



***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET FOR NOISE**

**No. EASA.IM.A.003**

**for**

**Boeing 777**

**Type Certificate Holder:  
The Boeing Company**

P.O. Box 3707 MC 02-UX  
Seattle, WA 98124-2207  
USA

For models: 777-200  
777-200LR  
777-300  
777-300ER  
777-F

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-76B**  
 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 3** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3199	<b>247,210</b>	<b>201,850</b>	<b>93.2</b>	<b>101.2</b>	<b>88.8</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	-
A3175	<b>242,672</b>	<b>201,850</b>	<b>93.2</b>	<b>101.2</b>	<b>88.3</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	-
A3173	<b>233,600</b>	<b>201,850</b>	<b>93.3</b>	<b>101.0</b>	<b>87.2</b>	<b>98.1</b>	<b>97.6</b>	<b>104.4</b>	-
A3171	<b>229,518</b>	<b>201,850</b>	<b>93.3</b>	<b>101.0</b>	<b>86.7</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-76B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **SB 72-0307 (Block IV (DAC II combustor))**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14313	<b>247,671</b>	<b>201,848</b>	<b>94.2</b>	<b>101.2</b>	<b>89.1</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A3200	<b>247,210</b>	<b>201,850</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A14312	<b>247,207</b>	<b>201,848</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A3176	<b>242,672</b>	<b>201,850</b>	<b>94.2</b>	<b>101.2</b>	<b>89.1</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A3174	<b>233,600</b>	<b>201,850</b>	<b>94.3</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A14314	<b>233,600</b>	<b>201,848</b>	<b>94.3</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A3172	<b>229,518</b>	<b>201,850</b>	<b>94.3</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-
A14315	<b>229,517</b>	<b>201,848</b>	<b>94.3</b>	<b>101.0</b>	<b>87.5</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> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-77B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **SB 72-0307 (Block IV (DAC II combustor))**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3202	<b>247,210</b>	<b>201,850</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A14316	<b>247,207</b>	<b>201,848</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A3182	<b>242,672</b>	<b>201,850</b>	<b>94.3</b>	<b>101.2</b>	<b>89.0</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A14317	<b>242,671</b>	<b>201,848</b>	<b>94.3</b>	<b>101.2</b>	<b>89.0</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A3180	<b>233,600</b>	<b>201,850</b>	<b>94.4</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A14318	<b>233,600</b>	<b>201,848</b>	<b>94.4</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A3178	<b>229,518</b>	<b>201,850</b>	<b>94.4</b>	<b>101.0</b>	<b>87.4</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-
A14319	<b>229,517</b>	<b>201,848</b>	<b>94.4</b>	<b>101.0</b>	<b>87.4</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> **Boeing Company**

Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GE90-85B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A6604	<b>286,898</b>	<b>213,190</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.7</b>	<b>105.0</b>	-
A3210	<b>286,898</b>	<b>208,653</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.5</b>	<b>105.0</b>	-
A14320	<b>286,897</b>	<b>213,188</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.7</b>	<b>105.0</b>	-
A14321	<b>286,897</b>	<b>208,652</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.5</b>	<b>105.0</b>	-
A6605	<b>267,620</b>	<b>210,013</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.6</b>	<b>104.8</b>	-
A3208	<b>267,620</b>	<b>208,653</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.5</b>	<b>104.8</b>	-
A14322	<b>267,619</b>	<b>213,188</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.7</b>	<b>104.8</b>	-
A14323	<b>267,619</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.5</b>	<b>104.8</b>	-
A3206	<b>263,084</b>	<b>208,653</b>	<b>95.2</b>	<b>101.5</b>	<b>89.5</b>	<b>98.8</b>	<b>98.5</b>	<b>104.8</b>	-
A14324	<b>263,083</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>89.5</b>	<b>98.8</b>	<b>98.5</b>	<b>104.8</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company**

Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3222	<b>297,560</b>	<b>213,190</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A17302	<b>297,556</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A15600	<b>297,500</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14224	<b>296,000</b>	<b>208,653</b>	<b>95.6</b>	<b>101.9</b>	<b>91.5</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A119001	<b>295,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A10582	<b>294,835</b>	<b>213,190</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A14327	<b>294,835</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A6606	<b>294,835</b>	<b>210,013</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A3220	<b>294,835</b>	<b>208,653</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14328	<b>294,835</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company**

Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119002	<b>294,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.3</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A3218	<b>293,928</b>	<b>208,653</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14329	<b>293,927</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A119003	<b>293,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119004	<b>292,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.9</b>	<b>91.1</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119005	<b>291,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>91.0</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A3216	<b>286,898</b>	<b>208,653</b>	<b>95.7</b>	<b>101.8</b>	<b>90.6</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A14330	<b>286,897</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.6</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A18812	<b>286,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.5</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A14349	<b>280,000</b>	<b>208,652</b>	<b>95.8</b>	<b>101.7</b>	<b>90.0</b>	<b>99.2</b>	<b>98.6</b>	<b>105.0</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company**

Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GE90-94B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3225	<b>297,560</b>	<b>213,190</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A14333	<b>297,556</b>	<b>213,188</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A15601	<b>297,556</b>	<b>208,652</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A15607	<b>297,500</b>	<b>208,652</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A6601	<b>296,196</b>	<b>213,190</b>	<b>96.4</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A14334	<b>296,195</b>	<b>213,188</b>	<b>96.4</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A14350	<b>296,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A118996	<b>295,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.9</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A6607	<b>294,835</b>	<b>210,013</b>	<b>96.4</b>	<b>101.9</b>	<b>90.8</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A118997	<b>294,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-94B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3224	<b>293,928</b>	<b>208,653</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14335	<b>293,927</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A118998	<b>293,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.6</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A118999	<b>292,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.5</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119000	<b>291,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.8</b>	<b>90.5</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A3223	<b>286,898</b>	<b>201,850</b>	<b>96.5</b>	<b>101.8</b>	<b>90.1</b>	<b>99.3</b>	<b>98.4</b>	<b>105.0</b>	-
A14336	<b>286,897</b>	<b>201,848</b>	<b>96.5</b>	<b>101.8</b>	<b>90.1</b>	<b>99.3</b>	<b>98.4</b>	<b>105.0</b>	-
A18813	<b>286,000</b>	<b>208,652</b>	<b>96.5</b>	<b>101.8</b>	<b>90.0</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A14351	<b>280,000</b>	<b>208,652</b>	<b>96.6</b>	<b>101.7</b>	<b>89.5</b>	<b>99.2</b>	<b>98.6</b>	<b>105.0</b>	-
A6608	<b>263,084</b>	<b>201,850</b>	<b>96.8</b>	<b>101.5</b>	<b>88.0</b>	<b>98.8</b>	<b>98.4</b>	<b>104.8</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4074**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3187	<b>242,672</b>	<b>201,850</b>	<b>95.2</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>2</b>
A14287	<b>242,671</b>	<b>201,848</b>	<b>95.2</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>2</b>
A3186	<b>229,518</b>	<b>201,850</b>	<b>95.3</b>	<b>101.0</b>	<b>89.3</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>2</b>
A14288	<b>229,517</b>	<b>201,848</b>	<b>95.3</b>	<b>101.0</b>	<b>89.2</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>2</b>
A3185	<b>207,745</b>	<b>201,850</b>	<b>95.6</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.3</b>	<b>104.0</b>	<b>2</b>
A14289	<b>207,745</b>	<b>201,848</b>	<b>95.6</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.3</b>	<b>104.0</b>	<b>2</b>
A10811	<b>202,983</b>	<b>201,850</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>
A14290	<b>202,982</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>
A3184	<b>202,937</b>	<b>201,850</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>
A14340	<b>202,937</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4074**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3183	<b>199,989</b>	<b>199,989</b>	<b>95.7</b>	<b>100.5</b>	<b>85.2</b>	<b>97.2</b>	<b>99.2</b>	<b>103.9</b>	<b>2</b>
A14291	<b>199,988</b>	<b>199,988</b>	<b>95.7</b>	<b>100.5</b>	<b>85.2</b>	<b>97.2</b>	<b>99.2</b>	<b>103.9</b>	<b>2</b>
A17303	<b>196,995</b>	<b>196,995</b>	<b>95.8</b>	<b>100.4</b>	<b>84.8</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	<b>2</b>

