TYPE-CERTIFICATE
DATA SHEET FOR NOISE

No. EASA.IM.A.120.1

for

Boeing 737

Type Certificate Holder:
The Boeing Company
1901 Oakesdale Ave SW
Renton, WA 98057-2623
USA

For models:
737-100
737-200
737-200 (ADV)
737-300
737-400
737-500

INTENTIONALLY LEFT BLANK

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-100**

Engine Manufacturer[1] **Pratt & Whitney**

Engine Type Designation[1] **JT8D (All applicable models)**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **None**

Noise Certification Basis Edition / Amendment Chapter[1] -

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16308	-	-	-	-	-	-	-	-	**2**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-200**

Engine Manufacturer[1] **Pratt & Whitney**

Engine Type Designation[1] **JT8D (All applicable models)**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **None**

Noise Certification Basis Edition / Amendment Chapter[1] -

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16309	-	-	-	-	-	-	-	-	**2**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-200 (ADV)**

Engine Manufacturer[1] **Pratt & Whitney**

Engine Type Designation[1] **JT8D (All applicable models)**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **None**

Noise Certification Basis Edition / Amendment Chapter[1] -

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16310	-	-	-	-	-	-	-	-	**2**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120674	**61,234**	**51,709**	**90.2**	**96.1**	**86.5**	**90.4**	**99.9**	**99.9**	**-**
A121089	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	**-**
A121159	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121165	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A16462	**57,606**	**52,616**	**90.4**	**95.9**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121150	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	**-**
A121181	**57,499**	**52,525**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121144	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17903	**63,276**	**52,888**	**89.2**	**96.2**	**85.2**	**90.6**	**98.6**	**100.0**	**3**
A120407	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**98.2**	**100.0**	**3**
A9024	**62,822**	**52,888**	**89.2**	**96.2**	**84.9**	**90.5**	**98.6**	**100.0**	**3**
A4148	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**98.6**	**99.9**	**3**
A9019	**61,234**	**52,888**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A4139	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A15572	**61,000**	**52,888**	**89.4**	**96.1**	**84.1**	**90.4**	**98.6**	**99.9**	**3**
A121101	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**98.6**	**99.8**	**3**
A4150	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**98.5**	**99.8**	**3**
A121107	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**98.6**	**99.7**	**3**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A122222	**57,499**	**51,709**	**89.7**	**95.8**	**82.8**	**90.0**	**98.6**	**99.7**	**3**
A4152	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**98.5**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120408	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**97.0**	**100.0**	**4**
A9018	**62,822**	**52,888**	**89.2**	**96.2**	**84.9**	**90.5**	**97.6**	**100.0**	**4**
A9020	**62,822**	**52,525**	**89.2**	**96.2**	**84.9**	**90.5**	**97.6**	**100.0**	**4**
A4144	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**97.6**	**99.9**	**4**
A4140	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**97.5**	**99.9**	**4**
A121127	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**97.6**	**99.8**	**4**
A4151	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**97.4**	**99.8**	**4**
A16461	**57,606**	**52,616**	**89.7**	**95.9**	**82.9**	**90.0**	**97.4**	**99.7**	**4**
A121129	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**97.6**	**99.7**	**4**
A16709	**56,925**	**51,709**	**89.7**	**95.8**	**82.6**	**90.0**	**97.5**	**99.6**	**4**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4156	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A119437	**63,276**	**52,888**	**89.0**	**96.2**	**87.4**	**90.6**	**97.6**	**100.0**	**5**
A17844	**62,822**	**52,616**	**89.1**	**96.2**	**87.1**	**90.5**	**97.6**	**100.0**	**6**
A16802	**61,688**	**52,888**	**89.3**	**96.1**	**86.2**	**90.4**	**97.6**	**99.9**	**5**
A16803	**61,234**	**52,888**	**89.5**	**96.1**	**86.0**	**90.4**	**97.6**	**99.9**	**5**
A16804	**60,327**	**52,163**	**89.6**	**96.0**	**85.5**	**90.3**	**97.6**	**99.8**	**5**
A16805	**59,647**	**52,163**	**89.8**	**96.0**	**85.2**	**90.2**	**97.6**	**99.8**	**5**
A16806	**59,483**	**51,709**	**89.8**	**96.0**	**85.2**	**90.2**	**97.5**	**99.8**	**5**
A16807	**58,967**	**51,709**	**89.8**	**95.9**	**84.9**	**90.2**	**97.5**	**99.8**	**5**
A17839	**57,606**	**52,616**	**89.9**	**95.9**	**84.3**	**90.0**	**97.6**	**99.7**	**6**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16808	**57,606**	**49,895**	**89.9**	**95.9**	**84.3**	**90.0**	**97.3**	**99.7**	**5**
A16809	**56,472**	**49,895**	**90.0**	**95.8**	**83.7**	**89.9**	**97.3**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15610	**63,276**	**52,888**	**89.9**	**96.2**	**87.5**	**90.6**	**100.0**	**100.0**	-
A4169	**63,276**	**52,163**	**89.9**	**96.2**	**87.5**	**90.6**	**99.9**	**100.0**	-
A4167	**63,276**	**51,709**	**89.9**	**96.2**	**87.5**	**90.6**	**99.9**	**100.0**	-
A4178	**63,276**	**49,895**	**89.9**	**96.2**	**87.5**	**90.6**	**99.6**	**100.0**	-
A4165	**62,822**	**52,163**	**90.0**	**96.2**	**87.2**	**90.5**	**99.9**	**100.0**	-
A4162	**62,822**	**51,709**	**90.0**	**96.2**	**87.2**	**90.5**	**99.9**	**100.0**	-
A4161	**62,822**	**49,895**	**90.0**	**96.2**	**87.2**	**90.5**	**99.6**	**100.0**	-
A4154	**62,142**	**52,163**	**90.1**	**96.1**	**86.9**	**90.5**	**99.9**	**99.9**	-
A4153	**62,142**	**51,709**	**90.1**	**96.1**	**86.9**	**90.5**	**99.9**	**99.9**	-
A4145	**62,142**	**49,895**	**90.1**	**96.1**	**86.9**	**90.5**	**99.6**	**99.9**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120673	**61,234**	**52,888**	**90.2**	**96.1**	**86.5**	**90.4**	**100.0**	**99.9**	-
A4143	**61,234**	**52,163**	**90.2**	**96.1**	**86.5**	**90.4**	**99.9**	**99.9**	-
A4142	**61,234**	**51,709**	**90.2**	**96.1**	**86.5**	**90.4**	**99.9**	**99.9**	-
A4141	**61,234**	**49,895**	**90.2**	**96.1**	**86.5**	**90.4**	**99.6**	**99.9**	-
A121086	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	-
A121154	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	-
A121160	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	-
A4175	**58,967**	**52,163**	**90.3**	**95.9**	**85.5**	**90.2**	**99.9**	**99.8**	-
A4174	**58,967**	**51,709**	**90.3**	**95.9**	**85.5**	**90.2**	**99.9**	**99.8**	-
A4163	**58,967**	**49,895**	**90.3**	**95.9**	**85.5**	**90.2**	**99.6**	**99.8**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15613	**57,606**	**52,616**	**90.4**	**95.9**	**84.9**	**90.0**	**99.9**	**99.7**	-
A121147	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	-
A121178	**57,499**	**52,525**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	-
A121083	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	-
A4176	**56,472**	**52,163**	**90.4**	**95.8**	**84.4**	**89.9**	**99.9**	**99.6**	-
A4164	**56,472**	**51,709**	**90.4**	**95.8**	**84.4**	**89.9**	**99.9**	**99.6**	-
A4157	**56,472**	**49,895**	**90.4**	**95.8**	**84.4**	**89.9**	**99.6**	**99.6**	-

