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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.205**

**for**

**Boeing 757**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

757-200

757-200PF

757-300



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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2037**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4781	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	-
A7011	<b>107,000</b>	<b>89,811</b>	<b>93.8</b>	<b>98.1</b>	<b>88.5</b>	<b>93.6</b>	<b>97.7</b>	<b>101.8</b>	-
A7010	<b>106,594</b>	<b>89,811</b>	<b>93.8</b>	<b>98.1</b>	<b>88.4</b>	<b>93.6</b>	<b>97.7</b>	<b>101.7</b>	-
A4780	<b>99,790</b>	<b>89,811</b>	<b>94.0</b>	<b>97.9</b>	<b>86.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **757-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW2037**

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

**PW SB 72-143 (Performance Improvement Package (PIP))**

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

Edition / Amendment

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10862	<b>104,326</b>	<b>89,811</b>	<b>93.9</b>	<b>98.0</b>	<b>87.6</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</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> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2037.QFC (Recertification to Chapter 4)**

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	
A121429	<b>115,892</b>	<b>95,254</b>	<b>92.3</b>	<b>98.4</b>	<b>89.6</b>	<b>94.1</b>	<b>97.1</b>	<b>102.0</b>	-
A121533	<b>113,398</b>	<b>95,254</b>	<b>92.4</b>	<b>98.4</b>	<b>88.8</b>	<b>94.0</b>	<b>97.1</b>	<b>102.0</b>	-
A121430	<b>108,862</b>	<b>95,254</b>	<b>92.5</b>	<b>98.2</b>	<b>87.3</b>	<b>93.7</b>	<b>97.1</b>	<b>101.8</b>	-
A121431	<b>104,326</b>	<b>89,992</b>	<b>92.7</b>	<b>98.0</b>	<b>85.9</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A121432	<b>99,790</b>	<b>89,992</b>	<b>92.8</b>	<b>97.9</b>	<b>84.5</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-
A121433	<b>95,254</b>	<b>89,992</b>	<b>93.0</b>	<b>97.7</b>	<b>83.0</b>	<b>92.9</b>	<b>96.9</b>	<b>101.4</b>	-
A121434	<b>90,718</b>	<b>89,811</b>	<b>93.2</b>	<b>97.5</b>	<b>81.7</b>	<b>92.7</b>	<b>96.9</b>	<b>101.2</b>	-
A121435	<b>84,821</b>	<b>89,811</b>	<b>93.4</b>	<b>97.3</b>	<b>80.0</b>	<b>92.3</b>	<b>96.9</b>	<b>101.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**PW SB 72-633 or REA 97FA021A (Engine intermix; one engine with Performance improvement package (PIP), one engine with "Quiet Fan Case" consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2037.PIP (Recertification to Chapter 4)**

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	
A121653	<b>115,892</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>91.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121654	<b>113,398</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>90.3</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121655	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>88.7</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A121656	<b>104,326</b>	<b>89,992</b>	<b>93.8</b>	<b>98.0</b>	<b>87.1</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121657	<b>99,790</b>	<b>89,992</b>	<b>93.9</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>
A121658	<b>95,254</b>	<b>89,992</b>	<b>94.1</b>	<b>97.7</b>	<b>84.1</b>	<b>92.9</b>	<b>97.7</b>	<b>101.4</b>	<b>2</b>
A121659	<b>90,718</b>	<b>89,811</b>	<b>94.2</b>	<b>97.5</b>	<b>82.7</b>	<b>92.7</b>	<b>97.7</b>	<b>101.2</b>	<b>2</b>
A121660	<b>84,821</b>	<b>89,811</b>	<b>94.4</b>	<b>97.3</b>	<b>81.0</b>	<b>92.3</b>	<b>97.7</b>	<b>101.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**Performance improvement package (PIP)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4779	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A4778	<b>115,892</b>	<b>89,811</b>	<b>93.7</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A10836	<b>115,666</b>	<b>89,811</b>	<b>93.7</b>	<b>98.4</b>	<b>91.3</b>	<b>94.1</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A4775	<b>113,398</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>90.6</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A4774	<b>113,398</b>	<b>89,811</b>	<b>93.7</b>	<b>98.4</b>	<b>90.6</b>	<b>94.0</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A4771	<b>108,862</b>	<b>95,254</b>	<b>93.8</b>	<b>98.2</b>	<b>89.1</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A4770	<b>108,862</b>	<b>89,811</b>	<b>93.8</b>	<b>98.2</b>	<b>89.1</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A4767	<b>104,326</b>	<b>95,254</b>	<b>93.9</b>	<b>98.0</b>	<b>87.6</b>	<b>93.5</b>	<b>98.1</b>	<b>101.7</b>	<b>2</b>
A4766	<b>104,326</b>	<b>89,811</b>	<b>93.9</b>	<b>98.0</b>	<b>87.6</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A4763	<b>99,790</b>	<b>95,254</b>	<b>94.0</b>	<b>97.9</b>	<b>86.2</b>	<b>93.2</b>	<b>98.1</b>	<b>101.5</b>	<b>2</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> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**Performance improvement package (PIP)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4762	<b>99,790</b>	<b>89,811</b>	<b>94.0</b>	<b>97.9</b>	<b>86.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**Performance improvement package (PIP), AFM option code <572.R4.PW2037.PIP (Recertification to Chapter 4)**

