

# ***European Aviation Safety Agency***

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**EASA**

## **TYPE-CERTIFICATE DATA SHEET FOR NOISE**

**Boeing 777**

**Type Certificate Holder:**

**Boeing Company**

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

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

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Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-76B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3199	<b>247.210</b>	<b>201.850</b>	<b>93,2</b>	<b>101,2</b>	<b>88,8</b>	<b>98,5</b>	<b>97,6</b>	<b>104,6</b>
A3175	<b>242.672</b>	<b>201.850</b>	<b>93,2</b>	<b>101,2</b>	<b>88,3</b>	<b>98,3</b>	<b>97,6</b>	<b>104,5</b>
A3173	<b>233.600</b>	<b>201.850</b>	<b>93,3</b>	<b>101,0</b>	<b>87,2</b>	<b>98,1</b>	<b>97,6</b>	<b>104,4</b>
A3171	<b>229.518</b>	<b>201.850</b>	<b>93,3</b>	<b>101,0</b>	<b>86,7</b>	<b>98,0</b>	<b>97,6</b>	<b>104,3</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-76B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A14313	<b>247.671</b>	<b>201.848</b>	<b>94,3</b>	<b>101,2</b>	<b>89,1</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A3200	<b>247.210</b>	<b>201.850</b>	<b>94,2</b>	<b>101,2</b>	<b>89,6</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A14312	<b>247.207</b>	<b>201.848</b>	<b>94,2</b>	<b>101,2</b>	<b>89,6</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A3176	<b>242.672</b>	<b>201.850</b>	<b>94,3</b>	<b>101,2</b>	<b>89,1</b>	<b>98,3</b>	<b>98,4</b>	<b>104,5</b>
A3174	<b>233.600</b>	<b>201.850</b>	<b>94,4</b>	<b>101,0</b>	<b>88,1</b>	<b>98,1</b>	<b>98,4</b>	<b>104,4</b>
A14314	<b>233.600</b>	<b>201.848</b>	<b>94,4</b>	<b>101,0</b>	<b>88,1</b>	<b>98,1</b>	<b>98,4</b>	<b>104,4</b>
A3172	<b>229.518</b>	<b>201.850</b>	<b>94,4</b>	<b>101,0</b>	<b>87,6</b>	<b>98,0</b>	<b>98,4</b>	<b>104,3</b>
A14315	<b>229.517</b>	<b>201.848</b>	<b>94,4</b>	<b>101,0</b>	<b>87,6</b>	<b>98,0</b>	<b>98,4</b>	<b>104,3</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-77B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A14317	<b>247.671</b>	<b>201.848</b>	<b>94,4</b>	<b>101,2</b>	<b>89,0</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A3202	<b>247.210</b>	<b>201.850</b>	<b>94,3</b>	<b>101,2</b>	<b>89,4</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A14316	<b>247.207</b>	<b>201.848</b>	<b>94,3</b>	<b>101,2</b>	<b>89,4</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A3182	<b>242.672</b>	<b>201.850</b>	<b>94,4</b>	<b>101,2</b>	<b>89,0</b>	<b>98,3</b>	<b>98,4</b>	<b>104,5</b>
A3180	<b>233.600</b>	<b>201.850</b>	<b>94,5</b>	<b>101,0</b>	<b>87,9</b>	<b>98,1</b>	<b>98,4</b>	<b>104,4</b>
A14318	<b>233.600</b>	<b>201.848</b>	<b>94,5</b>	<b>101,0</b>	<b>87,9</b>	<b>98,1</b>	<b>98,4</b>	<b>104,4</b>
A3178	<b>229.518</b>	<b>201.850</b>	<b>94,5</b>	<b>101,0</b>	<b>87,5</b>	<b>98,0</b>	<b>98,4</b>	<b>104,3</b>
A14319	<b>229.517</b>	<b>201.848</b>	<b>94,5</b>	<b>101,0</b>	<b>87,5</b>	<b>98,0</b>	<b>98,4</b>	<b>104,3</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200**  
 Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-85B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3209	<b>286.898</b>	<b>208.653</b>	<b>94,2</b>	<b>101,8</b>	<b>91,3</b>	<b>99,3</b>	<b>97,8</b>	<b>105,0</b>
A8996	<b>275.000</b>	<b>208.652</b>	<b>94,3</b>	<b>101,6</b>	<b>90,1</b>	<b>99,1</b>	<b>97,8</b>	<b>104,9</b>
A3207	<b>267.620</b>	<b>208.653</b>	<b>94,3</b>	<b>101,5</b>	<b>89,3</b>	<b>98,9</b>	<b>97,8</b>	<b>104,8</b>
A3205	<b>263.084</b>	<b>208.653</b>	<b>94,3</b>	<b>101,5</b>	<b>88,9</b>	<b>98,8</b>	<b>97,8</b>	<b>104,8</b>
A3203	<b>247.210</b>	<b>208.653</b>	<b>94,4</b>	<b>101,2</b>	<b>87,3</b>	<b>98,5</b>	<b>97,8</b>	<b>104,6</b>

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Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-85B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A6604	<b>286.898</b>	<b>213.190</b>	<b>95,0</b>	<b>101,8</b>	<b>92,0</b>	<b>99,3</b>	<b>98,8</b>	<b>105,0</b>
A3210	<b>286.898</b>	<b>208.653</b>	<b>95,0</b>	<b>101,8</b>	<b>92,0</b>	<b>99,3</b>	<b>98,6</b>	<b>105,0</b>
A14320	<b>286.897</b>	<b>213.188</b>	<b>95,0</b>	<b>101,8</b>	<b>92,0</b>	<b>99,3</b>	<b>98,8</b>	<b>105,0</b>
A14321	<b>286.897</b>	<b>208.652</b>	<b>95,0</b>	<b>101,8</b>	<b>92,0</b>	<b>99,3</b>	<b>98,6</b>	<b>105,0</b>
A6605	<b>267.620</b>	<b>210.013</b>	<b>95,3</b>	<b>101,5</b>	<b>90,0</b>	<b>98,9</b>	<b>98,7</b>	<b>104,8</b>
A3208	<b>267.620</b>	<b>208.653</b>	<b>95,3</b>	<b>101,5</b>	<b>90,0</b>	<b>98,9</b>	<b>98,6</b>	<b>104,8</b>
A14322	<b>267.619</b>	<b>213.188</b>	<b>95,3</b>	<b>101,5</b>	<b>90,0</b>	<b>98,9</b>	<b>98,7</b>	<b>104,8</b>
A14323	<b>267.619</b>	<b>208.652</b>	<b>95,3</b>	<b>101,5</b>	<b>90,0</b>	<b>98,9</b>	<b>98,6</b>	<b>104,8</b>
A3206	<b>263.084</b>	<b>208.653</b>	<b>95,3</b>	<b>101,5</b>	<b>89,5</b>	<b>98,8</b>	<b>98,6</b>	<b>104,8</b>
A14324	<b>263.083</b>	<b>208.652</b>	<b>95,3</b>	<b>101,5</b>	<b>89,5</b>	<b>98,8</b>	<b>98,6</b>	<b>104,8</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-85B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3204	<b>247.210</b>	<b>201.850</b>	<b>95,5</b>	<b>101,2</b>	<b>87,9</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A14325	<b>247.207</b>	<b>201.848</b>	<b>95,5</b>	<b>101,2</b>	<b>87,9</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>