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, CFM56-3C1 de-rated to 20,000 lb, Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A10055	**61,234**	**52,888**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A9786	**58,967**	**52,888**	**89.6**	**95.9**	**83.4**	**90.2**	**98.6**	**99.8**	**3**
A121117	**56,472**	**51,709**	**89.7**	**95.8**	**82.4**	**89.9**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 20,000 lb, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121090	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	**-**
A121157	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121163	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121151	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	**-**
A121182	**57,499**	**52,525**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121145	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121710	**63,276**	**52,888**	**91.9**	**96.2**	**85.7**	**90.6**	**100.0**	**100.0**	**-**
A121215	**62,822**	**52,888**	**91.9**	**96.2**	**85.5**	**90.5**	**100.0**	**100.0**	**-**
A121196	**61,234**	**52,888**	**92.0**	**96.1**	**84.9**	**90.4**	**100.0**	**99.9**	**-**
A121167	**59,999**	**52,888**	**92.1**	**96.0**	**84.4**	**90.3**	**100.0**	**99.8**	**-**
A121171	**59,999**	**52,525**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	**-**
A121175	**59,999**	**51,709**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	**-**
A121184	**57,499**	**52,888**	**92.2**	**95.8**	**83.3**	**90.0**	**100.0**	**99.7**	**-**
A121188	**57,499**	**52,525**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**
A121192	**57,499**	**51,709**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17904	**63,276**	**52,888**	**89.2**	**96.2**	**85.2**	**90.6**	**98.6**	**100.0**	**3**
A120403	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**98.2**	**100.0**	**3**
A4185	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**98.6**	**99.9**	**3**
A4183	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A121103	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**98.6**	**99.8**	**3**
A4181	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**98.5**	**99.8**	**3**
A121109	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**98.6**	**99.7**	**3**
A4179	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**98.5**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120404	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**97.0**	**100.0**	**4**
A16460	**62,822**	**52,616**	**89.2**	**96.2**	**84.9**	**90.5**	**97.6**	**100.0**	**4**
A4186	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**97.6**	**99.9**	**4**
A4184	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**97.5**	**99.9**	**4**
A121124	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**97.6**	**99.8**	**4**
A4182	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**97.4**	**99.8**	**4**
A121132	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**97.6**	**99.7**	**4**
A4180	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A119438	**63,276**	**52,888**	**89.0**	**96.2**	**87.4**	**90.6**	**97.6**	**100.0**	**5**
A17845	**62,822**	**52,616**	**89.1**	**96.2**	**87.1**	**90.5**	**97.6**	**100.0**	**6**
A16814	**61,688**	**52,888**	**89.3**	**96.1**	**86.2**	**90.4**	**97.6**	**99.9**	**5**
A16815	**61,234**	**52,888**	**89.5**	**96.1**	**86.0**	**90.4**	**97.6**	**99.9**	**5**
A16816	**60,327**	**52,163**	**89.6**	**96.0**	**85.5**	**90.3**	**97.6**	**99.8**	**5**
A16817	**59,647**	**52,163**	**89.8**	**96.0**	**85.2**	**90.2**	**97.6**	**99.8**	**5**
A16818	**59,483**	**51,709**	**89.8**	**96.0**	**85.2**	**90.2**	**97.5**	**99.8**	**5**
A16819	**58,967**	**51,709**	**89.8**	**95.9**	**84.9**	**90.2**	**97.5**	**99.8**	**5**
A17840	**57,606**	**52,616**	**89.9**	**95.9**	**84.3**	**90.0**	**97.6**	**99.7**	**6**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16820	**57,606**	**49,895**	**89.9**	**95.9**	**84.3**	**90.0**	**97.3**	**99.7**	**5**
A16821	**56,472**	**49,895**	**90.0**	**95.8**	**83.7**	**89.9**	**97.3**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15611	**63,276**	**52,888**	**89.9**	**96.2**	**87.5**	**90.6**	**100.0**	**100.0**	**-**
A121087	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	**-**
A121155	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121161	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121148	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	**-**
A121179	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121142	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A6713	**63,276**	**52,888**	**90.9**	**96.2**	**83.9**	**90.6**	**98.6**	**100.0**	**3**
A120405	**63,276**	**45,812**	**90.9**	**96.2**	**83.9**	**90.6**	**98.2**	**100.0**	**3**
A15571	**63,000**	**52,888**	**90.9**	**96.2**	**83.8**	**90.6**	**98.6**	**100.0**	**3**
A15608	**62,822**	**51,709**	**90.9**	**96.2**	**83.8**	**90.5**	**98.6**	**100.0**	**3**
A4227	**62,142**	**52,163**	**91.0**	**96.1**	**83.5**	**90.5**	**98.6**	**99.9**	**3**
A9017	**61,234**	**52,888**	**91.0**	**96.1**	**83.2**	**90.4**	**98.6**	**99.9**	**3**
A4225	**61,234**	**51,709**	**91.0**	**96.1**	**83.2**	**90.4**	**98.6**	**99.9**	**3**
A121113	**59,999**	**52,888**	**91.0**	**96.0**	**82.7**	**90.3**	**98.6**	**99.8**	**3**
A4223	**58,967**	**49,895**	**91.1**	**95.9**	**82.4**	**90.2**	**98.5**	**99.8**	**3**
A121119	**57,499**	**52,888**	**91.1**	**95.8**	**82.8**	**90.0**	**98.6**	**99.7**	**3**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4221	**56,472**	**49,895**	**91.2**	**95.8**	**81.6**	**89.9**	**98.5**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A119018	**63,276**	**52,888**	**90.9**	**96.2**	**83.9**	**90.6**	**97.6**	**100.0**	**4**
A120406	**63,276**	**45,812**	**90.9**	**96.2**	**83.9**	**90.6**	**97.0**	**100.0**	**4**
A9022	**62,822**	**52,888**	**90.9**	**96.2**	**83.8**	**90.5**	**97.6**	**100.0**	**4**
A9021	**62,822**	**52,525**	**90.9**	**96.2**	**83.8**	**90.5**	**97.6**	**100.0**	**4**
A4228	**62,142**	**52,163**	**91.0**	**96.1**	**83.5**	**90.5**	**97.6**	**99.9**	**4**
A4226	**61,234**	**51,709**	**91.0**	**96.1**	**83.2**	**90.4**	**97.5**	**99.9**	**4**
A121135	**59,999**	**52,888**	**91.0**	**96.0**	**82.7**	**90.3**	**97.6**	**99.8**	**4**
A4224	**58,967**	**49,895**	**91.1**	**95.9**	**82.4**	**90.2**	**97.4**	**99.8**	**4**
A121139	**57,499**	**52,888**	**91.1**	**95.8**	**81.9**	**90.0**	**97.6**	**99.7**	**4**
A4222	**56,472**	**49,895**	**91.2**	**95.8**	**81.6**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A119439	**63,276**	**52,888**	**91.1**	**96.2**	**85.4**	**90.6**	**97.6**	**100.0**	**5**
A17849	**62,822**	**52,616**	**91.2**	**96.2**	**85.2**	**90.5**	**97.6**	**100.0**	**6**
A16836	**62,142**	**52,888**	**91.2**	**96.1**	**84.9**	**90.5**	**97.6**	**99.9**	**5**
A16837	**61,234**	**52,163**	**91.3**	**96.1**	**84.5**	**90.4**	**97.6**	**99.9**	**5**
A16838	**60,327**	**51,709**	**91.4**	**96.0**	**84.2**	**90.3**	**97.5**	**99.8**	**5**
A16839	**58,967**	**51,709**	**91.4**	**95.9**	**83.6**	**90.2**	**97.5**	**99.8**	**5**
A17842	**57,606**	**52,616**	**91.5**	**95.9**	**83.0**	**90.0**	**97.6**	**99.7**	**6**
A16840	**57,606**	**49,895**	**91.5**	**95.9**	**83.0**	**90.0**	**97.3**	**99.7**	**5**
A16841	**56,472**	**49,895**	**91.6**	**95.8**	**82.5**	**89.9**	**97.3**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A5987	**63,276**	**52,888**	**91.9**	**96.2**	**85.7**	**90.6**	**100.0**	**100.0**	-
A4218	**63,276**	**52,163**	**91.9**	**96.2**	**85.7**	**90.6**	**99.9**	**100.0**	-
A4217	**63,276**	**51,709**	**91.9**	**96.2**	**85.7**	**90.6**	**99.9**	**100.0**	-
A4216	**63,276**	**49,895**	**91.9**	**96.2**	**85.7**	**90.6**	**99.6**	**100.0**	-
A15598	**62,822**	**52,888**	**91.9**	**96.2**	**85.5**	**90.5**	**100.0**	**100.0**	-
A5988	**62,822**	**52,525**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	-
A4213	**62,822**	**52,163**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	-
A4212	**62,822**	**51,709**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	-
A4211	**62,822**	**49,895**	**91.9**	**96.2**	**85.5**	**90.5**	**99.6**	**100.0**	-
A4208	**62,142**	**52,163**	**91.9**	**96.1**	**85.3**	**90.5**	**99.9**	**99.9**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4207	**62,142**	**51,709**	**91.9**	**96.1**	**85.3**	**90.5**	**99.9**	**99.9**	-
A4206	**62,142**	**49,895**	**91.9**	**96.1**	**85.3**	**90.5**	**99.6**	**99.9**	-
A10647	**61,234**	**52,888**	**92.0**	**96.1**	**84.9**	**90.4**	**100.0**	**99.9**	-
A4203	**61,234**	**52,163**	**92.0**	**96.1**	**84.9**	**90.4**	**99.9**	**99.9**	-
A4202	**61,234**	**51,709**	**92.0**	**96.1**	**84.9**	**90.4**	**99.9**	**99.9**	-
A4201	**61,234**	**49,895**	**92.0**	**96.1**	**84.9**	**90.4**	**99.6**	**99.9**	-
A121166	**59,999**	**52,888**	**92.1**	**96.0**	**84.4**	**90.3**	**100.0**	**99.8**	-
A121170	**59,999**	**52,525**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	-
A121174	**59,999**	**51,709**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	-
A4198	**58,967**	**52,163**	**92.1**	**95.9**	**83.9**	**90.2**	**99.9**	**99.8**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4197	**58,967**	**51,709**	**92.1**	**95.9**	**83.9**	**90.2**	**99.9**	**99.8**	-
A4196	**58,967**	**49,895**	**92.1**	**95.9**	**83.9**	**90.2**	**99.6**	**99.8**	-
A8992	**57,833**	**51,709**	**92.1**	**95.9**	**83.9**	**90.1**	**99.9**	**99.7**	-
A121185	**57,499**	**52,888**	**92.2**	**95.8**	**83.3**	**90.0**	**100.0**	**99.7**	-
A121189	**57,499**	**52,525**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	-
A121193	**57,499**	**51,709**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	-
A4193	**56,472**	**52,163**	**92.2**	**95.8**	**82.8**	**89.9**	**99.9**	**99.6**	-
A4192	**56,472**	**51,709**	**92.2**	**95.8**	**82.8**	**89.9**	**99.9**	**99.6**	-
A4191	**56,472**	**49,895**	**92.2**	**95.8**	**82.8**	**89.9**	**99.6**	**99.6**	-