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4074D**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10815	242,672	201,850	95.3	101.2	91.0	98.3	99.2	104.5	3
A14297	242,671	201,848	95.4	101.2	91.1	98.3	99.4	104.5	3
A10816	229,518	201,850	95.4	101.0	89.2	98.0	99.2	104.3	3
A14298	229,517	201,848	95.5	101.0	89.3	98.0	99.4	104.3	3
A10817	207,745	201,850	95.7	100.6	86.3	97.4	99.2	104.0	3
A14299	207,745	201,848	95.8	100.6	86.4	97.4	99.4	104.0	3
A10818	202,983	201,850	95.8	100.5	85.7	97.3	99.2	103.9	3
A14300	202,982	201,848	95.9	100.5	85.8	97.3	99.4	103.9	3
A10819	202,937	201,850	95.8	100.5	85.7	97.3	99.2	103.9	3
A14343	202,937	201,848	95.9	100.5	85.8	97.3	99.4	103.9	3

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4077**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3226	<b>247,210</b>	<b>201,850</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.3</b>	<b>104.6</b>	<b>4</b>
A14292	<b>247,207</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.3</b>	<b>104.6</b>	<b>4</b>
A3192	<b>242,672</b>	<b>201,850</b>	<b>95.9</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>4</b>
A14293	<b>242,671</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>4</b>
A3191	<b>233,600</b>	<b>201,850</b>	<b>96.0</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.3</b>	<b>104.4</b>	<b>4</b>
A14341	<b>233,600</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.3</b>	<b>104.4</b>	<b>4</b>
A3190	<b>229,518</b>	<b>201,850</b>	<b>96.1</b>	<b>101.0</b>	<b>88.5</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>4</b>
A14294	<b>229,517</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>88.5</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>4</b>
A3189	<b>202,983</b>	<b>201,850</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A14295	<b>202,982</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4077**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10812	<b>202,937</b>	<b>201,850</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A14342	<b>202,937</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A3188	<b>201,850</b>	<b>199,989</b>	<b>96.4</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>4</b>
A14296	<b>201,848</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A17304	<b>196,995</b>	<b>196,995</b>	<b>96.5</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	<b>4</b>

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4077D**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10821	265,352	208,653	95.7	101.5	93.3	98.9	99.3	104.8	5
A14302	265,351	208,652	95.7	101.5	93.3	98.9	99.3	104.8	5
A10822	247,208	201,850	95.9	101.2	90.9	98.5	99.2	104.6	5
A14303	247,207	201,848	95.9	101.2	90.9	98.5	99.2	104.6	5
A10823	242,672	201,850	96.0	101.2	90.3	98.3	99.2	104.5	5
A14304	242,671	201,848	96.1	101.2	90.3	98.3	99.2	104.5	5
A10824	233,600	201,850	96.1	101.0	89.1	98.1	99.2	104.4	5
A14344	233,600	201,848	96.1	101.0	89.1	98.1	99.2	104.4	5
A10825	202,983	201,850	96.5	100.5	85.1	97.3	99.2	103.9	5
A14305	202,982	201,848	96.5	100.5	85.1	97.3	99.2	103.9	5