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	
A121468	<b>115,892</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>91.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121469	<b>113,398</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>90.3</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121470	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>88.7</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A121471	<b>104,326</b>	<b>89,992</b>	<b>93.8</b>	<b>98.0</b>	<b>87.1</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A122725	<b>99,790</b>	<b>95,254</b>	<b>93.9</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>98.1</b>	<b>101.5</b>	<b>2</b>
A121472	<b>99,790</b>	<b>89,992</b>	<b>93.9</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>
A121473	<b>95,254</b>	<b>89,992</b>	<b>94.1</b>	<b>97.7</b>	<b>84.1</b>	<b>92.9</b>	<b>97.7</b>	<b>101.4</b>	<b>2</b>
A121474	<b>90,718</b>	<b>89,811</b>	<b>94.2</b>	<b>97.5</b>	<b>82.7</b>	<b>92.7</b>	<b>97.7</b>	<b>101.2</b>	<b>2</b>
A121475	<b>84,821</b>	<b>89,811</b>	<b>94.4</b>	<b>97.3</b>	<b>81.0</b>	<b>92.3</b>	<b>97.7</b>	<b>101.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**SB 72-509 (1994 liner package (OE fit on engine 727144 and up))**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4759	<b>115,892</b>	<b>99,790</b>	<b>92.9</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>97.3</b>	<b>102.0</b>	-
A4758	<b>115,892</b>	<b>97,522</b>	<b>92.9</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>96.9</b>	<b>102.0</b>	-
A4755	<b>113,398</b>	<b>95,254</b>	<b>92.9</b>	<b>98.4</b>	<b>90.6</b>	<b>94.0</b>	<b>97.3</b>	<b>102.0</b>	-
A4754	<b>113,398</b>	<b>89,811</b>	<b>92.9</b>	<b>98.4</b>	<b>90.6</b>	<b>94.0</b>	<b>96.9</b>	<b>102.0</b>	-
A4751	<b>108,862</b>	<b>95,254</b>	<b>93.0</b>	<b>98.2</b>	<b>89.1</b>	<b>93.7</b>	<b>97.3</b>	<b>101.8</b>	-
A4750	<b>108,862</b>	<b>89,811</b>	<b>93.0</b>	<b>98.2</b>	<b>89.1</b>	<b>93.7</b>	<b>96.9</b>	<b>101.8</b>	-
A4747	<b>104,326</b>	<b>95,254</b>	<b>93.1</b>	<b>98.0</b>	<b>87.6</b>	<b>93.5</b>	<b>97.3</b>	<b>101.7</b>	-
A4746	<b>104,326</b>	<b>89,811</b>	<b>93.1</b>	<b>98.0</b>	<b>87.6</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A4742	<b>99,790</b>	<b>95,254</b>	<b>93.2</b>	<b>97.9</b>	<b>86.2</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-
A4743	<b>99,790</b>	<b>89,811</b>	<b>93.2</b>	<b>97.9</b>	<b>86.2</b>	<b>93.2</b>	<b>97.3</b>	<b>101.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2040**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4783	<b>115,892</b>	<b>95,254</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	-
A6298	<b>107,000</b>	<b>95,254</b>	<b>94.4</b>	<b>98.1</b>	<b>86.9</b>	<b>93.6</b>	<b>98.1</b>	<b>101.8</b>	-
A119017	<b>106,594</b>	<b>89,811</b>	<b>94.4</b>	<b>98.1</b>	<b>86.8</b>	<b>93.6</b>	<b>97.7</b>	<b>101.7</b>	-
A4782	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>84.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2040.QFC (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121444	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>87.9</b>	<b>94.1</b>	<b>97.1</b>	<b>102.0</b>	-
A121445	<b>113,398</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>87.2</b>	<b>94.0</b>	<b>97.1</b>	<b>102.0</b>	-
A121446	<b>108,862</b>	<b>89,992</b>	<b>93.9</b>	<b>98.2</b>	<b>85.8</b>	<b>93.7</b>	<b>96.9</b>	<b>101.8</b>	-
A121447	<b>104,326</b>	<b>89,811</b>	<b>94.1</b>	<b>98.0</b>	<b>84.5</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A121448	<b>99,790</b>	<b>89,811</b>	<b>94.2</b>	<b>97.9</b>	<b>83.1</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**PW SB 72-633 or REA 97FA021A (Engine intermix; one engine with Performance improvement package (PIP), one engine with "Quiet Fan Case" consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2040.PIP (Recertification to Chapter 4)**

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**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	
A121661	<b>115,892</b>	<b>95,254</b>	<b>94.3</b>	<b>98.4</b>	<b>89.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121662	<b>113,398</b>	<b>95,254</b>	<b>94.4</b>	<b>98.4</b>	<b>88.5</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121663	<b>108,862</b>	<b>89,992</b>	<b>94.5</b>	<b>98.2</b>	<b>87.1</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A121664	<b>104,326</b>	<b>89,811</b>	<b>94.6</b>	<b>98.0</b>	<b>85.7</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121665	<b>99,790</b>	<b>89,811</b>	<b>94.8</b>	<b>97.9</b>	<b>84.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**Performance improvement package (PIP)**