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, CFM56-3C1 de-rated to 22,000 lb, Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A9787	**63,276**	**52,888**	**90.9**	**96.2**	**83.9**	**90.6**	**98.6**	**100.0**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, CFM56-3C1 de-rated to 22,000 lb, Treated forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16162	**62,822**	**51,709**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	**-**
A18936	**61,688**	**52,888**	**91.9**	**96.1**	**85.1**	**90.4**	**100.0**	**99.9**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 20,000 lb, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121091	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	**-**
A121158	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A121164	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	**-**
A16464	**57,606**	**52,616**	**90.4**	**95.9**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121152	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	**-**
A121183	**57,499**	**52,525**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121146	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 22,000 lb, one engine withTreated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121169	**59,999**	**52,888**	**92.1**	**96.0**	**84.4**	**90.3**	**100.0**	**99.8**	**-**
A121173	**59,999**	**52,525**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	**-**
A121177	**59,999**	**52,525**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	**-**
A121186	**57,499**	**52,888**	**92.2**	**95.8**	**83.3**	**90.0**	**100.0**	**99.7**	**-**
A121190	**57,499**	**52,525**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**
A121194	**57,499**	**51,709**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A9013	**63,276**	**52,888**	**89.2**	**96.2**	**85.2**	**90.6**	**98.6**	**100.0**	**3**
A120399	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**98.2**	**100.0**	**3**
A15612	**62,822**	**52,616**	**89.2**	**96.2**	**84.9**	**90.5**	**98.6**	**100.0**	**3**
A9014	**62,822**	**51,709**	**89.2**	**96.2**	**84.9**	**90.5**	**98.6**	**100.0**	**3**
A4239	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**98.6**	**99.9**	**3**
A8916	**61,234**	**52,888**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A4237	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**98.6**	**99.9**	**3**
A121105	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**98.6**	**99.8**	**3**
A120685	**59,193**	**52,888**	**89.6**	**96.0**	**83.5**	**90.2**	**98.6**	**99.8**	**3**
A9785	**58,967**	**52,888**	**89.6**	**95.9**	**83.4**	**90.2**	**98.6**	**99.8**	**3**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4235	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**98.5**	**99.8**	**3**
A121111	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**98.6**	**99.7**	**3**
A4233	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**98.5**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A9010	**63,276**	**52,888**	**89.2**	**96.2**	**85.2**	**90.6**	**97.6**	**100.0**	**4**
A120400	**63,276**	**45,812**	**89.2**	**96.2**	**85.2**	**90.6**	**97.0**	**100.0**	**4**
A8949	**62,822**	**52,525**	**89.2**	**96.2**	**84.9**	**90.5**	**97.6**	**100.0**	**4**
A9138	**62,822**	**51,709**	**89.2**	**96.2**	**84.9**	**90.5**	**97.5**	**100.0**	**4**
A4240	**62,142**	**52,163**	**89.3**	**96.1**	**84.6**	**90.5**	**97.6**	**99.9**	**4**
A4238	**61,234**	**51,709**	**89.4**	**96.1**	**84.2**	**90.4**	**97.5**	**99.9**	**4**
A121126	**59,999**	**52,888**	**89.5**	**96.0**	**83.7**	**90.3**	**97.6**	**99.8**	**4**
A4236	**58,967**	**49,895**	**89.6**	**95.9**	**83.4**	**90.2**	**97.4**	**99.8**	**4**
A15614	**57,606**	**52,616**	**89.6**	**95.9**	**82.9**	**90.0**	**97.5**	**99.7**	**4**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121133	**57,499**	**52,888**	**89.7**	**95.8**	**82.8**	**90.0**	**97.6**	**99.7**	**4**
A4234	**56,472**	**49,895**	**89.7**	**95.8**	**82.4**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17846	**62,822**	**52,616**	**89.1**	**96.2**	**87.1**	**90.5**	**97.6**	**100.0**	**6**
A16826	**61,688**	**52,888**	**89.3**	**96.1**	**86.2**	**90.4**	**97.6**	**99.9**	**5**
A16827	**61,234**	**52,888**	**89.5**	**96.1**	**86.0**	**90.4**	**97.6**	**99.9**	**5**
A16828	**60,327**	**52,163**	**89.6**	**96.0**	**85.5**	**90.3**	**97.6**	**99.8**	**5**
A16829	**59,647**	**52,163**	**89.8**	**96.0**	**85.2**	**90.2**	**97.6**	**99.8**	**5**
A16830	**59,483**	**51,709**	**89.8**	**96.0**	**85.2**	**90.2**	**97.5**	**99.8**	**5**
A16831	**58,967**	**51,709**	**89.8**	**95.9**	**84.9**	**90.2**	**97.5**	**99.8**	**5**
A17841	**57,606**	**52,616**	**89.9**	**95.9**	**84.3**	**90.0**	**97.6**	**99.7**	**6**
A16832	**57,606**	**49,895**	**89.9**	**95.9**	**84.3**	**90.0**	**97.3**	**99.7**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16833	**56,472**	**49,895**	**90.0**	**95.8**	**83.7**	**89.9**	**97.3**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17878	**63,276**	**52,888**	**89.9**	**96.2**	**87.5**	**90.6**	**100.0**	**100.0**	-
A17898	**63,276**	**51,709**	**89.9**	**96.2**	**87.5**	**90.6**	**99.9**	**100.0**	-
A18012	**62,822**	**52,888**	**90.0**	**96.2**	**87.2**	**90.5**	**100.0**	**100.0**	-
A121088	**59,999**	**52,888**	**90.3**	**96.0**	**86.0**	**90.3**	**100.0**	**99.8**	-
A121156	**59,999**	**52,525**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	-
A121162	**59,999**	**51,709**	**90.3**	**96.0**	**86.0**	**90.3**	**99.9**	**99.8**	-
A14201	**59,874**	**51,709**	**90.3**	**96.0**	**85.9**	**90.3**	**99.9**	**99.8**	-
A10197	**58,967**	**51,709**	**90.3**	**95.9**	**85.5**	**90.2**	**99.9**	**99.8**	-
A16463	**57,606**	**52,616**	**90.4**	**95.9**	**84.9**	**90.0**	**99.9**	**99.7**	-
A121149	**57,499**	**52,888**	**90.4**	**95.8**	**84.9**	**90.0**	**100.0**	**99.7**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A121180	**57,499**	**52,525**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**
A121143	**57,499**	**51,709**	**90.4**	**95.8**	**84.9**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A9011	**63,276**	**52,888**	**90.9**	**96.2**	**83.9**	**90.6**	**98.6**	**100.0**	**3**
A9008	**63,276**	**51,709**	**90.9**	**96.2**	**83.9**	**90.6**	**98.6**	**100.0**	**3**
A120401	**63,276**	**45,812**	**90.9**	**96.2**	**83.9**	**90.6**	**98.2**	**100.0**	**3**
A15200	**63,000**	**52,888**	**90.9**	**96.2**	**83.9**	**90.6**	**98.6**	**100.0**	**3**
A119009	**62,822**	**52,888**	**90.9**	**96.2**	**83.8**	**90.5**	**98.6**	**100.0**	**3**
A6631	**62,822**	**51,709**	**90.9**	**96.2**	**83.8**	**90.5**	**98.6**	**100.0**	**3**
A4251	**62,142**	**52,163**	**91.0**	**96.1**	**83.5**	**90.5**	**98.6**	**99.9**	**3**
A9015	**61,915**	**51,709**	**91.0**	**96.1**	**83.4**	**90.5**	**98.6**	**99.9**	**3**
A120337	**61,688**	**52,888**	**91.0**	**96.1**	**83.3**	**90.4**	**98.6**	**99.9**	**3**
A9009	**61,234**	**52,888**	**91.0**	**96.1**	**83.2**	**90.4**	**98.6**	**99.9**	**3**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4249	**61,234**	**51,709**	**91.0**	**96.1**	**83.2**	**90.4**	**98.6**	**99.9**	**3**
A121115	**59,999**	**52,888**	**91.0**	**96.0**	**82.7**	**90.3**	**98.6**	**99.8**	**3**
A4247	**58,967**	**49,895**	**91.1**	**95.9**	**82.4**	**90.2**	**98.5**	**99.8**	**3**
A121120	**57,499**	**52,888**	**91.1**	**95.8**	**81.9**	**90.0**	**98.6**	**99.7**	**3**
A9007	**56,472**	**51,709**	**91.2**	**95.8**	**81.6**	**89.9**	**98.6**	**99.6**	**3**
A4245	**56,472**	**49,895**	**91.2**	**95.8**	**81.6**	**89.9**	**98.5**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A10168	**63,276**	**51,709**	**90.9**	**96.2**	**83.9**	**90.6**	**97.5**	**100.0**	**4**
A120402	**63,276**	**45,812**	**90.9**	**96.2**	**83.9**	**90.6**	**97.0**	**100.0**	**4**
A4252	**62,142**	**52,163**	**91.0**	**96.1**	**83.5**	**90.5**	**97.6**	**99.9**	**4**
A9012	**61,915**	**51,709**	**91.0**	**96.1**	**83.4**	**90.5**	**97.5**	**99.9**	**4**
A8947	**61,461**	**51,709**	**91.0**	**96.1**	**83.2**	**90.4**	**97.5**	**99.9**	**4**
A4250	**61,234**	**51,709**	**91.0**	**96.1**	**83.2**	**90.4**	**97.5**	**99.9**	**4**
A121137	**59,999**	**52,888**	**91.0**	**96.0**	**82.7**	**90.3**	**97.6**	**99.8**	**4**
A4248	**58,967**	**49,895**	**91.1**	**95.9**	**82.4**	**90.2**	**97.4**	**99.8**	**4**
A121141	**57,499**	**52,888**	**91.1**	**95.8**	**81.9**	**90.0**	**97.6**	**99.7**	**4**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4246	**56,472**	**49,895**	**91.2**	**95.8**	**81.6**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <943B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17850	**62,822**	**52,616**	**91.2**	**96.2**	**85.2**	**90.5**	**97.6**	**100.0**	**6**
A16844	**62,142**	**52,888**	**91.2**	**96.1**	**84.9**	**90.5**	**97.6**	**99.9**	**5**
A16845	**61,234**	**52,163**	**91.3**	**96.1**	**84.5**	**90.4**	**97.6**	**99.9**	**5**
A16846	**60,327**	**51,709**	**91.4**	**96.0**	**84.2**	**90.3**	**97.5**	**99.8**	**5**
A16847	**58,967**	**51,709**	**91.4**	**95.9**	**83.6**	**90.2**	**97.5**	**99.8**	**5**
A17843	**57,606**	**52,616**	**91.5**	**95.9**	**83.0**	**90.0**	**97.6**	**99.7**	**6**
A16848	**57,606**	**49,895**	**91.5**	**95.9**	**83.0**	**90.0**	**97.3**	**99.7**	**5**
A16849	**56,472**	**49,895**	**91.6**	**95.8**	**82.5**	**89.9**	**97.3**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A8539	**63,276**	**52,888**	**91.9**	**96.2**	**85.7**	**90.6**	**100.0**	**100.0**	-
A14356	**63,049**	**52,888**	**91.9**	**96.2**	**85.6**	**90.6**	**100.0**	**100.0**	-
A6679	**62,822**	**52,888**	**91.9**	**96.2**	**85.5**	**90.5**	**100.0**	**100.0**	-
A8925	**62,822**	**52,525**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	-
A15609	**62,822**	**51,709**	**91.9**	**96.2**	**85.5**	**90.5**	**99.9**	**100.0**	-
A14249	**61,888**	**52,888**	**92.0**	**96.1**	**85.1**	**90.5**	**100.0**	**99.9**	-
A8922	**61,234**	**51,709**	**92.0**	**96.1**	**84.9**	**90.4**	**99.9**	**99.9**	-
A121168	**59,999**	**52,888**	**92.1**	**96.0**	**84.4**	**90.3**	**100.0**	**99.8**	-
A121172	**59,999**	**52,525**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	-
A121176	**59,999**	**51,709**	**92.1**	**96.0**	**84.4**	**90.3**	**99.9**	**99.8**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-300**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A14199	**58,059**	**51,709**	**92.1**	**95.9**	**84.0**	**90.1**	**99.9**	**99.7**	**-**
A8973	**57,833**	**51,709**	**92.1**	**95.9**	**83.9**	**90.1**	**99.9**	**99.7**	**-**
A121187	**57,499**	**52,888**	**92.2**	**95.8**	**83.3**	**90.0**	**100.0**	**99.7**	**-**
A121191	**57,499**	**52,525**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**
A121195	**57,499**	**51,709**	**92.2**	**95.8**	**83.3**	**90.0**	**99.9**	**99.7**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4265	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**98.6**	**100.1**	**3**
A4263	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**98.6**	**100.0**	**3**
A4261	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**98.6**	**99.9**	**3**
A4259	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**98.6**	**99.8**	**3**
A4257	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4266	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**97.7**	**100.1**	**4**
A4264	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**97.7**	**100.0**	**4**
A4262	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**97.7**	**99.9**	**4**
A4260	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**97.7**	**99.8**	**4**
A4258	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16995	**64,636**	**56,245**	**88.5**	**96.3**	**90.1**	**90.7**	**97.9**	**100.1**	**5**
A16994	**64,441**	**56,245**	**88.5**	**96.3**	**90.0**	**90.7**	**97.9**	**100.1**	**5**
A16993	**64,319**	**56,245**	**88.6**	**96.3**	**89.7**	**90.7**	**97.9**	**100.0**	**5**
A16992	**64,183**	**56,245**	**88.7**	**96.3**	**89.3**	**90.7**	**97.9**	**100.0**	**5**
A16991	**63,956**	**56,245**	**88.8**	**96.2**	**88.9**	**90.7**	**97.9**	**100.0**	**5**
A16990	**63,729**	**56,245**	**88.9**	**96.2**	**88.6**	**90.6**	**97.9**	**100.0**	**5**
A16989	**63,502**	**56,245**	**89.0**	**96.2**	**88.3**	**90.6**	**97.9**	**100.0**	**5**
A16988	**63,276**	**56,245**	**89.0**	**96.2**	**88.1**	**90.6**	**97.9**	**100.0**	**5**
A16987	**62,822**	**56,245**	**89.2**	**96.2**	**87.6**	**90.5**	**97.9**	**100.0**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16986	**62,368**	**54,884**	**89.3**	**96.1**	**87.2**	**90.5**	**97.8**	**99.9**	**5**
A16985	**61,234**	**54,884**	**89.6**	**96.1**	**86.5**	**90.4**	**97.8**	**99.9**	**5**
A16984	**60,667**	**54,884**	**89.7**	**96.0**	**86.2**	**90.3**	**97.8**	**99.8**	**5**
A16983	**60,100**	**54,884**	**89.8**	**96.0**	**85.9**	**90.3**	**97.8**	**99.8**	**5**
A16982	**59,420**	**54,884**	**90.0**	**96.0**	**85.6**	**90.2**	**97.8**	**99.8**	**5**
A16981	**58,994**	**54,884**	**90.0**	**95.9**	**85.5**	**90.2**	**97.8**	**99.8**	**5**
A16980	**58,967**	**54,884**	**90.0**	**95.9**	**85.4**	**90.2**	**97.8**	**99.8**	**5**
A16979	**57,969**	**54,884**	**90.1**	**95.9**	**84.9**	**90.1**	**97.8**	**99.7**	**5**
A16978	**56,925**	**54,884**	**90.2**	**95.8**	**84.4**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4275	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**98.6**	**100.1**	**3**
A4273	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**98.6**	**100.0**	**3**
A4271	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**98.6**	**99.9**	**3**
A4269	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**98.6**	**99.8**	**3**
A4267	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4276	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**97.7**	**100.1**	**4**
A4274	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**97.7**	**100.0**	**4**
A4272	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**97.7**	**99.9**	**4**
A4270	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**97.7**	**99.8**	**4**
A4268	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17013	**64,636**	**56,245**	**88.5**	**96.3**	**90.1**	**90.7**	**97.9**	**100.1**	**5**
A17012	**64,441**	**56,245**	**88.5**	**96.3**	**90.0**	**90.7**	**97.9**	**100.1**	**5**
A17011	**64,319**	**56,245**	**88.6**	**96.3**	**89.7**	**90.7**	**97.9**	**100.0**	**5**
A17010	**64,183**	**56,245**	**88.7**	**96.3**	**89.3**	**90.7**	**97.9**	**100.0**	**5**
A17009	**63,956**	**56,245**	**88.8**	**96.2**	**88.9**	**90.7**	**97.9**	**100.0**	**5**
A17008	**63,729**	**56,245**	**88.9**	**96.2**	**88.6**	**90.6**	**97.9**	**100.0**	**5**
A17007	**63,502**	**56,245**	**89.0**	**96.2**	**88.3**	**90.6**	**97.9**	**100.0**	**5**
A17006	**63,276**	**56,245**	**89.0**	**96.2**	**88.1**	**90.6**	**97.9**	**100.0**	**5**
A17005	**62,822**	**56,245**	**89.2**	**96.2**	**87.6**	**90.5**	**97.9**	**100.0**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17004	**62,368**	**54,884**	**89.3**	**96.1**	**87.2**	**90.5**	**97.8**	**99.9**	**5**
A17003	**61,234**	**54,884**	**89.6**	**96.1**	**86.5**	**90.4**	**97.8**	**99.9**	**5**
A17002	**60,667**	**54,884**	**89.7**	**96.0**	**86.2**	**90.3**	**97.8**	**99.8**	**5**
A17001	**60,100**	**54,884**	**89.8**	**96.0**	**85.9**	**90.3**	**97.8**	**99.8**	**5**
A17000	**59,420**	**54,884**	**90.0**	**96.0**	**85.6**	**90.2**	**97.8**	**99.8**	**5**
A16999	**58,994**	**54,884**	**90.0**	**95.9**	**85.5**	**90.2**	**97.8**	**99.8**	**5**
A16998	**58,967**	**54,884**	**90.0**	**95.9**	**85.4**	**90.2**	**97.8**	**99.8**	**5**
A16997	**57,969**	**54,884**	**90.1**	**95.9**	**84.9**	**90.1**	**97.8**	**99.7**	**5**
A16996	**56,925**	**54,884**	**90.2**	**95.8**	**84.4**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4288	**64,636**	**54,884**	**89.6**	**96.3**	**88.9**	**90.7**	**100.2**	**100.1**	**-**
A4285	**62,822**	**54,884**	**90.0**	**96.2**	**87.2**	**90.5**	**100.2**	**100.0**	**-**
A4282	**61,234**	**54,884**	**90.3**	**96.1**	**86.3**	**90.4**	**100.2**	**99.9**	**-**
A4279	**58,967**	**54,884**	**90.5**	**95.9**	**85.4**	**90.2**	**100.2**	**99.8**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4301	**68,038**	**56,245**	**90.7**	**96.5**	**86.3**	**91.0**	**98.6**	**100.2**	**3**
A4299	**64,636**	**54,884**	**91.0**	**96.3**	**84.9**	**90.7**	**98.6**	**100.1**	**3**
A4297	**62,822**	**54,884**	**91.1**	**96.2**	**84.2**	**90.5**	**98.6**	**100.0**	**3**
A4295	**61,234**	**54,884**	**91.1**	**96.1**	**83.5**	**90.4**	**98.6**	**99.9**	**3**
A4293	**58,967**	**54,884**	**91.2**	**95.9**	**82.8**	**90.2**	**98.6**	**99.8**	**3**
A4291	**56,880**	**54,884**	**91.3**	**95.8**	**82.0**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4302	**68,038**	**56,245**	**90.7**	**96.5**	**86.3**	**91.0**	**97.7**	**100.2**	**4**
A4300	**64,636**	**54,884**	**91.0**	**96.3**	**84.9**	**90.7**	**97.7**	**100.1**	**4**
A4298	**62,822**	**54,884**	**91.1**	**96.2**	**84.2**	**90.5**	**97.7**	**100.0**	**4**
A4296	**61,234**	**54,884**	**91.1**	**96.1**	**83.5**	**90.4**	**97.7**	**99.9**	**4**
A4294	**58,967**	**54,884**	**91.2**	**95.9**	**82.8**	**90.2**	**97.7**	**99.8**	**4**
A4292	**56,880**	**54,884**	**91.3**	**95.8**	**82.0**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17042	**68,038**	**56,245**	**90.7**	**96.5**	**88.0**	**91.0**	**97.9**	**100.2**	**5**
A17041	**67,471**	**56,245**	**90.9**	**96.4**	**87.7**	**91.0**	**97.9**	**100.2**	**5**
A17040	**66,904**	**56,245**	**91.0**	**96.4**	**87.5**	**90.9**	**97.9**	**100.2**	**5**
A17039	**65,997**	**56,245**	**91.2**	**96.4**	**87.1**	**90.8**	**97.9**	**100.1**	**5**
A17038	**65,907**	**56,245**	**91.2**	**96.3**	**87.0**	**90.8**	**97.9**	**100.1**	**5**
A17037	**64,636**	**54,884**	**91.3**	**96.3**	**86.5**	**90.7**	**97.8**	**100.1**	**5**
A17036	**63,729**	**54,884**	**91.3**	**96.2**	**86.1**	**90.6**	**97.8**	**100.0**	**5**
A17035	**62,822**	**54,884**	**91.4**	**96.2**	**85.7**	**90.5**	**97.8**	**100.0**	**5**
A17034	**61,234**	**54,884**	**91.5**	**96.1**	**85.0**	**90.4**	**97.8**	**99.9**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17033	**58,967**	**54,884**	**91.7**	**95.9**	**84.0**	**90.2**	**97.8**	**99.8**	**5**
A17032	**56,925**	**54,884**	**91.8**	**95.8**	**83.1**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4290	**68,038**	**56,245**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	-
A4289	**68,038**	**54,884**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	-
A16479	**65,090**	**54,884**	**92.0**	**96.3**	**86.6**	**90.8**	**100.2**	**100.1**	-
A4287	**64,636**	**56,245**	**92.0**	**96.3**	**86.4**	**90.7**	**100.2**	**100.1**	-
A4286	**64,636**	**54,884**	**92.0**	**96.3**	**86.4**	**90.7**	**100.2**	**100.1**	-
A4284	**62,822**	**56,245**	**92.1**	**96.2**	**85.7**	**90.5**	**100.2**	**100.0**	-
A4283	**62,822**	**54,884**	**92.1**	**96.2**	**85.7**	**90.5**	**100.2**	**100.0**	-