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Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200**  
 Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-90B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3221	<b>297.560</b>	<b>208.653</b>	<b>95,0</b>	<b>101,9</b>	<b>91,3</b>	<b>99,5</b>	<b>97,8</b>	<b>105,0</b>
A3219	<b>294.835</b>	<b>208.653</b>	<b>95,0</b>	<b>101,9</b>	<b>91,0</b>	<b>99,5</b>	<b>97,8</b>	<b>105,0</b>
A3217	<b>293.928</b>	<b>208.653</b>	<b>95,0</b>	<b>101,9</b>	<b>90,9</b>	<b>99,5</b>	<b>97,8</b>	<b>105,0</b>
A3215	<b>286.898</b>	<b>208.653</b>	<b>95,0</b>	<b>101,8</b>	<b>90,1</b>	<b>99,3</b>	<b>97,8</b>	<b>105,0</b>
A3213	<b>263.084</b>	<b>208.653</b>	<b>95,2</b>	<b>101,5</b>	<b>87,8</b>	<b>98,8</b>	<b>97,8</b>	<b>104,8</b>
A3211	<b>247.210</b>	<b>201.850</b>	<b>95,4</b>	<b>101,2</b>	<b>86,3</b>	<b>98,5</b>	<b>97,6</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-90B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\*

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

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

Edition / Amendment **Edition 3**

Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3222	<b>297.560</b>	<b>213.190</b>	<b>95,7</b>	<b>101,9</b>	<b>91,7</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A15600	<b>297.500</b>	<b>208.652</b>	<b>95,7</b>	<b>101,9</b>	<b>91,7</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A14224	<b>296.000</b>	<b>208.653</b>	<b>95,8</b>	<b>101,9</b>	<b>91,5</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A10582	<b>294.835</b>	<b>213.190</b>	<b>95,8</b>	<b>101,9</b>	<b>91,4</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A14327	<b>294.835</b>	<b>213.188</b>	<b>95,8</b>	<b>101,9</b>	<b>91,4</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A6606	<b>294.835</b>	<b>210.013</b>	<b>95,8</b>	<b>101,9</b>	<b>91,4</b>	<b>99,5</b>	<b>98,7</b>	<b>105,0</b>
A3220	<b>294.835</b>	<b>208.653</b>	<b>95,8</b>	<b>101,9</b>	<b>91,4</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A14328	<b>294.835</b>	<b>208.652</b>	<b>95,8</b>	<b>101,9</b>	<b>91,4</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A3218	<b>293.928</b>	<b>208.653</b>	<b>95,8</b>	<b>101,9</b>	<b>91,3</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A14329	<b>293.927</b>	<b>208.652</b>	<b>95,8</b>	<b>101,9</b>	<b>91,3</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-90B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\*

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

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

Edition / Amendment **Edition 3**

Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3216	<b>286.898</b>	<b>208.653</b>	<b>95,9</b>	<b>101,8</b>	<b>90,7</b>	<b>99,3</b>	<b>98,6</b>	<b>105,0</b>
A14330	<b>286.697</b>	<b>208.652</b>	<b>95,9</b>	<b>101,8</b>	<b>90,7</b>	<b>99,3</b>	<b>98,6</b>	<b>105,0</b>
A14349	<b>280.000</b>	<b>208.652</b>	<b>96,0</b>	<b>101,7</b>	<b>90,0</b>	<b>99,2</b>	<b>98,6</b>	<b>105,0</b>
A3214	<b>263.084</b>	<b>208.653</b>	<b>96,2</b>	<b>101,5</b>	<b>88,4</b>	<b>98,8</b>	<b>98,6</b>	<b>104,8</b>
A14331	<b>263.083</b>	<b>208.652</b>	<b>96,2</b>	<b>101,5</b>	<b>88,4</b>	<b>98,8</b>	<b>98,6</b>	<b>104,8</b>
A14326	<b>247.556</b>	<b>213.188</b>	<b>95,7</b>	<b>101,2</b>	<b>91,7</b>	<b>98,5</b>	<b>98,8</b>	<b>104,6</b>
A3212	<b>247.210</b>	<b>201.850</b>	<b>96,4</b>	<b>101,2</b>	<b>86,8</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>
A14332	<b>247.207</b>	<b>201.848</b>	<b>96,4</b>	<b>101,2</b>	<b>86,8</b>	<b>98,5</b>	<b>98,4</b>	<b>104,6</b>

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Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-94B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3225	<b>297.560</b>	<b>213.190</b>	<b>96,3</b>	<b>101,9</b>	<b>91,1</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A14333	<b>297.556</b>	<b>213.188</b>	<b>96,3</b>	<b>101,9</b>	<b>91,1</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A15601	<b>297.556</b>	<b>208.652</b>	<b>96,3</b>	<b>101,9</b>	<b>91,1</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A15607	<b>297.500</b>	<b>208.652</b>	<b>96,3</b>	<b>101,9</b>	<b>91,1</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A6601	<b>296.196</b>	<b>213.190</b>	<b>96,4</b>	<b>101,9</b>	<b>91,0</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A14334	<b>296.195</b>	<b>213.188</b>	<b>96,4</b>	<b>101,9</b>	<b>91,0</b>	<b>99,5</b>	<b>98,8</b>	<b>105,0</b>
A14350	<b>296.000</b>	<b>208.652</b>	<b>96,4</b>	<b>101,9</b>	<b>90,9</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A6607	<b>294.835</b>	<b>210.013</b>	<b>96,4</b>	<b>101,9</b>	<b>90,8</b>	<b>99,5</b>	<b>98,7</b>	<b>105,0</b>
A3224	<b>293.928</b>	<b>208.653</b>	<b>96,4</b>	<b>101,9</b>	<b>90,8</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>
A14335	<b>293.927</b>	<b>208.652</b>	<b>96,4</b>	<b>101,9</b>	<b>90,8</b>	<b>99,5</b>	<b>98,6</b>	<b>105,0</b>