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

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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	
A4777	<b>115,892</b>	<b>95,254</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A4776	<b>115,892</b>	<b>89,811</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A17062	<b>115,666</b>	<b>89,811</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A4773	<b>113,398</b>	<b>95,254</b>	<b>94.2</b>	<b>98.4</b>	<b>88.9</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A4772	<b>113,398</b>	<b>89,811</b>	<b>94.2</b>	<b>98.4</b>	<b>88.9</b>	<b>94.0</b>	<b>97.7</b>	<b>102.0</b>	<b>2</b>
A4769	<b>108,862</b>	<b>95,254</b>	<b>94.3</b>	<b>98.2</b>	<b>87.5</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A4768	<b>108,862</b>	<b>89,811</b>	<b>94.3</b>	<b>98.2</b>	<b>87.5</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A4765	<b>104,326</b>	<b>95,254</b>	<b>94.4</b>	<b>98.0</b>	<b>86.1</b>	<b>93.5</b>	<b>98.1</b>	<b>101.7</b>	<b>2</b>
A4764	<b>104,326</b>	<b>89,811</b>	<b>94.4</b>	<b>98.0</b>	<b>86.1</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A4761	<b>99,790</b>	<b>95,254</b>	<b>94.5</b>	<b>97.9</b>	<b>84.6</b>	<b>93.2</b>	<b>98.1</b>	<b>101.5</b>	<b>2</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>      **757-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW2040**

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

**Performance improvement package (PIP)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4760	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>84.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>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> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**Performance improvement package (PIP), AFM option code <572.R4.PW2040.PIP (Recertification to Chapter 4)**

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

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**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	
A121518	<b>115,892</b>	<b>95,254</b>	<b>94.3</b>	<b>98.4</b>	<b>89.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121519	<b>113,398</b>	<b>95,254</b>	<b>94.4</b>	<b>98.4</b>	<b>88.5</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121520	<b>108,862</b>	<b>89,992</b>	<b>94.5</b>	<b>98.2</b>	<b>87.1</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A121521	<b>104,326</b>	<b>89,811</b>	<b>94.6</b>	<b>98.0</b>	<b>85.7</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121522	<b>99,790</b>	<b>89,811</b>	<b>94.8</b>	<b>97.9</b>	<b>84.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**SB 72-509 (1994 liner package (OE fit on engine 727144 and up))**

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

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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	
A4757	<b>115,892</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>97.3</b>	<b>102.0</b>	-
A4756	<b>115,892</b>	<b>89,811</b>	<b>93.5</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>96.9</b>	<b>102.0</b>	-
A4753	<b>113,398</b>	<b>95,254</b>	<b>93.6</b>	<b>98.4</b>	<b>88.9</b>	<b>94.0</b>	<b>97.3</b>	<b>102.0</b>	-
A4752	<b>113,398</b>	<b>89,811</b>	<b>93.6</b>	<b>98.4</b>	<b>88.9</b>	<b>94.0</b>	<b>96.9</b>	<b>102.0</b>	-
A4749	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>87.5</b>	<b>93.7</b>	<b>97.3</b>	<b>101.8</b>	-
A4748	<b>108,862</b>	<b>89,811</b>	<b>93.7</b>	<b>98.2</b>	<b>87.5</b>	<b>93.7</b>	<b>96.9</b>	<b>101.8</b>	-
A4745	<b>104,326</b>	<b>95,254</b>	<b>93.8</b>	<b>98.0</b>	<b>86.1</b>	<b>93.5</b>	<b>97.3</b>	<b>101.7</b>	-
A4744	<b>104,326</b>	<b>89,811</b>	<b>93.8</b>	<b>98.0</b>	<b>86.1</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A4741	<b>99,790</b>	<b>95,254</b>	<b>93.9</b>	<b>97.9</b>	<b>84.6</b>	<b>93.2</b>	<b>97.3</b>	<b>101.5</b>	-
A4740	<b>99,790</b>	<b>89,811</b>	<b>93.9</b>	<b>97.9</b>	<b>84.6</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535C-37**

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

**AFM Code A121860**

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

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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	
A118979	<b>108,862</b>	<b>95,254</b>	<b>94.1</b>	<b>98.2</b>	<b>88.3</b>	<b>93.7</b>	<b>100.2</b>	<b>101.8</b>	-
A118980	<b>108,862</b>	<b>89,992</b>	<b>94.1</b>	<b>98.2</b>	<b>88.3</b>	<b>93.7</b>	<b>100.2</b>	<b>101.8</b>	-
A118981	<b>99,790</b>	<b>89,992</b>	<b>94.2</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>100.2</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535C-37**

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

**None**

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

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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	
A4792	<b>108,862</b>	<b>95,254</b>	<b>93.8</b>	<b>98.2</b>	<b>88.1</b>	<b>93.7</b>	<b>97.5</b>	<b>101.8</b>	-
A4791	<b>108,862</b>	<b>89,992</b>	<b>93.8</b>	<b>98.2</b>	<b>88.1</b>	<b>93.7</b>	<b>100.3</b>	<b>101.8</b>	-
A4790	<b>108,862</b>	<b>89,811</b>	<b>93.8</b>	<b>98.2</b>	<b>88.1</b>	<b>93.7</b>	<b>100.3</b>	<b>101.8</b>	-
A4789	<b>104,553</b>	<b>89,811</b>	<b>93.9</b>	<b>98.1</b>	<b>86.9</b>	<b>93.5</b>	<b>100.3</b>	<b>101.7</b>	-
A4788	<b>104,326</b>	<b>95,254</b>	<b>93.9</b>	<b>98.0</b>	<b>86.8</b>	<b>93.5</b>	<b>97.5</b>	<b>101.7</b>	-
A4787	<b>104,326</b>	<b>89,992</b>	<b>93.9</b>	<b>98.0</b>	<b>86.8</b>	<b>93.5</b>	<b>100.3</b>	<b>101.7</b>	-
A4786	<b>100,017</b>	<b>89,992</b>	<b>94.0</b>	<b>97.9</b>	<b>85.5</b>	<b>93.2</b>	<b>100.3</b>	<b>101.5</b>	-
A4785	<b>99,790</b>	<b>95,254</b>	<b>94.0</b>	<b>97.9</b>	<b>85.5</b>	<b>93.2</b>	<b>97.5</b>	<b>101.5</b>	-
A8995	<b>99,790</b>	<b>89,992</b>	<b>94.0</b>	<b>97.9</b>	<b>85.5</b>	<b>93.2</b>	<b>100.3</b>	<b>101.5</b>	-
A4784	<b>99,790</b>	<b>89,811</b>	<b>94.0</b>	<b>97.9</b>	<b>85.5</b>	<b>93.2</b>	<b>100.3</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535C-37**