A4281	**61,234**	**56,245**	**92.1**	**96.1**	**84.9**	**90.4**	**100.2**	**99.9**	-
A4280	**61,234**	**54,884**	**92.1**	**96.1**	**84.9**	**90.4**	**100.2**	**99.9**	-
A4278	**58,967**	**56,245**	**92.2**	**95.9**	**84.0**	**90.2**	**100.2**	**99.8**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4277	**58,967**	**54,884**	**92.2**	**95.9**	**84.0**	**90.2**	**100.2**	**99.8**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 22,000 lb, one engine with Hardwall forward acoustic panel, one engine with Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A122803	**62,822**	**54,884**	**91.1**	**96.2**	**84.2**	**90.5**	**98.6**	**100.0**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 22,000 lb, one engine with treated forward acoustic panel, one engine with hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition** Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A122821	**65,090**	**54,884**	**92.0**	**96.3**	**86.6**	**90.8**	**100.2**	**100.1**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A122046	**65,090**	**54,884**	**93.2**	**96.3**	**85.9**	**90.8**	**100.2**	**100.1**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4311	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**98.6**	**100.1**	**3**
A4309	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**98.6**	**100.0**	**3**
A4307	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**98.6**	**99.9**	**3**
A4305	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**98.6**	**99.8**	**3**
A4303	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4312	**64,636**	**56,245**	**88.9**	**96.3**	**86.9**	**90.7**	**97.7**	**100.1**	**4**
A4310	**62,822**	**54,884**	**89.3**	**96.2**	**85.4**	**90.5**	**97.7**	**100.0**	**4**
A4308	**61,234**	**54,884**	**89.5**	**96.1**	**84.6**	**90.4**	**97.7**	**99.9**	**4**
A4306	**58,967**	**54,884**	**89.8**	**95.9**	**83.8**	**90.2**	**97.7**	**99.8**	**4**
A4304	**56,880**	**54,884**	**89.8**	**95.8**	**82.9**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17031	**64,636**	**56,245**	**88.5**	**96.3**	**90.1**	**90.7**	**97.9**	**100.1**	**5**
A17030	**64,441**	**56,245**	**88.5**	**96.3**	**90.0**	**90.7**	**97.9**	**100.1**	**5**
A17029	**64,319**	**56,245**	**88.6**	**96.3**	**89.7**	**90.7**	**97.9**	**100.0**	**5**
A17028	**64,183**	**56,245**	**88.7**	**96.3**	**89.3**	**90.7**	**97.9**	**100.0**	**5**
A17027	**63,956**	**56,245**	**88.8**	**96.2**	**88.9**	**90.7**	**97.9**	**100.0**	**5**
A17026	**63,729**	**56,245**	**88.9**	**96.2**	**88.6**	**90.6**	**97.9**	**100.0**	**5**
A17025	**63,502**	**56,245**	**89.0**	**96.2**	**88.3**	**90.6**	**97.9**	**100.0**	**5**
A17024	**63,276**	**56,245**	**89.0**	**96.2**	**88.1**	**90.6**	**97.9**	**100.0**	**5**
A17023	**62,822**	**56,245**	**89.2**	**96.2**	**87.6**	**90.5**	**97.9**	**100.0**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17022	**62,368**	**54,884**	**89.3**	**96.1**	**87.2**	**90.5**	**97.8**	**99.9**	**5**
A17021	**61,234**	**54,884**	**89.6**	**96.1**	**86.5**	**90.4**	**97.8**	**99.9**	**5**
A17020	**60,667**	**54,884**	**89.7**	**96.0**	**86.2**	**90.3**	**97.8**	**99.8**	**5**
A17019	**60,100**	**54,884**	**89.8**	**96.0**	**85.9**	**90.3**	**97.8**	**99.8**	**5**
A17018	**59,420**	**54,884**	**90.0**	**96.0**	**85.6**	**90.2**	**97.8**	**99.8**	**5**
A17017	**58,994**	**54,884**	**90.0**	**95.9**	**85.5**	**90.2**	**97.8**	**99.8**	**5**
A17016	**58,967**	**54,884**	**90.0**	**95.9**	**85.4**	**90.2**	**97.8**	**99.8**	**5**
A17015	**57,969**	**54,884**	**90.1**	**95.9**	**84.9**	**90.1**	**97.8**	**99.7**	**5**
A17014	**56,925**	**54,884**	**90.2**	**95.8**	**84.4**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4323	**68,038**	**56,245**	**90.7**	**96.5**	**86.3**	**91.0**	**98.6**	**100.2**	**3**
A121324	**68,038**	**54,884**	**90.7**	**96.5**	**86.3**	**91.0**	**98.6**	**100.2**	**3**
A122050	**68,000**	**56,200**	**90.7**	**96.5**	**86.3**	**91.0**	**98.6**	**100.2**	**3**
A120653	**65,090**	**54,884**	**91.0**	**96.3**	**85.1**	**90.8**	**98.6**	**100.1**	**3**
A122223	**64,999**	**56,245**	**91.0**	**96.3**	**85.1**	**90.7**	**98.6**	**100.1**	**3**
A17897	**64,999**	**54,884**	**91.0**	**96.3**	**85.1**	**90.7**	**98.6**	**100.1**	**3**
A4321	**64,636**	**54,884**	**91.0**	**96.3**	**84.9**	**90.7**	**98.6**	**100.1**	**3**
A4319	**62,822**	**54,884**	**91.1**	**96.2**	**84.2**	**90.5**	**98.6**	**100.0**	**3**
A120605	**61,234**	**56,245**	**91.1**	**96.1**	**83.5**	**90.4**	**98.6**	**99.9**	**3**
A4317	**61,234**	**54,884**	**91.1**	**96.1**	**83.5**	**90.4**	**98.6**	**99.9**	**3**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4315	**58,967**	**54,884**	**91.2**	**95.9**	**82.8**	**90.2**	**98.6**	**99.8**	**3**
A4313	**56,880**	**54,884**	**91.3**	**95.8**	**82.0**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4324	**68,038**	**56,245**	**90.7**	**96.5**	**86.3**	**91.0**	**97.7**	**100.2**	**4**
A122002	**68,000**	**56,200**	**90.7**	**96.5**	**86.3**	**91.0**	**97.7**	**100.2**	**4**
A121233	**67,999**	**56,245**	**90.7**	**96.5**	**86.3**	**91.0**	**97.7**	**100.2**	**4**
A120573	**66,904**	**56,245**	**90.8**	**96.4**	**85.9**	**90.9**	**97.7**	**100.2**	**4**
A118978	**65,090**	**54,884**	**91.0**	**96.3**	**85.1**	**90.8**	**97.7**	**100.1**	**4**
A122225	**64,999**	**54,884**	**91.0**	**96.3**	**85.1**	**90.7**	**97.7**	**100.1**	**4**
A4322	**64,636**	**54,884**	**91.0**	**96.3**	**84.9**	**90.7**	**97.7**	**100.1**	**4**
A9004	**62,999**	**54,884**	**91.1**	**96.2**	**84.3**	**90.6**	**97.7**	**100.0**	**4**
A4320	**62,822**	**54,884**	**91.1**	**96.2**	**84.2**	**90.5**	**97.7**	**100.0**	**4**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4318	**61,234**	**54,884**	**91.1**	**96.1**	**83.5**	**90.4**	**97.7**	**99.9**	**4**
A122758	**61,234**	**56,245**	**91.1**	**96.1**	**83.5**	**90.4**	**97.7**	**99.9**	**4**
A4316	**58,967**	**54,884**	**91.2**	**95.9**	**82.8**	**90.2**	**97.7**	**99.8**	**4**
A121727	**57,969**	**54,884**	**91.2**	**95.9**	**82.4**	**90.1**	**97.7**	**99.7**	**4**
A4314	**56,880**	**54,884**	**91.3**	**95.8**	**82.0**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17053	**68,038**	**56,245**	**90.7**	**96.5**	**88.0**	**91.0**	**97.9**	**100.2**	**5**
A17052	**67,471**	**56,245**	**90.9**	**96.4**	**87.7**	**91.0**	**97.9**	**100.2**	**5**
A17051	**66,904**	**56,245**	**91.0**	**96.4**	**87.5**	**90.9**	**97.9**	**100.2**	**5**
A17050	**65,997**	**56,245**	**91.2**	**96.4**	**87.1**	**90.8**	**97.9**	**100.1**	**5**
A17049	**65,907**	**56,245**	**91.2**	**96.3**	**87.0**	**90.8**	**97.9**	**100.1**	**5**
A122719	**65,090**	**54,884**	**91.3**	**96.3**	**86.7**	**90.8**	**97.8**	**100.1**	**5**
A17048	**64,636**	**54,884**	**91.3**	**96.3**	**86.5**	**90.7**	**97.8**	**100.1**	**5**
A17047	**63,729**	**54,884**	**91.3**	**96.2**	**86.1**	**90.6**	**97.8**	**100.0**	**5**
A17046	**62,822**	**54,884**	**91.4**	**96.2**	**85.7**	**90.5**	**97.8**	**100.0**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 22,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944B2> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17045	**61,234**	**54,884**	**91.5**	**96.1**	**85.0**	**90.4**	**97.8**	**99.9**	**5**
A17044	**58,967**	**54,884**	**91.7**	**95.9**	**84.0**	**90.2**	**97.8**	**99.8**	**5**
A121711	**57,969**	**54,884**	**91.7**	**95.9**	**83.6**	**90.1**	**97.8**	**99.7**	**5**
A17043	**56,925**	**54,884**	**91.8**	**95.8**	**83.1**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A8920	**68,038**	**56,245**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	**-**
A8540	**68,038**	**54,884**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	**-**
A122038	**68,000**	**56,200**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	**-**
A119063	**67,998**	**56,245**	**91.7**	**96.5**	**87.7**	**91.0**	**100.2**	**100.2**	**-**
A16477	**65,090**	**54,884**	**92.0**	**96.3**	**86.6**	**90.8**	**100.2**	**100.1**	**-**
A8924	**64,636**	**54,884**	**92.0**	**96.3**	**86.4**	**90.7**	**100.2**	**100.1**	**-**
A16478	**62,822**	**54,884**	**92.1**	**96.2**	**85.7**	**90.5**	**100.2**	**100.0**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 22,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition** Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A122716	**65,090**	**55,338**	**92.0**	**96.3**	**86.6**	**90.8**	**100.2**	**100.1**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4337	**68,038**	**56,245**	**91.8**	**96.5**	**85.9**	**91.0**	**98.6**	**100.2**	**3**
A119494	**68,000**	**56,200**	**91.8**	**96.5**	**85.9**	**91.0**	**98.6**	**100.2**	**3**
A9793	**65,317**	**56,245**	**91.9**	**96.3**	**84.7**	**90.8**	**98.6**	**100.1**	**3**
A119352	**64,999**	**54,884**	**91.9**	**96.3**	**84.6**	**90.7**	**98.6**	**100.1**	**3**
A4335	**64,636**	**54,884**	**91.9**	**96.3**	**84.4**	**90.7**	**98.6**	**100.1**	**3**
A4333	**62,822**	**54,884**	**92.0**	**96.2**	**83.7**	**90.5**	**98.6**	**100.0**	**3**
A4331	**61,234**	**54,884**	**92.0**	**96.1**	**83.2**	**90.4**	**98.6**	**99.9**	**3**
A4329	**58,967**	**54,884**	**92.1**	**95.9**	**82.4**	**90.2**	**98.6**	**99.8**	**3**
A4325	**56,880**	**54,884**	**92.1**	**95.8**	**81.7**	**90.0**	**98.6**	**99.6**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4338	**68,038**	**56,245**	**91.8**	**96.5**	**85.9**	**91.0**	**97.7**	**100.2**	**4**
A120101	**64,999**	**54,884**	**91.9**	**96.3**	**84.6**	**90.7**	**97.7**	**100.1**	**4**
A4336	**64,636**	**54,884**	**91.9**	**96.3**	**84.4**	**90.7**	**97.7**	**100.1**	**4**
A4334	**62,822**	**54,884**	**92.0**	**96.2**	**83.7**	**90.5**	**97.7**	**100.0**	**4**
A4332	**61,234**	**54,884**	**92.0**	**96.1**	**83.2**	**90.4**	**97.7**	**99.9**	**4**
A4330	**58,967**	**54,884**	**92.1**	**95.9**	**82.4**	**90.2**	**97.7**	**99.8**	**4**
A4326	**56,880**	**54,884**	**92.1**	**95.8**	**81.7**	**90.0**	**97.7**	**99.6**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <944C> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17061	**68,038**	**56,245**	**92.4**	**96.5**	**87.1**	**91.0**	**97.9**	**100.2**	**5**
A17060	**66,542**	**56,245**	**92.4**	**96.4**	**86.5**	**90.9**	**97.9**	**100.2**	**5**
A17059	**64,636**	**56,245**	**92.6**	**96.3**	**85.6**	**90.7**	**97.9**	**100.1**	**5**
A17058	**62,822**	**56,245**	**92.7**	**96.2**	**84.9**	**90.5**	**97.9**	**100.0**	**5**
A17057	**61,234**	**54,884**	**92.8**	**96.1**	**84.3**	**90.4**	**97.8**	**99.9**	**5**
A17056	**58,967**	**54,884**	**92.9**	**95.9**	**83.4**	**90.2**	**97.8**	**99.8**	**5**
A17055	**58,513**	**54,884**	**93.0**	**95.9**	**83.2**	**90.1**	**97.8**	**99.7**	**5**
A17054	**56,925**	**54,884**	**93.1**	**95.8**	**82.5**	**90.0**	**97.8**	**99.6**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4348	**68,038**	**56,245**	**93.1**	**96.5**	**87.1**	**91.0**	**100.2**	**100.2**	-
A4347	**68,038**	**54,884**	**93.1**	**96.5**	**87.1**	**91.0**	**100.2**	**100.2**	-
A5989	**68,000**	**56,200**	**93.1**	**96.5**	**87.1**	**91.0**	**100.2**	**100.2**	-
A122731	**67,998**	**56,245**	**93.1**	**96.5**	**87.1**	**91.0**	**100.2**	**100.2**	-
A6296	**65,997**	**56,245**	**93.2**	**96.4**	**86.3**	**90.8**	**100.2**	**100.1**	-
A15604	**65,317**	**56,245**	**93.2**	**96.3**	**86.3**	**90.8**	**100.2**	**100.1**	-
A5991	**65,090**	**55,338**	**93.2**	**96.3**	**85.9**	**90.8**	**100.2**	**100.1**	-
A6297	**65,090**	**54,884**	**93.2**	**96.3**	**85.9**	**90.8**	**100.2**	**100.1**	-
A5990	**65,090**	**54,844**	**93.2**	**96.3**	**85.9**	**90.8**	**100.2**	**100.1**	-
A15591	**64,863**	**56,245**	**93.2**	**96.3**	**85.8**	**90.7**	**100.2**	**100.1**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-400**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4346	**64,636**	**56,245**	**93.2**	**96.3**	**85.7**	**90.7**	**100.2**	**100.1**	**-**
A4345	**64,636**	**54,884**	**93.2**	**96.3**	**85.7**	**90.7**	**100.2**	**100.1**	**-**
A4344	**62,822**	**56,245**	**93.2**	**96.2**	**85.0**	**90.5**	**100.2**	**100.0**	**-**
A4343	**62,822**	**54,884**	**93.2**	**96.2**	**85.0**	**90.5**	**100.2**	**100.0**	**-**
A4342	**61,234**	**56,245**	**93.3**	**96.1**	**84.2**	**90.4**	**100.2**	**99.9**	**-**
A4341	**61,234**	**54,884**	**93.3**	**96.1**	**84.2**	**90.4**	**100.2**	**99.9**	**-**
A4340	**58,967**	**56,245**	**93.3**	**95.9**	**83.3**	**90.2**	**100.2**	**99.8**	**-**
A4339	**58,967**	**54,884**	**93.3**	**95.9**	**83.3**	**90.2**	**100.2**	**99.8**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16466	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120417	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**98.1**	**99.8**	**3**
A4434	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**98.6**	**99.7**	**3**
A4422	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**98.4**	**99.6**	**3**
A4410	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**98.4**	**99.4**	**3**
A4398	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**98.4**	**99.3**	**3**
A4386	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120418	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**96.8**	**99.8**	**4**
A4437	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**97.4**	**99.7**	**4**
A4425	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**97.2**	**99.6**	**4**
A4413	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**97.2**	**99.4**	**4**
A4401	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**97.2**	**99.3**	**4**
A4389	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16859	**57,107**	**49,895**	**88.7**	**95.8**	**85.2**	**90.0**	**97.4**	**99.6**	**5**
A16858	**56,789**	**49,895**	**88.8**	**95.8**	**85.0**	**90.0**	**97.4**	**99.6**	**5**
A16857	**56,472**	**49,895**	**88.9**	**95.8**	**84.9**	**89.9**	**97.4**	**99.6**	**5**
A16856	**56,018**	**49,895**	**88.9**	**95.7**	**84.7**	**89.9**	**97.4**	**99.6**	**5**
A16855	**55,111**	**49,895**	**89.1**	**95.7**	**84.2**	**89.8**	**97.4**	**99.5**	**5**
A16854	**54,431**	**47,627**	**89.2**	**95.6**	**83.9**	**89.7**	**97.1**	**99.5**	**5**
A17854	**54,000**	**49,895**	**89.2**	**95.6**	**83.7**	**89.7**	**97.4**	**99.5**	**7**
A16853	**53,750**	**47,627**	**89.2**	**95.6**	**83.6**	**89.6**	**97.1**	**99.4**	**5**
A16852	**52,389**	**47,627**	**89.3**	**95.5**	**82.9**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16851	**50,938**	**47,627**	**89.4**	**95.4**	**82.2**	**89.3**	**97.1**	**99.3**	**5**
A16850	**48,987**	**47,627**	**89.6**	**95.3**	**81.3**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4371	**60,237**	**49,895**	**88.9**	**96.0**	**87.7**	**90.3**	**99.8**	**99.8**	-
A4373	**60,237**	**47,627**	**88.9**	**96.0**	**87.7**	**90.3**	**99.4**	**99.8**	-
A4369	**58,740**	**49,895**	**89.2**	**95.9**	**86.4**	**90.2**	**99.8**	**99.7**	-
A4368	**58,740**	**47,581**	**89.2**	**95.9**	**86.4**	**90.2**	**99.4**	**99.7**	-
A4363	**56,472**	**49,895**	**89.6**	**95.8**	**85.3**	**89.9**	**99.8**	**99.6**	-
A4362	**56,472**	**47,627**	**89.6**	**95.8**	**85.3**	**89.9**	**99.4**	**99.6**	-
A119450	**52,843**	**49,895**	**89.9**	**95.5**	**83.8**	**89.5**	**99.8**	**99.4**	-
A4358	**52,389**	**49,895**	**89.9**	**95.5**	**83.6**	**89.5**	**99.8**	**99.4**	-
A4357	**52,389**	**47,627**	**89.9**	**95.5**	**83.6**	**89.5**	**99.4**	**99.4**	-
A4354	**50,802**	**49,895**	**89.9**	**95.4**	**82.9**	**89.3**	**99.8**	**99.3**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4353	**50,802**	**47,627**	**89.9**	**95.4**	**82.9**	**89.3**	**99.4**	**99.3**	**-**
A4350	**48,987**	**47,627**	**90.0**	**95.3**	**82.0**	**89.1**	**99.4**	**99.1**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4446	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**98.6**	**99.8**	**3**
A120419	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**98.1**	**99.8**	**3**
A122165	**58,967**	**49,895**	**89.8**	**95.9**	**83.7**	**90.2**	**98.6**	**99.8**	**3**
A4428	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**98.4**	**99.7**	**3**
A4416	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**98.4**	**99.6**	**3**
A4404	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**98.4**	**99.4**	**3**
A4392	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**98.4**	**99.3**	**3**
A4380	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4449	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**97.4**	**99.8**	**4**
A120420	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**96.8**	**99.8**	**4**
A4431	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**97.2**	**99.7**	**4**
A4419	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**97.2**	**99.6**	**4**
A16467	**54,000**	**49,895**	**90.0**	**95.6**	**82.0**	**89.7**	**97.4**	**99.5**	**4**
A4407	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**97.2**	**99.4**	**4**
A4395	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**97.2**	**99.3**	**4**
A4383	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17836	**60,554**	**49,895**	**89.7**	**96.0**	**85.9**	**90.3**	**97.4**	**99.8**	**7**
A16913	**58,740**	**49,895**	**89.9**	**95.9**	**85.0**	**90.2**	**97.4**	**99.7**	**5**
A16912	**58,059**	**49,895**	**90.0**	**95.9**	**84.7**	**90.1**	**97.4**	**99.7**	**5**
A16911	**57,606**	**49,895**	**90.0**	**95.9**	**84.5**	**90.0**	**97.4**	**99.7**	**5**
A16910	**56,472**	**49,895**	**90.1**	**95.8**	**84.0**	**89.9**	**97.4**	**99.6**	**5**
A16909	**55,111**	**49,895**	**90.2**	**95.7**	**83.4**	**89.8**	**97.4**	**99.5**	**5**
A17851	**54,000**	**49,895**	**90.2**	**95.6**	**82.8**	**89.7**	**97.4**	**99.5**	**7**
A16908	**53,750**	**47,627**	**90.2**	**95.6**	**82.7**	**89.6**	**97.1**	**99.4**	**5**
A16907	**52,389**	**47,627**	**90.3**	**95.5**	**82.1**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16906	**50,938**	**47,627**	**90.4**	**95.4**	**81.4**	**89.3**	**97.1**	**99.3**	**5**
A16905	**49,963**	**47,627**	**90.5**	**95.3**	**81.0**	**89.2**	**97.1**	**99.2**	**5**
A16904	**48,987**	**47,627**	**90.6**	**95.3**	**80.6**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4375	**60,554**	**49,895**	**90.4**	**96.0**	**86.0**	**90.3**	**99.8**	**99.8**	-
A4374	**60,554**	**47,627**	**90.4**	**96.0**	**86.0**	**90.3**	**99.4**	**99.8**	-
A118977	**59,000**	**49,895**	**90.5**	**95.9**	**85.5**	**90.2**	**99.8**	**99.8**	-
A122164	**58,967**	**49,895**	**90.5**	**95.9**	**85.5**	**90.2**	**99.8**	**99.8**	-
A4366	**58,740**	**49,895**	**90.5**	**95.9**	**85.4**	**90.2**	**99.8**	**99.7**	-
A4365	**58,740**	**47,627**	**90.5**	**95.9**	**85.4**	**90.2**	**99.4**	**99.7**	-
A6630	**57,606**	**49,895**	**90.6**	**95.9**	**85.0**	**90.0**	**99.8**	**99.7**	-
A4360	**56,472**	**49,895**	**90.7**	**95.8**	**84.5**	**89.9**	**99.8**	**99.6**	-
A4359	**56,472**	**47,627**	**90.7**	**95.8**	**84.5**	**89.9**	**99.4**	**99.6**	-
A17063	**55,000**	**49,895**	**90.7**	**95.7**	**83.9**	**89.8**	**99.8**	**99.5**	-

