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# TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.120.5**

**for**

**Boeing 737**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models: 737-900  
737-900ER



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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1857	<b>79,015</b>	<b>66,360</b>	<b>91.8</b>	<b>97.0</b>	<b>88.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A1856	<b>78,244</b>	<b>65,317</b>	<b>91.9</b>	<b>97.0</b>	<b>88.1</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A1855	<b>74,389</b>	<b>62,595</b>	<b>92.0</b>	<b>96.8</b>	<b>86.7</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1854	<b>70,533</b>	<b>58,967</b>	<b>92.2</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A1853	<b>65,317</b>	<b>55,338</b>	<b>92.5</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99244> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17745	<b>79,015</b>	<b>66,360</b>	<b>91.5</b>	<b>97.0</b>	<b>88.5</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17746	<b>78,244</b>	<b>65,317</b>	<b>91.6</b>	<b>97.0</b>	<b>88.2</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17747	<b>74,389</b>	<b>62,595</b>	<b>91.7</b>	<b>96.8</b>	<b>86.8</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17748	<b>70,533</b>	<b>58,967</b>	<b>91.9</b>	<b>96.6</b>	<b>85.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17749	<b>65,317</b>	<b>55,338</b>	<b>92.2</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24/3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8394	<b>79,015</b>	<b>66,360</b>	<b>91.8</b>	<b>97.0</b>	<b>88.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A8395	<b>78,244</b>	<b>65,317</b>	<b>91.9</b>	<b>97.0</b>	<b>88.1</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A8396	<b>74,389</b>	<b>62,595</b>	<b>92.0</b>	<b>96.8</b>	<b>86.7</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A8397	<b>70,533</b>	<b>58,967</b>	<b>92.2</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A8398	<b>65,317</b>	<b>55,338</b>	<b>92.5</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24/3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99244> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17751	<b>79,015</b>	<b>66,360</b>	<b>91.5</b>	<b>97.0</b>	<b>88.5</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17752	<b>78,244</b>	<b>65,317</b>	<b>91.6</b>	<b>97.0</b>	<b>88.2</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17753	<b>74,389</b>	<b>62,595</b>	<b>91.7</b>	<b>96.8</b>	<b>86.8</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17754	<b>70,533</b>	<b>58,967</b>	<b>91.9</b>	<b>96.6</b>	<b>85.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17755	<b>65,317</b>	<b>55,338</b>	<b>92.2</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24/3B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16740	<b>79,015</b>	<b>66,360</b>	<b>91.8</b>	<b>97.0</b>	<b>88.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24/3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99244> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17763	<b>79,015</b>	<b>66,360</b>	<b>91.5</b>	<b>97.0</b>	<b>88.5</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17764	<b>78,244</b>	<b>65,317</b>	<b>91.6</b>	<b>97.0</b>	<b>88.2</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17765	<b>74,389</b>	<b>62,595</b>	<b>91.7</b>	<b>96.8</b>	<b>86.8</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17766	<b>70,533</b>	<b>58,967</b>	<b>91.9</b>	<b>96.6</b>	<b>85.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17767	<b>65,317</b>	<b>55,338</b>	<b>92.2</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24/B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99244> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17757	<b>79,015</b>	<b>66,360</b>	<b>91.5</b>	<b>97.0</b>	<b>88.5</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17758	<b>78,244</b>	<b>65,317</b>	<b>91.6</b>	<b>97.0</b>	<b>88.2</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17759	<b>74,389</b>	<b>62,595</b>	<b>91.7</b>	<b>96.8</b>	<b>86.8</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17760	<b>70,533</b>	<b>58,967</b>	<b>91.9</b>	<b>96.6</b>	<b>85.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17761	<b>65,317</b>	<b>55,338</b>	<b>92.2</b>	<b>96.3</b>	<b>83.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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

Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24E**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16334	<b>79,015</b>	<b>66,360</b>	<b>91.8</b>	<b>97.0</b>	<b>88.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B24E/B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16778	<b>79,015</b>	<b>66,360</b>	<b>91.8</b>	<b>97.0</b>	<b>88.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1863	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A1862	<b>78,244</b>	<b>65,317</b>	<b>93.5</b>	<b>97.0</b>	<b>87.0</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A121209	<b>76,883</b>	<b>66,814</b>	<b>93.6</b>	<b>96.9</b>	<b>86.5</b>	<b>91.7</b>	<b>96.5</b>	<b>100.6</b>	-