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Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-94B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\*

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

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

Edition / Amendment **Edition 3**

Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3223	<b>286.898</b>	<b>201.850</b>	<b>96,5</b>	<b>101,8</b>	<b>90,1</b>	<b>99,3</b>	<b>98,4</b>	<b>105,0</b>
A14336	<b>286.897</b>	<b>201.848</b>	<b>96,5</b>	<b>101,8</b>	<b>90,1</b>	<b>99,3</b>	<b>98,4</b>	<b>105,0</b>
A14351	<b>280.000</b>	<b>208.652</b>	<b>96,6</b>	<b>101,7</b>	<b>89,5</b>	<b>99,2</b>	<b>98,6</b>	<b>105,0</b>
A6608	<b>263.084</b>	<b>201.850</b>	<b>96,8</b>	<b>101,5</b>	<b>87,9</b>	<b>98,8</b>	<b>98,4</b>	<b>104,8</b>
A14337	<b>263.083</b>	<b>201.848</b>	<b>96,8</b>	<b>101,5</b>	<b>87,9</b>	<b>98,8</b>	<b>98,4</b>	<b>104,8</b>
A6609	<b>254.919</b>	<b>213.190</b>	<b>96,9</b>	<b>101,3</b>	<b>87,2</b>	<b>98,6</b>	<b>98,8</b>	<b>104,7</b>
A14338	<b>254.918</b>	<b>213.188</b>	<b>96,9</b>	<b>101,3</b>	<b>87,2</b>	<b>98,6</b>	<b>98,8</b>	<b>104,7</b>
A6610	<b>201.850</b>	<b>201.850</b>	<b>97,7</b>	<b>100,5</b>	<b>81,4</b>	<b>97,3</b>	<b>98,4</b>	<b>103,9</b>
A14339	<b>201.848</b>	<b>201.848</b>	<b>97,7</b>	<b>100,5</b>	<b>81,4</b>	<b>97,3</b>	<b>98,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4074**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4084 derated to 74000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3187	<b>242.672</b>	<b>201.850</b>	<b>95,3</b>	<b>101,2</b>	<b>91,1</b>	<b>98,3</b>	<b>99,5</b>	<b>104,5</b>
A14287	<b>242.671</b>	<b>201.848</b>	<b>95,3</b>	<b>101,2</b>	<b>91,1</b>	<b>98,3</b>	<b>99,5</b>	<b>104,5</b>
A3186	<b>229.518</b>	<b>201.850</b>	<b>95,4</b>	<b>101,0</b>	<b>89,2</b>	<b>98,0</b>	<b>99,5</b>	<b>104,3</b>
A14288	<b>229.517</b>	<b>201.848</b>	<b>95,4</b>	<b>101,0</b>	<b>89,2</b>	<b>98,0</b>	<b>99,5</b>	<b>104,3</b>
A3185	<b>207.745</b>	<b>201.850</b>	<b>95,7</b>	<b>100,6</b>	<b>86,4</b>	<b>97,4</b>	<b>99,5</b>	<b>104,0</b>
A14289	<b>207.745</b>	<b>201.848</b>	<b>95,7</b>	<b>100,6</b>	<b>86,4</b>	<b>97,4</b>	<b>99,5</b>	<b>104,0</b>
A10811	<b>202.983</b>	<b>201.850</b>	<b>95,8</b>	<b>100,5</b>	<b>85,7</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A14290	<b>202.982</b>	<b>201.848</b>	<b>95,8</b>	<b>100,5</b>	<b>85,7</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A3184	<b>202.937</b>	<b>201.850</b>	<b>95,8</b>	<b>100,5</b>	<b>85,7</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A14340	<b>202.937</b>	<b>201.848</b>	<b>95,8</b>	<b>100,5</b>	<b>85,7</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4074**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4084 derated to 74000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3183	<b>199.989</b>	<b>199.989</b>	<b>95,9</b>	<b>100,5</b>	<b>85,3</b>	<b>97,2</b>	<b>99,4</b>	<b>103,9</b>
A14291	<b>199.988</b>	<b>199.988</b>	<b>95,9</b>	<b>100,5</b>	<b>85,3</b>	<b>97,2</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4074D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4090 derated to 74000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10815	<b>242.672</b>	<b>201.850</b>	<b>95,4</b>	<b>101,2</b>	<b>91,1</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A14297	<b>242.671</b>	<b>201.848</b>	<b>95,4</b>	<b>101,2</b>	<b>91,1</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A10816	<b>229.518</b>	<b>201.850</b>	<b>95,5</b>	<b>101,0</b>	<b>89,3</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A14298	<b>229.517</b>	<b>201.848</b>	<b>95,5</b>	<b>101,0</b>	<b>89,3</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A10817	<b>207.745</b>	<b>201.850</b>	<b>95,8</b>	<b>100,6</b>	<b>86,4</b>	<b>97,4</b>	<b>99,4</b>	<b>104,0</b>
A14299	<b>207.745</b>	<b>201.848</b>	<b>95,8</b>	<b>100,6</b>	<b>86,4</b>	<b>97,4</b>	<b>99,4</b>	<b>104,0</b>
A10818	<b>202.983</b>	<b>201.850</b>	<b>95,9</b>	<b>100,5</b>	<b>85,8</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14300	<b>202.982</b>	<b>201.848</b>	<b>95,9</b>	<b>100,5</b>	<b>85,8</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A10819	<b>202.937</b>	<b>201.850</b>	<b>95,9</b>	<b>100,5</b>	<b>85,8</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14343	<b>202.937</b>	<b>201.848</b>	<b>95,9</b>	<b>100,5</b>	<b>85,8</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4074D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4090 derated to 74000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10820	<b>199.989</b>	<b>199.989</b>	<b>95,9</b>	<b>100,5</b>	<b>85,4</b>	<b>97,2</b>	<b>99,4</b>	<b>103,9</b>
A14301	<b>199.988</b>	<b>199.988</b>	<b>95,9</b>	<b>100,5</b>	<b>85,4</b>	<b>97,2</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4077**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4084 derated to 77000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3226	<b>247.210</b>	<b>201.850</b>	<b>96,0</b>	<b>101,2</b>	<b>91,1</b>	<b>98,5</b>	<b>99,5</b>	<b>104,6</b>
A14292	<b>247.207</b>	<b>201.848</b>	<b>96,0</b>	<b>101,2</b>	<b>91,1</b>	<b>98,5</b>	<b>99,5</b>	<b>104,6</b>
A3192	<b>242.672</b>	<b>201.850</b>	<b>96,0</b>	<b>101,2</b>	<b>90,5</b>	<b>98,3</b>	<b>99,5</b>	<b>104,5</b>
A14293	<b>242.671</b>	<b>201.848</b>	<b>96,0</b>	<b>101,2</b>	<b>90,5</b>	<b>98,3</b>	<b>99,5</b>	<b>104,5</b>
A3191	<b>233.600</b>	<b>201.850</b>	<b>96,1</b>	<b>101,0</b>	<b>89,2</b>	<b>98,1</b>	<b>99,5</b>	<b>104,4</b>
A14341	<b>233.600</b>	<b>201.848</b>	<b>96,1</b>	<b>101,0</b>	<b>89,2</b>	<b>98,1</b>	<b>99,5</b>	<b>104,4</b>
A3190	<b>229.518</b>	<b>201.850</b>	<b>96,2</b>	<b>101,0</b>	<b>88,7</b>	<b>98,0</b>	<b>99,5</b>	<b>104,3</b>
A14294	<b>229.517</b>	<b>201.848</b>	<b>96,2</b>	<b>101,0</b>	<b>88,7</b>	<b>98,0</b>	<b>99,5</b>	<b>104,3</b>
A3189	<b>202.983</b>	<b>201.850</b>	<b>96,6</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A14295	<b>202.982</b>	<b>201.848</b>	<b>96,6</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4077**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4084 derated to 77000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10812	<b>202.937</b>	<b>201.850</b>	<b>96,6</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A14342	<b>202.937</b>	<b>201.848</b>	<b>96,6</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A3188	<b>201.850</b>	<b>201.850</b>	<b>96,6</b>	<b>100,5</b>	<b>85,0</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>
A14296	<b>201.848</b>	<b>201.848</b>	<b>96,6</b>	<b>100,5</b>	<b>85,0</b>	<b>97,3</b>	<b>99,5</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4077D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\*

