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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.004**

**for**

**AIRBUS A330**

**Type Certificate Holder:**

**Airbus S.A.S.**

2 Rond-point Emile Dewoitine  
31700 Blagnac  
France

For models:

A330-201	A330-223F	A330-301	A330-743L	A330-841	A330-941
A330-202	A330-243F	A330-302			
A330-203		A330-303			
A330-223		A330-321			
A330-243		A330-322			
		A330-323			
		A330-341			
		A330-342			
		A330-343			



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Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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 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	
A15151	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A16713	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A15152	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A2812	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A2813	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-
A7905	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-
A15153	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A15154	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A2815	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A2816	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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 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	
A7907	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	-
A7906	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-
A2817	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>98.9</b>	<b>103.9</b>	-
A7904	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18033	058	<b>238,000</b>	<b>182,000</b>	<b>96.8</b>	<b>101.1</b>	<b>93.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18034	062	<b>238,000</b>	<b>182,000</b>	<b>96.8</b>	<b>101.1</b>	<b>93.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18035	057	<b>236,000</b>	<b>182,000</b>	<b>96.9</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18036	052	<b>233,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18037	023	<b>233,000</b>	<b>180,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18038	056	<b>233,000</b>	<b>180,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18039	054	<b>230,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18040	061	<b>230,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18041	020	<b>230,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18042	050	<b>230,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18043	060	<b>220,000</b>	<b>182,000</b>	<b>97.4</b>	<b>100.8</b>	<b>91.0</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A18044	059	<b>202,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.5</b>	<b>88.5</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A18045	024	<b>202,000</b>	<b>180,000</b>	<b>97.6</b>	<b>100.5</b>	<b>88.5</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A18046	055	<b>192,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.3</b>	<b>87.1</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69371	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69372	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69373	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69374	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69375	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69376	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69377	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69378	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69379	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69380	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69382	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>2</b>
A69383	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A69384	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>98.9</b>	<b>103.9</b>	<b>2</b>
A69385	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69032	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69033	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69034	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69035	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69036	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69037	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69038	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69039	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69040	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69041	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69043	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>3</b>
A69044	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>3</b>
A69045	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>3</b>
A69046	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69386	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69687	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69688	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69689	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69690	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69691	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69692	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69693	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69694	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69695	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69697	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>2</b>
A69698	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A69699	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>98.9</b>	<b>103.9</b>	<b>2</b>
A69700	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69017	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69018	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69019	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69020	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69021	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69022	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69023	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69024	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69025	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69026	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-201**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69027	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A69028	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A69029	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A69030	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2, CF6-80E1A4/2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **46549, 200946 (Engine intermix, Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18048	058	<b>238,000</b>	<b>182,000</b>	<b>96.8</b>	<b>101.1</b>	<b>93.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18049	062	<b>238,000</b>	<b>182,000</b>	<b>96.8</b>	<b>101.1</b>	<b>93.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18050	057	<b>236,000</b>	<b>182,000</b>	<b>96.9</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18051	022	<b>233,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18052	052	<b>233,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18053	023	<b>233,000</b>	<b>180,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18054	056	<b>233,000</b>	<b>180,000</b>	<b>97.0</b>	<b>101.0</b>	<b>92.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A18055	054	<b>230,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A18056	061	<b>230,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A18057	021	<b>230,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2, CF6-80E1A4/2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **46549, 200946 (Engine intermix, Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18058	020	<b>230,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A18059	050	<b>230,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>92.4</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A18060	060	<b>220,000</b>	<b>182,000</b>	<b>97.4</b>	<b>100.8</b>	<b>91.0</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>4</b>
A18061	053	<b>210,000</b>	<b>180,000</b>	<b>97.5</b>	<b>100.6</b>	<b>89.6</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>4</b>
A18062	059	<b>202,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.5</b>	<b>88.5</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>4</b>
A18063	055	<b>192,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.3</b>	<b>87.1</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2, CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **46549 (Engine intermix)**

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	
A15155	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>4</b>
A16714	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>4</b>
A15156	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>4</b>
A2823	022	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>4</b>
A2824	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>4</b>
A7930	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>4</b>
A7933	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>4</b>
A15157	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>4</b>
A15158	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>4</b>
A2825	021	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2, CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **46549 (Engine intermix)**

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	
A2826	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>4</b>
A2827	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>4</b>
A7935	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>4</b>
A7931	053	<b>210,000</b>	<b>180,000</b>	<b>97.8</b>	<b>100.6</b>	<b>90.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>4</b>
A7934	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>4</b>
A7932	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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 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	
A70223	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70224	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70225	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A16528	062	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A70226	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A7921	058	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A7920	057	<b>236,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>92.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A2818	022	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A2819	052	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A7916	023	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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 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	
A7919	056	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-
A15149	054	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A15150	061	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A2820	021	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A2821	020	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A2822	050	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A7923	060	<b>220,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.8</b>	<b>90.8</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	-
A7917	053	<b>210,000</b>	<b>180,000</b>	<b>99.4</b>	<b>100.6</b>	<b>89.5</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	-
A7922	059	<b>202,000</b>	<b>182,000</b>	<b>99.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-
A7918	055	<b>192,000</b>	<b>182,000</b>	<b>99.7</b>	<b>100.3</b>	<b>87.4</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70151	081	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>93.1</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70152	082	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>93.1</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70153	083	<b>240,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.9</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A18110	058	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.6</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18111	062	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.6</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A70150	080	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.6</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18112	057	<b>236,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.1</b>	<b>92.3</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18113	022	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18114	052	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18115	023	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18116	056	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18117	021	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18118	054	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18119	061	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18120	020	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18121	050	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18123	060	<b>220,000</b>	<b>182,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.2</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A18124	053	<b>210,000</b>	<b>180,000</b>	<b>98.6</b>	<b>100.6</b>	<b>88.9</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	-
A18125	059	<b>202,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.5</b>	<b>87.8</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A18126	055	<b>192,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.3</b>	<b>86.6</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A70216	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A69081		<b>240,000</b>	<b>187,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70217	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A69082	058	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69083	062	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A70218	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69084	057	<b>236,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>92.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69085	022	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69086	052	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69087	023	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69088	056	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69089	021	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69090	054	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69091	061	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69092	020	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69093	050	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69095	060	<b>220,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.8</b>	<b>90.8</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>2</b>
A69096	053	<b>210,000</b>	<b>180,000</b>	<b>99.4</b>	<b>100.6</b>	<b>89.5</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>2</b>
A69097	059	<b>202,000</b>	<b>182,000</b>	<b>99.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A69098	055	<b>192,000</b>	<b>182,000</b>	<b>99.7</b>	<b>100.3</b>	<b>87.4</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69114	058	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69115	062	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69116	057	<b>236,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>92.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69117	022	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69118	052	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69119	023	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69120	056	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69121	021	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69122	054	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69123	061	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69124	020	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69125	050	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69127	060	<b>220,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.8</b>	<b>90.8</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>3</b>
A69128	053	<b>210,000</b>	<b>180,000</b>	<b>99.4</b>	<b>100.6</b>	<b>89.5</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>3</b>
A69129	059	<b>202,000</b>	<b>182,000</b>	<b>99.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>3</b>
A69130	055	<b>192,000</b>	<b>182,000</b>	<b>99.7</b>	<b>100.3</b>	<b>87.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A70195	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70196	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70197	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70198	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70219	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70220	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70221	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A69065	062	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A69370	058	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A70222	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A69066	057	<b>236,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>92.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A69067	022	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A69068	052	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A69069	023	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69070	056	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-
A69071	021	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A69072	054	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A69073	061	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A69074	020	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A69075	050	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A69077	060	<b>220,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.8</b>	<b>90.8</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	-
A69078	053	<b>210,000</b>	<b>180,000</b>	<b>99.4</b>	<b>100.6</b>	<b>89.5</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	-
A69079	059	<b>202,000</b>	<b>182,000</b>	<b>99.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-
A69080	055	<b>192,000</b>	<b>182,000</b>	<b>99.7</b>	<b>100.3</b>	<b>87.4</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69132	058	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69133	062	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69134	057	<b>236,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>92.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69135	022	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69136	052	<b>233,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69137	023	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69138	056	<b>233,000</b>	<b>180,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69139	021	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69140	054	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69141	061	<b>230,000</b>	<b>182,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69142	020	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69143	050	<b>230,000</b>	<b>180,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69145	060	<b>220,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.8</b>	<b>90.8</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A69146	053	<b>210,000</b>	<b>180,000</b>	<b>99.4</b>	<b>100.6</b>	<b>89.5</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	-
A69147	059	<b>202,000</b>	<b>182,000</b>	<b>99.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A69148	055	<b>192,000</b>	<b>182,000</b>	<b>99.7</b>	<b>100.3</b>	<b>87.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70199	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70200	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70201	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70202	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69701	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>5</b>
A69702	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>5</b>
A69703	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>5</b>
A69704	022	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>5</b>
A69705	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>5</b>
A69706	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>5</b>
A69707	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>5</b>
A69708	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>5</b>
A69709	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>5</b>
A69710	021	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69711	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>5</b>
A69712	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>5</b>
A69714	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>5</b>
A69715	053	<b>210,000</b>	<b>180,000</b>	<b>97.8</b>	<b>100.6</b>	<b>90.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>5</b>
A69716	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>5</b>
A69717	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69047	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69048	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69049	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69050	022	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69051	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69052	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69053	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>5</b>
A69054	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>5</b>
A69055	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>5</b>
A69056	021	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69057	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>5</b>
A69058	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>5</b>
A69060	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>5</b>
A69061	053	<b>210,000</b>	<b>180,000</b>	<b>97.8</b>	<b>100.6</b>	<b>90.3</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>5</b>
A69062	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>5</b>
A69063	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69718	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>6</b>
A69719	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>6</b>
A69720	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>6</b>
A69721	022	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>6</b>
A69722	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>6</b>
A69723	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>6</b>
A69724	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>6</b>
A69725	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>6</b>
A69726	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>6</b>
A69727	021	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>6</b>

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



/continued on next page

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69728	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>6</b>
A69729	050	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>6</b>
A69731	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>6</b>
A69732	053	<b>210,000</b>	<b>180,000</b>	<b>97.8</b>	<b>100.6</b>	<b>90.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>6</b>
A69733	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>6</b>
A69734	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69352	058	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69353	062	<b>238,000</b>	<b>182,000</b>	<b>97.0</b>	<b>101.1</b>	<b>94.4</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69354	057	<b>236,000</b>	<b>182,000</b>	<b>97.1</b>	<b>101.1</b>	<b>93.9</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69355	022	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69356	052	<b>233,000</b>	<b>182,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69357	023	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69358	056	<b>233,000</b>	<b>180,000</b>	<b>97.2</b>	<b>101.0</b>	<b>93.4</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>4</b>
A69359	054	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A69360	061	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A69361	021	<b>230,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69362	020	<b>230,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>92.9</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A69363	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>4</b>
A69365	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>91.6</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>4</b>
A69366	053	<b>210,000</b>	<b>180,000</b>	<b>97.8</b>	<b>100.6</b>	<b>90.3</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>4</b>
A69367	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>89.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>4</b>
A69368	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>88.0</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776 (Thrust bump to CF6-80E1A3 rating)**

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	
A16519	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>7</b>
A7941	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>7</b>
A7940	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>7</b>
A5801	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>7</b>
A5802	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>7</b>
A7936	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>7</b>
A7939	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>7</b>
A10954	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>7</b>
A16518	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>7</b>
A5803	021	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776 (Thrust bump to CF6-80E1A3 rating)**

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	
A5804	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>7</b>
A5805	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>7</b>
A7943	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>7</b>
A7937	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>7</b>
A7942	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>7</b>
A7938	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **52776 (Thrust bump to CF6-80E1A3 rating)**

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	
A70250	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>7</b>
A70251	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>7</b>
A70252	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>7</b>
A70253	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</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>

**A330-202**

Engine TC Holder

**General Electric Company**

Engine Type Designation<sup>1</sup>

**CF6-80E1A4/B**

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

**52776, 200946 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70175	082	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70176	081	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70177	083	<b>240,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.5</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A18094	058	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.2</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18095	062	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.2</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A70178	080	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.2</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18096	057	<b>236,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.0</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A18097	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18098	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18099	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>

**Airbus S.A.S.**

Aircraft Type Designation<sup>1</sup>

**A330-202**

Engine TC Holder

**General Electric Company**

Engine Type Designation<sup>1</sup>

**CF6-80E1A4/B**

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

**52776, 200946 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18100	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18101	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18102	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18103	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18104	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18105	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18106	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>89.9</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A18107	053	<b>210,000</b>	<b>180,000</b>	<b>99.1</b>	<b>100.6</b>	<b>88.6</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	-
A18108	059	<b>202,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.5</b>	<b>87.6</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A18109	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>86.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202477 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations)**

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	
A69259	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69260	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69261	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69262	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69263	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69264	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>8</b>
A69265	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>8</b>
A69266	021	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>8</b>
A69267	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>8</b>
A69268	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202477 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations)**

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	
A69269	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>8</b>
A69270	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>8</b>
A69271	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>8</b>
A69272	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>8</b>
A69273	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>8</b>
A69274	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202477 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations)**

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	
A70242	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70243	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70244	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70245	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202689 (Thrust bump to CF6-80E1A3 rating, Installation of improved hardwall forward fan case)**

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	
A69199	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69200	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69201	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69202	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69203	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69204	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69205	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>9</b>
A69206	021	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>9</b>
A69207	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>9</b>
A69208	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202689 (Thrust bump to CF6-80E1A3 rating, Installation of improved hardwall forward fan case)**

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	
A69209	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>9</b>
A69210	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>9</b>
A69211	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>9</b>
A69212	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>9</b>
A69369	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>9</b>
A69213	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202689 (Thrust bump to CF6-80E1A3 rating, Installation of improved hardwall forward fan case)**

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	
A70108	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>9</b>
A70109	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>9</b>
A70107	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>9</b>
A70106	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</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> **A330-202**

Engine TC Holder **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80E1A4/B**

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

**52776, 202954 (Thrust bump to CF6-80E1A3 rating, Engine intermix, both engines with treated forward fan case, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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

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**Edition 5 / Amendment 9**

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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	
A69276	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69277	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69278	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69279	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69280	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>8</b>
A69281	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>8</b>
A69282	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>8</b>
A69283	021	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>8</b>
A69284	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>8</b>
A69285	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</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>

**A330-202**

Engine TC Holder

**General Electric Company**

Engine Type Designation<sup>1</sup>

**CF6-80E1A4/B**

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

**52776, 202954 (Thrust bump to CF6-80E1A3 rating, Engine intermix, both engines with treated forward fan case, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69286	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>8</b>
A69287	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>8</b>
A69288	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>8</b>
A69289	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>8</b>
A69290	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>8</b>
A69291	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202954 (Thrust bump to CF6-80E1A3 rating, Engine intermix, both engines with treated forward fan case, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70246	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70247	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70248	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>8</b>
A70249	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202955 (Thrust bump to CF6-80E1A3 rating, Engine intermix, one or both engines with improved hardwall forward fan case (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69215	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69216	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69217	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69218	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69219	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69220	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69221	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>7</b>
A69222	021	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>7</b>
A69223	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>

