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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.120.6**

**for**

**Boeing 737**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

737-8

737-8200

737-9



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B25**

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

**Block 2, AFM option code <3M8.R4.LEAP1B25.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121535	<b>82,190</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.3</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121536	<b>79,106</b>	<b>69,308</b>	<b>87.5</b>	<b>97.0</b>	<b>83.2</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122737	<b>78,925</b>	<b>68,174</b>	<b>87.5</b>	<b>97.0</b>	<b>83.2</b>	<b>91.9</b>	<b>94.1</b>	<b>100.7</b>	-
A122700	<b>77,110</b>	<b>68,174</b>	<b>87.5</b>	<b>96.9</b>	<b>82.5</b>	<b>91.7</b>	<b>94.1</b>	<b>100.7</b>	-
A122009	<b>76,999</b>	<b>69,308</b>	<b>87.5</b>	<b>96.9</b>	<b>82.5</b>	<b>91.7</b>	<b>94.2</b>	<b>100.7</b>	-
A121537	<b>76,838</b>	<b>68,401</b>	<b>87.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122797	<b>75,749</b>	<b>68,174</b>	<b>87.6</b>	<b>96.9</b>	<b>82.1</b>	<b>91.6</b>	<b>94.1</b>	<b>100.6</b>	-
A121538	<b>74,570</b>	<b>68,174</b>	<b>87.6</b>	<b>96.8</b>	<b>81.6</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122729	<b>72,302</b>	<b>69,308</b>	<b>87.7</b>	<b>96.7</b>	<b>80.8</b>	<b>91.4</b>	<b>94.2</b>	<b>100.4</b>	-
A121539	<b>72,302</b>	<b>68,174</b>	<b>87.7</b>	<b>96.7</b>	<b>80.8</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B25**

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

**Block 2, AFM option code <3M8.R4.LEAP1B25.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121540	<b>70,306</b>	<b>65,056</b>	<b>87.8</b>	<b>96.6</b>	<b>80.1</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A121541	<b>68,038</b>	<b>61,234</b>	<b>87.8</b>	<b>96.5</b>	<b>79.3</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B25**

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

**Block 2, AFM option code <3M8.R4.LEAP1B25.BLK2.1PTS> (1-Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122366	<b>82,644</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.5</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122804	<b>82,644</b>	<b>68,174</b>	<b>87.4</b>	<b>97.2</b>	<b>84.5</b>	<b>92.1</b>	<b>94.1</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B25**

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

**Block 2, AFM option code <3M8.R4.LEAP1B25.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121542	<b>82,190</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.3</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121543	<b>79,106</b>	<b>69,308</b>	<b>87.5</b>	<b>97.0</b>	<b>83.2</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121544	<b>76,838</b>	<b>68,401</b>	<b>87.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A121545	<b>74,570</b>	<b>68,174</b>	<b>87.6</b>	<b>96.8</b>	<b>81.6</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121546	<b>72,302</b>	<b>68,174</b>	<b>87.7</b>	<b>96.7</b>	<b>80.8</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121547	<b>70,306</b>	<b>65,056</b>	<b>87.8</b>	<b>96.6</b>	<b>80.1</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A121548	<b>68,038</b>	<b>61,234</b>	<b>87.8</b>	<b>96.5</b>	<b>79.3</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B25**

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

**Block 2, AFM option code <3M8.R4.LEAP1B25.BLK2.2PTS> (2-  
Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122367	<b>82,644</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.5</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B27**

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

**Block 2, AFM option code <3M8.R4.LEAP1B27.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121549	<b>82,190</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121997	<b>82,190</b>	<b>68,174</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.1</b>	<b>100.9</b>	-
A122811	<b>80,920</b>	<b>69,308</b>	<b>88.0</b>	<b>97.1</b>	<b>83.0</b>	<b>92.0</b>	<b>94.2</b>	<b>100.8</b>	-
A122037	<b>80,920</b>	<b>68,174</b>	<b>88.0</b>	<b>97.1</b>	<b>83.0</b>	<b>92.0</b>	<b>94.1</b>	<b>100.8</b>	-
A121550	<b>79,106</b>	<b>69,308</b>	<b>88.0</b>	<b>97.0</b>	<b>82.4</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121551	<b>76,838</b>	<b>68,401</b>	<b>88.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121552	<b>74,570</b>	<b>68,174</b>	<b>88.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121553	<b>72,302</b>	<b>68,174</b>	<b>88.2</b>	<b>96.7</b>	<b>80.0</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121554	<b>70,306</b>	<b>65,056</b>	<b>88.3</b>	<b>96.6</b>	<b>79.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A121555	<b>68,038</b>	<b>61,234</b>	<b>88.4</b>	<b>96.5</b>	<b>78.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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