**PW 4090 derated to 77000 lbs SLST**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3**

Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10821	<b>265.352</b>	<b>208.653</b>	<b>95,7</b>	<b>101,5</b>	<b>93,4</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A14302	<b>265.351</b>	<b>208.652</b>	<b>95,7</b>	<b>101,5</b>	<b>93,4</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A10822	<b>247.208</b>	<b>201.850</b>	<b>96,1</b>	<b>101,2</b>	<b>91,0</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A14303	<b>247.207</b>	<b>201.848</b>	<b>96,1</b>	<b>101,2</b>	<b>91,0</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A10823	<b>242.672</b>	<b>201.850</b>	<b>96,1</b>	<b>101,2</b>	<b>90,4</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A14304	<b>242.671</b>	<b>201.848</b>	<b>96,1</b>	<b>101,2</b>	<b>90,4</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A10824	<b>233.600</b>	<b>201.850</b>	<b>96,2</b>	<b>101,0</b>	<b>89,2</b>	<b>98,1</b>	<b>99,4</b>	<b>104,4</b>
A14344	<b>233.600</b>	<b>201.848</b>	<b>96,2</b>	<b>101,0</b>	<b>89,2</b>	<b>98,1</b>	<b>99,4</b>	<b>104,4</b>
A10825	<b>202.983</b>	<b>201.850</b>	<b>96,7</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14305	<b>202.982</b>	<b>201.848</b>	<b>96,7</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4077D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\*

**PW 4090 derated to 77000 lbs SLST**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3**

Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10826	<b>202.937</b>	<b>201.850</b>	<b>96,7</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14345	<b>202.937</b>	<b>201.848</b>	<b>96,7</b>	<b>100,5</b>	<b>85,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A10827	<b>201.850</b>	<b>201.850</b>	<b>96,7</b>	<b>100,5</b>	<b>85,1</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14306	<b>201.848</b>	<b>201.848</b>	<b>96,7</b>	<b>100,5</b>	<b>85,1</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4084D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4090 derated to 84000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10828	<b>294.835</b>	<b>213.190</b>	<b>96,5</b>	<b>101,9</b>	<b>95,2</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A14346	<b>294.835</b>	<b>213.188</b>	<b>96,5</b>	<b>101,9</b>	<b>95,2</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A10829	<b>293.928</b>	<b>213.190</b>	<b>96,5</b>	<b>101,9</b>	<b>95,0</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A14307	<b>293.927</b>	<b>213.188</b>	<b>96,5</b>	<b>101,9</b>	<b>95,0</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A10830	<b>286.897</b>	<b>208.653</b>	<b>96,9</b>	<b>101,8</b>	<b>94,1</b>	<b>99,3</b>	<b>99,6</b>	<b>105,0</b>
A14347	<b>286.897</b>	<b>208.652</b>	<b>96,9</b>	<b>101,8</b>	<b>94,1</b>	<b>99,3</b>	<b>99,6</b>	<b>105,0</b>
A10831	<b>267.620</b>	<b>208.653</b>	<b>97,3</b>	<b>101,5</b>	<b>91,9</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A14308	<b>267.619</b>	<b>208.652</b>	<b>97,3</b>	<b>101,5</b>	<b>91,9</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A10832	<b>264.898</b>	<b>208.653</b>	<b>97,3</b>	<b>101,5</b>	<b>91,6</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A14309	<b>264.897</b>	<b>208.652</b>	<b>97,3</b>	<b>101,5</b>	<b>91,6</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Pratt & Whitney**