**A330-202**

Engine TC Holder

**General Electric Company**

Engine Type Designation<sup>1</sup>

**CF6-80E1A4/B**

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

**52776, 202955 (Thrust bump to CF6-80E1A3 rating, Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

Noise Certification Basis

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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	
A69224	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>7</b>
A69225	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>7</b>
A69226	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>7</b>
A69227	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>7</b>
A69228	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	<b>7</b>
A69229	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>7</b>
A69230	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-202**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202955 (Thrust bump to CF6-80E1A3 rating, Engine intermix, one or both engines with improved hardwall forward fan case (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70110	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>7</b>
A70111	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>7</b>
A70112	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>7</b>
A70113	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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 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	
A70264	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70265	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A70266	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	-
A16520	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A70267	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A7957	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A7956	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	-
A807	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A811	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	-
A7952	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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 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	
A7955	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	-
A16521	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A7953	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A805	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A809	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	-
A7959	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	-
A70268	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	-
A7958	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-
A7954	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	-
A808	026	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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 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	
A810	051	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A69950	058	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.2</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69951	062	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.2</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69949	057	<b>236,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.0</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69945	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69947	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69946	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69948	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A18079	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18080	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18081	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18082	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A18083	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>89.9</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A18084	059	<b>202,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.5</b>	<b>87.6</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A18085	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>86.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-
A18086	026	<b>192,000</b>	<b>180,000</b>	<b>99.3</b>	<b>100.3</b>	<b>86.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-
A18087	051	<b>192,000</b>	<b>180,000</b>	<b>99.3</b>	<b>100.3</b>	<b>86.4</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A70259	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A70260	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A70261	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A69293	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69294	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A70262	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69295	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69296	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69297	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69298	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69299	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69300	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69301	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69302	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69303	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69304	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>2</b>
A70263	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>2</b>
A69305	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A69306	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	<b>2</b>
A69307	026	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A69308	051	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69164	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69165	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69166	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69168	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69169	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69170	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69171	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	<b>3</b>
A69172	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69173	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69174	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69175	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	<b>3</b>
A69176	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	<b>3</b>
A69177	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	<b>3</b>
A69178	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	<b>3</b>
A69179	026	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	<b>3</b>
A69180	051	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A70114	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70115	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70116	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	<b>3</b>
A70117	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70255	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A70256	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A70257	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.0</b>	<b>104.5</b>	<b>2</b>
A69310	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69311	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A70258	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69312	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69313	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69314	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.0</b>	<b>104.4</b>	<b>2</b>
A69315	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69316	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.9</b>	<b>104.4</b>	<b>2</b>
A69317	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69318	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A69319	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69320	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>98.9</b>	<b>104.3</b>	<b>2</b>
A69321	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.0</b>	<b>104.2</b>	<b>2</b>
A70254	053	<b>210,000</b>	<b>180,000</b>	<b>100.0</b>	<b>100.6</b>	<b>89.3</b>	<b>97.5</b>	<b>98.9</b>	<b>104.0</b>	<b>2</b>
A69322	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A69323	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.0</b>	<b>103.7</b>	<b>2</b>
A69324	026	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69325	051	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>98.9</b>	<b>103.7</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69182	058	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69183	062	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69184	057	<b>236,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.5</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-
A69185	022	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69186	052	<b>233,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69187	023	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69188	056	<b>233,000</b>	<b>180,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.5</b>	<b>104.4</b>	-
A69189	061	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69190	054	<b>230,000</b>	<b>182,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69191	020	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</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>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69192	050	<b>230,000</b>	<b>180,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.5</b>	<b>104.3</b>	-
A69193	060	<b>220,000</b>	<b>182,000</b>	<b>99.8</b>	<b>100.8</b>	<b>90.5</b>	<b>97.8</b>	<b>99.5</b>	<b>104.2</b>	-
A69194	059	<b>202,000</b>	<b>182,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.3</b>	<b>97.3</b>	<b>99.5</b>	<b>103.9</b>	-
A69195	055	<b>192,000</b>	<b>182,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-
A69196	026	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-
A69197	051	<b>192,000</b>	<b>180,000</b>	<b>100.3</b>	<b>100.3</b>	<b>87.2</b>	<b>97.0</b>	<b>99.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-203**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70118	081	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70119	082	<b>242,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70120	083	<b>240,000</b>	<b>182,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.5</b>	<b>104.5</b>	-
A70121	080	<b>238,000</b>	<b>182,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.5</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A70545	082	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A70546	081	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A70547	083	<b>240,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A16098	058	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A16563	062	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A70549	080	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A16099	057	<b>236,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A16100	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A16101	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A16102	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A16103	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A16104	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16105	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16106	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16107	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16108	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16110	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>91.2</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A70557	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A16111	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.8</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A16112	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A70558	063	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**54304 (47218, 47277) (Kevlar front and aft fan containment case and new intermediate fan case (No intermix permitted with titanium hardware))**

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	
A16534	062	<b>238,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A8024	058	<b>238,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A8023	057	<b>236,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A829	022	<b>233,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A831	052	<b>233,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A8020	023	<b>233,000</b>	<b>180,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A8022	056	<b>233,000</b>	<b>180,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A10931	054	<b>230,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A16533	061	<b>230,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A828	021	<b>230,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**54304 (47218, 47277) (Kevlar front and aft fan containment case and new intermediate fan case (No intermix permitted with titanium hardware))**

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	
A827	020	<b>230,000</b>	<b>180,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A830	050	<b>230,000</b>	<b>180,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A8026	060	<b>220,000</b>	<b>182,000</b>	<b>98.3</b>	<b>100.8</b>	<b>90.9</b>	<b>97.8</b>	<b>98.2</b>	<b>104.2</b>	-
A8025	059	<b>202,000</b>	<b>182,000</b>	<b>98.5</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>98.2</b>	<b>103.9</b>	-
A8021	055	<b>192,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.2</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**54304 (47218, 47277) (Kevlar front and aft fan containment case and new intermediate fan case (No intermix permitted with titanium hardware))**

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	
A69870	082	<b>242,000</b>	<b>182,000</b>	<b>98.0</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A69871	081	<b>242,000</b>	<b>182,000</b>	<b>98.0</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A69872	083	<b>240,000</b>	<b>182,000</b>	<b>98.0</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A69873	080	<b>238,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A70529	064	<b>217,000</b>	<b>182,000</b>	<b>98.3</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.2</b>	<b>104.1</b>	-
A70528	063	<b>192,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.2</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**57227, with or without 54304 (“Advantage 70” performance kit (part only), with or without kevlar front and aft fan containment case and new intermediate fan case)**

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	
A15416	058	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A17866	062	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A15417	057	<b>236,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A15418	022	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A15419	052	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A15420	023	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A15421	056	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A15422	021	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15423	054	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15424	061	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**57227, with or without 54304 (“Advantage 70” performance kit (part only), with or without kevlar front and aft fan containment case and new intermediate fan case)**

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	
A15425	020	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A15426	050	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A15428	060	<b>220,000</b>	<b>182,000</b>	<b>98.4</b>	<b>100.8</b>	<b>90.9</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A15429	059	<b>202,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A15430	055	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **57227, with or without 54304 (“Advantage 70” performance kit (part only), with or without kevlar front and aft fan containment case and new intermediate fan case)**

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	
A70513	064	<b>217,000</b>	<b>182,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A70514	063	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47218 and/or 47277 (With or without kevlar front and aft fan containment case and/or new intermediate fan case)**

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	
A69934	082	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A69935	081	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A69936	083	<b>240,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A16540	062	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A69933	080	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A7986	058	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A7985	057	<b>236,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.2</b>	<b>104.4</b>	-
A834	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A836	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A7982	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47218 and/or 47277 (With or without kevlar front and aft fan containment case and/or new intermediate fan case)**

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	
A7984	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A10929	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A833	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A832	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A835	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A7988	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>91.2</b>	<b>97.8</b>	<b>98.2</b>	<b>104.2</b>	-
A70504	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.2</b>	<b>104.1</b>	-
A7987	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.8</b>	<b>97.3</b>	<b>98.2</b>	<b>103.9</b>	-
A70503	063	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.2</b>	<b>103.7</b>	-
A7983	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.2</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47277 (With or without new intermediate fan case design)**

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	
A16546	062	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.1</b>	<b>104.4</b>	-
A7972	058	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.1</b>	<b>104.4</b>	-
A7971	057	<b>236,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.1</b>	<b>104.4</b>	-
A814	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A816	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A7968	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A7970	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.1</b>	<b>104.4</b>	-
A10913	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A16545	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A813	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47277 (With or without new intermediate fan case design)**

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	
A812	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A815	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.1</b>	<b>104.3</b>	-
A7974	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>91.2</b>	<b>97.8</b>	<b>98.1</b>	<b>104.2</b>	-
A7973	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.8</b>	<b>97.3</b>	<b>98.1</b>	<b>103.9</b>	-
A7969	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.1</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47277 (With or without new intermediate fan case design)**

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	
A69866	082	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.1</b>	<b>104.5</b>	-
A69867	081	<b>242,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.1</b>	<b>104.5</b>	-
A69868	083	<b>240,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.1</b>	<b>104.5</b>	-
A69869	080	<b>238,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.1</b>	<b>104.4</b>	-
A70535	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.1</b>	<b>104.1</b>	-
A70534	063	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.1</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**201487 (Engine intermix, PW4168A engine with titanium fan containment case with or without new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956))**

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	
A70550	082	242,000	182,000	98.6	101.2	94.3	98.3	98.5	104.5	-
A70551	081	242,000	182,000	98.6	101.2	94.3	98.3	98.5	104.5	-
A70552	083	240,000	182,000	98.7	101.1	94.0	98.3	98.5	104.5	-
A16083	058	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A16565	062	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A70554	080	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A16084	057	236,000	182,000	98.7	101.1	93.4	98.2	98.5	104.4	-
A16085	022	233,000	182,000	98.7	101.0	93.0	98.1	98.5	104.4	-
A16086	052	233,000	182,000	98.7	101.0	93.0	98.1	98.5	104.4	-
A16087	023	233,000	180,000	98.7	101.0	93.0	98.1	98.4	104.4	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**201487 (Engine intermix, PW4168A engine with titanium fan containment case with or without new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956))**

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	
A16088	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A16089	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16090	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16091	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16092	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16093	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16095	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>91.2</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A16096	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.8</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A16097	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A70559	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A70560	063	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**58914 (Engine intermix, PW4168A engine with or without kevlar front and aft fan containment case (Mod 47218) or new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344))**

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	
A70541	082	242,000	182,000	98.6	101.2	94.3	98.3	98.5	104.5	-
A70542	081	242,000	182,000	98.6	101.2	94.3	98.3	98.5	104.5	-
A70543	083	240,000	182,000	98.7	101.1	94.0	98.3	98.5	104.5	-
A15991	058	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A16558	062	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A70540	080	238,000	182,000	98.7	101.1	93.7	98.2	98.5	104.4	-
A15992	057	236,000	182,000	98.7	101.1	93.4	98.2	98.5	104.4	-
A15993	022	233,000	182,000	98.7	101.0	93.0	98.1	98.5	104.4	-
A15994	052	233,000	182,000	98.7	101.0	93.0	98.1	98.5	104.4	-
A15995	023	233,000	180,000	98.7	101.0	93.0	98.1	98.4	104.4	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**58914 (Engine intermix, PW4168A engine with or without kevlar front and aft fan containment case (Mod 47218) or new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344))**

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	
A15996	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A15997	021	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15998	054	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15999	061	<b>230,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A16000	020	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16001	050	<b>230,000</b>	<b>180,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A16003	060	<b>220,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>91.2</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A70556	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A16004	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.8</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A16005	055	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



/continued on next page

Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**58914 (Engine intermix, PW4168A engine with or without kevlar front and aft fan containment case (Mod 47218) or new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344))**

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	
A70555	063	<b>192,000</b>	<b>182,000</b>	<b>99.3</b>	<b>100.3</b>	<b>87.5</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**Engine intermix, PW4168A engine with either kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) or part "Advantage 70" performance kit (Mod 57227), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956)**

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	
A15400	058	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A16576	062	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A15401	057	<b>236,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A15402	022	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A15403	052	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A15404	023	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A15405	056	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A15406	021	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15407	054	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**Engine intermix, PW4168A engine with either kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) or part "Advantage 70" performance kit (Mod 57227), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956)**

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	
A15414	061	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15408	020	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A15409	050	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A15410	060	<b>220,000</b>	<b>182,000</b>	<b>98.4</b>	<b>100.8</b>	<b>90.9</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A15411	059	<b>202,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A15412	055	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**Engine intermix, PW4168A engine with either kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) or part "Advantage 70" performance kit (Mod 57227), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956)**

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	
A69891	082	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69892	081	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69893	083	<b>240,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69894	080	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A70512	064	<b>217,000</b>	<b>182,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A70511	063	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A10742	058	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A16578	062	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A10743	057	<b>236,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A10744	022	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A10745	052	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A10746	023	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	<b>10</b>
A10747	056	<b>233,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	<b>10</b>
A10748	054	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	<b>10</b>
A10749	021	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	<b>10</b>
A15413	061	<b>230,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</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>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A10750	020	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	<b>10</b>
A10751	050	<b>230,000</b>	<b>180,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	<b>10</b>
A10753	060	<b>220,000</b>	<b>182,000</b>	<b>98.4</b>	<b>100.8</b>	<b>90.9</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	<b>10</b>
A10754	059	<b>202,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.5</b>	<b>88.6</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	<b>10</b>
A10755	055	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</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>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A69887	082	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	<b>10</b>
A69888	081	<b>242,000</b>	<b>182,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	<b>10</b>
A69889	083	<b>240,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	<b>10</b>
A69890	080	<b>238,000</b>	<b>182,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	<b>10</b>
A70510	064	<b>217,000</b>	<b>182,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	<b>10</b>
A70509	063	<b>192,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.3</b>	<b>87.3</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</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>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **57168 or 58327 (“Advantage 70” performance kit)**

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	
A10739	058	<b>238,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.1</b>	<b>92.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A16480	062	<b>238,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.1</b>	<b>92.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A10738	057	<b>236,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A10736	022	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A10737	052	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-
A10734	056	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A10735	023	<b>233,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A10732	021	<b>230,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A10733	054	<b>230,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-
A15161	061	<b>230,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.5</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **57168 or 58327 (“Advantage 70” performance kit)**

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	
A10730	050	<b>230,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A10731	020	<b>230,000</b>	<b>180,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A10728	060	<b>220,000</b>	<b>182,000</b>	<b>98.8</b>	<b>100.8</b>	<b>90.4</b>	<b>97.8</b>	<b>98.5</b>	<b>104.2</b>	-
A10727	059	<b>202,000</b>	<b>182,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.1</b>	<b>97.3</b>	<b>98.5</b>	<b>103.9</b>	-
A10726	055	<b>192,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.3</b>	<b>86.8</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **57168 or 58327 (“Advantage 70” performance kit)**