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16465	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**
A4356	**52,389**	**49,895**	**90.8**	**95.5**	**82.7**	**89.5**	**99.8**	**99.4**	**-**
A4355	**52,389**	**47,627**	**90.8**	**95.5**	**82.7**	**89.5**	**99.4**	**99.4**	**-**
A4352	**50,802**	**49,895**	**90.8**	**95.4**	**81.9**	**89.3**	**99.8**	**99.3**	**-**
A4351	**50,802**	**47,627**	**90.8**	**95.4**	**81.9**	**89.3**	**99.4**	**99.3**	**-**
A4349	**48,987**	**47,627**	**90.9**	**95.3**	**81.1**	**89.1**	**99.4**	**99.1**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, CFM56-3C1 de-rated to 20,000 lb, both engines with Treated forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A6633	**58,967**	**49,895**	**90.5**	**95.9**	**85.5**	**90.2**	**99.8**	**99.8**	**-**
A15891	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, CFM56-3C1 de-rated to 20,000 lb, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15898	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, Engines de-rated to 18,500 lb, Treated forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A6627	**56,000**	**49,895**	**89.6**	**95.7**	**85.1**	**89.9**	**99.8**	**99.6**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, Engines rated at 20,000 lb, Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15896	**54,000**	**49,895**	**90.0**	**95.6**	**82.0**	**89.7**	**98.6**	**99.5**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B1, CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, Engines rated at 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16303	**54,000**	**49,895**	**90.0**	**95.6**	**82.0**	**89.7**	**97.4**	**99.5**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120413	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**98.1**	**99.8**	**3**
A4435	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**98.6**	**99.7**	**3**
A4423	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**98.4**	**99.6**	**3**
A4411	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**98.4**	**99.4**	**3**
A4399	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**98.4**	**99.3**	**3**
A4387	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120414	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**96.8**	**99.8**	**4**
A4438	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**97.4**	**99.7**	**4**
A4426	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**97.2**	**99.6**	**4**
A4414	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**97.2**	**99.4**	**4**
A4402	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**97.2**	**99.3**	**4**
A4390	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16877	**57,107**	**49,895**	**88.7**	**95.8**	**85.2**	**90.0**	**97.4**	**99.6**	**5**
A16876	**56,789**	**49,895**	**88.8**	**95.8**	**85.0**	**90.0**	**97.4**	**99.6**	**5**
A16875	**56,472**	**49,895**	**88.9**	**95.8**	**84.9**	**89.9**	**97.4**	**99.6**	**5**
A16874	**56,018**	**49,895**	**88.9**	**95.7**	**84.7**	**89.9**	**97.4**	**99.6**	**5**
A16873	**55,111**	**49,895**	**89.1**	**95.7**	**84.2**	**89.8**	**97.4**	**99.5**	**5**
A16872	**54,431**	**47,627**	**89.2**	**95.6**	**83.9**	**89.7**	**97.1**	**99.5**	**5**
A17855	**54,000**	**49,895**	**89.2**	**95.6**	**83.7**	**89.7**	**97.4**	**99.5**	**7**
A16871	**53,750**	**47,627**	**89.2**	**95.6**	**83.6**	**89.6**	**97.1**	**99.4**	**5**
A16870	**52,389**	**47,627**	**89.3**	**95.5**	**82.9**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16869	**50,938**	**47,627**	**89.4**	**95.4**	**82.2**	**89.3**	**97.1**	**99.3**	**5**
A16868	**48,987**	**47,627**	**89.6**	**95.3**	**81.3**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4447	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**98.6**	**99.8**	**3**
A120415	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**98.1**	**99.8**	**3**
A4429	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**98.4**	**99.7**	**3**
A4417	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**98.4**	**99.6**	**3**
A4405	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**98.4**	**99.4**	**3**
A4393	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**98.4**	**99.3**	**3**
A4381	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4450	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**97.4**	**99.8**	**4**
A120416	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**96.8**	**99.8**	**4**
A4432	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**97.2**	**99.7**	**4**
A4420	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**97.2**	**99.6**	**4**
A4408	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**97.2**	**99.4**	**4**
A4396	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**97.2**	**99.3**	**4**
A4384	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17837	**60,554**	**49,895**	**89.7**	**96.0**	**85.9**	**90.3**	**97.4**	**99.8**	**7**
A16929	**58,740**	**49,895**	**89.9**	**95.9**	**85.0**	**90.2**	**97.4**	**99.7**	**5**
A16928	**58,059**	**49,895**	**90.0**	**95.9**	**84.7**	**90.1**	**97.4**	**99.7**	**5**
A16927	**57,606**	**49,895**	**90.0**	**95.9**	**84.5**	**90.0**	**97.4**	**99.7**	**5**
A16926	**56,472**	**49,895**	**90.1**	**95.8**	**84.0**	**89.9**	**97.4**	**99.6**	**5**
A16925	**55,111**	**49,895**	**90.2**	**95.7**	**83.4**	**89.8**	**97.4**	**99.5**	**5**
A17852	**54,000**	**49,895**	**90.2**	**95.6**	**82.8**	**89.7**	**97.4**	**99.5**	**7**
A16924	**53,750**	**47,627**	**90.2**	**95.6**	**82.7**	**89.6**	**97.1**	**99.4**	**5**
A16923	**52,389**	**47,627**	**90.3**	**95.5**	**82.1**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3B2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16922	**50,938**	**47,627**	**90.4**	**95.4**	**81.4**	**89.3**	**97.1**	**99.3**	**5**
A16921	**49,963**	**47,627**	**90.5**	**95.3**	**81.0**	**89.2**	**97.1**	**99.2**	**5**
A16920	**48,987**	**47,627**	**90.6**	**95.3**	**80.6**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engine intermix, both engines de-rated to 20,000 lb, one engine with Treated forward acoustic panel, one engine with Hardwall forward acoustic panel