Engine Type Designation\* **PW4084D**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **PW 4090 derated to 84000 lbs**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10833	<b>247.208</b>	<b>201.850</b>	<b>97,5</b>	<b>101,2</b>	<b>89,5</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A14310	<b>247.207</b>	<b>201.848</b>	<b>97,5</b>	<b>101,2</b>	<b>89,5</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A10834	<b>229.518</b>	<b>201.850</b>	<b>97,8</b>	<b>101,0</b>	<b>87,4</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A14311	<b>229.517</b>	<b>201.848</b>	<b>97,8</b>	<b>101,0</b>	<b>87,4</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A10835	<b>202.937</b>	<b>201.850</b>	<b>98,2</b>	<b>100,5</b>	<b>84,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>
A14348	<b>202.937</b>	<b>201.848</b>	<b>98,2</b>	<b>100,5</b>	<b>84,2</b>	<b>97,3</b>	<b>99,4</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200**  
 Engine Manufacturer\* **Pratt & Whitney** Engine Type Designation\* **PW4090**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3231	<b>297.560</b>	<b>213.190</b>	<b>98,3</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A16305	<b>297.556</b>	<b>208.652</b>	<b>98,3</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>99,6</b>	<b>105,0</b>
A3230	<b>293.928</b>	<b>213.190</b>	<b>98,3</b>	<b>101,9</b>	<b>93,3</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A14257	<b>293.927</b>	<b>213.188</b>	<b>98,3</b>	<b>101,9</b>	<b>93,3</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A14413	<b>290.299</b>	<b>213.188</b>	<b>98,4</b>	<b>101,8</b>	<b>92,9</b>	<b>99,4</b>	<b>99,7</b>	<b>105,0</b>
A3229	<b>286.898</b>	<b>208.653</b>	<b>98,4</b>	<b>101,8</b>	<b>92,5</b>	<b>99,3</b>	<b>99,6</b>	<b>105,0</b>
A14258	<b>286.897</b>	<b>208.652</b>	<b>98,4</b>	<b>101,8</b>	<b>92,5</b>	<b>99,3</b>	<b>99,6</b>	<b>105,0</b>
A3228	<b>267.620</b>	<b>208.653</b>	<b>98,6</b>	<b>101,5</b>	<b>90,5</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A14259	<b>267.619</b>	<b>208.652</b>	<b>98,6</b>	<b>101,5</b>	<b>90,5</b>	<b>98,9</b>	<b>99,6</b>	<b>104,8</b>
A3227	<b>247.210</b>	<b>201.850</b>	<b>98,9</b>	<b>101,2</b>	<b>88,2</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200**  
 Engine Manufacturer\* **Pratt & Whitney** Engine Type Designation\* **PW4090**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A16304	<b>247.207</b>	<b>208.652</b>	<b>98,9</b>	<b>101,2</b>	<b>88,2</b>	<b>98,5</b>	<b>99,6</b>	<b>104,6</b>
A14260	<b>247.207</b>	<b>201.848</b>	<b>98,9</b>	<b>101,2</b>	<b>88,2</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3232	<b>247.210</b>	<b>201.850</b>	<b>95,8</b>	<b>101,2</b>	<b>92,2</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A14261	<b>247.207</b>	<b>201.848</b>	<b>95,8</b>	<b>101,2</b>	<b>92,2</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A3195	<b>242.672</b>	<b>201.850</b>	<b>95,8</b>	<b>101,2</b>	<b>91,7</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A14262	<b>242.671</b>	<b>201.848</b>	<b>95,8</b>	<b>101,2</b>	<b>91,7</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A3194	<b>229.518</b>	<b>201.850</b>	<b>96,0</b>	<b>101,0</b>	<b>90,0</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A14263	<b>229.517</b>	<b>201.848</b>	<b>96,0</b>	<b>101,0</b>	<b>90,0</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A3193	<b>207.746</b>	<b>201.850</b>	<b>96,3</b>	<b>100,6</b>	<b>87,3</b>	<b>97,5</b>	<b>99,4</b>	<b>104,0</b>
A14264	<b>207.745</b>	<b>201.848</b>	<b>96,3</b>	<b>100,6</b>	<b>87,3</b>	<b>97,4</b>	<b>99,4</b>	<b>104,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Rolls-Royce**

Engine Type Designation\* **RB211 Trent 877**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3234	<b>251.744</b>	<b>201.850</b>	<b>96,1</b>	<b>101,3</b>	<b>92,0</b>	<b>98,6</b>	<b>99,4</b>	<b>104,6</b>
A14265	<b>251.743</b>	<b>201.848</b>	<b>96,1</b>	<b>101,3</b>	<b>92,0</b>	<b>98,6</b>	<b>99,4</b>	<b>104,6</b>
A3233	<b>247.210</b>	<b>201.850</b>	<b>96,2</b>	<b>101,2</b>	<b>91,4</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A14266	<b>247.207</b>	<b>201.848</b>	<b>96,2</b>	<b>101,2</b>	<b>91,4</b>	<b>98,5</b>	<b>99,4</b>	<b>104,6</b>
A3198	<b>242.672</b>	<b>201.850</b>	<b>96,2</b>	<b>101,2</b>	<b>90,9</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A14267	<b>242.671</b>	<b>201.848</b>	<b>96,2</b>	<b>101,2</b>	<b>90,9</b>	<b>98,3</b>	<b>99,4</b>	<b>104,5</b>
A3197	<b>229.518</b>	<b>201.850</b>	<b>96,4</b>	<b>101,0</b>	<b>89,4</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A14268	<b>229.517</b>	<b>201.848</b>	<b>96,4</b>	<b>101,0</b>	<b>89,4</b>	<b>98,0</b>	<b>99,4</b>	<b>104,3</b>
A3196	<b>207.746</b>	<b>201.850</b>	<b>96,7</b>	<b>100,6</b>	<b>86,8</b>	<b>97,5</b>	<b>99,4</b>	<b>104,0</b>
A14269	<b>207.445</b>	<b>201.848</b>	<b>96,7</b>	<b>100,6</b>	<b>86,8</b>	<b>97,4</b>	<b>99,4</b>	<b>104,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Rolls-Royce**

Engine Type Designation\* **RB211 Trent 884**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A15457	<b>294.835</b>	<b>208.652</b>	<b>96,5</b>	<b>101,9</b>	<b>95,5</b>	<b>99,5</b>	<b>99,7</b>	<b>105,0</b>
A15458	<b>289.332</b>	<b>208.652</b>	<b>96,8</b>	<b>101,8</b>	<b>94,7</b>	<b>99,4</b>	<b>99,7</b>	<b>105,0</b>
A3237	<b>286.898</b>	<b>213.190</b>	<b>96,8</b>	<b>101,8</b>	<b>94,4</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A13446	<b>286.898</b>	<b>208.653</b>	<b>96,8</b>	<b>101,8</b>	<b>94,4</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>
A14270	<b>286.897</b>	<b>213.188</b>	<b>96,8</b>	<b>101,8</b>	<b>94,4</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A14271	<b>286.897</b>	<b>208.652</b>	<b>96,8</b>	<b>101,8</b>	<b>94,4</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>
A3236	<b>267.620</b>	<b>208.653</b>	<b>97,0</b>	<b>101,5</b>	<b>92,1</b>	<b>98,9</b>	<b>99,7</b>	<b>104,8</b>
A14272	<b>267.619</b>	<b>208.652</b>	<b>97,0</b>	<b>101,5</b>	<b>92,1</b>	<b>98,9</b>	<b>99,7</b>	<b>104,8</b>
A3235	<b>247.210</b>	<b>208.653</b>	<b>97,3</b>	<b>101,2</b>	<b>89,6</b>	<b>98,5</b>	<b>99,7</b>	<b>104,6</b>
A14273	<b>247.207</b>	<b>208.652</b>	<b>97,3</b>	<b>101,2</b>	<b>89,6</b>	<b>98,5</b>	<b>99,7</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Rolls-Royce**