A1861	<b>74,389</b>	<b>62,595</b>	<b>93.7</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1860	<b>70,533</b>	<b>58,967</b>	<b>93.9</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A1859	<b>65,317</b>	<b>55,338</b>	<b>94.2</b>	<b>96.3</b>	<b>82.3</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99264> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17769	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17770	<b>78,244</b>	<b>65,317</b>	<b>93.2</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17771	<b>74,389</b>	<b>62,595</b>	<b>93.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17772	<b>70,533</b>	<b>58,967</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17773	<b>65,317</b>	<b>55,338</b>	<b>93.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8400	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A8401	<b>78,244</b>	<b>65,317</b>	<b>93.5</b>	<b>97.0</b>	<b>87.0</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A8402	<b>74,389</b>	<b>62,595</b>	<b>93.7</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A8403	<b>70,533</b>	<b>58,967</b>	<b>93.9</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A8404	<b>65,317</b>	<b>55,338</b>	<b>94.2</b>	<b>96.3</b>	<b>82.3</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99264> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17775	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17776	<b>78,244</b>	<b>65,317</b>	<b>93.2</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17777	<b>74,389</b>	<b>62,595</b>	<b>93.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17778	<b>70,533</b>	<b>58,967</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17779	<b>65,317</b>	<b>55,338</b>	<b>93.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16777	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16741	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99264> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17781	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.4</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17782	<b>78,244</b>	<b>65,317</b>	<b>93.2</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17783	<b>74,389</b>	<b>62,595</b>	<b>93.4</b>	<b>96.8</b>	<b>85.7</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17784	<b>70,533</b>	<b>58,967</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17785	<b>65,317</b>	<b>55,338</b>	<b>93.9</b>	<b>96.3</b>	<b>82.2</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26E**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16372	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26E/F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16775	<b>79,015</b>	<b>66,360</b>	<b>93.5</b>	<b>97.0</b>	<b>87.2</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1869	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A1868	<b>78,244</b>	<b>65,317</b>	<b>94.4</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A1867	<b>74,389</b>	<b>62,595</b>	<b>94.6</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1866	<b>70,533</b>	<b>58,967</b>	<b>94.8</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A1865	<b>65,317</b>	<b>55,338</b>	<b>95.1</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99274> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17787	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17788	<b>78,244</b>	<b>65,317</b>	<b>94.1</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17789	<b>74,389</b>	<b>62,595</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17790	<b>70,533</b>	<b>58,967</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17791	<b>65,317</b>	<b>55,338</b>	<b>94.8</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8406	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A8407	<b>78,244</b>	<b>65,317</b>	<b>94.4</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A8408	<b>74,389</b>	<b>62,595</b>	<b>94.6</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A8409	<b>70,533</b>	<b>58,967</b>	<b>94.8</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A8410	<b>65,317</b>	<b>55,338</b>	<b>95.1</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99274> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17792	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17793	<b>78,244</b>	<b>65,317</b>	<b>94.1</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17794	<b>74,389</b>	<b>62,595</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17795	<b>70,533</b>	<b>58,967</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17796	<b>65,317</b>	<b>55,338</b>	<b>94.8</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8412	<b>79,015</b>	<b>66,360</b>	<b>94.7</b>	<b>97.0</b>	<b>86.6</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A8413	<b>78,244</b>	<b>65,317</b>	<b>94.8</b>	<b>97.0</b>	<b>86.3</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A8414	<b>74,389</b>	<b>62,595</b>	<b>95.0</b>	<b>96.8</b>	<b>85.0</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A8415	<b>70,533</b>	<b>58,967</b>	<b>95.2</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A8416	<b>65,317</b>	<b>55,338</b>	<b>95.5</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927B4> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17822	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17823	<b>78,244</b>	<b>65,317</b>	<b>94.4</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17824	<b>74,389</b>	<b>62,595</b>	<b>94.6</b>	<b>96.8</b>	<b>85.0</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17825	<b>70,533</b>	<b>58,967</b>	<b>94.8</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17826	<b>65,317</b>	<b>55,338</b>	<b>95.1</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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

Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927B4> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17828	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17829	<b>78,244</b>	<b>65,317</b>	<b>94.4</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17830	<b>74,389</b>	<b>62,595</b>	<b>94.6</b>	<b>96.8</b>	<b>85.0</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17831	<b>70,533</b>	<b>58,967</b>	<b>94.8</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17832	<b>65,317</b>	<b>55,338</b>	<b>95.1</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16743	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99274> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17804	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17805	<b>78,244</b>	<b>65,317</b>	<b>94.1</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17806	<b>74,389</b>	<b>62,595</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17807	<b>70,533</b>	<b>58,967</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17808	<b>65,317</b>	<b>55,338</b>	<b>94.8</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16742	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99274> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17810	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17811	<b>78,244</b>	<b>65,317</b>	<b>94.1</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17812	<b>74,389</b>	<b>62,595</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17813	<b>70,533</b>	<b>58,967</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17814	<b>65,317</b>	<b>55,338</b>	<b>94.8</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1893	<b>79,015</b>	<b>66,360</b>	<b>94.7</b>	<b>97.0</b>	<b>86.6</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A1892	<b>78,244</b>	<b>65,317</b>	<b>94.8</b>	<b>97.0</b>	<b>86.3</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A1891	<b>74,389</b>	<b>62,595</b>	<b>95.0</b>	<b>96.8</b>	<b>85.0</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1890	<b>70,533</b>	<b>58,967</b>	<b>95.2</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	-
A1889	<b>65,317</b>	<b>55,338</b>	<b>95.5</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>95.5</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927B4> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17816	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17817	<b>78,244</b>	<b>65,317</b>	<b>94.4</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17818	<b>74,389</b>	<b>62,595</b>	<b>94.6</b>	<b>96.8</b>	<b>85.0</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17819	<b>70,533</b>	<b>58,967</b>	<b>94.8</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17820	<b>65,317</b>	<b>55,338</b>	<b>95.1</b>	<b>96.3</b>	<b>81.8</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <99274> (Recertification to Chapter 4)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17798	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-
A17799	<b>78,244</b>	<b>65,317</b>	<b>94.1</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.5</b>	<b>100.7</b>	-
A17800	<b>74,389</b>	<b>62,595</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17801	<b>70,533</b>	<b>58,967</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.4</b>	-
A17802	<b>65,317</b>	<b>55,338</b>	<b>94.8</b>	<b>96.3</b>	<b>81.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16739	<b>79,015</b>	<b>66,360</b>	<b>94.7</b>	<b>97.0</b>	<b>86.6</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16738	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16774	<b>79,015</b>	<b>66,360</b>	<b>94.3</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.5</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5662	<b>85,139</b>	<b>71,350</b>	<b>92.9</b>	<b>97.3</b>	<b>89.7</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5661	<b>83,460</b>	<b>69,535</b>	<b>93.0</b>	<b>97.2</b>	<b>89.0</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5660	<b>81,193</b>	<b>67,721</b>	<b>93.1</b>	<b>97.1</b>	<b>88.1</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5659	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.3</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5658	<b>76,657</b>	<b>66,360</b>	<b>93.3</b>	<b>96.9</b>	<b>86.4</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5657	<b>74,389</b>	<b>65,317</b>	<b>93.4</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5656	<b>70,533</b>	<b>62,595</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM option Code <9926ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5725	<b>85,139</b>	<b>71,350</b>	<b>93.0</b>	<b>97.3</b>	<b>89.0</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5724	<b>83,460</b>	<b>69,535</b>	<b>93.1</b>	<b>97.2</b>	<b>88.3</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5723	<b>81,193</b>	<b>67,721</b>	<b>93.2</b>	<b>97.1</b>	<b>87.5</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5722	<b>79,015</b>	<b>66,360</b>	<b>93.3</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A121698	<b>78,017</b>	<b>71,350</b>	<b>93.3</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.4</b>	<b>100.7</b>	<b>2</b>