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	
A69878	082	<b>242,000</b>	<b>182,000</b>	<b>98.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69879	081	<b>242,000</b>	<b>182,000</b>	<b>98.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69880	083	<b>240,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>98.5</b>	<b>104.5</b>	-
A69881	080	<b>238,000</b>	<b>182,000</b>	<b>98.6</b>	<b>101.1</b>	<b>92.7</b>	<b>98.2</b>	<b>98.5</b>	<b>104.4</b>	-
A70500	064	<b>217,000</b>	<b>182,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.0</b>	<b>97.7</b>	<b>98.5</b>	<b>104.1</b>	-
A70499	063	<b>192,000</b>	<b>182,000</b>	<b>99.2</b>	<b>100.3</b>	<b>86.8</b>	<b>97.0</b>	<b>98.5</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-223F**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202393 (Engine intermix)**

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	
A69013	002	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.8</b>	<b>104.4</b>	<b>11</b>
A69014	000	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	<b>11</b>
A69015	001	<b>227,000</b>	<b>187,000</b>	<b>98.3</b>	<b>100.9</b>	<b>91.9</b>	<b>98.0</b>	<b>98.8</b>	<b>104.3</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>      **A330-223F**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A17907	002	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.8</b>	<b>104.4</b>	<b>12</b>
A17908	000	<b>233,000</b>	<b>182,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	<b>12</b>
A17909	001	<b>227,000</b>	<b>187,000</b>	<b>98.3</b>	<b>100.9</b>	<b>91.9</b>	<b>98.0</b>	<b>98.8</b>	<b>104.3</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>      **A330-223F**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

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 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	
A15448	002	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.8</b>	<b>104.4</b>	-
A14212	000	<b>233,000</b>	<b>182,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	-
A14213	001	<b>227,000</b>	<b>187,000</b>	<b>98.7</b>	<b>100.9</b>	<b>91.3</b>	<b>98.0</b>	<b>98.8</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A69815	081	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69816	082	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69817	083	<b>240,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69818	080	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A71850	062	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A8055	058	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A8054	057	<b>236,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.1</b>	<b>98.2</b>	<b>96.9</b>	<b>104.4</b>	-
A847	022	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A852	052	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A8053	056	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A848	023	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-
A10788	054	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15077	061	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A846	021	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A845	020	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A851	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A8057	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A850	025	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A8051	027	<b>220,000</b>	<b>180,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A8056	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.9</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A849	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.8</b>	<b>103.9</b>	-
A8052	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.9</b>	<b>103.7</b>	-
A8050	026	<b>192,000</b>	<b>180,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-
A69840	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A69819	081	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69820	082	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69821	083	<b>240,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A15096	058	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A69822	080	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A71851	062	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A15097	057	<b>236,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.1</b>	<b>98.2</b>	<b>96.9</b>	<b>104.4</b>	-
A15098	022	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A15099	052	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A15100	023	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A15101	056	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-
A15102	021	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15103	054	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15104	061	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15105	020	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A15106	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A15107	025	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A15108	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A15109	027	<b>220,000</b>	<b>180,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A15110	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.9</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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

**EP 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	
A15111	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.8</b>	<b>103.9</b>	-
A15112	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.9</b>	<b>103.7</b>	-
A15113	026	<b>192,000</b>	<b>180,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **54940 (Increased hot and high rating)**

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	
A69799	081	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69800	082	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69801	083	<b>240,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A16491	062	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A69802	080	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A8071	058	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A8070	057	<b>236,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.1</b>	<b>98.2</b>	<b>96.9</b>	<b>104.4</b>	-
A6653	022	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A6654	052	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A6655	023	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **54940 (Increased hot and high rating)**

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	
A8069	056	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-
A10790	054	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15114	061	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A6656	021	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A6657	020	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A6658	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A6659	025	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A8073	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A8067	027	<b>220,000</b>	<b>180,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A8072	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.9</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **54940 (Increased hot and high rating)**

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	
A6660	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.8</b>	<b>103.9</b>	-
A8068	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.9</b>	<b>103.7</b>	-
A8066	026	<b>192,000</b>	<b>180,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **54940 (Increased hot and high rating, EP 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	
A69803	081	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69804	082	<b>242,000</b>	<b>182,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A69805	083	<b>240,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>96.9</b>	<b>104.5</b>	-
A15115	058	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A16501	062	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A69806	080	<b>238,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>96.9</b>	<b>104.5</b>	-
A15116	057	<b>236,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.1</b>	<b>98.2</b>	<b>96.9</b>	<b>104.4</b>	-
A15117	022	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A15118	052	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.9</b>	<b>104.4</b>	-
A15119	023	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **54940 (Increased hot and high rating, EP 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	
A15120	056	<b>233,000</b>	<b>180,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>96.8</b>	<b>104.4</b>	-
A15121	021	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15122	054	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15123	061	<b>230,000</b>	<b>182,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A15124	020	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A15125	050	<b>230,000</b>	<b>180,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A15126	025	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A15127	060	<b>220,000</b>	<b>182,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A15128	027	<b>220,000</b>	<b>180,000</b>	<b>97.6</b>	<b>100.8</b>	<b>88.9</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A15129	059	<b>202,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.9</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **54940 (Increased hot and high rating, EP 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	
A15130	024	<b>202,000</b>	<b>180,000</b>	<b>97.9</b>	<b>100.5</b>	<b>86.6</b>	<b>97.3</b>	<b>96.8</b>	<b>103.9</b>	-
A15131	055	<b>192,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.9</b>	<b>103.7</b>	-
A15132	026	<b>192,000</b>	<b>180,000</b>	<b>98.1</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243F**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A73951	002	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.1</b>	<b>104.4</b>	-
A73949	000	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A14208	001	<b>227,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.9</b>	<b>89.8</b>	<b>98.0</b>	<b>97.1</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-243F**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **EP 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	
A73952	002	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.1</b>	<b>104.4</b>	-
A73950	000	<b>233,000</b>	<b>182,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A14209	001	<b>227,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.9</b>	<b>89.8</b>	<b>98.0</b>	<b>97.1</b>	<b>104.3</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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 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	
A2889	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.9</b>	<b>104.1</b>	-
A2890	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	-
A2891	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	-
A2892	051	<b>212,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.1</b>	<b>104.1</b>	-
A2893	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	-
A2894	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	-
A2895	001	<b>184,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.1</b>	<b>87.4</b>	<b>96.7</b>	<b>98.8</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A18139	010	<b>217,000</b>	<b>179,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>99.4</b>	<b>104.1</b>	-
A18140	003	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.7</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18141	004	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.7</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18142	051	<b>212,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.3</b>	<b>97.6</b>	<b>99.6</b>	<b>104.1</b>	-
A18143	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.3</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18144	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.3</b>	<b>97.6</b>	<b>99.2</b>	<b>104.1</b>	-
A18145	001	<b>184,000</b>	<b>174,000</b>	<b>97.8</b>	<b>100.1</b>	<b>86.5</b>	<b>96.7</b>	<b>99.2</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A68986	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.9</b>	<b>104.1</b>	<b>2</b>
A68987	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68988	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68989	051	<b>212,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.1</b>	<b>104.1</b>	<b>2</b>
A68990	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68991	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68994	001	<b>184,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.1</b>	<b>87.4</b>	<b>96.7</b>	<b>98.8</b>	<b>103.6</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>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A18968	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.4</b>	<b>104.1</b>	<b>3</b>
A18969	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	<b>3</b>
A18970	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	<b>3</b>
A18971	051	<b>212,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.6</b>	<b>104.1</b>	<b>3</b>
A18972	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	<b>3</b>
A18973	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.2</b>	<b>104.1</b>	<b>3</b>
A18976	001	<b>184,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.1</b>	<b>87.4</b>	<b>96.7</b>	<b>99.2</b>	<b>103.6</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>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A68995	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.9</b>	<b>104.1</b>	<b>2</b>
A68996	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68997	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A68998	051	<b>212,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.1</b>	<b>104.1</b>	<b>2</b>
A68999	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A69000	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>98.8</b>	<b>104.1</b>	<b>2</b>
A69003	001	<b>184,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.1</b>	<b>87.4</b>	<b>96.7</b>	<b>98.8</b>	<b>103.6</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>      **A330-301**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A18977	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.4</b>	<b>104.1</b>	-
A18978	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18979	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.4</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18980	051	<b>212,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.6</b>	<b>104.1</b>	-
A18981	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.3</b>	<b>104.1</b>	-
A18982	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.0</b>	<b>97.6</b>	<b>99.2</b>	<b>104.1</b>	-
A18985	001	<b>184,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.1</b>	<b>87.4</b>	<b>96.7</b>	<b>99.2</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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 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	
A70341	052	<b>233,000</b>	<b>187,000</b>	<b>97.2</b>	<b>101.0</b>	<b>94.4</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	-
A70342	050	<b>230,000</b>	<b>185,000</b>	<b>97.4</b>	<b>101.0</b>	<b>93.6</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	-
A70343	039	<b>217,000</b>	<b>187,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.1</b>	<b>104.1</b>	-
A70344	035	<b>205,000</b>	<b>187,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-
A70345	034	<b>205,000</b>	<b>185,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.0</b>	<b>103.9</b>	-
A70346	031	<b>199,000</b>	<b>187,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.1</b>	<b>103.8</b>	-
A70347	030	<b>199,000</b>	<b>185,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.0</b>	<b>103.8</b>	-
A70348	033	<b>190,000</b>	<b>187,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.1</b>	<b>103.7</b>	-
A70349	032	<b>190,000</b>	<b>185,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70496	052	<b>233,000</b>	<b>187,000</b>	<b>96.7</b>	<b>101.0</b>	<b>93.9</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A70306	050	<b>230,000</b>	<b>185,000</b>	<b>96.9</b>	<b>101.0</b>	<b>93.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A70307	039	<b>217,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>99.6</b>	<b>104.1</b>	-
A70308	035	<b>205,000</b>	<b>187,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.3</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A70309	034	<b>205,000</b>	<b>185,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.3</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A70310	031	<b>199,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.4</b>	<b>88.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.8</b>	-
A70311	030	<b>199,000</b>	<b>185,000</b>	<b>97.5</b>	<b>100.4</b>	<b>88.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.8</b>	-
A70312	033	<b>190,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.3</b>	<b>87.2</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-
A70313	032	<b>190,000</b>	<b>185,000</b>	<b>97.7</b>	<b>100.3</b>	<b>87.2</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A70323	052	<b>233,000</b>	<b>187,000</b>	<b>97.2</b>	<b>101.0</b>	<b>94.4</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A70324	050	<b>230,000</b>	<b>185,000</b>	<b>97.4</b>	<b>101.0</b>	<b>93.6</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A70325	039	<b>217,000</b>	<b>187,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.1</b>	<b>104.1</b>	<b>2</b>
A70326	035	<b>205,000</b>	<b>187,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>2</b>
A70327	034	<b>205,000</b>	<b>185,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A70328	031	<b>199,000</b>	<b>187,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.1</b>	<b>103.8</b>	<b>2</b>
A70329	030	<b>199,000</b>	<b>185,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.0</b>	<b>103.8</b>	<b>2</b>
A70330	033	<b>190,000</b>	<b>187,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.1</b>	<b>103.7</b>	<b>2</b>
A70331	032	<b>190,000</b>	<b>185,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.0</b>	<b>103.7</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A70379	052	<b>233,000</b>	<b>187,000</b>	<b>97.2</b>	<b>101.0</b>	<b>94.4</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A70380	050	<b>230,000</b>	<b>185,000</b>	<b>97.4</b>	<b>101.0</b>	<b>93.6</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>3</b>
A70381	039	<b>217,000</b>	<b>187,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.6</b>	<b>104.1</b>	<b>3</b>
A70382	035	<b>205,000</b>	<b>187,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	<b>3</b>
A70383	034	<b>205,000</b>	<b>185,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	<b>3</b>
A70384	031	<b>199,000</b>	<b>187,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.8</b>	<b>3</b>
A70385	030	<b>199,000</b>	<b>185,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.8</b>	<b>3</b>
A70386	033	<b>190,000</b>	<b>187,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	<b>3</b>
A70387	032	<b>190,000</b>	<b>185,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70332	052	<b>233,000</b>	<b>187,000</b>	<b>97.2</b>	<b>101.0</b>	<b>94.4</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A70333	050	<b>230,000</b>	<b>185,000</b>	<b>97.4</b>	<b>101.0</b>	<b>93.6</b>	<b>98.0</b>	<b>99.0</b>	<b>104.3</b>	<b>2</b>
A70334	039	<b>217,000</b>	<b>187,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>99.1</b>	<b>104.1</b>	<b>2</b>
A70335	035	<b>205,000</b>	<b>187,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>2</b>
A70336	034	<b>205,000</b>	<b>185,000</b>	<b>98.0</b>	<b>100.5</b>	<b>90.0</b>	<b>97.4</b>	<b>99.0</b>	<b>103.9</b>	<b>2</b>
A70337	031	<b>199,000</b>	<b>187,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.1</b>	<b>103.8</b>	<b>2</b>
A70338	030	<b>199,000</b>	<b>185,000</b>	<b>98.1</b>	<b>100.4</b>	<b>89.2</b>	<b>97.2</b>	<b>99.0</b>	<b>103.8</b>	<b>2</b>
A70339	033	<b>190,000</b>	<b>187,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.1</b>	<b>103.7</b>	<b>2</b>
A70340	032	<b>190,000</b>	<b>185,000</b>	<b>98.2</b>	<b>100.3</b>	<b>88.1</b>	<b>96.9</b>	<b>99.0</b>	<b>103.7</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A2**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70370	052	<b>233,000</b>	<b>187,000</b>	<b>97.8</b>	<b>101.0</b>	<b>91.6</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	-
A70371	050	<b>230,000</b>	<b>185,000</b>	<b>97.8</b>	<b>101.0</b>	<b>91.4</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	-
A70372	039	<b>217,000</b>	<b>187,000</b>	<b>97.8</b>	<b>100.8</b>	<b>91.4</b>	<b>97.7</b>	<b>99.3</b>	<b>104.1</b>	-
A70373	035	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>91.0</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A70374	034	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>91.0</b>	<b>97.4</b>	<b>99.3</b>	<b>103.9</b>	-
A70375	031	<b>199,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.4</b>	<b>91.0</b>	<b>97.2</b>	<b>99.2</b>	<b>103.8</b>	-
A70376	030	<b>199,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.4</b>	<b>90.9</b>	<b>97.2</b>	<b>99.5</b>	<b>103.8</b>	-
A70377	033	<b>190,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.3</b>	<b>90.6</b>	<b>96.9</b>	<b>99.5</b>	<b>103.7</b>	-
A70378	032	<b>190,000</b>	<b>185,000</b>	<b>98.3</b>	<b>100.3</b>	<b>87.4</b>	<b>96.9</b>	<b>99.2</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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 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	
A70237	082	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70238	081	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70239	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70240	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A16530	055	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A16531	054	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A6580	052	<b>233,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	-
A6579	050	<b>230,000</b>	<b>185,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	-
A70086	056	<b>205,000</b>	<b>187,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-
A6577	053	<b>205,000</b>	<b>185,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70154	081	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>93.1</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70155	082	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>93.1</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70156	083	<b>240,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.9</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70157	080	<b>238,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>92.6</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18066	054	<b>235,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.1</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18067	055	<b>235,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.1</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18068	052	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A18069	050	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>91.5</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A18070	056	<b>205,000</b>	<b>187,000</b>	<b>98.7</b>	<b>100.5</b>	<b>88.5</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A18071	053	<b>205,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.5</b>	<b>88.2</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A70228	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70229	081	<b>240,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.1</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70230	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70231	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69107	054	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69108	055	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69109	052	<b>233,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69110	050	<b>230,000</b>	<b>185,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>2</b>
A69111	056	<b>205,000</b>	<b>187,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>2</b>
A69112	053	<b>205,000</b>	<b>185,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69150	054	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69151	055	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69152	052	<b>233,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69153	050	<b>230,000</b>	<b>185,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>3</b>
A69154	056	<b>205,000</b>	<b>187,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	<b>3</b>
A69155	053	<b>205,000</b>	<b>185,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A70205	081	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A70206	082	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A70207	083	<b>240,000</b>	<b>187,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A70208	080	<b>238,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70232	082	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70233	081	<b>242,000</b>	<b>182,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70234	083	<b>240,000</b>	<b>182,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70235	080	<b>238,000</b>	<b>182,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69100	054	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A69101	055	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A69102	052	<b>233,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	-
A69103	050	<b>230,000</b>	<b>185,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	-
A69104	056	<b>205,000</b>	<b>187,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-
A69105	053	<b>205,000</b>	<b>185,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69157	054	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A69158	055	<b>235,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.7</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A69159	052	<b>233,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.0</b>	<b>92.5</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A69160	050	<b>230,000</b>	<b>185,000</b>	<b>99.1</b>	<b>101.0</b>	<b>92.1</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A69161	056	<b>205,000</b>	<b>187,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A69162	053	<b>205,000</b>	<b>185,000</b>	<b>99.4</b>	<b>100.5</b>	<b>88.9</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70211	081	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70212	082	<b>242,000</b>	<b>187,000</b>	<b>98.8</b>	<b>101.2</b>	<b>93.6</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70213	083	<b>240,000</b>	<b>187,000</b>	<b>98.9</b>	<b>101.1</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70214	080	<b>238,000</b>	<b>187,000</b>	<b>99.0</b>	<b>101.1</b>	<b>93.1</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **52776 (Thrust bump to CF6-80E1A3 rating)**