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4090**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3231	<b>297,560</b>	<b>213,190</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A16305	<b>297,556</b>	<b>208,652</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.6</b>	<b>105.0</b>	-
A3230	<b>293,928</b>	<b>213,190</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A14257	<b>293,927</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A14413	<b>290,299</b>	<b>213,188</b>	<b>98.2</b>	<b>101.8</b>	<b>93.0</b>	<b>99.4</b>	<b>99.7</b>	<b>105.0</b>	-
A3229	<b>286,898</b>	<b>208,653</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.6</b>	<b>105.0</b>	-
A14258	<b>286,897</b>	<b>208,652</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.6</b>	<b>105.0</b>	-
A3228	<b>267,620</b>	<b>208,653</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.6</b>	<b>104.8</b>	-
A14259	<b>267,619</b>	<b>208,652</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.6</b>	<b>104.8</b>	-
A3227	<b>247,210</b>	<b>201,850</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4090**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16304	<b>247,207</b>	<b>208,652</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.6</b>	<b>104.6</b>	-
A14260	<b>247,207</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 875**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3232	<b>247,210</b>	<b>201,850</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A14261	<b>247,207</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A3195	<b>242,672</b>	<b>201,850</b>	<b>95.8</b>	<b>101.2</b>	<b>91.7</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A14262	<b>242,671</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.7</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A3194	<b>229,518</b>	<b>201,850</b>	<b>96.0</b>	<b>101.0</b>	<b>90.0</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A14263	<b>229,517</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>90.0</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A3193	<b>207,746</b>	<b>201,850</b>	<b>96.3</b>	<b>100.6</b>	<b>87.3</b>	<b>97.5</b>	<b>99.4</b>	<b>104.0</b>	-
A14264	<b>207,745</b>	<b>201,848</b>	<b>96.3</b>	<b>100.6</b>	<b>87.3</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 877**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3234	<b>251,744</b>	<b>201,850</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.4</b>	<b>104.6</b>	-
A14265	<b>251,743</b>	<b>201,848</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.4</b>	<b>104.6</b>	-
A3233	<b>247,210</b>	<b>201,850</b>	<b>96.2</b>	<b>101.2</b>	<b>91.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A14266	<b>247,207</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>91.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A3198	<b>242,672</b>	<b>201,850</b>	<b>96.2</b>	<b>101.2</b>	<b>90.9</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A14267	<b>242,671</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>90.9</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A3197	<b>229,518</b>	<b>201,850</b>	<b>96.4</b>	<b>101.0</b>	<b>89.4</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A14268	<b>229,517</b>	<b>201,848</b>	<b>96.4</b>	<b>101.0</b>	<b>89.4</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A3196	<b>207,746</b>	<b>201,850</b>	<b>96.7</b>	<b>100.6</b>	<b>86.8</b>	<b>97.5</b>	<b>99.4</b>	<b>104.0</b>	-
A14269	<b>207,445</b>	<b>201,848</b>	<b>96.7</b>	<b>100.6</b>	<b>86.8</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-

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



Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 892**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3242	<b>297,560</b>	<b>213,190</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14274	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A3241	<b>293,928</b>	<b>213,190</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14275	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A3240	<b>286,898</b>	<b>213,190</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A14276	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A3239	<b>267,620</b>	<b>208,653</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A14277	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A3238	<b>247,210</b>	<b>208,653</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-
A14278	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 892B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10186	<b>297,560</b>	<b>213,190</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14279	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A10187	<b>293,928</b>	<b>213,190</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14280	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A10188	<b>286,898</b>	<b>213,190</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A14281	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A10189	<b>267,620</b>	<b>208,653</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A14282	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A10190	<b>247,210</b>	<b>208,653</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-
A14283	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**  
 Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 895**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3245	<b>297,560</b>	<b>208,653</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A14284	<b>297,556</b>	<b>208,652</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A3244	<b>293,928</b>	<b>208,653</b>	<b>98.3</b>	<b>101.9</b>	<b>93.0</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A14285	<b>293,927</b>	<b>208,652</b>	<b>98.3</b>	<b>101.9</b>	<b>93.0</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A3243	<b>286,898</b>	<b>201,850</b>	<b>98.4</b>	<b>101.8</b>	<b>92.4</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-
A14286	<b>286,897</b>	<b>201,848</b>	<b>98.4</b>	<b>101.8</b>	<b>92.4</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200LR**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-110B1**

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** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4927	<b>347,500</b>	<b>223,200</b>	<b>97.9</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4926	<b>346,100</b>	<b>223,200</b>	<b>97.9</b>	<b>102.5</b>	<b>92.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4925	<b>343,400</b>	<b>223,200</b>	<b>97.9</b>	<b>102.4</b>	<b>92.2</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4924	<b>340,200</b>	<b>223,200</b>	<b>97.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	-
A4923	<b>326,600</b>	<b>223,200</b>	<b>98.1</b>	<b>102.3</b>	<b>90.7</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	-
A4922	<b>313,000</b>	<b>220,900</b>	<b>98.3</b>	<b>102.1</b>	<b>89.4</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	-
A4921	<b>299,400</b>	<b>220,900</b>	<b>98.5</b>	<b>101.9</b>	<b>88.1</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</b>	-
A4920	<b>286,900</b>	<b>220,900</b>	<b>98.7</b>	<b>101.8</b>	<b>87.0</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200LR**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-115B**