A5721	<b>76,657</b>	<b>66,360</b>	<b>93.4</b>	<b>96.9</b>	<b>85.9</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5720	<b>74,389</b>	<b>65,317</b>	<b>93.5</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5719	<b>70,533</b>	<b>62,595</b>	<b>93.7</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM option Code <9926ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121084	<b>85,139</b>	<b>70,442</b>	<b>93.0</b>	<b>97.3</b>	<b>89.0</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A121055	<b>75,749</b>	<b>70,442</b>	<b>93.4</b>	<b>96.9</b>	<b>85.6</b>	<b>91.6</b>	<b>96.4</b>	<b>100.6</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3B1F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5683	<b>85,139</b>	<b>71,350</b>	<b>92.9</b>	<b>97.3</b>	<b>89.7</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5682	<b>83,460</b>	<b>69,535</b>	<b>93.0</b>	<b>97.2</b>	<b>89.0</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5681	<b>81,193</b>	<b>67,721</b>	<b>93.1</b>	<b>97.1</b>	<b>88.1</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5680	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.3</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5679	<b>76,657</b>	<b>66,360</b>	<b>93.3</b>	<b>96.9</b>	<b>86.4</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5678	<b>74,389</b>	<b>65,317</b>	<b>93.4</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5677	<b>70,533</b>	<b>62,595</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5676	<b>85,139</b>	<b>71,350</b>	<b>92.9</b>	<b>97.3</b>	<b>89.7</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5675	<b>83,460</b>	<b>69,535</b>	<b>93.0</b>	<b>97.2</b>	<b>89.0</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5674	<b>81,193</b>	<b>67,721</b>	<b>93.1</b>	<b>97.1</b>	<b>88.1</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5673	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.3</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5672	<b>76,657</b>	<b>66,360</b>	<b>93.3</b>	<b>96.9</b>	<b>86.4</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5671	<b>74,389</b>	<b>65,317</b>	<b>93.4</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5670	<b>70,533</b>	<b>62,595</b>	<b>93.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26/3F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM option Code <9926ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5739	<b>85,139</b>	<b>71,350</b>	<b>93.0</b>	<b>97.3</b>	<b>89.0</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5738	<b>83,460</b>	<b>69,535</b>	<b>93.1</b>	<b>97.2</b>	<b>88.3</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5737	<b>81,193</b>	<b>67,721</b>	<b>93.2</b>	<b>97.1</b>	<b>87.5</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5736	<b>79,015</b>	<b>66,360</b>	<b>93.3</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5735	<b>76,657</b>	<b>66,360</b>	<b>93.4</b>	<b>96.9</b>	<b>85.9</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5734	<b>74,389</b>	<b>65,317</b>	<b>93.5</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5733	<b>70,533</b>	<b>62,595</b>	<b>93.7</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26E**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16746	<b>85,139</b>	<b>71,350</b>	<b>92.9</b>	<b>97.3</b>	<b>89.7</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A16747	<b>79,015</b>	<b>66,360</b>	<b>93.2</b>	<b>97.0</b>	<b>87.3</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B26E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM option Code <9926ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16744	<b>85,139</b>	<b>71,350</b>	<b>93.0</b>	<b>97.3</b>	<b>89.0</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A121085	<b>85,139</b>	<b>69,082</b>	<b>93.0</b>	<b>97.3</b>	<b>89.0</b>	<b>92.3</b>	<b>96.3</b>	<b>101.0</b>	<b>2</b>
A120617	<b>79,015</b>	<b>69,082</b>	<b>93.3</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.3</b>	<b>100.7</b>	<b>2</b>