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	
A70278	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>7</b>
A70279	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>7</b>
A70280	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>7</b>
A70281	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>7</b>
A18128	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>7</b>
A18129	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>7</b>
A6706	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>7</b>
A6708	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>7</b>
A70087	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>7</b>
A8082	053	<b>205,000</b>	<b>185,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 200946 (Thrust bump, Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70185	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70186	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70187	083	<b>242,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.2</b>	<b>92.5</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A18132	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>92.5</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A18133	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18134	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18135	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A18136	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A18137	056	<b>205,000</b>	<b>187,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.0</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-
A18138	053	<b>205,000</b>	<b>185,000</b>	<b>99.1</b>	<b>100.5</b>	<b>88.0</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202477 (Thrust bump to CF6-80E1A3 rating, Installation of acoustically treated thrust reverser bifurcations)**

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	
A70269	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70270	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70271	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70272	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69327	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69328	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69329	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69330	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>8</b>
A69331	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>8</b>
A69332	053	<b>205,000</b>	<b>185,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202689 (Thrust bump to CF6-80E1A3 rating, Installation of improved hardwall forward fan case)**

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	
A69232	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>9</b>
A69233	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>9</b>
A69234	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	<b>9</b>
A69235	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>9</b>
A69236	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	<b>9</b>
A69237	053	<b>205,000</b>	<b>185,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **52776, 202689 (Thrust bump to CF6-80E1A3 rating, Installation of improved hardwall forward fan case)**

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	
A70125	081	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>9</b>
A70126	082	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>9</b>
A70127	083	<b>240,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>9</b>
A70128	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202954 (Thrust bump to CF6-80E1A3 rating, Engine intermix, both engines with treated forward fan case, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70274	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70275	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70276	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>8</b>
A70277	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69334	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69335	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69336	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>8</b>
A69337	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>8</b>
A69338	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	<b>8</b>
A69339	053	<b>205,000</b>	<b>185,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202955 (Thrust bump to CF6-80E1A3 rating, Engine intermix, one or both engines with improved hardwall forward fan case (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69239	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>7</b>
A69240	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>7</b>
A69241	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	<b>7</b>
A69242	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>7</b>
A69243	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	<b>7</b>
A69245	053	<b>205,000</b>	<b>185,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</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>      **A330-302**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A4/B**

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

**52776, 202955 (Thrust bump to CF6-80E1A3 rating, Engine intermix, one or both engines with improved hardwall forward fan case (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70129	081	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>7</b>
A70130	082	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>7</b>
A70131	083	<b>240,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>7</b>
A70132	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</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>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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 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	
A70295	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70296	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70297	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	-
A70298	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A16522	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A16523	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	-
A5625	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	-
A5624	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	-
A70088	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**200946 (Installation of acoustically treated thrust reverser bifurcations (Mod 202477) and improved hardwall forward fan case (Mod 202689))**

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	
A70189	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70190	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>92.8</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70191	083	<b>242,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.2</b>	<b>92.5</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70192	080	<b>242,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.2</b>	<b>92.2</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A18089	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18090	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A18091	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.5</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A18092	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>91.2</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202477 (Installation of acoustically treated thrust reverser bifurcations)**

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	
A70285	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70286	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70287	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70288	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69341	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69342	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69343	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69344	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>2</b>
A69345	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A69246	083	<b>240,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A69247	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69248	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69249	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	<b>3</b>
A69250	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>3</b>
A69251	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</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>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **202689 (Installation of improved hardwall forward fan case)**

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	
A70139	081	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A70141	083	<b>240,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A70142	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</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>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202954 (Engine intermix, both engines with treated forward fancase, one engine with acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70290	082	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70291	081	<b>242,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.2</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70292	083	<b>240,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.3</b>	<b>99.1</b>	<b>104.5</b>	<b>2</b>
A70293	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69347	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69348	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.4</b>	<b>98.2</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69349	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.1</b>	<b>104.4</b>	<b>2</b>
A69350	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.1</b>	<b>104.3</b>	<b>2</b>
A69351	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.1</b>	<b>103.9</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>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A69253	054	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A69254	055	<b>235,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-
A69255	052	<b>233,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>99.6</b>	<b>104.4</b>	-
A69256	050	<b>230,000</b>	<b>185,000</b>	<b>99.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A69257	056	<b>205,000</b>	<b>187,000</b>	<b>100.1</b>	<b>100.5</b>	<b>88.7</b>	<b>97.4</b>	<b>99.6</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-303**

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80E1A3**

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

**202955 (Engine intermix, one or both engines with improved hardwall forward fancase (Mod 202689), one or both engines with or without acoustically treated thrust reverser bifurcations (Mod 202477))**

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	
A70143	081	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70144	082	<b>242,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70145	083	<b>240,000</b>	<b>187,000</b>	<b>99.5</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A70146	080	<b>238,000</b>	<b>187,000</b>	<b>99.6</b>	<b>101.1</b>	<b>92.8</b>	<b>98.2</b>	<b>99.6</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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 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	
A2912	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A2913	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A2914	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2915	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2916	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2917	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2918	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2919	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.7</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**201487 (Engine intermix, one engine with part "Advantage 70" performance kit (Mod 57227), one engine with titanium fan containment case and either GB2 fan blades, or GB2C fan blades (Mod 45617) and new fan case (Mod 46313) with or without new intermediate fan case (Mod 47277))**

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	
A16132	012	<b>218,000</b>	<b>182,000</b>	<b>98.3</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16133	010	<b>217,000</b>	<b>179,000</b>	<b>98.3</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16134	003	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16135	004	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16136	013	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16137	002	<b>212,000</b>	<b>177,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16138	011	<b>212,000</b>	<b>177,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16139	000	<b>212,000</b>	<b>174,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.1</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **45617, 46313 (Installation of GB2C fan blades, new fan case design)**

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	
A2904	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>92.1</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A2905	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>92.0</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A2906	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2907	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2908	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2909	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2910	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2911	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **45617, 46313, 47277 (Installation of GB2C fan blades, new fan case design, new intermediate fan case design)**

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	
A2896	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>92.1</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A2897	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>92.0</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A2898	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2899	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2900	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2901	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2902	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2903	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**45617, 46313, 54304 (47218, 47277) (Installation of GB2C fan blades, new fan case design, kevlar front and aft fan containment case, new intermediate fan case design)**

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	
A7022	012	<b>218,000</b>	<b>182,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.7</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A7021	010	<b>217,000</b>	<b>179,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A7018	003	<b>215,000</b>	<b>177,000</b>	<b>97.2</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A7019	004	<b>215,000</b>	<b>177,000</b>	<b>97.2</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A7020	013	<b>215,000</b>	<b>177,000</b>	<b>97.2</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A7016	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A7017	011	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A7015	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**57227, 54304 (“Advantage 70” performance kit (part only), kevlar front and aft fan containment case and new intermediate fan case)**

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	
A16020	012	<b>218,000</b>	<b>182,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.7</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	<b>13</b>
A16021	010	<b>217,000</b>	<b>179,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16022	003	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16023	004	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16024	013	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16025	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16026	011	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16027	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.1</b>	<b>104.1</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**Engine intermix, one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304), one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) and part "Advantage 70" performance kit (Mod 57227)**

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	
A16038	012	<b>218,000</b>	<b>182,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.7</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16039	010	<b>217,000</b>	<b>179,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16040	003	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16041	004	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16042	013	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16043	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16044	011	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16045	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.1</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**Engine intermix, one engine with titanium fan containment case and GB2 fan blades, one engine with GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without kevlar front and aft containment case (Mod 47218), with or without new intermediate fan case design (Mod 47277)**

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	
A15522	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15523	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15524	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15525	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15526	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15527	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15528	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15529	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**Engine intermix, one engine with titanium fan containment case, GB2C fan blades (Mod 45617) and new fan case design (Mod 46313), one engine with kevlar front and aft containment case (Mod 47218), GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without new intermediate fan case design (Mod 47277)**

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	
A15531	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15532	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15533	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15534	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15535	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15536	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15537	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15538	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164**

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

**Engine intermix, one engine with titanium fan containment case, GB2C fan blades (Mod 45617), new fan case design (Mod 46313) and new intermediate fan case design (Mod 47277), one engine with kevlar front and aft containment case (Mod 47218), GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without new intermediate fan case design (Mod 47277)**

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	
A15540	012	<b>218,000</b>	<b>182,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15541	010	<b>217,000</b>	<b>179,000</b>	<b>97.8</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15542	003	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15543	004	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15544	013	<b>215,000</b>	<b>177,000</b>	<b>97.8</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15545	002	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15546	011	<b>212,000</b>	<b>177,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15547	000	<b>212,000</b>	<b>174,000</b>	<b>97.9</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164, PW4164-1D**

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

**201487 (Engine intermix, PW4164 engine with titanium fan containment case and either GB2 fan blades, or GB2C fan blades (Mod 45617) and new fan case (Mod 46313) with or without new intermediate fan case (Mod 47277), PW4164-1D (PW4164 engine with "Advantage 70" performance kit (Mod 58777))**

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	
A16123	012	<b>218,000</b>	<b>182,000</b>	<b>98.3</b>	<b>100.8</b>	<b>93.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16124	010	<b>217,000</b>	<b>179,000</b>	<b>98.3</b>	<b>100.8</b>	<b>93.5</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16125	003	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16126	004	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16127	013	<b>215,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>93.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16128	002	<b>212,000</b>	<b>177,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16129	011	<b>212,000</b>	<b>177,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16130	000	<b>212,000</b>	<b>174,000</b>	<b>98.4</b>	<b>100.7</b>	<b>92.7</b>	<b>97.6</b>	<b>98.1</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164, PW4164-1D**

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

**Engine intermix, PW4164 with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304), with or without part "Advantage 70" performance kit (Mod 57227), PW4164-D (PW4164 with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) and "Advantage 70" performance kit (Mod 58777)**

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	
A16029	012	<b>218,000</b>	<b>182,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.7</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16030	010	<b>217,000</b>	<b>179,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16031	003	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16032	004	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16033	013	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16034	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16035	011	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16036	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.1</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>      **A330-321**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164-1D**

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 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	
A16011	012	<b>218,000</b>	<b>182,000</b>	<b>97.2</b>	<b>100.8</b>	<b>91.7</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	<b>14</b>
A16012	010	<b>217,000</b>	<b>179,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16013	003	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16014	004	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16015	013	<b>215,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>91.3</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16016	002	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16017	011	<b>212,000</b>	<b>177,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16018	000	<b>212,000</b>	<b>174,000</b>	<b>97.3</b>	<b>100.7</b>	<b>90.9</b>	<b>97.6</b>	<b>98.1</b>	<b>104.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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 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	
A2940	012	<b>218,000</b>	<b>182,000</b>	<b>98.4</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	<b>15</b>
A2925	010	<b>217,000</b>	<b>179,000</b>	<b>98.4</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	<b>15</b>
A2943	003	<b>215,000</b>	<b>177,000</b>	<b>98.5</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	<b>15</b>
A2949	013	<b>215,000</b>	<b>177,000</b>	<b>98.5</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	<b>15</b>
A2951	004	<b>215,000</b>	<b>177,000</b>	<b>98.5</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	<b>15</b>
A2938	011	<b>212,000</b>	<b>177,000</b>	<b>98.5</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	<b>15</b>
A2942	002	<b>212,000</b>	<b>177,000</b>	<b>98.5</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	<b>15</b>
A2927	000	<b>212,000</b>	<b>174,000</b>	<b>98.5</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.7</b>	<b>104.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**201487 (Engine intermix, one engine with titanium fan containment case and either GB2 fan blades or GB2C fan blades (Mod 45617), with or without new fan case (Mod 46313), with or without new intermediate fan case (Mod 47277), one engine with part "Advantage 70" performance kit (Mod 57227))**

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	
A16150	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16151	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16152	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16153	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16154	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16155	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16156	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16157	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **45617, 46313 (Installation of GB2C fan blades, new fan case design)**

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	
A2936	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>91.2</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A2923	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A2935	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2946	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2947	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2932	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2933	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A2922	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **45617, 46313, 47277 (Installation of GB2C fan blades, new fan case design, new intermediate fan case design)**

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	
A15496	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>91.2</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15494	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15492	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A15493	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A15497	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>90.8</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A15491	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A15495	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.9</b>	<b>104.1</b>	-
A15490	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>90.4</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**45617, 46313, 54304 (47218, 47277) (Installation of GB2C fan blades, new fan case design, kevlar front and aft fan containment case, new intermediate fan case design)**

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	
A15201	012	<b>218,000</b>	<b>182,000</b>	<b>98.1</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15202	010	<b>217,000</b>	<b>179,000</b>	<b>98.1</b>	<b>100.8</b>	<b>90.9</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15203	003	<b>215,000</b>	<b>177,000</b>	<b>98.1</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15204	004	<b>215,000</b>	<b>177,000</b>	<b>98.1</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15205	013	<b>215,000</b>	<b>177,000</b>	<b>98.1</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15206	002	<b>212,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15207	011	<b>212,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15208	000	<b>212,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**57227, 54304 (“Advantage 70” performance kit (part only), kevlar front and aft fan containment case and new intermediate fan case)**