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

**None**

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

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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	
A18177	<b>108,862</b>	<b>95,254</b>	<b>94.1</b>	<b>98.2</b>	<b>88.3</b>	<b>93.7</b>	<b>100.2</b>	<b>101.8</b>	-
A18176	<b>104,553</b>	<b>95,254</b>	<b>94.1</b>	<b>98.1</b>	<b>87.1</b>	<b>93.5</b>	<b>100.1</b>	<b>101.7</b>	-
A18175	<b>104,326</b>	<b>89,992</b>	<b>94.1</b>	<b>98.0</b>	<b>87.0</b>	<b>93.5</b>	<b>100.1</b>	<b>101.7</b>	-
A18174	<b>100,017</b>	<b>89,992</b>	<b>94.2</b>	<b>97.9</b>	<b>85.7</b>	<b>93.2</b>	<b>100.1</b>	<b>101.5</b>	-
A18173	<b>99,790</b>	<b>89,811</b>	<b>94.2</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>100.2</b>	<b>101.5</b>	-
A18172	<b>92,986</b>	<b>89,811</b>	<b>94.4</b>	<b>97.6</b>	<b>83.6</b>	<b>92.8</b>	<b>100.1</b>	<b>101.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**70 fan outlet guide vanes**

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

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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	
A18166	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>86.6</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A18165	<b>113,398</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>86.0</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A18164	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>84.8</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A18163	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>83.7</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A18162	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>83.7</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A18161	<b>100,017</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>82.6</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-
A122728	<b>99,790</b>	<b>95,254</b>	<b>94.5</b>	<b>97.9</b>	<b>82.5</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	-
A18160	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>82.5</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**Engine intermix, one engine with 70 fan outlet guide vanes and one engine with 48 fan outlet guide vanes**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119803	<b>115,666</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	-
A119453	<b>111,130</b>	<b>89,811</b>	<b>93.2</b>	<b>98.3</b>	<b>85.7</b>	<b>93.8</b>	<b>95.0</b>	<b>101.9</b>	-
A119428	<b>104,326</b>	<b>89,811</b>	<b>93.3</b>	<b>98.0</b>	<b>83.9</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**Engine intermix, one engine with 70 fan outlet guide vanes and one engine with 48 fan outlet guide vanes, STC EASA.IM.A.S.01636 (Installation of APB Winglets)**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122272	<b>115,666</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>3</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**None**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4813	<b>115,892</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>86.8</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	<b>4</b>
A4815	<b>115,892</b>	<b>89,992</b>	<b>93.0</b>	<b>98.4</b>	<b>86.8</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A4814	<b>115,892</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>86.8</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A16711	<b>115,666</b>	<b>90,718</b>	<b>93.0</b>	<b>98.4</b>	<b>86.7</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A8958	<b>115,666</b>	<b>90,000</b>	<b>93.0</b>	<b>98.4</b>	<b>86.7</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A10843	<b>115,666</b>	<b>89,111</b>	<b>93.0</b>	<b>98.4</b>	<b>86.7</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A4810	<b>113,398</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>86.1</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	<b>4</b>
A8913	<b>113,398</b>	<b>90,000</b>	<b>93.0</b>	<b>98.4</b>	<b>86.1</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A4809	<b>113,398</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>86.1</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	<b>4</b>
A119452	<b>111,130</b>	<b>89,811</b>	<b>93.1</b>	<b>98.3</b>	<b>85.5</b>	<b>93.8</b>	<b>95.0</b>	<b>101.9</b>	<b>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> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**None**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4806	<b>108,862</b>	<b>95,254</b>	<b>93.1</b>	<b>98.2</b>	<b>84.8</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	<b>4</b>
A4805	<b>108,862</b>	<b>89,992</b>	<b>93.1</b>	<b>98.2</b>	<b>84.8</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	<b>4</b>
A4804	<b>108,862</b>	<b>89,811</b>	<b>93.1</b>	<b>98.2</b>	<b>84.8</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	<b>4</b>
A121203	<b>107,999</b>	<b>95,254</b>	<b>93.1</b>	<b>98.2</b>	<b>84.6</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	<b>4</b>
A121204	<b>107,999</b>	<b>89,811</b>	<b>93.1</b>	<b>98.2</b>	<b>84.6</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	<b>4</b>
A9026	<b>106,000</b>	<b>89,811</b>	<b>93.2</b>	<b>98.1</b>	<b>84.0</b>	<b>93.6</b>	<b>95.0</b>	<b>101.7</b>	<b>4</b>
A4803	<b>104,553</b>	<b>89,811</b>	<b>93.2</b>	<b>98.1</b>	<b>83.6</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>4</b>
A4800	<b>104,326</b>	<b>95,254</b>	<b>93.2</b>	<b>98.0</b>	<b>83.5</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	<b>4</b>