A16745	<b>79,015</b>	<b>66,360</b>	<b>93.3</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5690	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5689	<b>83,460</b>	<b>69,535</b>	<b>93.8</b>	<b>97.2</b>	<b>88.5</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5688	<b>81,193</b>	<b>67,721</b>	<b>93.9</b>	<b>97.1</b>	<b>87.6</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5687	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5686	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>86.0</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5685	<b>74,389</b>	<b>65,317</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5684	<b>70,533</b>	<b>62,595</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5753	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5752	<b>83,460</b>	<b>69,535</b>	<b>93.9</b>	<b>97.2</b>	<b>87.8</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5751	<b>81,193</b>	<b>67,721</b>	<b>94.0</b>	<b>97.1</b>	<b>87.0</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5750	<b>79,015</b>	<b>66,360</b>	<b>94.1</b>	<b>97.0</b>	<b>86.3</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5749	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>85.5</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5748	<b>74,389</b>	<b>65,317</b>	<b>94.4</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5747	<b>70,533</b>	<b>62,595</b>	<b>94.6</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B1F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5718	<b>85,139</b>	<b>71,350</b>	<b>94.1</b>	<b>97.3</b>	<b>88.9</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5717	<b>83,460</b>	<b>69,535</b>	<b>94.2</b>	<b>97.2</b>	<b>88.3</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5716	<b>81,193</b>	<b>67,721</b>	<b>94.3</b>	<b>97.1</b>	<b>87.5</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5715	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5714	<b>76,657</b>	<b>66,360</b>	<b>94.5</b>	<b>96.9</b>	<b>85.9</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5713	<b>74,389</b>	<b>65,317</b>	<b>94.6</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5712	<b>70,533</b>	<b>62,595</b>	<b>94.9</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <997BER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5781	<b>85,139</b>	<b>71,350</b>	<b>94.2</b>	<b>97.3</b>	<b>88.3</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5780	<b>83,460</b>	<b>69,535</b>	<b>94.3</b>	<b>97.2</b>	<b>87.7</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5779	<b>81,193</b>	<b>67,721</b>	<b>94.4</b>	<b>97.1</b>	<b>86.9</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5778	<b>79,015</b>	<b>66,360</b>	<b>94.5</b>	<b>97.0</b>	<b>86.1</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5777	<b>76,657</b>	<b>66,360</b>	<b>94.6</b>	<b>96.9</b>	<b>85.3</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5776	<b>74,389</b>	<b>65,317</b>	<b>94.7</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5775	<b>70,533</b>	<b>62,595</b>	<b>94.9</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5704	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5703	<b>83,460</b>	<b>69,535</b>	<b>93.8</b>	<b>97.2</b>	<b>88.5</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5702	<b>81,193</b>	<b>67,721</b>	<b>93.9</b>	<b>97.1</b>	<b>87.6</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5701	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5700	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>86.0</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5699	<b>74,389</b>	<b>65,317</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5698	<b>70,533</b>	<b>62,595</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**  
Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/3F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5767	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5766	<b>83,460</b>	<b>69,535</b>	<b>93.9</b>	<b>97.2</b>	<b>87.8</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5765	<b>81,193</b>	<b>67,721</b>	<b>94.0</b>	<b>97.1</b>	<b>87.0</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5764	<b>79,015</b>	<b>66,360</b>	<b>94.1</b>	<b>97.0</b>	<b>86.3</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5763	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>85.5</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5762	<b>74,389</b>	<b>65,317</b>	<b>94.4</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5761	<b>70,533</b>	<b>62,595</b>	<b>94.6</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B1**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5711	<b>85,139</b>	<b>71,350</b>	<b>94.1</b>	<b>97.3</b>	<b>88.9</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5710	<b>83,460</b>	<b>69,535</b>	<b>94.2</b>	<b>97.2</b>	<b>88.3</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5709	<b>81,193</b>	<b>67,721</b>	<b>94.3</b>	<b>97.1</b>	<b>87.5</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5708	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5707	<b>76,657</b>	<b>66,360</b>	<b>94.5</b>	<b>96.9</b>	<b>85.9</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5706	<b>74,389</b>	<b>65,317</b>	<b>94.6</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5705	<b>70,533</b>	<b>62,595</b>	<b>94.9</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <997BER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5774	<b>85,139</b>	<b>71,350</b>	<b>94.2</b>	<b>97.3</b>	<b>88.3</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5773	<b>83,460</b>	