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16469	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120409	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**98.1**	**99.8**	**3**
A4436	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**98.6**	**99.7**	**3**
A6628	**57,152**	**49,895**	**88.7**	**95.8**	**83.6**	**90.0**	**98.6**	**99.6**	**3**
A4424	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**98.4**	**99.6**	**3**
A6629	**56,245**	**49,895**	**88.8**	**95.8**	**83.2**	**89.9**	**98.6**	**99.6**	**3**
A9780	**52,843**	**49,895**	**89.1**	**95.5**	**82.2**	**89.5**	**98.6**	**99.4**	**3**
A4412	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**98.4**	**99.4**	**3**
A4400	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**98.4**	**99.3**	**3**
A4388	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A120410	**60,237**	**43,998**	**88.2**	**96.0**	**85.4**	**90.3**	**96.8**	**99.8**	**4**
A4439	**58,740**	**49,895**	**88.5**	**95.9**	**84.3**	**90.2**	**97.4**	**99.7**	**4**
A4427	**56,472**	**47,627**	**88.8**	**95.8**	**83.3**	**89.9**	**97.2**	**99.6**	**4**
A8976	**53,886**	**49,895**	**89.0**	**95.6**	**82.5**	**89.7**	**97.4**	**99.4**	**4**
A8974	**52,389**	**49,895**	**89.1**	**95.5**	**82.1**	**89.5**	**97.4**	**99.4**	**4**
A4415	**52,389**	**47,627**	**89.1**	**95.5**	**82.1**	**89.5**	**97.2**	**99.4**	**4**
A8975	**52,163**	**49,895**	**89.1**	**95.5**	**82.0**	**89.5**	**97.4**	**99.3**	**4**
A4403	**50,802**	**47,627**	**89.2**	**95.4**	**81.5**	**89.3**	**97.2**	**99.3**	**4**
A4391	**48,987**	**47,627**	**89.3**	**95.3**	**81.0**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16895	**57,107**	**49,895**	**88.7**	**95.8**	**85.2**	**90.0**	**97.4**	**99.6**	**5**
A16894	**56,789**	**49,895**	**88.8**	**95.8**	**85.0**	**90.0**	**97.4**	**99.6**	**5**
A16893	**56,472**	**49,895**	**88.9**	**95.8**	**84.9**	**89.9**	**97.4**	**99.6**	**5**
A16892	**56,018**	**49,895**	**88.9**	**95.7**	**84.7**	**89.9**	**97.4**	**99.6**	**5**
A16891	**55,111**	**49,895**	**89.1**	**95.7**	**84.2**	**89.8**	**97.4**	**99.5**	**5**
A16890	**54,431**	**47,627**	**89.2**	**95.6**	**83.9**	**89.7**	**97.1**	**99.5**	**5**
A17856	**54,000**	**49,895**	**89.2**	**95.6**	**83.7**	**89.7**	**97.4**	**99.5**	**7**
A16889	**53,750**	**47,627**	**89.2**	**95.6**	**83.6**	**89.6**	**97.1**	**99.4**	**5**
A16888	**52,389**	**47,627**	**89.3**	**95.5**	**82.9**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 18,500 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945185> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16887	**50,938**	**47,627**	**89.4**	**95.4**	**82.2**	**89.3**	**97.1**	**99.3**	**5**
A16886	**48,987**	**47,627**	**89.6**	**95.3**	**81.3**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 18,500 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment

Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A15345	**52,999**	**49,895**	**89.9**	**95.5**	**83.9**	**89.6**	**99.8**	**99.4**	**-**
A14414	**52,843**	**49,895**	**89.9**	**95.5**	**83.8**	**89.5**	**99.8**	**99.4**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Hardwall forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4448	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**98.6**	**99.8**	**3**
A120411	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**98.1**	**99.8**	**3**
A122226	**58,967**	**49,895**	**89.8**	**95.9**	**83.7**	**90.2**	**98.6**	**99.8**	**3**
A4430	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**98.4**	**99.7**	**3**
A9781	**57,833**	**49,895**	**89.8**	**95.9**	**83.3**	**90.1**	**98.6**	**99.7**	**3**
A4418	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**98.4**	**99.6**	**3**
A4406	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**98.4**	**99.4**	**3**
A4394	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**98.4**	**99.3**	**3**
A4382	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**98.4**	**99.1**	**3**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4451	**60,554**	**49,895**	**89.6**	**96.0**	**84.2**	**90.3**	**97.4**	**99.8**	**4**
A120412	**60,554**	**43,998**	**89.6**	**96.0**	**84.2**	**90.3**	**96.8**	**99.8**	**4**
A4433	**58,740**	**47,627**	**89.8**	**95.9**	**83.6**	**90.2**	**97.2**	**99.7**	**4**
A10652	**57,606**	**49,895**	**89.9**	**95.9**	**83.2**	**90.0**	**97.4**	**99.7**	**4**
A4421	**56,472**	**47,627**	**89.9**	**95.8**	**82.8**	**89.9**	**97.2**	**99.6**	**4**
A16470	**54,000**	**49,895**	**90.0**	**95.6**	**82.0**	**89.7**	**97.4**	**99.5**	**4**
A9140	**52,999**	**49,895**	**90.1**	**95.5**	**81.6**	**89.6**	**97.4**	**99.4**	**4**
A4409	**52,389**	**47,627**	**90.1**	**95.5**	**81.4**	**89.5**	**97.2**	**99.4**	**4**
A10254	**52,163**	**49,895**	**90.1**	**95.5**	**81.3**	**89.5**	**97.4**	**99.3**	**4**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A4397	**50,802**	**47,627**	**90.1**	**95.4**	**80.9**	**89.3**	**97.2**	**99.3**	**4**
A4385	**48,987**	**47,627**	**90.2**	**95.3**	**80.4**	**89.1**	**97.2**	**99.1**	**4**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A17838	**60,554**	**49,895**	**89.7**	**96.0**	**85.9**	**90.3**	**97.4**	**99.8**	**7**
A16945	**58,740**	**49,895**	**89.9**	**95.9**	**85.0**	**90.2**	**97.4**	**99.7**	**5**
A16944	**58,059**	**49,895**	**90.0**	**95.9**	**84.7**	**90.1**	**97.4**	**99.7**	**5**
A16943	**57,606**	**49,895**	**90.0**	**95.9**	**84.5**	**90.0**	**97.4**	**99.7**	**5**
A16942	**56,472**	**49,895**	**90.1**	**95.8**	**84.0**	**89.9**	**97.4**	**99.6**	**5**
A16941	**55,111**	**49,895**	**90.2**	**95.7**	**83.4**	**89.8**	**97.4**	**99.5**	**5**
A17853	**54,000**	**49,895**	**90.2**	**95.6**	**82.8**	**89.7**	**97.4**	**99.5**	**7**
A16940	**53,750**	**47,627**	**90.2**	**95.6**	**82.7**	**89.6**	**97.1**	**99.4**	**5**
A16939	**52,389**	**47,627**	**90.3**	**95.5**	**82.1**	**89.5**	**97.1**	**99.4**	**5**

