records A77823, A77824 and A77825
Issue 25	27 March 2023	Added WV 014 for model A350-1041
Issue 26	05 September 2023	Added records A79150, A79151, A79153-A79157, A79159, A79162 and A79166 for model A350-1041
Issue 27	05 December 2024	Revised records A75411, A75633 and A79159; Added mod. 120532 for model A350-941 fitted with Trent XWB-84 and Step 7.1 Low Speed Performance Improvement Package
Issue 28	12 March 2025	For records A77842-A77847, A77851 and A77853-A77855 mod number revised
Issue 29	10 April 2025	Added records for A350-941 fitted with XWB-84 engines and modification 120074 (EP package)