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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B27**

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

**Block 2, AFM option code <3M8.R4.LEAP1B27.BLK2.1PTS> (1-Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122371	<b>82,644</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B27**

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

**Block 2, AFM option code <3M8.R4.LEAP1B27.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121556	<b>82,190</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121557	<b>79,106</b>	<b>69,308</b>	<b>88.0</b>	<b>97.0</b>	<b>82.4</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121558	<b>76,838</b>	<b>68,401</b>	<b>88.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A121559	<b>74,570</b>	<b>68,174</b>	<b>88.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121560	<b>72,302</b>	<b>68,174</b>	<b>88.2</b>	<b>96.7</b>	<b>80.0</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121561	<b>70,306</b>	<b>65,056</b>	<b>88.3</b>	<b>96.6</b>	<b>79.2</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A121562	<b>68,038</b>	<b>61,234</b>	<b>88.4</b>	<b>96.5</b>	<b>78.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B27**

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

**Block 2, AFM option code <3M8.R4.LEAP1B27.BLK2.2PTS> (2-Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122763	<b>82,644</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121563	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121564	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121565	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121566	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121567	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121568	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A121569	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122372	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121570	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121571	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121572	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A121573	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121574	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121575	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A121576	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B28**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.2PTS> (2-  
Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122768	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28B1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121577	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121578	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121579	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121580	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121581	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121582	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A121583	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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





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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B28B1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122373	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28B1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121584	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A121585	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A121586	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A121587	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121588	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A121589	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A121590	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-8**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B28B1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.2PTS> (2-  
Position tail skid)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

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	
A122769	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28BBJ1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** 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	
A122771	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122772	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122773	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122774	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122775	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122776	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122777	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A122778	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28BBJ1**

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

**Block 2, AFM option code <3M8.R4.LEAP1B28.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** 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	
A122779	<b>82,644</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.7</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122780	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122781	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122782	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122783	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122784	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122785	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A122786	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B25**

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

**Block 2, AFM option code <3M82.R4.LEAP1B25.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122641	<b>82,190</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.3</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122642	<b>79,106</b>	<b>69,308</b>	<b>87.5</b>	<b>97.0</b>	<b>83.2</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122643	<b>76,838</b>	<b>68,401</b>	<b>87.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122644	<b>74,570</b>	<b>68,174</b>	<b>87.6</b>	<b>96.8</b>	<b>81.6</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122645	<b>72,302</b>	<b>68,174</b>	<b>87.7</b>	<b>96.7</b>	<b>80.8</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122646	<b>70,306</b>	<b>65,056</b>	<b>87.8</b>	<b>96.6</b>	<b>80.1</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A122647	<b>68,038</b>	<b>61,234</b>	<b>87.8</b>	<b>96.5</b>	<b>79.3</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B25**

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

**Block 2, AFM option code <3M82.R4.LEAP1B25.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122671	<b>82,190</b>	<b>69,308</b>	<b>87.4</b>	<b>97.2</b>	<b>84.3</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122672	<b>79,106</b>	<b>69,308</b>	<b>87.5</b>	<b>97.0</b>	<b>83.2</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122673	<b>76,838</b>	<b>68,401</b>	<b>87.5</b>	<b>96.9</b>	<b>82.4</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122674	<b>74,570</b>	<b>68,174</b>	<b>87.6</b>	<b>96.8</b>	<b>81.6</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122675	<b>72,302</b>	<b>68,174</b>	<b>87.7</b>	<b>96.7</b>	<b>80.8</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122676	<b>70,306</b>	<b>65,056</b>	<b>87.8</b>	<b>96.6</b>	<b>80.1</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A122677	<b>68,038</b>	<b>61,234</b>	<b>87.8</b>	<b>96.5</b>	<b>79.3</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B27**