[1] See Note 1.

/continued on next page

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Engines de-rated to 20,000 lb, Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent), AFM Option Code <945B1> (Recertification to Chapter 4)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16938	**50,938**	**47,627**	**90.4**	**95.4**	**81.4**	**89.3**	**97.1**	**99.3**	**5**
A16937	**49,963**	**47,627**	**90.5**	**95.3**	**81.0**	**89.2**	**97.1**	**99.2**	**5**
A16936	**48,987**	**47,627**	**90.6**	**95.3**	**80.6**	**89.1**	**97.1**	**99.1**	**5**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1] **Engines de-rated to 20,000 lb, Treated forward acoustic panel**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A14358	**60,554**	**49,895**	**90.4**	**96.0**	**86.0**	**90.3**	**99.8**	**99.8**	**-**
A6632	**58,967**	**49,895**	**90.5**	**95.9**	**85.5**	**90.2**	**99.8**	**99.8**	**-**
A15603	**57,833**	**49,895**	**90.6**	**95.9**	**85.1**	**90.1**	**99.8**	**99.7**	**-**
A121641	**55,000**	**49,895**	**90.7**	**95.7**	**83.9**	**89.8**	**99.8**	**99.5**	**-**
A16468	**54,000**	**49,895**	**90.8**	**95.6**	**83.4**	**89.7**	**99.8**	**99.5**	**-**

[1] See Note 1.

Type Certificate Holder[1] **The Boeing Company**

Aircraft Type Designation[1] **737-500**

Engine Manufacturer[1] **CFM International SA**

Engine Type Designation[1] **CFM56-3C1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels[1]

Hardwall forward acoustic panel, APU APS2000 or APU GTCP36-280B or APU GTCP85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent)

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter[1] **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off[1] (kg)	Landing[1] (kg)	Level[1]	Limit	Level[1]	Limit	Level[1]	Limit	
A16712	**56,000**	**49,895**	**89.9**	**95.7**	**82.7**	**89.9**	**97.4**	**99.6**	**4**

[1] See Note 1.

CS-36 Amendment level

ICAO, Annex 16, Volume I Amendment level	7	8	9	10	11-B	12	13
Corresponding CS-36 Amendment level	Initial	1	2	3	4	5	6

TCDSN EASA.IM.A.120.1 Notes

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.

2. This variant does not comply with the standards of ICAO Annex 16, Volume I, Chapter 3. Examples of this variant may not be registered and operated within the EU. Noise levels for this variant are not established.

3. Applicable to aircraft with APU GTCP85-129 without airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent) for which the AFM noise characteristics page makes no reference to the APU, or to aircraft with APU APS2000 or GTCP36-280(B) for which the AFM noise characteristics page refers to "APS2000 or GTCP36-280(B)".

4. Applicable to aircraft for which AFM noise characteristics page refers to “APS2000 or GTCP36-280(B) or APU GTC85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent).”

5. Applicable to aircraft for which AFM noise characteristics page refers to “APS2000 or GTCP36-280(B) or APU GTC85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent).”; Record also applicable for AFM option code without '9' at the beginning

6. Applicable to aircraft for which AFM noise characteristics page refers to “APS2000 or GTCP36-280(B) or APU GTC85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent).” Excludes airplanes equipped with the FARRR (P/N C25455) air-cleaner system; Record also applicable for AFM option code without '9' at the beginning

7. Applicable to aircraft for which AFM noise characteristics page refers to “APS2000 or GTCP36-280(B) or APU GTC85-129 with airplane modification to prevent APU surge bleed valve opening on approach (or production equivalent).” Take-off flap 1 capable; Record also applicable for AFM option code without '9' at the beginning

Change Record

Issue	Date	Changes
Issue 1	12 December 2013	Initial Issue
Issue 2	10 March 2015	Added new alternate MLW for 737-300 and -500
Issue 3	29 September 2015	Added records A120653 and A120674, harmonized records regarding MTOM and MLM, removed duplicated records
Issue 4	05 April 2016	Revised
Issue 5	24 November 2016	Added record A121324
Issue 6	12 January 2018	Added records A121641, A121710, A121711 and A121727
Issue 7	15 June 2018	Added record A122002
Issue 8	12 April 2019	Added records A122038, A122046, A122050, A122164 and A122165
Issue 9	07 August 2019	Revised
Issue 10	25 October 2021	Added records A122716 and A122719
Issue 11	25 March 2022	Added record A122731
Issue 12	31 August 2022	Added record A122758
Issue 13	27 February 2023	Added note for aircraft against Chapter 4 considering option codes for FAA AFMs
Issue 14	06 September 2023	Added record A122803
Issue 15	04 March 2024	Added record A122821