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	
A16056	012	<b>218,000</b>	<b>182,000</b>	<b>98.2</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	<b>13</b>
A16057	010	<b>217,000</b>	<b>179,000</b>	<b>98.2</b>	<b>100.8</b>	<b>90.9</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16058	003	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16059	004	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16060	013	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16061	002	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16062	011	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>13</b>
A16063	000	<b>212,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.1</b>	<b>104.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**Engine intermix, both engines with titanium fan containment case and GB2C fan blades (Mod 45617), one engine with the new fan case design (Mod 46313) and with new intermediate case design (Mod 47277)**

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	
A72658	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.0</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**Engine intermix, one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304), one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) and part "Advantage 70" performance kit (Mod 57227)**

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	
A16065	012	<b>218,000</b>	<b>182,000</b>	<b>98.2</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16066	010	<b>217,000</b>	<b>179,000</b>	<b>98.2</b>	<b>100.8</b>	<b>90.9</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16067	003	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16068	004	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16069	013	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16070	002	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16071	011	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16072	000	<b>212,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**Engine intermix, one engine with titanium fan containment case and GB2 fan blades, one engine with GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without kevlar front and aft containment case (Mod 47218), with or without new intermediate fan case design (Mod 47277)**

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	
A2941	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A2926	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A2931	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A2945	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A2950	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A2930	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A2939	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A2921	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**Engine intermix, one engine with titanium fan containment case, GB2C fan blades (Mod 45617) and new fan case design (Mod 46313), one engine with kevlar front and aft containment case (Mod 47218), GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without new intermediate fan case design (Mod 47277)**

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	
A15504	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15505	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15506	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15507	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15508	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15509	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15510	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15511	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168**

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

**Engine intermix, one engine with titanium fan containment case, GB2C fan blades (Mod 45617), new fan case design (Mod 46313) and new intermediate fan case design (Mod 47277), one engine with kevlar front and aft containment case (Mod 47218), GB2C fan blades (Mod 45617), new fan case design (Mod 46313), with or without new intermediate fan case design (Mod 47277)**

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	
A15513	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.1</b>	<b>104.2</b>	-
A15514	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A15515	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15516	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15517	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15518	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15519	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.0</b>	<b>104.1</b>	-
A15520	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>97.8</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168, PW4168-1D**

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

**201487 (Engine intermix, PW4168 engine with titanium fan containment case and either GB2 fan blades or GB2C fan blades (Mod 45617) , with or without new fan case (Mod 46313), with or without new intermediate fan case (Mod 47277), PW4168-1D (PW4168 engine with "Advantage 70" performance kit (Mod 58776))**

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	
A16141	012	<b>218,000</b>	<b>182,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16142	010	<b>217,000</b>	<b>179,000</b>	<b>98.7</b>	<b>100.8</b>	<b>92.4</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16143	003	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16144	004	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16145	013	<b>215,000</b>	<b>177,000</b>	<b>98.7</b>	<b>100.7</b>	<b>92.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16146	002	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16147	011	<b>212,000</b>	<b>177,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16148	000	<b>212,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.7</b>	<b>91.7</b>	<b>97.6</b>	<b>98.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168, PW4168-1D**

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

**Engine intermix, one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304), with or without part "Advantage 70" performance kit (Mod 57227), one engine with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) and "Advantage 70" performance kit (Mod 58776)**

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	
A16074	012	<b>218,000</b>	<b>182,000</b>	<b>98.2</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	-
A16075	010	<b>217,000</b>	<b>179,000</b>	<b>98.2</b>	<b>100.8</b>	<b>90.9</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A16076	003	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16077	004	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16078	013	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16079	002	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16080	011	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	-
A16081	000	<b>212,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.1</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>      **A330-322**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168-1D**

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 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	
A16047	012	<b>218,000</b>	<b>182,000</b>	<b>98.2</b>	<b>100.8</b>	<b>91.0</b>	<b>97.7</b>	<b>98.4</b>	<b>104.2</b>	<b>14</b>
A16048	010	<b>217,000</b>	<b>179,000</b>	<b>98.2</b>	<b>100.8</b>	<b>90.9</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16049	003	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16050	004	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16051	013	<b>215,000</b>	<b>177,000</b>	<b>98.2</b>	<b>100.7</b>	<b>90.6</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16052	002	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16053	011	<b>212,000</b>	<b>177,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.3</b>	<b>104.1</b>	<b>14</b>
A16054	000	<b>212,000</b>	<b>174,000</b>	<b>98.3</b>	<b>100.7</b>	<b>90.2</b>	<b>97.6</b>	<b>98.1</b>	<b>104.1</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164, PW4164-1D**

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

**Engine intermix, PW4164 with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304), with or without part "Advantage 70" performance kit (Mod 57227), PW4164-D (PW4164 with kevlar front and aft fan containment case and new intermediate fan case (Mod 54304) and "Advantage 70" performance kit (Mod 58777)**

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	
A70446	052	<b>233,000</b>	<b>187,000</b>	<b>97.0</b>	<b>101.0</b>	<b>93.7</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	-
A70447	050	<b>230,000</b>	<b>185,000</b>	<b>97.1</b>	<b>101.0</b>	<b>93.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A70449	039	<b>217,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70450	035	<b>205,000</b>	<b>187,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.9</b>	<b>97.4</b>	<b>98.6</b>	<b>103.9</b>	-
A70451	034	<b>205,000</b>	<b>185,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.9</b>	<b>97.4</b>	<b>98.6</b>	<b>103.9</b>	-
A70452	031	<b>199,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.4</b>	<b>89.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70453	030	<b>199,000</b>	<b>185,000</b>	<b>97.5</b>	<b>100.4</b>	<b>89.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70454	033	<b>190,000</b>	<b>187,000</b>	<b>97.6</b>	<b>100.3</b>	<b>87.9</b>	<b>96.9</b>	<b>98.6</b>	<b>103.7</b>	-
A70455	032	<b>190,000</b>	<b>185,000</b>	<b>97.6</b>	<b>100.3</b>	<b>87.9</b>	<b>96.9</b>	<b>98.6</b>	<b>103.7</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4164-1D**

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 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	
A70466	052	<b>233,000</b>	<b>187,000</b>	<b>97.0</b>	<b>101.0</b>	<b>93.7</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	<b>14</b>
A70467	050	<b>230,000</b>	<b>185,000</b>	<b>97.1</b>	<b>101.0</b>	<b>93.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	<b>14</b>
A70469	039	<b>217,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.8</b>	<b>91.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	<b>14</b>
A70470	035	<b>205,000</b>	<b>187,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.9</b>	<b>97.4</b>	<b>98.6</b>	<b>103.9</b>	<b>14</b>
A70471	034	<b>205,000</b>	<b>185,000</b>	<b>97.4</b>	<b>100.5</b>	<b>89.9</b>	<b>97.4</b>	<b>98.6</b>	<b>103.9</b>	<b>14</b>
A70472	031	<b>199,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.4</b>	<b>89.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>14</b>
A70473	030	<b>199,000</b>	<b>185,000</b>	<b>97.5</b>	<b>100.4</b>	<b>89.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>14</b>
A70474	033	<b>190,000</b>	<b>187,000</b>	<b>97.6</b>	<b>100.3</b>	<b>87.9</b>	<b>96.9</b>	<b>98.6</b>	<b>103.7</b>	<b>14</b>
A70475	032	<b>190,000</b>	<b>185,000</b>	<b>97.6</b>	<b>100.3</b>	<b>87.9</b>	<b>96.9</b>	<b>98.6</b>	<b>103.7</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A70565	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70566	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70567	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70568	080	<b>238,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16567	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16568	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16118	022	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16119	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16120	020	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A16121	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**201487 (Engine intermix, one engine with part “Advantage 70” performance kit (Mod 57227), one engine with titanium fan containment case with or without new intermediate fan case (Mod 47277))**

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	
A70577	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70578	026	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A16122	025	<b>217,000</b>	<b>179,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	-
A70100	056	<b>205,000</b>	<b>187,000</b>	<b>99.1</b>	<b>100.5</b>	<b>89.2</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</b>	-
A70579	060	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70580	027	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**54304 (47218, 47277) (Kevlar front and aft fan containment case and new intermediate fan case (No intermix permitted with titanium hardware))**

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	
A16536	055	<b>235,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A16537	054	<b>235,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A70104	056	<b>233,000</b>	<b>187,000</b>	<b>98.5</b>	<b>101.0</b>	<b>89.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A936	022	<b>233,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A939	052	<b>233,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A935	020	<b>230,000</b>	<b>185,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-
A938	050	<b>230,000</b>	<b>185,000</b>	<b>98.2</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-
A937	025	<b>217,000</b>	<b>179,000</b>	<b>98.3</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.1</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**54304 (47218, 47277) (Kevlar front and aft fan containment case and new intermediate fan case (No intermix permitted with titanium hardware))**

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	
A69874	082	<b>242,000</b>	<b>187,000</b>	<b>98.0</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69875	081	<b>242,000</b>	<b>187,000</b>	<b>98.0</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69876	083	<b>240,000</b>	<b>187,000</b>	<b>98.0</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69877	080	<b>238,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A70532	026	<b>217,000</b>	<b>185,000</b>	<b>98.3</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A70533	059	<b>217,000</b>	<b>185,000</b>	<b>98.3</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A70530	027	<b>198,000</b>	<b>185,000</b>	<b>98.6</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.3</b>	<b>103.8</b>	-
A70531	060	<b>198,000</b>	<b>185,000</b>	<b>98.6</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.3</b>	<b>103.8</b>	-
A69910	057	<b>184,000</b>	<b>174,000</b>	<b>98.8</b>	<b>100.1</b>	<b>86.4</b>	<b>96.7</b>	<b>97.9</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**57227, with or without 54304 (“Advantage 70” performance kit (part only), with or without kevlar front and aft fan containment case and new intermediate fan case)**

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	
A16573	055	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A16574	054	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A15431	022	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A15432	052	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A15433	020	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	<b>10</b>
A15434	050	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	<b>10</b>
A15435	025	<b>217,000</b>	<b>179,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	<b>10</b>
A70090	056	<b>205,000</b>	<b>187,000</b>	<b>98.6</b>	<b>100.5</b>	<b>89.0</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**57227, with or without 54304 (Advantage 70 performance kit (part only), with or without kevlar front and aft fan containment case and new intermediate fan case)**

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	
A69905	082	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69906	081	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69907	083	<b>240,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69908	080	<b>238,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A70524	026	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	<b>10</b>
A70525	059	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	<b>10</b>
A70526	060	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>10</b>
A70527	027	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>10</b>
A69909	057	<b>184,000</b>	<b>174,000</b>	<b>99.0</b>	<b>100.1</b>	<b>86.4</b>	<b>96.7</b>	<b>98.1</b>	<b>103.6</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

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

**With or without 47218 and/or 47277 (With or without kevlar front and aft fan containment case and/or new intermediate fan case)**

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	
A69938	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69939	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69940	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A69941	080	<b>238,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A16542	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A16543	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.4</b>	<b>104.4</b>	-
A941	022	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A944	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A940	020	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-
A943	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47218 and/or 47277 (With or without kevlar front and aft fan containment case and/or new intermediate fan case)**

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	
A70505	026	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A70506	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.3</b>	<b>104.1</b>	-
A942	025	<b>217,000</b>	<b>179,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.1</b>	<b>104.1</b>	-
A70091	056	<b>205,000</b>	<b>187,000</b>	<b>99.1</b>	<b>100.5</b>	<b>89.2</b>	<b>97.4</b>	<b>98.4</b>	<b>103.9</b>	-
A70507	027	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.3</b>	<b>103.8</b>	-
A70508	060	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.3</b>	<b>103.8</b>	-
A69937	057	<b>184,000</b>	<b>174,000</b>	<b>99.4</b>	<b>100.1</b>	<b>86.5</b>	<b>96.7</b>	<b>97.9</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47277 (With or without new intermediate fan case design)**

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	
A16548	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.3</b>	<b>104.4</b>	-
A16549	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.3</b>	<b>104.4</b>	-
A921	022	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A924	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A920	020	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A923	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A922	025	<b>217,000</b>	<b>179,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.0</b>	<b>104.1</b>	-
A70105	056	<b>205,000</b>	<b>187,000</b>	<b>99.1</b>	<b>100.5</b>	<b>89.2</b>	<b>97.4</b>	<b>98.3</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **With or without 47277 (With or without new intermediate fan case design)**

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	
A69862	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A69863	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A69864	080	<b>238,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.3</b>	<b>104.4</b>	-
A70536	026	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.2</b>	<b>104.1</b>	-
A70537	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.2</b>	<b>104.1</b>	-
A70538	060	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.2</b>	<b>103.8</b>	-
A70539	027	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.2</b>	<b>103.8</b>	-
A69865	057	<b>184,000</b>	<b>174,000</b>	<b>99.4</b>	<b>100.1</b>	<b>86.5</b>	<b>96.7</b>	<b>97.9</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**201487 (Engine intermix, PW4168A engine with titanium fan containment case with or without new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956))**

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	
A70569	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70570	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70571	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70572	080	<b>238,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16570	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16571	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A70101	056	<b>235,000</b>	<b>187,000</b>	<b>99.1</b>	<b>101.0</b>	<b>89.2</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16113	022	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16114	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16115	020	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**201487 (Engine intermix, PW4168A engine with titanium fan containment case with or without new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956))**

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	
A16116	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A70581	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70582	026	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A16117	025	<b>217,000</b>	<b>179,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	-
A70583	060	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70584	027	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**58914 (Engine intermix, PW4168A engine with or without kevlar front and aft fan containment case (Mod 47218) or new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with “Advantage 70” performance kit (Mod 58344))**

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	
A70561	082	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70562	081	<b>242,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.2</b>	<b>94.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70563	083	<b>240,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A70564	080	<b>238,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.1</b>	<b>93.7</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16560	055	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16561	054	<b>235,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16006	022	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16007	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>93.0</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A16008	020	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**58914 (Engine intermix, PW4168A engine with or without kevlar front and aft fan containment case (Mod 47218) or new intermediate fan case (Mod 47277), PW4168A-1D (PW4170 engine with “Advantage 70” performance kit (Mod 58344))**

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	
A16009	050	<b>230,000</b>	<b>185,000</b>	<b>98.8</b>	<b>101.0</b>	<b>92.5</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A70575	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70576	026	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A16010	025	<b>217,000</b>	<b>179,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.8</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	-
A70099	056	<b>205,000</b>	<b>187,000</b>	<b>99.1</b>	<b>100.5</b>	<b>89.2</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</b>	-
A70573	060	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70574	027	<b>198,000</b>	<b>185,000</b>	<b>99.2</b>	<b>100.4</b>	<b>88.3</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A74263	057	<b>184,000</b>	<b>174,000</b>	<b>99.4</b>	<b>100.1</b>	<b>86.5</b>	<b>96.7</b>	<b>98.1</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**Engine intermix, PW4168A engine with either Mod 54304 (kevlar front and aft fan containment case and new intermediate fan case ) or Mod 57227 (Part “Advantage 70” performance kit), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956)**

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	
A16552	055	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16553	054	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A15436	022	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A15437	052	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A15438	020	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A15439	050	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A15440	025	<b>217,000</b>	<b>179,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	-
A70103	056	<b>205,000</b>	<b>187,000</b>	<b>98.6</b>	<b>100.5</b>	<b>89.0</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A, PW4168A-1D**