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

**Block 2, AFM option code <3M82.R4.LEAP1B27.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122648	<b>82,190</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122649	<b>82,190</b>	<b>68,174</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.1</b>	<b>100.9</b>	-
A122650	<b>79,106</b>	<b>69,308</b>	<b>88.0</b>	<b>97.0</b>	<b>82.4</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122651	<b>76,838</b>	<b>68,401</b>	<b>88.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122705	<b>76,200</b>	<b>68,174</b>	<b>88.1</b>	<b>96.9</b>	<b>81.3</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122652	<b>74,570</b>	<b>68,174</b>	<b>88.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122707	<b>72,600</b>	<b>68,174</b>	<b>88.2</b>	<b>96.7</b>	<b>80.1</b>	<b>91.4</b>	<b>94.1</b>	<b>100.5</b>	-
A122653	<b>72,302</b>	<b>68,174</b>	<b>88.2</b>	<b>96.7</b>	<b>80.0</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122654	<b>70,306</b>	<b>65,056</b>	<b>88.3</b>	<b>96.6</b>	<b>79.2</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A122703	<b>69,000</b>	<b>68,174</b>	<b>88.4</b>	<b>96.5</b>	<b>78.8</b>	<b>91.1</b>	<b>94.1</b>	<b>100.3</b>	-

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

/continued on next page





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

Aircraft Type Designation<sup>1</sup>      **737-8200**

Engine Manufacturer<sup>1</sup>      **CFM International SA**

Engine Type Designation<sup>1</sup>      **LEAP-1B27**

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

**Block 2, AFM option code <3M82.R4.LEAP1B27.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment 11-B**      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	
A122655	<b>68,038</b>	<b>61,234</b>	<b>88.4</b>	<b>96.5</b>	<b>78.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B27**

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

**Block 2, AFM option code <3M82.R4.LEAP1B27.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122678	<b>82,190</b>	<b>69,308</b>	<b>87.9</b>	<b>97.2</b>	<b>83.4</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122679	<b>79,106</b>	<b>69,308</b>	<b>88.0</b>	<b>97.0</b>	<b>82.4</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122680	<b>76,838</b>	<b>68,401</b>	<b>88.1</b>	<b>96.9</b>	<b>81.6</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122681	<b>74,570</b>	<b>68,174</b>	<b>88.2</b>	<b>96.8</b>	<b>80.8</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122682	<b>72,302</b>	<b>68,174</b>	<b>88.2</b>	<b>96.7</b>	<b>80.0</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122683	<b>70,306</b>	<b>65,056</b>	<b>88.3</b>	<b>96.6</b>	<b>79.2</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A122684	<b>68,038</b>	<b>61,234</b>	<b>88.4</b>	<b>96.5</b>	<b>78.5</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM option code <3M82.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122656	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122657	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122658	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122659	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122660	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122661	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A122662	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM option code <3M82.R4.LEAP1B28.BLK2.2PTS> (2-Position tail skid)**

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

Edition / Amendment

**Edition 7 / Amendment 11-B 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	
A122685	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122686	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122687	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122688	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122689	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122690	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A122691	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28B1**

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

**Block 2, AFM option code <3M82.R4.LEAP1B28.BLK2.1PTS> (1-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122663	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122664	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122665	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122666	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122667	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122668	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.9</b>	<b>100.3</b>	-
A122669	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-8200**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28B1**

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

**Block 2, AFM option code <3M82.R4.LEAP1B28.BLK2.2PTS> (2-Position tail skid)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 7 / Amendment 11-B** 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	
A122692	<b>82,190</b>	<b>69,308</b>	<b>88.5</b>	<b>97.2</b>	<b>82.6</b>	<b>92.1</b>	<b>94.2</b>	<b>100.9</b>	-
A122693	<b>79,106</b>	<b>69,308</b>	<b>88.6</b>	<b>97.0</b>	<b>81.5</b>	<b>91.9</b>	<b>94.2</b>	<b>100.7</b>	-
A122694	<b>76,838</b>	<b>68,401</b>	<b>88.7</b>	<b>96.9</b>	<b>80.8</b>	<b>91.7</b>	<b>94.1</b>	<b>100.6</b>	-
A122695	<b>74,570</b>	<b>68,174</b>	<b>88.8</b>	<b>96.8</b>	<b>80.0</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122696	<b>72,302</b>	<b>68,174</b>	<b>88.9</b>	<b>96.7</b>	<b>79.2</b>	<b>91.4</b>	<b>94.1</b>	<b>100.4</b>	-
A122697	<b>70,306</b>	<b>65,056</b>	<b>88.9</b>	<b>96.6</b>	<b>78.6</b>	<b>91.2</b>	<b>93.8</b>	<b>100.3</b>	-
A122698	<b>68,038</b>	<b>61,234</b>	<b>89.0</b>	<b>96.5</b>	<b>77.8</b>	<b>91.0</b>	<b>93.5</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-9**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B27**