A4799	<b>104,326</b>	<b>89,992</b>	<b>93.2</b>	<b>98.0</b>	<b>83.5</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>4</b>
A8962	<b>104,326</b>	<b>89,811</b>	<b>93.2</b>	<b>98.0</b>	<b>83.5</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>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> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**None**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121205	<b>103,999</b>	<b>95,254</b>	<b>93.2</b>	<b>98.0</b>	<b>83.4</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	<b>4</b>
A121206	<b>103,999</b>	<b>89,811</b>	<b>93.2</b>	<b>98.0</b>	<b>83.4</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>4</b>
A9002	<b>102,058</b>	<b>89,811</b>	<b>93.3</b>	<b>98.0</b>	<b>82.9</b>	<b>93.3</b>	<b>95.0</b>	<b>101.6</b>	<b>4</b>
A4798	<b>100,017</b>	<b>89,992</b>	<b>93.3</b>	<b>97.9</b>	<b>82.3</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	<b>4</b>
A4795	<b>99,790</b>	<b>95,254</b>	<b>93.3</b>	<b>97.9</b>	<b>82.2</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	<b>4</b>
A4794	<b>99,790</b>	<b>89,992</b>	<b>93.3</b>	<b>97.9</b>	<b>82.2</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	<b>4</b>
A4793	<b>99,790</b>	<b>89,811</b>	<b>93.3</b>	<b>97.9</b>	<b>82.2</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	<b>4</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4817	<b>115,892</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>87.3</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A4816	<b>115,892</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>87.3</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	-
A15456	<b>115,666</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>87.2</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A10115	<b>115,666</b>	<b>89,811</b>	<b>93.0</b>	<b>98.4</b>	<b>87.2</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	-
A4812	<b>113,398</b>	<b>95,254</b>	<b>93.1</b>	<b>98.4</b>	<b>86.6</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A4811	<b>113,398</b>	<b>89,811</b>	<b>93.1</b>	<b>98.4</b>	<b>86.6</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	-
A15899	<b>111,130</b>	<b>89,811</b>	<b>93.2</b>	<b>98.3</b>	<b>85.9</b>	<b>93.8</b>	<b>95.0</b>	<b>101.9</b>	-
A4808	<b>108,862</b>	<b>95,254</b>	<b>93.2</b>	<b>98.2</b>	<b>85.2</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A4807	<b>108,862</b>	<b>89,811</b>	<b>93.2</b>	<b>98.2</b>	<b>85.2</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	-
A5782	<b>106,594</b>	<b>89,811</b>	<b>93.3</b>	<b>98.1</b>	<b>84.7</b>	<b>93.6</b>	<b>95.0</b>	<b>101.7</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> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4802	<b>104,326</b>	<b>95,254</b>	<b>93.3</b>	<b>98.0</b>	<b>84.2</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	-
A4801	<b>104,326</b>	<b>89,811</b>	<b>93.3</b>	<b>98.0</b>	<b>84.2</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A8928	<b>102,058</b>	<b>89,811</b>	<b>93.4</b>	<b>98.0</b>	<b>83.6</b>	<b>93.3</b>	<b>95.0</b>	<b>101.6</b>	-
A8954	<b>100,000</b>	<b>90,000</b>	<b>93.4</b>	<b>97.9</b>	<b>83.0</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-
A4797	<b>99,790</b>	<b>95,254</b>	<b>93.4</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	-
A4796	<b>99,790</b>	<b>89,811</b>	<b>93.4</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.48FOGV (Recertification to Chapter 4)**

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	
A121381	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>94.9</b>	<b>102.0</b>	-
A121382	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>86.4</b>	<b>94.0</b>	<b>94.9</b>	<b>102.0</b>	-
A121383	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>85.3</b>	<b>93.7</b>	<b>94.9</b>	<b>101.8</b>	-
A121384	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>84.1</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121385	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>84.1</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121386	<b>100,017</b>	<b>89,811</b>	<b>94.4</b>	<b>97.9</b>	<b>83.0</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-
A122727	<b>99,790</b>	<b>95,254</b>	<b>94.4</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-
A121387	<b>99,790</b>	<b>89,811</b>	<b>94.4</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.70FOGV.48FOGV (Recertification to Chapter 4)**

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	
A122168	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A122169	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>86.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122170	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>85.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122171	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>84.1</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122172	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>84.1</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122173	<b>100,017</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>83.0</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-
A122730	<b>99,790</b>	<b>95,254</b>	<b>94.5</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	-
A122174	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.70FOGV.48FOGV.W and STC EASA.IM.A.S.01636 (Recertification to Chapter 4, Installation of APB Winglets)**