Engine Type Designation\* **RB211 Trent 892**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3242	<b>297.560</b>	<b>213.190</b>	<b>97,5</b>	<b>101,9</b>	<b>94,1</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A14274	<b>297.556</b>	<b>213.188</b>	<b>97,5</b>	<b>101,9</b>	<b>94,1</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A3241	<b>293.928</b>	<b>213.190</b>	<b>97,6</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A14275	<b>293.927</b>	<b>213.188</b>	<b>97,6</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A3240	<b>286.898</b>	<b>213.190</b>	<b>97,7</b>	<b>101,8</b>	<b>92,9</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A14276	<b>286.897</b>	<b>213.188</b>	<b>97,7</b>	<b>101,8</b>	<b>92,9</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A3239	<b>267.620</b>	<b>208.653</b>	<b>97,9</b>	<b>101,5</b>	<b>90,7</b>	<b>98,9</b>	<b>99,9</b>	<b>104,8</b>
A14277	<b>267.619</b>	<b>208.652</b>	<b>97,9</b>	<b>101,5</b>	<b>90,7</b>	<b>98,9</b>	<b>99,9</b>	<b>104,8</b>
A3238	<b>247.210</b>	<b>208.653</b>	<b>98,2</b>	<b>101,2</b>	<b>88,4</b>	<b>98,5</b>	<b>99,9</b>	<b>104,6</b>
A14278	<b>247.207</b>	<b>208.652</b>	<b>98,2</b>	<b>101,2</b>	<b>88,4</b>	<b>98,5</b>	<b>99,9</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10186	<b>297.560</b>	<b>213.190</b>	<b>97,5</b>	<b>101,9</b>	<b>94,1</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A10187	<b>293.928</b>	<b>213.190</b>	<b>97,6</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A14280	<b>293.927</b>	<b>213.188</b>	<b>97,6</b>	<b>101,9</b>	<b>93,7</b>	<b>99,5</b>	<b>100,1</b>	<b>105,0</b>
A10188	<b>286.898</b>	<b>213.190</b>	<b>97,7</b>	<b>101,8</b>	<b>92,9</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A14281	<b>286.897</b>	<b>213.188</b>	<b>97,7</b>	<b>101,8</b>	<b>92,9</b>	<b>99,3</b>	<b>100,1</b>	<b>105,0</b>
A10189	<b>267.620</b>	<b>208.653</b>	<b>97,9</b>	<b>101,5</b>	<b>90,7</b>	<b>98,9</b>	<b>99,9</b>	<b>104,8</b>
A14282	<b>267.619</b>	<b>208.652</b>	<b>97,9</b>	<b>101,5</b>	<b>90,7</b>	<b>98,9</b>	<b>99,9</b>	<b>104,8</b>
A10190	<b>247.210</b>	<b>208.653</b>	<b>98,2</b>	<b>101,2</b>	<b>88,4</b>	<b>98,5</b>	<b>99,9</b>	<b>104,6</b>
A14283	<b>247.207</b>	<b>208.652</b>	<b>98,2</b>	<b>101,2</b>	<b>88,4</b>	<b>98,5</b>	<b>99,9</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-200**

Engine Manufacturer\* **Rolls-Royce**

Engine Type Designation\* **RB211 Trent 895**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3245	<b>297.560</b>	<b>208.653</b>	<b>98,2</b>	<b>101,9</b>	<b>93,4</b>	<b>99,5</b>	<b>99,9</b>	<b>105,0</b>
A3244	<b>293.928</b>	<b>208.653</b>	<b>98,3</b>	<b>101,9</b>	<b>93,0</b>	<b>99,5</b>	<b>99,9</b>	<b>105,0</b>
A14285	<b>293.927</b>	<b>208.652</b>	<b>98,3</b>	<b>101,9</b>	<b>93,0</b>	<b>99,5</b>	<b>99,9</b>	<b>105,0</b>
A3243	<b>286.898</b>	<b>201.850</b>	<b>98,4</b>	<b>101,8</b>	<b>92,4</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>
A14286	<b>286.897</b>	<b>201.848</b>	<b>98,4</b>	<b>101,8</b>	<b>92,4</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200LR**  
 Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-110B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment **Edition 4 / Amendment 8** Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A4927	<b>347.500</b>	<b>223.200</b>	<b>97,9</b>	<b>102,5</b>	<b>92,6</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4926	<b>346.100</b>	<b>223.200</b>	<b>97,9</b>	<b>102,5</b>	<b>92,5</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4925	<b>343.400</b>	<b>223.200</b>	<b>97,9</b>	<b>102,4</b>	<b>92,2</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4924	<b>340.200</b>	<b>223.200</b>	<b>97,9</b>	<b>102,4</b>	<b>91,9</b>	<b>100,3</b>	<b>99,7</b>	<b>105,0</b>
A4923	<b>326.600</b>	<b>223.200</b>	<b>98,1</b>	<b>102,3</b>	<b>90,7</b>	<b>100,1</b>	<b>99,7</b>	<b>105,0</b>
A4922	<b>313.000</b>	<b>220.900</b>	<b>98,3</b>	<b>102,1</b>	<b>89,4</b>	<b>99,8</b>	<b>99,7</b>	<b>105,0</b>
A4921	<b>299.400</b>	<b>220.900</b>	<b>98,5</b>	<b>101,9</b>	<b>88,1</b>	<b>99,6</b>	<b>99,7</b>	<b>105,0</b>
A4920	<b>286.900</b>	<b>220.900</b>	<b>98,7</b>	<b>101,8</b>	<b>87,0</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-200LR**  
 Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-115B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment **Edition 4 / Amendment 8** Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A4938 <sup>(1)</sup>	<b>347.500</b>	<b>223.200</b>	<b>99,2</b>	<b>102,5</b>	<b>91,9</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4937 <sup>(1)</sup>	<b>346.100</b>	<b>223.200</b>	<b>99,2</b>	<b>102,5</b>	<b>91,8</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4936 <sup>(1)</sup>	<b>343.400</b>	<b>223.200</b>	<b>99,3</b>	<b>102,4</b>	<b>91,5</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A4935 <sup>(1)</sup>	<b>340.200</b>	<b>223.200</b>	<b>99,3</b>	<b>102,4</b>	<b>91,2</b>	<b>100,3</b>	<b>99,7</b>	<b>105,0</b>
A4934 <sup>(1)</sup>	<b>326.600</b>	<b>223.200</b>	<b>99,5</b>	<b>102,3</b>	<b>90,0</b>	<b>100,1</b>	<b>99,7</b>	<b>105,0</b>
A4933 <sup>(1)</sup>	<b>313.000</b>	<b>220.900</b>	<b>99,7</b>	<b>102,1</b>	<b>88,7</b>	<b>99,8</b>	<b>99,7</b>	<b>105,0</b>
A4932 <sup>(1)</sup>	<b>299.400</b>	<b>220.900</b>	<b>99,9</b>	<b>101,9</b>	<b>87,6</b>	<b>99,6</b>	<b>99,7</b>	<b>105,0</b>
A4931 <sup>(1)</sup>	<b>286.900</b>	<b>220.900</b>	<b>100,1</b>	<b>101,8</b>	<b>86,5</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>