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

**Block 2, AFM Option code <3M9.R4.LEAP1B27.BLK2>**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121968	<b>88,314</b>	<b>74,343</b>	<b>87.6</b>	<b>97.4</b>	<b>86.3</b>	<b>92.5</b>	<b>94.4</b>	<b>101.1</b>	-
A121969	<b>85,819</b>	<b>74,343</b>	<b>87.6</b>	<b>97.3</b>	<b>85.3</b>	<b>92.3</b>	<b>94.4</b>	<b>101.0</b>	-
A121970	<b>83,551</b>	<b>73,345</b>	<b>87.7</b>	<b>97.2</b>	<b>84.5</b>	<b>92.2</b>	<b>94.4</b>	<b>100.9</b>	-
A121971	<b>81,283</b>	<b>73,345</b>	<b>87.8</b>	<b>97.1</b>	<b>83.6</b>	<b>92.0</b>	<b>94.4</b>	<b>100.8</b>	-
A121972	<b>78,562</b>	<b>70,624</b>	<b>87.8</b>	<b>97.0</b>	<b>82.6</b>	<b>91.8</b>	<b>94.2</b>	<b>100.7</b>	-
A121973	<b>76,294</b>	<b>70,624</b>	<b>87.9</b>	<b>96.9</b>	<b>81.7</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121974	<b>74,570</b>	<b>69,308</b>	<b>88.0</b>	<b>96.8</b>	<b>81.1</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121975	<b>71,214</b>	<b>66,542</b>	<b>88.1</b>	<b>96.6</b>	<b>79.8</b>	<b>91.3</b>	<b>93.9</b>	<b>100.4</b>	-
A121976	<b>68,038</b>	<b>64,169</b>	<b>88.2</b>	<b>96.5</b>	<b>78.7</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-9**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28**

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

**Block 2, AFM Option code <3M9.R4.LEAP1B28.BLK2>**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121977	<b>88,314</b>	<b>74,343</b>	<b>88.2</b>	<b>97.4</b>	<b>85.2</b>	<b>92.5</b>	<b>94.4</b>	<b>101.1</b>	-
A121978	<b>85,819</b>	<b>74,343</b>	<b>88.2</b>	<b>97.3</b>	<b>84.3</b>	<b>92.3</b>	<b>94.4</b>	<b>101.0</b>	-
A121979	<b>83,551</b>	<b>73,345</b>	<b>88.3</b>	<b>97.2</b>	<b>83.5</b>	<b>92.2</b>	<b>94.4</b>	<b>100.9</b>	-
A121980	<b>81,283</b>	<b>73,345</b>	<b>88.4</b>	<b>97.1</b>	<b>82.7</b>	<b>92.0</b>	<b>94.4</b>	<b>100.8</b>	-
A121981	<b>78,562</b>	<b>70,624</b>	<b>88.5</b>	<b>97.0</b>	<b>81.7</b>	<b>91.8</b>	<b>94.2</b>	<b>100.7</b>	-
A121982	<b>76,294</b>	<b>70,624</b>	<b>88.5</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121983	<b>74,570</b>	<b>69,308</b>	<b>88.6</b>	<b>96.8</b>	<b>80.3</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121984	<b>71,214</b>	<b>66,542</b>	<b>88.7</b>	<b>96.6</b>	<b>79.1</b>	<b>91.3</b>	<b>93.9</b>	<b>100.4</b>	-
A121985	<b>68,038</b>	<b>64,169</b>	<b>88.8</b>	<b>96.5</b>	<b>78.0</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **737-9**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28B1**