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

**Engine intermix, PW4168A engine with either Mod 54304 (kevlar front and aft fan containment case and new intermediate fan case ) or Mod 57227 (Part “Advantage 70” performance kit), PW4168A-1D (PW4170 engine with Mod 58344 or PW4168A engine with Mod 58956)**

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	
A69900	082	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69901	081	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69902	083	<b>240,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69903	080	<b>238,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A70522	026	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70523	059	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70520	060	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A70521	027	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A69904	057	<b>184,000</b>	<b>174,000</b>	<b>99.0</b>	<b>100.1</b>	<b>86.4</b>	<b>96.7</b>	<b>98.1</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A16555	055	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A16556	054	<b>235,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.0</b>	<b>93.0</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A10759	022	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A10760	052	<b>233,000</b>	<b>187,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.7</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A10757	020	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	<b>10</b>
A10758	050	<b>230,000</b>	<b>185,000</b>	<b>98.3</b>	<b>101.0</b>	<b>92.3</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	<b>10</b>
A10756	025	<b>217,000</b>	<b>179,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.4</b>	<b>104.1</b>	<b>10</b>
A70102	056	<b>205,000</b>	<b>187,000</b>	<b>98.6</b>	<b>100.5</b>	<b>89.0</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4168A-1D**

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 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	
A69895	082	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69896	081	<b>242,000</b>	<b>187,000</b>	<b>98.1</b>	<b>101.2</b>	<b>94.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69897	083	<b>240,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.7</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	<b>10</b>
A69898	080	<b>238,000</b>	<b>187,000</b>	<b>98.2</b>	<b>101.1</b>	<b>93.4</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	<b>10</b>
A70518	026	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	<b>10</b>
A70519	059	<b>217,000</b>	<b>185,000</b>	<b>98.5</b>	<b>100.8</b>	<b>90.6</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	<b>10</b>
A70516	027	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>10</b>
A70517	060	<b>198,000</b>	<b>185,000</b>	<b>98.7</b>	<b>100.4</b>	<b>88.1</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	<b>10</b>
A69899	057	<b>184,000</b>	<b>174,000</b>	<b>99.0</b>	<b>100.1</b>	<b>86.4</b>	<b>96.7</b>	<b>98.1</b>	<b>103.6</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>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **57168 or 58327 (“Advantage 70” performance kit)**

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	
A16483	055	<b>235,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.0</b>	<b>92.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A16484	054	<b>235,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.0</b>	<b>92.3</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A10741	052	<b>233,000</b>	<b>187,000</b>	<b>98.7</b>	<b>101.0</b>	<b>92.1</b>	<b>98.1</b>	<b>98.7</b>	<b>104.4</b>	-
A10740	050	<b>230,000</b>	<b>185,000</b>	<b>98.7</b>	<b>101.0</b>	<b>91.7</b>	<b>98.0</b>	<b>98.6</b>	<b>104.3</b>	-
A70089	056	<b>205,000</b>	<b>187,000</b>	<b>99.0</b>	<b>100.5</b>	<b>88.5</b>	<b>97.4</b>	<b>98.7</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-323**

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4170**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **57168 or 58327 (“Advantage 70” performance kit)**

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	
A69882	082	<b>242,000</b>	<b>187,000</b>	<b>98.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69883	081	<b>242,000</b>	<b>187,000</b>	<b>98.5</b>	<b>101.2</b>	<b>93.3</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69884	083	<b>240,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.1</b>	<b>93.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A69885	080	<b>238,000</b>	<b>187,000</b>	<b>98.6</b>	<b>101.1</b>	<b>92.7</b>	<b>98.2</b>	<b>98.7</b>	<b>104.4</b>	-
A70501	059	<b>217,000</b>	<b>185,000</b>	<b>98.9</b>	<b>100.8</b>	<b>90.0</b>	<b>97.7</b>	<b>98.6</b>	<b>104.1</b>	-
A70502	060	<b>198,000</b>	<b>185,000</b>	<b>99.1</b>	<b>100.4</b>	<b>87.6</b>	<b>97.2</b>	<b>98.6</b>	<b>103.8</b>	-
A69886	057	<b>184,000</b>	<b>174,000</b>	<b>99.3</b>	<b>100.1</b>	<b>85.8</b>	<b>96.7</b>	<b>98.1</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-341**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 768-60**

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	
A2977	012	<b>218,000</b>	<b>182,000</b>	<b>96.9</b>	<b>100.8</b>	<b>89.6</b>	<b>97.7</b>	<b>96.9</b>	<b>104.2</b>	-
A2978	010	<b>217,000</b>	<b>179,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.5</b>	<b>97.7</b>	<b>96.9</b>	<b>104.1</b>	-
A2979	003	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A2980	004	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A2981	013	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A2982	002	<b>212,000</b>	<b>177,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A2983	011	<b>212,000</b>	<b>177,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A2984	000	<b>212,000</b>	<b>174,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.7</b>	<b>104.1</b>	-
A2985	014	<b>205,000</b>	<b>182,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>96.9</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>      **A330-341**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 768-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **EP 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	
A15133	012	<b>218,000</b>	<b>182,000</b>	<b>96.9</b>	<b>100.8</b>	<b>89.6</b>	<b>97.7</b>	<b>96.9</b>	<b>104.2</b>	-
A15134	010	<b>217,000</b>	<b>179,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.5</b>	<b>97.7</b>	<b>96.9</b>	<b>104.1</b>	-
A15135	003	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15136	004	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15137	013	<b>215,000</b>	<b>177,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15138	002	<b>212,000</b>	<b>177,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15139	011	<b>212,000</b>	<b>177,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15140	000	<b>212,000</b>	<b>174,000</b>	<b>97.0</b>	<b>100.7</b>	<b>88.8</b>	<b>97.6</b>	<b>96.7</b>	<b>104.1</b>	-
A15141	014	<b>205,000</b>	<b>182,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>96.9</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>      **A330-342**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

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	
A69851	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69852	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69853	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69854	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16514	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16515	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A10791	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A10792	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A960	012	<b>218,000</b>	<b>182,000</b>	<b>97.7</b>	<b>100.8</b>	<b>88.6</b>	<b>97.7</b>	<b>96.9</b>	<b>104.2</b>	-
A958	010	<b>217,000</b>	<b>179,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.5</b>	<b>97.7</b>	<b>96.8</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>      **A330-342**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

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	
A70161	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A956	003	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A957	004	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A961	013	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A955	002	<b>212,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A959	011	<b>212,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A954	000	<b>212,000</b>	<b>174,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.7</b>	<b>104.1</b>	-
A70092	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A962	014	<b>205,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>96.9</b>	<b>104.0</b>	-
A69860	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-342**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A69856	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69857	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69858	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69859	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16516	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16517	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A15055	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15056	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15057	012	<b>218,000</b>	<b>182,000</b>	<b>97.7</b>	<b>100.8</b>	<b>88.6</b>	<b>97.7</b>	<b>96.9</b>	<b>104.2</b>	-
A15058	010	<b>217,000</b>	<b>179,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.5</b>	<b>97.7</b>	<b>96.8</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>      **A330-342**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A70163	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A15059	003	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15060	004	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15061	013	<b>215,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15062	002	<b>212,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15063	011	<b>212,000</b>	<b>177,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A15064	000	<b>212,000</b>	<b>174,000</b>	<b>97.7</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>96.7</b>	<b>104.1</b>	-
A70093	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A15065	014	<b>205,000</b>	<b>182,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>96.9</b>	<b>104.0</b>	-
A69855	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 768-60**

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	
A70416	052	<b>233,000</b>	<b>187,000</b>	<b>96.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>97.1</b>	<b>104.4</b>	-
A70417	050	<b>230,000</b>	<b>185,000</b>	<b>96.7</b>	<b>101.0</b>	<b>91.4</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A70419	039	<b>217,000</b>	<b>187,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.5</b>	<b>97.7</b>	<b>97.1</b>	<b>104.1</b>	-
A70420	035	<b>205,000</b>	<b>187,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>97.1</b>	<b>104.0</b>	-
A70421	034	<b>205,000</b>	<b>185,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A70422	031	<b>199,000</b>	<b>187,000</b>	<b>97.2</b>	<b>100.4</b>	<b>87.0</b>	<b>97.2</b>	<b>97.1</b>	<b>103.9</b>	-
A70423	030	<b>199,000</b>	<b>185,000</b>	<b>97.2</b>	<b>100.4</b>	<b>87.0</b>	<b>97.2</b>	<b>97.0</b>	<b>103.9</b>	-
A70424	033	<b>190,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.2</b>	<b>85.8</b>	<b>96.9</b>	<b>97.1</b>	<b>103.7</b>	-
A70425	032	<b>190,000</b>	<b>185,000</b>	<b>97.3</b>	<b>100.2</b>	<b>85.8</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 768-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **EP 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	
A70426	052	<b>233,000</b>	<b>187,000</b>	<b>96.7</b>	<b>101.0</b>	<b>91.8</b>	<b>98.1</b>	<b>97.1</b>	<b>104.4</b>	-
A70427	050	<b>230,000</b>	<b>185,000</b>	<b>96.7</b>	<b>101.0</b>	<b>91.4</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A70429	039	<b>217,000</b>	<b>187,000</b>	<b>96.9</b>	<b>100.7</b>	<b>89.5</b>	<b>97.7</b>	<b>97.1</b>	<b>104.1</b>	-
A70430	035	<b>205,000</b>	<b>187,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>97.1</b>	<b>104.0</b>	-
A70431	034	<b>205,000</b>	<b>185,000</b>	<b>97.1</b>	<b>100.5</b>	<b>87.8</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A70432	031	<b>199,000</b>	<b>187,000</b>	<b>97.2</b>	<b>100.4</b>	<b>87.0</b>	<b>97.2</b>	<b>97.1</b>	<b>103.9</b>	-
A70433	030	<b>199,000</b>	<b>185,000</b>	<b>97.2</b>	<b>100.4</b>	<b>87.0</b>	<b>97.2</b>	<b>97.0</b>	<b>103.9</b>	-
A70434	033	<b>190,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.2</b>	<b>85.8</b>	<b>96.9</b>	<b>97.1</b>	<b>103.7</b>	-
A70435	032	<b>190,000</b>	<b>185,000</b>	<b>97.3</b>	<b>100.2</b>	<b>85.8</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

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	
A69829	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69830	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69831	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69832	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16505	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16506	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A5791	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A5792	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A5793	020	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A5794	050	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

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	
A70167	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A70095	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A5795	024	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A69834	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A69841	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69842	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69843	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69844	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16509	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16510	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A15066	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15067	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15068	020	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A15069	050	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A70171	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A70097	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A15070	024	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A69845	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A69835	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69836	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69837	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69838	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16507	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16508	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A964	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A967	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A963	020	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A966	050	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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	
A70169	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A70096	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A965	024	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A70172	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A69846	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69847	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69848	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69849	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16511	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16513	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A15071	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15072	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A15073	020	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A15074	050	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **EP 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	
A70174	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A70098	056	<b>205,000</b>	<b>187,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A15075	024	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A69850	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **54940 (Increased hot and high rating)**

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	
A69823	081	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69824	082	<b>242,000</b>	<b>187,000</b>	<b>97.3</b>	<b>101.1</b>	<b>91.9</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69825	083	<b>240,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.6</b>	<b>98.3</b>	<b>97.0</b>	<b>104.5</b>	-
A69826	080	<b>238,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.1</b>	<b>91.3</b>	<b>98.2</b>	<b>97.0</b>	<b>104.5</b>	-
A16503	054	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A16504	055	<b>235,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.9</b>	<b>98.2</b>	<b>97.0</b>	<b>104.4</b>	-
A6669	022	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A6670	052	<b>233,000</b>	<b>187,000</b>	<b>97.4</b>	<b>101.0</b>	<b>90.7</b>	<b>98.1</b>	<b>97.0</b>	<b>104.4</b>	-
A6671	020	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-
A6672	050	<b>230,000</b>	<b>185,000</b>	<b>97.5</b>	<b>101.0</b>	<b>90.2</b>	<b>98.0</b>	<b>97.0</b>	<b>104.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-343**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772C-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **54940 (Increased hot and high rating)**

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	
A70165	058	<b>215,000</b>	<b>187,000</b>	<b>97.7</b>	<b>100.7</b>	<b>88.2</b>	<b>97.6</b>	<b>97.0</b>	<b>104.1</b>	-
A6673	024	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A70094	056	<b>205,000</b>	<b>185,000</b>	<b>97.9</b>	<b>100.5</b>	<b>87.0</b>	<b>97.4</b>	<b>97.0</b>	<b>104.0</b>	-
A69828	057	<b>184,000</b>	<b>174,000</b>	<b>98.2</b>	<b>100.1</b>	<b>84.4</b>	<b>96.7</b>	<b>96.7</b>	<b>103.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-743L**  
(Commercial Designation      **BelugaXL**)

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

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

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	
A75419	000	<b>227,000</b>	<b>187,000</b>	<b>97.0</b>	<b>100.9</b>	<b>91.5</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</b>	-
A75417	001	<b>205,000</b>	<b>187,000</b>	<b>97.3</b>	<b>100.5</b>	<b>88.3</b>	<b>97.4</b>	<b>97.6</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>      **A330-743L**  
 (Commercial Designation      **BelugaXL**)

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 772B-60**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **EP Package, 209598 (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	
A78523	000	<b>227,000</b>	<b>187,000</b>	<b>97.2</b>	<b>100.9</b>	<b>91.2</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</b>	-
A78525	001	<b>205,000</b>	<b>187,000</b>	<b>97.5</b>	<b>100.5</b>	<b>88.2</b>	<b>97.4</b>	<b>97.6</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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	
A75479	820	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-
A75480	821	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-
A75481	822	<b>247,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.2</b>	<b>89.9</b>	<b>98.4</b>	<b>98.4</b>	<b>104.6</b>	-
A75486	800	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.2</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A75487	801	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.2</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A75490	802	<b>238,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>98.4</b>	<b>104.5</b>	-
A75491	803	<b>234,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>88.1</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A75493	804	<b>230,000</b>	<b>186,000</b>	<b>92.7</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A75495	805	<b>220,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>98.4</b>	<b>104.2</b>	-
A75496	806	<b>215,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.7</b>	<b>85.6</b>	<b>97.6</b>	<b>98.4</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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	
A75497	807	<b>210,000</b>	<b>186,000</b>	<b>92.9</b>	<b>100.6</b>	<b>85.0</b>	<b>97.5</b>	<b>98.4</b>	<b>104.0</b>	-
A75498	808	<b>205,000</b>	<b>186,000</b>	<b>93.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.4</b>	<b>98.4</b>	<b>104.0</b>	-
A75499	809	<b>200,000</b>	<b>186,000</b>	<b>93.1</b>	<b>100.4</b>	<b>83.7</b>	<b>97.2</b>	<b>98.4</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (NEW IPC R1/R2)**