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	
A122194	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>86.1</b>	<b>94.1</b>	<b>95.1</b>	<b>102.0</b>	-
A122195	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>85.5</b>	<b>94.0</b>	<b>95.1</b>	<b>102.0</b>	-
A122196	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>84.2</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122197	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>83.0</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122198	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>82.9</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122199	<b>100,017</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>81.8</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-
A122200	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>81.7</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-
A122735	<b>99,790</b>	<b>95,254</b>	<b>94.5</b>	<b>97.9</b>	<b>81.7</b>	<b>93.2</b>	<b>95.1</b>	<b>101.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-535E4B-37**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **70 fan outlet guide vanes**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      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	
A18171	<b>115,892</b>	<b>95,254</b>	<b>95.5</b>	<b>98.4</b>	<b>85.5</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A18170	<b>113,398</b>	<b>89,811</b>	<b>95.6</b>	<b>98.4</b>	<b>84.9</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	-
A18169	<b>108,862</b>	<b>89,811</b>	<b>95.7</b>	<b>98.2</b>	<b>83.9</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	-
A18168	<b>104,326</b>	<b>89,811</b>	<b>95.8</b>	<b>98.0</b>	<b>82.8</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A18167	<b>99,790</b>	<b>89,811</b>	<b>96.0</b>	<b>97.9</b>	<b>81.8</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**None**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4847	<b>115,892</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>86.1</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	<b>5</b>
A4844	<b>115,892</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>85.7</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	<b>6</b>
A4846	<b>115,892</b>	<b>89,811</b>	<b>93.8</b>	<b>98.4</b>	<b>86.1</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>5</b>
A4845	<b>115,892</b>	<b>89,811</b>	<b>94.1</b>	<b>98.4</b>	<b>85.7</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	<b>6</b>
A4842	<b>113,398</b>	<b>95,254</b>	<b>93.9</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	<b>5</b>
A4838	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>85.1</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	<b>6</b>
A4840	<b>113,398</b>	<b>89,811</b>	<b>93.9</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	<b>5</b>
A4837	<b>113,398</b>	<b>89,811</b>	<b>94.1</b>	<b>98.4</b>	<b>85.1</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	<b>6</b>
A4834	<b>108,862</b>	<b>95,254</b>	<b>93.9</b>	<b>98.2</b>	<b>84.2</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	<b>5</b>
A4832	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>83.9</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	<b>6</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> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**None**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4833	<b>108,862</b>	<b>89,811</b>	<b>93.9</b>	<b>98.2</b>	<b>84.2</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	<b>5</b>
A4831	<b>108,862</b>	<b>89,811</b>	<b>94.2</b>	<b>98.2</b>	<b>83.9</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	<b>6</b>
A4828	<b>104,326</b>	<b>95,254</b>	<b>94.1</b>	<b>98.0</b>	<b>82.9</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	<b>5</b>
A4826	<b>104,326</b>	<b>95,254</b>	<b>94.3</b>	<b>98.0</b>	<b>82.6</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	<b>6</b>
A4827	<b>104,326</b>	<b>89,811</b>	<b>94.1</b>	<b>98.0</b>	<b>82.9</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>5</b>
A4825	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>82.6</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	<b>6</b>
A4822	<b>99,790</b>	<b>95,254</b>	<b>94.2</b>	<b>97.9</b>	<b>81.6</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	<b>5</b>
A4820	<b>99,790</b>	<b>95,254</b>	<b>94.4</b>	<b>97.9</b>	<b>81.3</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	<b>6</b>
A4821	<b>99,790</b>	<b>89,811</b>	<b>94.2</b>	<b>97.9</b>	<b>81.6</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	<b>5</b>
A4819	<b>99,790</b>	<b>89,811</b>	<b>94.4</b>	<b>97.9</b>	<b>81.3</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	<b>6</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4849	<b>115,892</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>86.2</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A4848	<b>115,892</b>	<b>89,811</b>	<b>93.8</b>	<b>98.4</b>	<b>86.2</b>	<b>94.1</b>	<b>95.0</b>	<b>102.0</b>	-
A4841	<b>113,398</b>	<b>95,254</b>	<b>93.9</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A4839	<b>113,398</b>	<b>89,811</b>	<b>93.9</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.0</b>	<b>102.0</b>	-
A4836	<b>108,862</b>	<b>95,254</b>	<b>94.0</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A4835	<b>108,862</b>	<b>89,811</b>	<b>94.0</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.0</b>	<b>101.8</b>	-
A4830	<b>104,326</b>	<b>95,254</b>	<b>94.1</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>95.2</b>	<b>101.7</b>	-
A4829	<b>104,326</b>	<b>89,811</b>	<b>94.1</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A4824	<b>99,790</b>	<b>95,254</b>	<b>94.2</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>95.2</b>	<b>101.5</b>	-
A4823	<b>99,790</b>	<b>89,811</b>	<b>94.2</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.48FOGV (Recertification to Chapter 4)**

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	
A121395	<b>115,892</b>	<b>95,254</b>	<b>95.2</b>	<b>98.4</b>	<b>86.0</b>	<b>94.1</b>	<b>94.9</b>	<b>102.0</b>	-
A121396	<b>113,398</b>	<b>95,254</b>	<b>95.3</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>94.9</b>	<b>102.0</b>	-
A121397	<b>108,862</b>	<b>95,254</b>	<b>95.4</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>94.9</b>	<b>101.8</b>	-
A121398	<b>104,326</b>	<b>89,811</b>	<b>95.6</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121399	<b>99,790</b>	<b>89,811</b>	<b>95.7</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4B.70FOGV.48FOGV (Recertification to Chapter 4)**

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	
A122182	<b>115,892</b>	<b>95,254</b>	<b>95.5</b>	<b>98.4</b>	<b>86.0</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A122183	<b>113,398</b>	<b>95,254</b>	<b>95.6</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122184	<b>108,862</b>	<b>95,254</b>	<b>95.7</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122186	<b>104,326</b>	<b>89,811</b>	<b>95.8</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122188	<b>99,790</b>	<b>89,811</b>	<b>96.0</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4B.70FOGV.48FOGV.W and STC EASA.IM.A.S.01636 (Recertification to Chapter 4, Installation of APB Winglets)**