(1) Valid also for GE90-115BL engine (hot and high thrust bump)

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-300**  
 Engine Manufacturer\* **Pratt & Whitney** Engine Type Designation\* **PW4090**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3252	<b>299.370</b>	<b>237.682</b>	<b>97,3</b>	<b>101,9</b>	<b>94,4</b>	<b>99,6</b>	<b>99,9</b>	<b>105,0</b>
A3251	<b>286.898</b>	<b>237.682</b>	<b>97,5</b>	<b>101,8</b>	<b>92,9</b>	<b>99,3</b>	<b>99,9</b>	<b>105,0</b>
A3250	<b>263.084</b>	<b>237.682</b>	<b>97,9</b>	<b>101,5</b>	<b>90,2</b>	<b>98,8</b>	<b>99,9</b>	<b>104,8</b>
A3249	<b>249.476</b>	<b>208.653</b>	<b>98,0</b>	<b>101,3</b>	<b>88,7</b>	<b>98,5</b>	<b>99,2</b>	<b>104,6</b>
A3248	<b>237.002</b>	<b>237.002</b>	<b>98,2</b>	<b>101,1</b>	<b>87,2</b>	<b>98,2</b>	<b>99,9</b>	<b>104,4</b>
A3247	<b>233.963</b>	<b>233.963</b>	<b>98,3</b>	<b>101,0</b>	<b>86,9</b>	<b>98,1</b>	<b>99,8</b>	<b>104,4</b>
A3246	<b>204.117</b>	<b>201.849</b>	<b>98,7</b>	<b>100,5</b>	<b>83,4</b>	<b>97,3</b>	<b>99,0</b>	<b>103,9</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-300**  
 Engine Manufacturer\* **Pratt & Whitney** Engine Type Designation\* **PW4098**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3256	<b>299.370</b>	<b>237.682</b>	<b>98,5</b>	<b>101,9</b>	<b>93,1</b>	<b>99,6</b>	<b>101,1</b>	<b>105,0</b>
A3255	<b>286.898</b>	<b>208.653</b>	<b>98,7</b>	<b>101,8</b>	<b>91,7</b>	<b>99,3</b>	<b>100,2</b>	<b>105,0</b>
A3254	<b>263.084</b>	<b>201.849</b>	<b>99,1</b>	<b>101,5</b>	<b>89,2</b>	<b>98,8</b>	<b>100,0</b>	<b>104,8</b>
A3253	<b>249.476</b>	<b>201.849</b>	<b>99,3</b>	<b>101,3</b>	<b>87,7</b>	<b>98,5</b>	<b>100,0</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-300**  
 Engine Manufacturer\* **Rolls-Royce** Engine Type Designation\* **RB211 Trent 892**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3** Chapter\* **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A3264	<b>299.370</b>	<b>237.682</b>	<b>96,9</b>	<b>101,9</b>	<b>94,2</b>	<b>99,6</b>	<b>100,4</b>	<b>105,0</b>
A3263	<b>286.898</b>	<b>208.653</b>	<b>97,0</b>	<b>101,8</b>	<b>92,7</b>	<b>99,3</b>	<b>99,4</b>	<b>105,0</b>
A3262	<b>263.084</b>	<b>201.849</b>	<b>97,3</b>	<b>101,5</b>	<b>89,7</b>	<b>98,8</b>	<b>99,2</b>	<b>104,8</b>
A3261	<b>249.476</b>	<b>201.849</b>	<b>97,5</b>	<b>101,3</b>	<b>88,4</b>	<b>98,5</b>	<b>99,2</b>	<b>104,6</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-300ER**  
 Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-115B**  
 Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**  
 Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A5607 <sup>(1)</sup>	<b>345.000</b>	<b>251.290</b>	<b>98,8</b>	<b>102,5</b>	<b>92,3</b>	<b>100,4</b>	<b>100,5</b>	<b>105,0</b>
A10198 <sup>(1)</sup>	<b>344.730</b>	<b>251.290</b>	<b>98,8</b>	<b>102,5</b>	<b>92,3</b>	<b>100,4</b>	<b>100,5</b>	<b>105,0</b>
A10649 <sup>(1)</sup>	<b>344.548</b>	<b>251.290</b>	<b>98,8</b>	<b>102,5</b>	<b>92,3</b>	<b>100,4</b>	<b>100,5</b>	<b>105,0</b>
A5606 <sup>(1)</sup>	<b>344.500</b>	<b>251.290</b>	<b>98,8</b>	<b>102,5</b>	<b>92,3</b>	<b>100,4</b>	<b>100,5</b>	<b>105,0</b>
A5605 <sup>(1)</sup>	<b>343.800</b>	<b>251.290</b>	<b>98,8</b>	<b>102,5</b>	<b>92,2</b>	<b>100,4</b>	<b>100,5</b>	<b>105,0</b>
A5604 <sup>(1)</sup>	<b>342.900</b>	<b>251.290</b>	<b>98,8</b>	<b>102,4</b>	<b>92,1</b>	<b>100,3</b>	<b>100,5</b>	<b>105,0</b>
A10708 <sup>(1)</sup>	<b>341.101</b>	<b>251.290</b>	<b>98,9</b>	<b>102,4</b>	<b>92,0</b>	<b>100,3</b>	<b>100,5</b>	<b>105,0</b>
A5603 <sup>(1)</sup>	<b>340.200</b>	<b>251.290</b>	<b>98,9</b>	<b>102,4</b>	<b>91,9</b>	<b>100,3</b>	<b>100,5</b>	<b>105,0</b>
A15602 <sup>(1)</sup>	<b>340.000</b>	<b>251.290</b>	<b>98,9</b>	<b>102,4</b>	<b>91,9</b>	<b>100,3</b>	<b>100,5</b>	<b>105,0</b>
A5602 <sup>(1)</sup>	<b>334.800</b>	<b>251.290</b>	<b>98,9</b>	<b>102,4</b>	<b>91,5</b>	<b>100,2</b>	<b>100,5</b>	<b>105,0</b>