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	
A77015	820	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.8</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	<b>16</b>
A77016	821	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.8</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	<b>16</b>
A77017	822	<b>247,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.2</b>	<b>89.2</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	<b>16</b>
A77022	800	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.4</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	<b>16</b>
A77023	801	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.4</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	<b>16</b>
A77026	802	<b>238,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.9</b>	<b>98.2</b>	<b>97.8</b>	<b>104.5</b>	<b>16</b>
A77027	803	<b>234,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.3</b>	<b>98.1</b>	<b>97.8</b>	<b>104.4</b>	<b>16</b>
A77029	804	<b>230,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.7</b>	<b>98.0</b>	<b>97.8</b>	<b>104.3</b>	<b>16</b>
A77031	805	<b>220,000</b>	<b>186,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.3</b>	<b>97.8</b>	<b>97.8</b>	<b>104.2</b>	<b>16</b>
A77032	806	<b>215,000</b>	<b>186,000</b>	<b>92.0</b>	<b>100.7</b>	<b>84.6</b>	<b>97.6</b>	<b>97.8</b>	<b>104.1</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (NEW IPC R1/R2)**

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	
A77033	807	<b>210,000</b>	<b>186,000</b>	<b>92.1</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.8</b>	<b>104.0</b>	<b>16</b>
A77034	808	<b>205,000</b>	<b>186,000</b>	<b>92.2</b>	<b>100.5</b>	<b>83.2</b>	<b>97.4</b>	<b>97.8</b>	<b>104.0</b>	<b>16</b>
A77035	809	<b>200,000</b>	<b>186,000</b>	<b>92.2</b>	<b>100.4</b>	<b>82.5</b>	<b>97.2</b>	<b>97.8</b>	<b>103.9</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (NEW IPC R1/R2), AFM1 performance**

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	
A78860	820	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A78861	821	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A78862	822	<b>247,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.2</b>	<b>89.0</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A78867	800	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A78868	801	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A78871	802	<b>238,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.7</b>	<b>98.2</b>	<b>97.8</b>	<b>104.5</b>	-
A78872	803	<b>234,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.2</b>	<b>98.1</b>	<b>97.8</b>	<b>104.4</b>	-
A78874	804	<b>230,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.6</b>	<b>98.0</b>	<b>97.8</b>	<b>104.3</b>	-
A78875	805	<b>220,000</b>	<b>186,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>97.8</b>	<b>104.2</b>	-
A78876	806	<b>215,000</b>	<b>186,000</b>	<b>92.0</b>	<b>100.7</b>	<b>84.6</b>	<b>97.6</b>	<b>97.8</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (NEW IPC R1/R2), AFM1 performance**

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	
A78877	807	<b>210,000</b>	<b>186,000</b>	<b>92.1</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.8</b>	<b>104.0</b>	-
A78878	808	<b>205,000</b>	<b>186,000</b>	<b>92.2</b>	<b>100.5</b>	<b>83.3</b>	<b>97.4</b>	<b>97.8</b>	<b>104.0</b>	-
A78879	809	<b>200,000</b>	<b>186,000</b>	<b>92.3</b>	<b>100.4</b>	<b>82.7</b>	<b>97.2</b>	<b>97.8</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Implementation of High Pressure Turbine Blade durability enhancement package), AFM1 performance**

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	
A78900	820	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.3</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A78901	821	<b>251,000</b>	<b>186,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.3</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A78902	822	<b>247,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.2</b>	<b>88.8</b>	<b>98.4</b>	<b>97.5</b>	<b>104.6</b>	-
A78907	800	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.1</b>	<b>98.3</b>	<b>97.5</b>	<b>104.5</b>	-
A78908	801	<b>242,000</b>	<b>186,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.1</b>	<b>98.3</b>	<b>97.5</b>	<b>104.5</b>	-
A78911	802	<b>238,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.1</b>	<b>87.5</b>	<b>98.2</b>	<b>97.5</b>	<b>104.5</b>	-
A78912	803	<b>234,000</b>	<b>186,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.0</b>	<b>98.1</b>	<b>97.5</b>	<b>104.4</b>	-
A78914	804	<b>230,000</b>	<b>186,000</b>	<b>91.9</b>	<b>101.0</b>	<b>86.4</b>	<b>98.0</b>	<b>97.5</b>	<b>104.3</b>	-
A78915	805	<b>220,000</b>	<b>186,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.1</b>	<b>97.8</b>	<b>97.5</b>	<b>104.2</b>	-
A78916	806	<b>215,000</b>	<b>186,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.5</b>	<b>97.6</b>	<b>97.5</b>	<b>104.1</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Implementation of High Pressure Turbine Blade durability enhancement package), AFM1 performance**

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	
A78917	807	<b>210,000</b>	<b>186,000</b>	<b>92.1</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.5</b>	<b>104.0</b>	-
A78918	808	<b>205,000</b>	<b>186,000</b>	<b>92.2</b>	<b>100.5</b>	<b>83.3</b>	<b>97.4</b>	<b>97.5</b>	<b>104.0</b>	-
A78919	809	<b>200,000</b>	<b>186,000</b>	<b>92.3</b>	<b>100.4</b>	<b>82.7</b>	<b>97.2</b>	<b>97.5</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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

**210021 (Engine intermix (each combination of one engine without any modification, one engine with mod 209268 Implementation of High Pressure Turbine Blade durability enhancement package, one engine with mod 208635 NEW IPC R1/R2)), AFM1 performance**

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	
A78983	820	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.4</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A78984	821	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.4</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A78985	822	<b>247,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.2</b>	<b>89.8</b>	<b>98.4</b>	<b>98.2</b>	<b>104.6</b>	-
A78990	800	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A78991	801	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A78994	802	<b>238,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>98.2</b>	<b>104.5</b>	-
A78995	803	<b>234,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A78997	804	<b>230,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A78998	805	<b>220,000</b>	<b>186,000</b>	<b>92.7</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>98.2</b>	<b>104.2</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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

**210021 (Engine intermix (each combination of one engine without any modification, one engine with mod 209268 Implementation of High Pressure Turbine Blade durability enhancement package, one engine with mod 208635 NEW IPC R1/R2)), AFM1 performance**

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	
A78999	806	<b>215,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.7</b>	<b>85.6</b>	<b>97.6</b>	<b>98.2</b>	<b>104.1</b>	-
A79000	807	<b>210,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>98.2</b>	<b>104.0</b>	-
A79001	808	<b>205,000</b>	<b>186,000</b>	<b>92.9</b>	<b>100.5</b>	<b>84.3</b>	<b>97.4</b>	<b>98.2</b>	<b>104.0</b>	-
A79002	809	<b>200,000</b>	<b>186,000</b>	<b>93.0</b>	<b>100.4</b>	<b>83.7</b>	<b>97.2</b>	<b>98.2</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **210021 (Engine intermix (one engine without any modification, one engine with mod 208635 NEW IPC R1/R2))**

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	
A78940	820	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-
A78941	821	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-
A78942	822	<b>247,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.2</b>	<b>89.9</b>	<b>98.4</b>	<b>98.4</b>	<b>104.6</b>	-
A78947	800	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.2</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A78948	801	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.2</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	-
A78951	802	<b>238,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>98.4</b>	<b>104.5</b>	-
A78952	803	<b>234,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>88.1</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	-
A78954	804	<b>230,000</b>	<b>186,000</b>	<b>92.7</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-
A78956	805	<b>220,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>98.4</b>	<b>104.2</b>	-
A78957	806	<b>215,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.7</b>	<b>85.6</b>	<b>97.6</b>	<b>98.4</b>	<b>104.1</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **210021 (Engine intermix (one engine without any modification, one engine with mod 208635 NEW IPC R1/R2))**

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	
A78958	807	<b>210,000</b>	<b>186,000</b>	<b>92.9</b>	<b>100.6</b>	<b>85.0</b>	<b>97.5</b>	<b>98.4</b>	<b>104.0</b>	-
A78959	808	<b>205,000</b>	<b>186,000</b>	<b>93.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.4</b>	<b>98.4</b>	<b>104.0</b>	-
A78960	809	<b>200,000</b>	<b>186,000</b>	<b>93.1</b>	<b>100.4</b>	<b>83.7</b>	<b>97.2</b>	<b>98.4</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **AFM1 performance**

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	
A79084	820	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.4</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A79085	821	<b>251,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.3</b>	<b>90.4</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A79086	822	<b>247,000</b>	<b>186,000</b>	<b>92.4</b>	<b>101.2</b>	<b>89.8</b>	<b>98.4</b>	<b>98.2</b>	<b>104.6</b>	-
A79091	800	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A79092	801	<b>242,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A79095	802	<b>238,000</b>	<b>186,000</b>	<b>92.5</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>98.2</b>	<b>104.5</b>	-
A79096	803	<b>234,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-
A79098	804	<b>230,000</b>	<b>186,000</b>	<b>92.6</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A79099	805	<b>220,000</b>	<b>186,000</b>	<b>92.7</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>98.2</b>	<b>104.2</b>	-
A79100	806	<b>215,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.7</b>	<b>85.6</b>	<b>97.6</b>	<b>98.2</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>      **A330-841**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **AFM1 performance**

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	
A79101	807	<b>210,000</b>	<b>186,000</b>	<b>92.8</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>98.2</b>	<b>104.0</b>	-
A79102	808	<b>205,000</b>	<b>186,000</b>	<b>92.9</b>	<b>100.5</b>	<b>84.3</b>	<b>97.4</b>	<b>98.2</b>	<b>104.0</b>	-
A79103	809	<b>200,000</b>	<b>186,000</b>	<b>93.0</b>	<b>100.4</b>	<b>83.7</b>	<b>97.2</b>	<b>98.2</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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	
A73931	921	<b>251,000</b>	<b>191,000</b>	<b>92.2</b>	<b>101.3</b>	<b>91.0</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	<b>17</b>
A77058	920	<b>251,000</b>	<b>191,000</b>	<b>92.2</b>	<b>101.3</b>	<b>91.0</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	<b>17</b>
A73930	922	<b>247,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.2</b>	<b>90.4</b>	<b>98.4</b>	<b>98.4</b>	<b>104.6</b>	<b>17</b>
A73927	901	<b>242,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.1</b>	<b>89.6</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	<b>17</b>
A73928	900	<b>242,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.1</b>	<b>89.6</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	<b>17</b>
A73926	902	<b>238,000</b>	<b>191,000</b>	<b>92.4</b>	<b>101.1</b>	<b>89.1</b>	<b>98.2</b>	<b>98.4</b>	<b>104.5</b>	<b>17</b>
A73925	903	<b>234,000</b>	<b>191,000</b>	<b>92.4</b>	<b>101.0</b>	<b>88.5</b>	<b>98.1</b>	<b>98.4</b>	<b>104.4</b>	<b>17</b>
A73923	904	<b>230,000</b>	<b>191,000</b>	<b>92.5</b>	<b>101.0</b>	<b>87.9</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	<b>17</b>
A73921	905	<b>220,000</b>	<b>191,000</b>	<b>92.6</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>98.4</b>	<b>104.2</b>	<b>17</b>
A73920	906	<b>215,000</b>	<b>191,000</b>	<b>92.6</b>	<b>100.7</b>	<b>85.9</b>	<b>97.6</b>	<b>98.4</b>	<b>104.1</b>	<b>17</b>

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





Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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	
A73919	907	<b>210,000</b>	<b>191,000</b>	<b>92.7</b>	<b>100.6</b>	<b>85.2</b>	<b>97.5</b>	<b>98.4</b>	<b>104.0</b>	<b>17</b>
A73918	908	<b>205,000</b>	<b>191,000</b>	<b>92.8</b>	<b>100.5</b>	<b>84.6</b>	<b>97.4</b>	<b>98.4</b>	<b>104.0</b>	<b>17</b>

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

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	
A73915	910	<b>245,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.2</b>	<b>90.1</b>	<b>98.4</b>	<b>98.4</b>	<b>104.6</b>	<b>17</b>
A75560	911	<b>245,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.2</b>	<b>90.1</b>	<b>98.4</b>	<b>98.4</b>	<b>104.6</b>	<b>17</b>
A75564	912	<b>241,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.1</b>	<b>89.5</b>	<b>98.3</b>	<b>98.4</b>	<b>104.5</b>	<b>17</b>

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (IPC R1/R2 Implementation ), 208761 (AFM Step 3+ Performance)**

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	
A77753	921	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A77754	920	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A77756	922	<b>247,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>89.0</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A77758	910	<b>245,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A77759	911	<b>245,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A77762	901	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A77763	900	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A77764	912	<b>241,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.1</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A77765	902	<b>238,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.7</b>	<b>98.2</b>	<b>97.8</b>	<b>104.5</b>	-
A77766	903	<b>234,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.1</b>	<b>98.1</b>	<b>97.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **208635 (IPC R1/R2 Implementation ), 208761 (AFM Step 3+ Performance)**

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	
A77768	904	<b>230,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.6</b>	<b>98.0</b>	<b>97.8</b>	<b>104.3</b>	-
A77769	905	<b>220,000</b>	<b>191,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>97.8</b>	<b>104.2</b>	-
A77770	906	<b>215,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.5</b>	<b>97.6</b>	<b>97.8</b>	<b>104.1</b>	-
A77771	907	<b>210,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.8</b>	<b>104.0</b>	-
A77772	908	<b>205,000</b>	<b>191,000</b>	<b>92.2</b>	<b>100.5</b>	<b>83.1</b>	<b>97.4</b>	<b>97.8</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **208635 (IPC R1/R2 Implementation ), 210548 (AFM Step 4.1 Performance)**

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	
A81343	921	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A81344	920	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-
A81346	922	<b>247,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>89.0</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A81348	910	<b>245,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A81349	911	<b>245,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.8</b>	<b>104.6</b>	-
A81352	901	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A81353	900	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.3</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A81354	912	<b>241,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.1</b>	<b>98.3</b>	<b>97.8</b>	<b>104.5</b>	-
A81355	902	<b>238,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.7</b>	<b>98.2</b>	<b>97.8</b>	<b>104.5</b>	-
A81356	903	<b>234,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.1</b>	<b>98.1</b>	<b>97.8</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208635 (IPC R1/R2 Implementation ), 210548 (AFM Step 4.1 Performance)**

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	
A81358	904	<b>230,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.6</b>	<b>98.0</b>	<b>97.8</b>	<b>104.3</b>	-
A81359	905	<b>220,000</b>	<b>191,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>97.8</b>	<b>104.2</b>	-
A81360	906	<b>215,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.5</b>	<b>97.6</b>	<b>97.8</b>	<b>104.1</b>	-
A81361	907	<b>210,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.8</b>	<b>104.0</b>	-
A81362	908	<b>205,000</b>	<b>191,000</b>	<b>92.2</b>	<b>100.5</b>	<b>83.1</b>	<b>97.4</b>	<b>97.8</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **208761 (AFM Step 3+ Performance)**

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	
A77713	921	<b>251,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.3</b>	<b>90.3</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A77714	920	<b>251,000</b>	<b>191,000</b>	<b>92.3</b>	<b>101.3</b>	<b>90.3</b>	<b>98.5</b>	<b>98.2</b>	<b>104.6</b>	-
A77716	922	<b>247,000</b>	<b>191,000</b>	<b>92.4</b>	<b>101.2</b>	<b>89.8</b>	<b>98.4</b>	<b>98.2</b>	<b>104.6</b>	-
A77718	910	<b>245,000</b>	<b>191,000</b>	<b>92.4</b>	<b>101.2</b>	<b>89.5</b>	<b>98.4</b>	<b>98.2</b>	<b>104.6</b>	-
A77719	911	<b>245,000</b>	<b>191,000</b>	<b>92.4</b>	<b>101.2</b>	<b>89.5</b>	<b>98.4</b>	<b>98.2</b>	<b>104.6</b>	-
A77722	901	<b>242,000</b>	<b>191,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A77723	900	<b>242,000</b>	<b>191,000</b>	<b>92.5</b>	<b>101.1</b>	<b>89.1</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A77724	912	<b>241,000</b>	<b>191,000</b>	<b>92.5</b>	<b>101.1</b>	<b>88.9</b>	<b>98.3</b>	<b>98.2</b>	<b>104.5</b>	-
A77725	902	<b>238,000</b>	<b>191,000</b>	<b>92.5</b>	<b>101.1</b>	<b>88.5</b>	<b>98.2</b>	<b>98.2</b>	<b>104.5</b>	-
A77726	903	<b>234,000</b>	<b>191,000</b>	<b>92.6</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.2</b>	<b>104.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **208761 (AFM Step 3+ Performance)**