<b>69,535</b>	<b>94.3</b>	<b>97.2</b>	<b>87.7</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5772	<b>81,193</b>	<b>67,721</b>	<b>94.4</b>	<b>97.1</b>	<b>86.9</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5771	<b>79,015</b>	<b>66,360</b>	<b>94.5</b>	<b>97.0</b>	<b>86.1</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5770	<b>76,657</b>	<b>66,360</b>	<b>94.6</b>	<b>96.9</b>	<b>85.3</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5769	<b>74,389</b>	<b>65,317</b>	<b>94.7</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5768	<b>70,533</b>	<b>62,595</b>	<b>94.9</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B3**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 3 / Amendment 7**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5697	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A5696	<b>83,460</b>	<b>69,535</b>	<b>93.8</b>	<b>97.2</b>	<b>88.5</b>	<b>92.2</b>	<b>96.6</b>	<b>100.9</b>	-
A5695	<b>81,193</b>	<b>67,721</b>	<b>93.9</b>	<b>97.1</b>	<b>87.6</b>	<b>92.0</b>	<b>96.5</b>	<b>100.8</b>	-
A5694	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-
A5693	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>86.0</b>	<b>91.7</b>	<b>96.4</b>	<b>100.6</b>	-
A5692	<b>74,389</b>	<b>65,317</b>	<b>94.3</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A5691	<b>70,533</b>	<b>62,595</b>	<b>94.5</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.1</b>	<b>100.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27/B3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5760	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A5759	<b>83,460</b>	<b>69,535</b>	<b>93.9</b>	<b>97.2</b>	<b>87.8</b>	<b>92.2</b>	<b>96.3</b>	<b>100.9</b>	<b>2</b>
A5758	<b>81,193</b>	<b>67,721</b>	<b>94.0</b>	<b>97.1</b>	<b>87.0</b>	<b>92.0</b>	<b>96.2</b>	<b>100.8</b>	<b>2</b>
A5757	<b>79,015</b>	<b>66,360</b>	<b>94.1</b>	<b>97.0</b>	<b>86.3</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A5756	<b>76,657</b>	<b>66,360</b>	<b>94.2</b>	<b>96.9</b>	<b>85.5</b>	<b>91.7</b>	<b>96.1</b>	<b>100.6</b>	<b>2</b>
A5755	<b>74,389</b>	<b>65,317</b>	<b>94.4</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A5754	<b>70,533</b>	<b>62,595</b>	<b>94.6</b>	<b>96.6</b>	<b>83.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16750	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A16751	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16748	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A16749	<b>79,015</b>	<b>66,360</b>	<b>94.1</b>	<b>97.0</b>	<b>86.3</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B1**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16754	<b>85,139</b>	<b>71,350</b>	<b>94.1</b>	<b>97.3</b>	<b>88.9</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A16755	<b>79,015</b>	<b>66,360</b>	<b>94.4</b>	<b>97.0</b>	<b>86.7</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <997BER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16752	<b>85,139</b>	<b>71,350</b>	<b>94.2</b>	<b>97.3</b>	<b>88.3</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A16753	<b>79,015</b>	<b>66,360</b>	<b>94.5</b>	<b>97.0</b>	<b>86.1</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B1F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16443	<b>85,139</b>	<b>71,350</b>	<b>94.1</b>	<b>97.3</b>	<b>88.9</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <997BER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16442	<b>85,139</b>	<b>71,350</b>	<b>94.2</b>	<b>97.3</b>	<b>88.3</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B3**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16758	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-
A16759	<b>79,015</b>	<b>66,360</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.9</b>	<b>96.4</b>	<b>100.7</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/B3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16756	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>
A16757	<b>79,015</b>	<b>66,360</b>	<b>94.1</b>	<b>97.0</b>	<b>86.3</b>	<b>91.9</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16431	<b>85,139</b>	<b>71,350</b>	<b>93.7</b>	<b>97.3</b>	<b>89.1</b>	<b>92.3</b>	<b>96.7</b>	<b>101.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-900ER**

Engine Manufacturer<sup>1</sup>      **CFM**      Engine Type Designation<sup>1</sup>      **CFM56-7B27E/F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **AFM Option Code <9927ER> (Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16430	<b>85,139</b>	<b>71,350</b>	<b>93.8</b>	<b>97.3</b>	<b>88.4</b>	<b>92.3</b>	<b>96.4</b>	<b>101.0</b>	<b>2</b>

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



**TCDSN EASA.IM.A.120.5 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Also applicable to aircraft fitted with Split Scimitar Winglets iaw STC EASA 10015323

### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	12 December 2013	Initial Issue
Issue 2	27 April 2015	Revised
Issue 3	05 April 2016	Added records A121055, A121084, A121085 and A121209
Issue 4	15 June 2018	Added record A121698

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