(1) Valid also for GE90-115BL engine (hot and high thrust bump)

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company** Aircraft Type Designation\* **777-300ER**

Engine Manufacturer\* **General Electric** Engine Type Designation\* **GE90-115B**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A14354 <sup>(1)</sup>	<b>329.500</b>	<b>251.290</b>	<b>99,0</b>	<b>102,3</b>	<b>91,0</b>	<b>100,1</b>	<b>100,5</b>	<b>105,0</b>
A5601 <sup>(1)</sup>	<b>324.300</b>	<b>251.290</b>	<b>99,1</b>	<b>102,2</b>	<b>90,5</b>	<b>100,0</b>	<b>100,5</b>	<b>105,0</b>
A5600 <sup>(1)</sup>	<b>313.700</b>	<b>251.290</b>	<b>99,2</b>	<b>102,1</b>	<b>89,7</b>	<b>99,8</b>	<b>100,5</b>	<b>105,0</b>
A5599 <sup>(1)</sup>	<b>308.000</b>	<b>251.290</b>	<b>99,3</b>	<b>102,0</b>	<b>89,2</b>	<b>99,7</b>	<b>100,5</b>	<b>105,0</b>
A5598 <sup>(1)</sup>	<b>297.600</b>	<b>251.290</b>	<b>99,5</b>	<b>101,9</b>	<b>88,3</b>	<b>99,5</b>	<b>100,5</b>	<b>105,0</b>
A5597 <sup>(1)</sup>	<b>287.800</b>	<b>251.290</b>	<b>99,6</b>	<b>101,8</b>	<b>87,5</b>	<b>99,3</b>	<b>100,5</b>	<b>105,0</b>
A5596 <sup>(1)</sup>	<b>278.000</b>	<b>251.290</b>	<b>99,8</b>	<b>101,7</b>	<b>86,7</b>	<b>99,1</b>	<b>100,5</b>	<b>105,0</b>
A5595 <sup>(1)</sup>	<b>260.800</b>	<b>244.100</b>	<b>100,0</b>	<b>101,4</b>	<b>85,3</b>	<b>98,8</b>	<b>100,4</b>	<b>104,8</b>
A5594 <sup>(1)</sup>	<b>237.000</b>	<b>237.000</b>	<b>100,4</b>	<b>101,1</b>	<b>83,3</b>	<b>98,2</b>	<b>100,3</b>	<b>104,4</b>
A5593 <sup>(1)</sup>	<b>234.000</b>	<b>234.000</b>	<b>100,5</b>	<b>101,0</b>	<b>83,1</b>	<b>98,1</b>	<b>100,2</b>	<b>104,4</b>

(1) Valid also for GE90-115BL engine (hot and high thrust bump)

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-F**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-110B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment **Edition 4 / Amendment 8** Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10080	<b>347.814</b>	<b>260.815</b>	<b>97,9</b>	<b>102,5</b>	<b>92,7</b>	<b>100,4</b>	<b>100,3</b>	<b>105,0</b>
A10079	<b>347.814</b>	<b>257.640</b>	<b>97,9</b>	<b>102,5</b>	<b>92,7</b>	<b>100,4</b>	<b>100,3</b>	<b>105,0</b>
A10078	<b>347.451</b>	<b>260.815</b>	<b>97,9</b>	<b>102,5</b>	<b>92,6</b>	<b>100,4</b>	<b>100,3</b>	<b>105,0</b>
A10077	<b>347.451</b>	<b>223.167</b>	<b>97,9</b>	<b>102,5</b>	<b>92,6</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A10076	<b>346.090</b>	<b>223.167</b>	<b>97,9</b>	<b>102,5</b>	<b>92,5</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A10075	<b>343.369</b>	<b>223.167</b>	<b>97,9</b>	<b>102,4</b>	<b>92,2</b>	<b>100,4</b>	<b>99,7</b>	<b>105,0</b>
A10074	<b>340.194</b>	<b>223.167</b>	<b>97,9</b>	<b>102,4</b>	<b>91,9</b>	<b>100,3</b>	<b>99,7</b>	<b>105,0</b>
A10073	<b>326.586</b>	<b>223.167</b>	<b>98,1</b>	<b>102,3</b>	<b>90,7</b>	<b>100,1</b>	<b>99,7</b>	<b>105,0</b>
A10072	<b>312.978</b>	<b>220.899</b>	<b>98,3</b>	<b>102,1</b>	<b>89,4</b>	<b>99,8</b>	<b>99,7</b>	<b>105,0</b>
A10071	<b>299.370</b>	<b>220.899</b>	<b>98,5</b>	<b>101,9</b>	<b>88,1</b>	<b>99,6</b>	<b>99,7</b>	<b>105,0</b>

\* Items so marked shall be included on EASA Form 45.

Type Certificate Holder\* **Boeing Company**

Aircraft Type Designation\* **777-F**

Engine Manufacturer\* **General Electric**

Engine Type Designation\* **GE90-110B1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels\* **None**

Noise Certification Basis **ICAO Annex 16, Volume** Edition / Amendment **Edition 4 / Amendment 8** Chapter\* **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL	
	Take-off* (kg)	Landing* (kg)	Level*	Limit	Level*	Limit	Level*	Limit
A10070	<b>286.896</b>	<b>220.899</b>	<b>98,7</b>	<b>101,8</b>	<b>87,0</b>	<b>99,3</b>	<b>99,7</b>	<b>105,0</b>

\* Items so marked shall be included on EASA Form 45.

**Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	08 January 2006	Initial Issue
Issue 2	22 March 2007	Revised
Issue 3	30 April 2007	Revised
Issue 4	15 January 2008	Revised
Issue 5	17 February 2009	Revised
Issue 6	08 April 2009	Revised
Issue 7	01 December 2009	Revised
Issue 8	26 April 2010	B777-F records updated
Issue 9	19 January 2011	Added 777-200 fitted with RR RB211
Issue 10	08 June 2011	Records A15600, A15601, A15602, A15607 and A16304 added.