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	
A77728	904	<b>230,000</b>	<b>191,000</b>	<b>92.6</b>	<b>101.0</b>	<b>87.4</b>	<b>98.0</b>	<b>98.2</b>	<b>104.3</b>	-
A77729	905	<b>220,000</b>	<b>191,000</b>	<b>92.7</b>	<b>100.8</b>	<b>86.1</b>	<b>97.8</b>	<b>98.2</b>	<b>104.2</b>	-
A77730	906	<b>215,000</b>	<b>191,000</b>	<b>92.8</b>	<b>100.7</b>	<b>85.5</b>	<b>97.6</b>	<b>98.2</b>	<b>104.1</b>	-
A77731	907	<b>210,000</b>	<b>191,000</b>	<b>92.9</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>98.2</b>	<b>104.0</b>	-
A77732	908	<b>205,000</b>	<b>191,000</b>	<b>92.9</b>	<b>100.5</b>	<b>84.2</b>	<b>97.4</b>	<b>98.2</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Installation of HPTB durability enhancement package), 208761 (AFM Step 3+ Performance)**

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	
A78602	921	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.2</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A78603	920	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.2</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A78605	922	<b>247,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A78607	910	<b>245,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.2</b>	<b>88.5</b>	<b>98.4</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A78611	901	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.0</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A78612	900	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.0</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A78613	912	<b>241,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.9</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A78614	902	<b>238,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.1</b>	<b>87.5</b>	<b>98.2</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A78615	903	<b>234,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.9</b>	<b>98.1</b>	<b>97.6</b>	<b>104.4</b>	<b>18</b>
A78617	904	<b>230,000</b>	<b>191,000</b>	<b>91.9</b>	<b>101.0</b>	<b>86.4</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Installation of HPTB durability enhancement package),  
208761 (AFM Step 3+ Performance)**

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	
A78618	905	<b>220,000</b>	<b>191,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.0</b>	<b>97.8</b>	<b>97.6</b>	<b>104.2</b>	<b>18</b>
A78619	906	<b>215,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.4</b>	<b>97.6</b>	<b>97.6</b>	<b>104.1</b>	<b>18</b>
A78620	907	<b>210,000</b>	<b>191,000</b>	<b>92.2</b>	<b>100.6</b>	<b>83.8</b>	<b>97.5</b>	<b>97.6</b>	<b>104.0</b>	<b>18</b>
A78621	908	<b>205,000</b>	<b>191,000</b>	<b>92.3</b>	<b>100.5</b>	<b>83.1</b>	<b>97.4</b>	<b>97.6</b>	<b>104.0</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Installation of HPTB durability enhancement package), 210548 (AFM Step 4.1 Performance)**

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	
A81383	921	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.2</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A81384	920	<b>251,000</b>	<b>191,000</b>	<b>91.6</b>	<b>101.3</b>	<b>89.2</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A81386	922	<b>247,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.2</b>	<b>88.7</b>	<b>98.4</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A81388	910	<b>245,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.2</b>	<b>88.5</b>	<b>98.4</b>	<b>97.6</b>	<b>104.6</b>	<b>18</b>
A81392	901	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.0</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A81393	900	<b>242,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>88.0</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A81394	912	<b>241,000</b>	<b>191,000</b>	<b>91.7</b>	<b>101.1</b>	<b>87.9</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A81395	902	<b>238,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.1</b>	<b>87.5</b>	<b>98.2</b>	<b>97.6</b>	<b>104.5</b>	<b>18</b>
A81396	903	<b>234,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>86.9</b>	<b>98.1</b>	<b>97.6</b>	<b>104.4</b>	<b>18</b>
A81398	904	<b>230,000</b>	<b>191,000</b>	<b>91.9</b>	<b>101.0</b>	<b>86.4</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **209268 (Installation of HPTB durability enhancement package), 210548 (AFM Step 4.1 Performance)**

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	
A81399	905	<b>220,000</b>	<b>191,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.0</b>	<b>97.8</b>	<b>97.6</b>	<b>104.2</b>	<b>18</b>
A81400	906	<b>215,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.4</b>	<b>97.6</b>	<b>97.6</b>	<b>104.1</b>	<b>18</b>
A81401	907	<b>210,000</b>	<b>191,000</b>	<b>92.2</b>	<b>100.6</b>	<b>83.8</b>	<b>97.5</b>	<b>97.6</b>	<b>104.0</b>	<b>18</b>
A81402	908	<b>205,000</b>	<b>191,000</b>	<b>92.3</b>	<b>100.5</b>	<b>83.1</b>	<b>97.4</b>	<b>97.6</b>	<b>104.0</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>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **210021 (Engine intermix (one engine with mod 209268 Implementation of High Pressure Turbine Blade durability enhancement package, one engine with mod 208635 NEW IPC R1/R2)), 208761 (AFM Step 3+ Performance)**

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	
A79023	921	251,000	191,000	91.6	101.3	89.6	98.5	97.8	104.6	-
A79024	920	251,000	191,000	91.6	101.3	89.6	98.5	97.8	104.6	-
A79026	922	247,000	191,000	91.7	101.2	89.0	98.4	97.8	104.6	-
A79028	910	245,000	191,000	91.7	101.2	88.7	98.4	97.8	104.6	-
A79029	911	245,000	191,000	91.7	101.2	88.7	98.4	97.8	104.6	-
A79032	901	242,000	191,000	91.7	101.1	88.3	98.3	97.8	104.5	-
A79033	900	242,000	191,000	91.7	101.1	88.3	98.3	97.8	104.5	-
A79034	912	241,000	191,000	91.7	101.1	88.1	98.3	97.8	104.5	-
A79035	902	238,000	191,000	91.8	101.1	87.7	98.2	97.8	104.5	-

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



Type Certificate Holder<sup>1</sup>      **Airbus S.A.S.**      Aircraft Type Designation<sup>1</sup>      **A330-941**

Engine TC Holder      **Rolls-Royce Deutschland Ltd & Co KG**      Engine Type Designation<sup>1</sup>      **Trent 7000-72**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **210021 (Engine intermix (one engine with mod 209268 Implementation of High Pressure Turbine Blade durability enhancement package, one engine with mod 208635 NEW IPC R1/R2)), 208761 (AFM Step 3+ Performance)**

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	
A79036	903	<b>234,000</b>	<b>191,000</b>	<b>91.8</b>	<b>101.0</b>	<b>87.1</b>	<b>98.1</b>	<b>97.8</b>	<b>104.4</b>	-
A79038	904	<b>230,000</b>	<b>191,000</b>	<b>91.9</b>	<b>101.0</b>	<b>86.6</b>	<b>98.0</b>	<b>97.8</b>	<b>104.3</b>	-
A79039	905	<b>220,000</b>	<b>191,000</b>	<b>92.0</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>97.8</b>	<b>104.2</b>	-
A79040	906	<b>215,000</b>	<b>191,000</b>	<b>92.1</b>	<b>100.7</b>	<b>84.5</b>	<b>97.6</b>	<b>97.8</b>	<b>104.1</b>	-
A79041	907	<b>210,000</b>	<b>191,000</b>	<b>92.2</b>	<b>100.6</b>	<b>83.9</b>	<b>97.5</b>	<b>97.8</b>	<b>104.0</b>	-
A79042	908	<b>205,000</b>	<b>191,000</b>	<b>92.3</b>	<b>100.5</b>	<b>83.1</b>	<b>97.4</b>	<b>97.8</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.004 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Neither engine with improved hardwall forward fan case (Mod 202689)
3. Neither engine with acoustically treated thrust reverser bifurcations (Mod 202477)
4. CF6-80E1A4/A2 is CF6-80E1A4 de-rated to 67,500 lbs via Mod 46549
5. CF6-80E1A4/A2 is CF6-80E1A4 de-rated to 67,500 lbs via Mod 46549. Neither engine with acoustically treated thrust reverser bifurcations (Mod 202477)
6. CF6-80E1A4/A2 is CF6-80E1A4 de-rated to 67,500 lbs via Mod 46549. Neither engine with improved hardwall forward fan case (Mod 202689)
7. CF6-80E1A4/B is CF6-80E1A4 with thrust increased to CF6-80E1A3 rating (72,000 lbs) via Mod 52776
8. CF6-80E1A4/B is CF6-80E1A4 with thrust increased to CF6-80E1A3 rating (72,000 lbs) via Mod 52776. Neither engine with improved hardwall forward fan case (Mod 202689)
9. CF6-80E1A4/B is CF6-80E1A4 with thrust increased to CF6-80E1A3 rating (72,000 lbs) via Mod 52776. Neither engine with acoustically treated thrust reverser bifurcations (Mod 202477)
10. Valid for PW4170 engine with Mod 58344 ("Advantage 70" performance kit and de-rate to 68.000 lb) or PW4168A engine with Mod 58956 ("Advantage 70" performance kit) and Mod 54304 (kevlar front and aft fan containment case (Mod 47218) and new intermediate fan case (Mod 47277)).
11. Valid for PW4168A engine with kevlar front and aft fan containment case, PW4170 engine with Mod 58344 ("Advantage 70" performance kit and de-rate to 68.000 lb).
12. Valid for PW4170 engine with Mod 58344 ("Advantage 70" performance kit and de-rate to 68.000 lb).
13. Valid for PW4164 engine with Mod 57227 (part "Advantage 70" performance kit) and Mod 54304 (kevlar front and aft fan containment case (Mod 47218) and new intermediate fan case (Mod 47277)).
14. Valid for PW4164 engine with Mod 58777 ("Advantage 70" performance kit) and Mod 54304 (kevlar front and aft fan containment case (Mod 47218) and new intermediate fan case (Mod 47277)).
15. Valid for engines with either basic GB2 or GB2C fan blades (Mod 45617)
16. Also applicable to aircraft fitted with Mod. 209268 (High Pressure Turbine Blade (HPTB) durability enhancement package)
17. Also applicable to aircraft fitted with Mod 208635 (New IPC R1/R2)
18. Mod. 208635 (R1/R2 implementation) is covered under mod. 209268



**Change Record**

Issue	Date	Changes
Issue 1	08 January 2007	Initial Issue
Issue 2	22 March 2007	Added records A5611-A5625
Issue 3	30 April 2007	Added records A5801-5807, record A5615 deleted, added records A5786-A5792
Issue 4	08 April 2008	Several records revised. For details, see Issue 4.
Issue 5	20 October 2009	Several records revised. For details, see Issue 5.
Issue 6	09 April 2010	Removed references to Mod 55005 from Chapter 4 records and deleted corresponding Chapter 3 records. Added record A14204, A14205 and A14212.
Issue 7	06 July 2010	Revised noise levels for A330-223 and A330-323 with PW4170 engines and "Advantage 70" Mod 57168 or Mod 58327 embodied.
Issue 8	10 September 2010	Revised
Issue 9	27 September 2010	WV 057 and 058 added; WV 002 of A330-243F removed; Record A14213 added
Issue 10	07 October 2010	Added records A15201-A15208 ; Revised engine modification and description of records A2941, A2926, A2931, A2945, A2950, A2930, A2939, A2921 ; Revised noise levels of records A7015-A7022
Issue 11	14 December 2010	Updated records related to A330-321 and A330-322 models
Issue 12	26 December 2011	Revised.
Issue 13	16 May 2012	Revised
Issue 14	11 July 2012	Introduction of modification 200946
Issue 15	09 November 2012	Added weight variant 056
Issue 16	25 April 2013	Revised
Issue 17	20 September 2013	Revised
Issue 18	15 November 2013	Addition of WV057 for A330-323/-342/-343
Issue 19	24 October 2014	Addition of WV058 for A330-342/-343
Issue 20	16 January 2015	Addition of GE CF6-80E1A2 on A330-302; Addition of PW 4164-1D on A330-323; Addition of RR Trent 768-60 on A330-343; Addition of WVs 030, 031, 032, 033, 034, 035, and 039 on A330-302, -323, and -343
Issue 21	23 March 2015	Addition of WVs 059, 060, 026 and 027 on A330-323 Addition of WV 053 on A330-202 and -203 Addition of WVs 063 and 064 on A330-223
Issue 22	06 August 2015	Addition of WVs 080, 081, 082 and 083 on A330-302, -303, -323, -342 and -343
Issue 23	04 January 2016	Addition of WVs 080, 081, 082 and 083 on A330-202, -203, -223 and -243
Issue 24	02 February 2017	Addition of WV062 for A330-243 fitted with Trent 772B-60; Removed records for A330-243 fitted with Trent 772-60 engines; Changed for A330-223 modification number from 57277 to 57227.
Issue 25	06 March 2017	Added mod. 52776 to box 12 for configurations fitted with CF6-80E1A4/B engines
Issue 26	25 September 2017	TC-holder address revised
Issue 27	15 June 2018	Revised
Issue 28	26 September 2018	Introduction of model A330-941, added A330-243F WV 000 and WV 002
Issue 29	12 April 2019	Added record A74263
Issue 30	19 November 2019	Introduction of model A330-743L





Issue	Date	Changes
Issue 31	12 February 2020	Introduction of model A330-841
Issue 32	19 May 2020	Addition of WV 910, WV 911 and WV 912 on A330-941; Added information on Mod. 208635 (New IPC R1/R2) as a note to A330-841 and A330-941
Issue 33	15 January 2021	Addition of WV 920, WV 921 and WV 922 on A330-941
Issue 34	19 April 2021	Added A330-941 with Mod. 208761 and Mod. 208635 + 208761
Issue 35	07 July 2021	Addition of WVs 805-809 for A330-841 and WVs 905-908 for A330-941
Issue 36	13 May 2022	Addition of WV 820, WV 821 and WV 822 on A330-841
Issue 37	23 August 2022	Addition A330-941 with Mod. 209268; Added note to A330-841 related to Mod. 209268
Issue 38	29 November 2022	Addition A330-841 and A330-841 with Mod. 210021
Issue 39	01 December 2022	Fixed issue with duplicated record numbers
Issue 40	21 February 2023	Addition A330-743L with Mod. <b>209598</b> (Take-off performance improvement)
Issue 41	13 September 2023	Amended records for A330-841 fitted with mod 210021 (engine intermix)
Issue 42	12 March 2025	For A330-841 records with mod 210021 (engine intermix) and AFM1 performance revised; for A330-941 records with mod 210021 (engine intermix) and AFM3+ performance revised
Issue 43	31 March 2025	Changes introduced with Issue 42 withdrawn. Status of Issue 41 reinstated
Issue 44	03 April 2025	Added records for A330-941 with AFM Step 4.1 Performance