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** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4938	<b>347,500</b>	<b>223,200</b>	<b>99.2</b>	<b>102.5</b>	<b>91.9</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4937	<b>346,100</b>	<b>223,200</b>	<b>99.2</b>	<b>102.5</b>	<b>91.8</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4936	<b>343,400</b>	<b>223,200</b>	<b>99.3</b>	<b>102.4</b>	<b>91.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4935	<b>340,200</b>	<b>223,200</b>	<b>99.3</b>	<b>102.4</b>	<b>91.2</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4934	<b>326,600</b>	<b>223,200</b>	<b>99.5</b>	<b>102.3</b>	<b>90.0</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A16613	<b>322,050</b>	<b>223,167</b>	<b>99.6</b>	<b>102.2</b>	<b>89.6</b>	<b>100.0</b>	<b>99.7</b>	<b>105.0</b>	<b>-</b>
A4933	<b>313,000</b>	<b>220,900</b>	<b>99.7</b>	<b>102.1</b>	<b>88.7</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4932	<b>299,400</b>	<b>220,900</b>	<b>99.9</b>	<b>101.9</b>	<b>87.6</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4931	<b>286,900</b>	<b>220,900</b>	<b>100.1</b>	<b>101.8</b>	<b>86.5</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4090**

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 3** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3252	<b>299,370</b>	<b>237,682</b>	<b>97.3</b>	<b>101.9</b>	<b>94.4</b>	<b>99.6</b>	<b>99.9</b>	<b>105.0</b>	-
A3251	<b>286,898</b>	<b>237,682</b>	<b>97.5</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>99.9</b>	<b>105.0</b>	-
A3250	<b>263,084</b>	<b>237,682</b>	<b>97.9</b>	<b>101.5</b>	<b>90.2</b>	<b>98.8</b>	<b>99.9</b>	<b>104.8</b>	-
A3249	<b>249,476</b>	<b>208,653</b>	<b>98.0</b>	<b>101.3</b>	<b>88.7</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	-
A3248	<b>237,002</b>	<b>237,002</b>	<b>98.2</b>	<b>101.1</b>	<b>87.2</b>	<b>98.2</b>	<b>99.9</b>	<b>104.4</b>	-
A3247	<b>233,963</b>	<b>233,963</b>	<b>98.3</b>	<b>101.0</b>	<b>86.9</b>	<b>98.1</b>	<b>99.8</b>	<b>104.4</b>	-
A3246	<b>204,117</b>	<b>201,849</b>	<b>98.7</b>	<b>100.5</b>	<b>83.4</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4098**

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 3** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3256	<b>299,370</b>	<b>237,682</b>	<b>98.5</b>	<b>101.9</b>	<b>93.1</b>	<b>99.6</b>	<b>101.1</b>	<b>105.0</b>	-
A3255	<b>286,898</b>	<b>208,653</b>	<b>98.7</b>	<b>101.8</b>	<b>91.7</b>	<b>99.3</b>	<b>100.2</b>	<b>105.0</b>	-
A3254	<b>263,084</b>	<b>201,849</b>	<b>99.1</b>	<b>101.5</b>	<b>89.2</b>	<b>98.8</b>	<b>100.0</b>	<b>104.8</b>	-
A3253	<b>249,476</b>	<b>201,849</b>	<b>99.3</b>	<b>101.3</b>	<b>87.7</b>	<b>98.5</b>	<b>100.0</b>	<b>104.6</b>	-