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	
A122208	<b>115,892</b>	<b>95,254</b>	<b>95.5</b>	<b>98.4</b>	<b>85.0</b>	<b>94.1</b>	<b>95.1</b>	<b>102.0</b>	-
A122209	<b>113,398</b>	<b>95,254</b>	<b>95.6</b>	<b>98.4</b>	<b>84.4</b>	<b>94.0</b>	<b>95.1</b>	<b>102.0</b>	-
A122210	<b>108,862</b>	<b>95,254</b>	<b>95.7</b>	<b>98.2</b>	<b>83.3</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122212	<b>104,326</b>	<b>89,811</b>	<b>95.8</b>	<b>98.0</b>	<b>82.2</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122214	<b>99,790</b>	<b>89,811</b>	<b>96.0</b>	<b>97.9</b>	<b>81.1</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2037**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17264	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</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> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2037.QFC (Recertification to Chapter 4)**

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	
A121436	<b>115,892</b>	<b>95,254</b>	<b>92.3</b>	<b>98.4</b>	<b>89.6</b>	<b>94.1</b>	<b>97.1</b>	<b>102.0</b>	-
A121437	<b>113,398</b>	<b>95,254</b>	<b>92.4</b>	<b>98.4</b>	<b>88.8</b>	<b>94.0</b>	<b>97.1</b>	<b>102.0</b>	-
A121438	<b>108,862</b>	<b>95,254</b>	<b>92.5</b>	<b>98.2</b>	<b>87.3</b>	<b>93.7</b>	<b>97.1</b>	<b>101.8</b>	-
A121439	<b>104,326</b>	<b>89,992</b>	<b>92.7</b>	<b>98.0</b>	<b>85.9</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A121440	<b>99,790</b>	<b>89,992</b>	<b>92.8</b>	<b>97.9</b>	<b>84.5</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-
A121441	<b>95,254</b>	<b>89,992</b>	<b>93.0</b>	<b>97.7</b>	<b>83.0</b>	<b>92.9</b>	<b>96.9</b>	<b>101.4</b>	-
A121442	<b>90,718</b>	<b>89,811</b>	<b>93.2</b>	<b>97.5</b>	<b>81.7</b>	<b>92.7</b>	<b>96.9</b>	<b>101.2</b>	-
A121443	<b>84,821</b>	<b>89,811</b>	<b>93.4</b>	<b>97.3</b>	<b>80.0</b>	<b>92.3</b>	<b>96.9</b>	<b>101.0</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**PW SB 72-633 or REA 97FA021A (Engine intermix; one engine with Performance improvement package (PIP), one engine with "Quiet Fan Case" consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2037.PIP (Recertification to Chapter 4)**

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	
A121645	<b>115,892</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>91.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121646	<b>113,398</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>90.3</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121647	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>88.7</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A121648	<b>104,326</b>	<b>89,992</b>	<b>93.8</b>	<b>98.0</b>	<b>87.1</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121649	<b>99,790</b>	<b>89,992</b>	<b>93.9</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>
A121650	<b>95,254</b>	<b>89,992</b>	<b>94.1</b>	<b>97.7</b>	<b>84.1</b>	<b>92.9</b>	<b>97.7</b>	<b>101.4</b>	<b>2</b>
A121651	<b>90,718</b>	<b>89,811</b>	<b>94.2</b>	<b>97.5</b>	<b>82.7</b>	<b>92.7</b>	<b>97.7</b>	<b>101.2</b>	<b>2</b>
A121652	<b>84,821</b>	<b>89,811</b>	<b>94.4</b>	<b>97.3</b>	<b>81.0</b>	<b>92.3</b>	<b>97.7</b>	<b>101.0</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2037**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Performance improvement package (PIP)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17269	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>91.4</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**Performance improvement package (PIP), AFM option code <572.R4.PW2037.PIP (Recertification to Chapter 4)**

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	
A121510	<b>115,892</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>91.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121511	<b>113,398</b>	<b>95,254</b>	<b>93.5</b>	<b>98.4</b>	<b>90.3</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121512	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>88.7</b>	<b>93.7</b>	<b>98.1</b>	<b>101.8</b>	<b>2</b>
A121513	<b>104,326</b>	<b>89,992</b>	<b>93.8</b>	<b>98.0</b>	<b>87.1</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121514	<b>99,790</b>	<b>89,992</b>	<b>93.9</b>	<b>97.9</b>	<b>85.6</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>
A121515	<b>95,254</b>	<b>89,992</b>	<b>94.1</b>	<b>97.7</b>	<b>84.1</b>	<b>92.9</b>	<b>97.7</b>	<b>101.4</b>	<b>2</b>
A121516	<b>90,718</b>	<b>89,811</b>	<b>94.2</b>	<b>97.5</b>	<b>82.7</b>	<b>92.7</b>	<b>97.7</b>	<b>101.2</b>	<b>2</b>
A121517	<b>84,821</b>	<b>89,811</b>	<b>94.4</b>	<b>97.3</b>	<b>81.0</b>	<b>92.3</b>	<b>97.7</b>	<b>101.0</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2040**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17265	<b>115,892</b>	<b>95,254</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</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> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2040.QFC (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121449	<b>115,892</b>	<b>95,254</b>	<b>93.7</b>	<b>98.4</b>	<b>87.9</b>	<b>94.1</b>	<b>97.1</b>	<b>102.0</b>	-
A121450	<b>113,398</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>87.2</b>	<b>94.0</b>	<b>97.1</b>	<b>102.0</b>	-
A121451	<b>108,862</b>	<b>89,992</b>	<b>93.9</b>	<b>98.2</b>	<b>85.8</b>	<b>93.7</b>	<b>96.9</b>	<b>101.8</b>	-
A121452	<b>104,326</b>	<b>89,811</b>	<b>94.1</b>	<b>98.0</b>	<b>84.5</b>	<b>93.5</b>	<b>96.9</b>	<b>101.7</b>	-
A121453	<b>99,790</b>	<b>89,811</b>	<b>94.2</b>	<b>97.9</b>	<b>83.1</b>	<b>93.2</b>	<b>96.9</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**PW SB 72-633 or REA 97FA021A (Engine intermix; one engine with Performance improvement package (PIP), one engine with "Quiet Fan Case" consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels), AFM option code <572.R4.PW2040.PIP (Recertification to Chapter 4)**