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

**Block 2, AFM Option code <3M9.R4.LEAP1B28.BLK2>**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** 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	
A121986	<b>88,314</b>	<b>74,343</b>	<b>88.2</b>	<b>97.4</b>	<b>85.2</b>	<b>92.5</b>	<b>94.4</b>	<b>101.1</b>	-
A121987	<b>85,819</b>	<b>74,343</b>	<b>88.2</b>	<b>97.3</b>	<b>84.3</b>	<b>92.3</b>	<b>94.4</b>	<b>101.0</b>	-
A121988	<b>83,551</b>	<b>73,345</b>	<b>88.3</b>	<b>97.2</b>	<b>83.5</b>	<b>92.2</b>	<b>94.4</b>	<b>100.9</b>	-
A121989	<b>81,283</b>	<b>73,345</b>	<b>88.4</b>	<b>97.1</b>	<b>82.7</b>	<b>92.0</b>	<b>94.4</b>	<b>100.8</b>	-
A121990	<b>78,562</b>	<b>70,624</b>	<b>88.5</b>	<b>97.0</b>	<b>81.7</b>	<b>91.8</b>	<b>94.2</b>	<b>100.7</b>	-
A121991	<b>76,294</b>	<b>70,624</b>	<b>88.5</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A121992	<b>74,570</b>	<b>69,308</b>	<b>88.6</b>	<b>96.8</b>	<b>80.3</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A121993	<b>71,214</b>	<b>66,542</b>	<b>88.7</b>	<b>96.6</b>	<b>79.1</b>	<b>91.3</b>	<b>93.9</b>	<b>100.4</b>	-
A121994	<b>68,038</b>	<b>64,169</b>	<b>88.8</b>	<b>96.5</b>	<b>78.0</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-9**

Engine Manufacturer<sup>1</sup> **CFM International SA**

Engine Type Designation<sup>1</sup> **LEAP-1B28BBJ1**

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

**Block 2, AFM Option code <3M9.R4.LEAP1B28.BLK2>**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 13** 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	
A122742	<b>88,314</b>	<b>74,343</b>	<b>88.2</b>	<b>97.4</b>	<b>85.2</b>	<b>92.5</b>	<b>94.4</b>	<b>101.1</b>	-
A122743	<b>85,819</b>	<b>74,343</b>	<b>88.2</b>	<b>97.3</b>	<b>84.3</b>	<b>92.3</b>	<b>94.4</b>	<b>101.0</b>	-
A122744	<b>83,551</b>	<b>73,345</b>	<b>88.3</b>	<b>97.2</b>	<b>83.5</b>	<b>92.2</b>	<b>94.4</b>	<b>100.9</b>	-
A122745	<b>81,283</b>	<b>73,345</b>	<b>88.4</b>	<b>97.1</b>	<b>82.7</b>	<b>92.0</b>	<b>94.4</b>	<b>100.8</b>	-
A122746	<b>78,562</b>	<b>70,624</b>	<b>88.5</b>	<b>97.0</b>	<b>81.7</b>	<b>91.8</b>	<b>94.2</b>	<b>100.7</b>	-
A122747	<b>76,294</b>	<b>70,624</b>	<b>88.5</b>	<b>96.9</b>	<b>80.9</b>	<b>91.7</b>	<b>94.2</b>	<b>100.6</b>	-
A122748	<b>74,570</b>	<b>69,308</b>	<b>88.6</b>	<b>96.8</b>	<b>80.3</b>	<b>91.5</b>	<b>94.1</b>	<b>100.5</b>	-
A122749	<b>71,214</b>	<b>66,542</b>	<b>88.7</b>	<b>96.6</b>	<b>79.1</b>	<b>91.3</b>	<b>93.9</b>	<b>100.4</b>	-
A122750	<b>68,038</b>	<b>64,169</b>	<b>88.8</b>	<b>96.5</b>	<b>78.0</b>	<b>91.0</b>	<b>93.7</b>	<b>100.2</b>	-

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



**CS-36 Amendment level**

ICAO, Annex 16, Volume I Amendment level	7	8	9	10	11-B	12	13
Corresponding CS-36 Amendment level	Initial	1	2	3	4	5	6

**TCDSN EASA.IM.A.120.6 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	27 March 2017	Initial Issue
Issue 2	17 October 2018	Introduction of model 737-9; added record A122009
Issue 3	24 October 2018	Flyover noise level revised for records A121968-A121976, A121977, A121978, A121986 and A121987; Within track changes for Issue 2 changed 787-9 into 737-9
Issue 4	12 April 2019	Added record A122037
Issue 5	06 April 2021	Introduction of model 737-8200
Issue 6	25 October 2021	For model 737-8: Added records for MTOM of 82,644 kg
Issue 7	25 March 2022	Added records A122729 and A122737
Issue 8	13 October 2022	For several records AFM option code revised or added
Issue 9	10 January 2023	Added records A122742- A122750 and A122771- A122786 for 787-8 and 787-9 fitted with LEAP-1B28BBJ1
Issue 10	06 September 2023	Added records A122804 and A122797
Issue 11	08 December 2023	Added record A122811