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



Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300ER**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-115B**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5609	<b>351,534</b>	<b>251,290</b>	<b>98.7</b>	<b>102.5</b>	<b>92.8</b>	<b>100.5</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5608	<b>348,800</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5607	<b>345,000</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10198	<b>344,730</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10649	<b>344,548</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5606	<b>344,500</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5605	<b>343,800</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.2</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5604	<b>342,900</b>	<b>251,290</b>	<b>98.8</b>	<b>102.4</b>	<b>92.1</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10708	<b>341,101</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>92.0</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A14353	<b>341,000</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>92.0</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300ER**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-115B**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5603	<b>340,200</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A15602	<b>340,000</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5602	<b>334,800</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.5</b>	<b>100.2</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A17273	<b>330,500</b>	<b>251,290</b>	<b>99.0</b>	<b>102.3</b>	<b>91.1</b>	<b>100.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A14354	<b>329,500</b>	<b>251,290</b>	<b>99.0</b>	<b>102.3</b>	<b>91.0</b>	<b>100.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5601	<b>324,300</b>	<b>251,290</b>	<b>99.1</b>	<b>102.2</b>	<b>90.5</b>	<b>100.0</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5600	<b>313,700</b>	<b>251,290</b>	<b>99.2</b>	<b>102.1</b>	<b>89.7</b>	<b>99.8</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5599	<b>308,000</b>	<b>251,290</b>	<b>99.3</b>	<b>102.0</b>	<b>89.2</b>	<b>99.7</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5598	<b>297,600</b>	<b>251,290</b>	<b>99.5</b>	<b>101.9</b>	<b>88.3</b>	<b>99.5</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5597	<b>287,800</b>	<b>251,290</b>	<b>99.6</b>	<b>101.8</b>	<b>87.5</b>	<b>99.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>

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

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Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300ER**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-115B**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5596	<b>278,000</b>	<b>251,290</b>	<b>99.8</b>	<b>101.7</b>	<b>86.7</b>	<b>99.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5595	<b>260,800</b>	<b>244,100</b>	<b>100.0</b>	<b>101.4</b>	<b>85.3</b>	<b>98.8</b>	<b>100.4</b>	<b>104.8</b>	<b>7</b>
A5594	<b>237,000</b>	<b>237,000</b>	<b>100.4</b>	<b>101.1</b>	<b>83.3</b>	<b>98.2</b>	<b>100.3</b>	<b>104.4</b>	<b>7</b>
A5593	<b>234,000</b>	<b>234,000</b>	<b>100.5</b>	<b>101.0</b>	<b>83.1</b>	<b>98.1</b>	<b>100.2</b>	<b>104.4</b>	<b>7</b>

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

Type Certificate Holder<sup>1</sup> **Boeing Company** Aircraft Type Designation<sup>1</sup> **777-F**  
 Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-110B1**  
 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** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10080	347,814	260,815	97.9	102.5	92.7	100.4	100.3	105.0	-
A10079	347,814	257,640	97.9	102.5	92.7	100.4	100.3	105.0	-
A10078	347,451	260,815	97.9	102.5	92.6	100.4	100.3	105.0	-
A10077	347,451	223,167	97.9	102.5	92.6	100.4	99.7	105.0	-
A10076	346,090	223,167	97.9	102.5	92.5	100.4	99.7	105.0	-
A10075	343,369	223,167	97.9	102.4	92.2	100.4	99.7	105.0	-
A10074	340,194	223,167	97.9	102.4	91.9	100.3	99.7	105.0	-
A10073	326,586	223,167	98.1	102.3	90.7	100.1	99.7	105.0	-
A10072	312,978	220,899	98.3	102.1	89.4	99.8	99.7	105.0	-
A10071	299,370	220,899	98.5	101.9	88.1	99.6	99.7	105.0	-

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

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**TCDSN EASA.IM.A.003 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. PW 4084 derated to 74000 lbs
3. PW 4090 derated to 74000 lbs
4. PW 4084 derated to 77000 lbs
5. PW 4090 derated to 77000 lbs SLST
6. PW 4090 derated to 84000 lbs
7. Valid also for GE90-115BL engine (hot and high thrust bump).

**Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	08 January 2006	Initial Issue
Issue 2	22 March 2007	Revised
Issue 3	30 April 2007	Revised
Issue 4	15 January 2008	Revised
Issue 5	17 February 2009	Revised
Issue 6	08 April 2009	Revised
Issue 7	01 December 2009	Revised
Issue 8	26 April 2010	B777-F records updated
Issue 9	19 January 2011	Added 777-200 fitted with RR RB211
Issue 10	08 June 2011	Revised
Issue 11	13 July 2012	Revised
Issue 12	24 January 2013	Revised

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