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	
A121666	<b>115,892</b>	<b>95,254</b>	<b>94.3</b>	<b>98.4</b>	<b>89.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121667	<b>113,398</b>	<b>95,254</b>	<b>94.4</b>	<b>98.4</b>	<b>88.5</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121668	<b>108,862</b>	<b>89,992</b>	<b>94.5</b>	<b>98.2</b>	<b>87.1</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A121669	<b>104,326</b>	<b>89,811</b>	<b>94.6</b>	<b>98.0</b>	<b>85.7</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121670	<b>99,790</b>	<b>89,811</b>	<b>94.8</b>	<b>97.9</b>	<b>84.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW2040**

Additional modifications essential to meet the requirements or needed to attain the  
certificated noise levels<sup>1</sup>      **Performance improvement package (PIP)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17270	<b>115,892</b>	<b>95,254</b>	<b>94.2</b>	<b>98.4</b>	<b>89.7</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**Performance improvement package (PIP), AFM option code <572.R4.PW2040.PIP (Recertification to Chapter 4)**

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	
A121523	<b>115,892</b>	<b>95,254</b>	<b>94.3</b>	<b>98.4</b>	<b>89.3</b>	<b>94.1</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121524	<b>113,398</b>	<b>95,254</b>	<b>94.4</b>	<b>98.4</b>	<b>88.5</b>	<b>94.0</b>	<b>98.1</b>	<b>102.0</b>	<b>2</b>
A121525	<b>108,862</b>	<b>89,992</b>	<b>94.5</b>	<b>98.2</b>	<b>87.1</b>	<b>93.7</b>	<b>97.7</b>	<b>101.8</b>	<b>2</b>
A121526	<b>104,326</b>	<b>89,811</b>	<b>94.6</b>	<b>98.0</b>	<b>85.7</b>	<b>93.5</b>	<b>97.7</b>	<b>101.7</b>	<b>2</b>
A121527	<b>99,790</b>	<b>89,811</b>	<b>94.8</b>	<b>97.9</b>	<b>84.2</b>	<b>93.2</b>	<b>97.7</b>	<b>101.5</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**70 fan outlet guide vanes, AFM Code A94E4**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** 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	
A118982	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>86.6</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**70 fan outlet guide vanes, STC EASA.IM.A.S.01636 (Installation of APB Winglets)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

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	
A122013	<b>99,790</b>	<b>95,254</b>	<b>94.5</b>	<b>97.9</b>	<b>81.6</b>	<b>93.2</b>	<b>95.1</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**

Engine Type Designation<sup>1</sup>      **RB211-535E4-37**

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

**None**

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

Edition / Amendment

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17266	<b>115,892</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>86.8</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</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> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17271	<b>115,892</b>	<b>95,254</b>	<b>93.0</b>	<b>98.4</b>	<b>87.3</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A122424	<b>113,398</b>	<b>95,254</b>	<b>93.1</b>	<b>98.4</b>	<b>86.6</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.48FOGV (Recertification to Chapter 4)**

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

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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	
A121388	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>94.9</b>	<b>102.0</b>	-
A121389	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>86.4</b>	<b>94.0</b>	<b>94.9</b>	<b>102.0</b>	-
A121390	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>85.3</b>	<b>93.7</b>	<b>94.9</b>	<b>101.8</b>	-
A121391	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>84.1</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121392	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>84.1</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121393	<b>100,017</b>	<b>89,811</b>	<b>94.4</b>	<b>97.9</b>	<b>83.0</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-
A121394	<b>99,790</b>	<b>89,811</b>	<b>94.4</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.70FOGV.48FOGV (Recertification to Chapter 4)**

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	
A122175	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>87.0</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A122176	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>86.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122177	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>85.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122178	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>84.1</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122179	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>84.1</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122180	<b>100,017</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>83.0</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-
A122181	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>82.9</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.70FOGV.48FOGV.W and STC EASA.IM.A.S.01636 (Recertification to Chapter 4, Installation of APB Winglets)**

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	
A122201	<b>115,892</b>	<b>95,254</b>	<b>94.0</b>	<b>98.4</b>	<b>86.1</b>	<b>94.1</b>	<b>95.1</b>	<b>102.0</b>	-
A122202	<b>113,398</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>85.5</b>	<b>94.0</b>	<b>95.1</b>	<b>102.0</b>	-
A122203	<b>108,862</b>	<b>95,254</b>	<b>94.2</b>	<b>98.2</b>	<b>84.2</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122204	<b>104,553</b>	<b>89,811</b>	<b>94.3</b>	<b>98.1</b>	<b>83.0</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122205	<b>104,326</b>	<b>89,811</b>	<b>94.3</b>	<b>98.0</b>	<b>82.9</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122206	<b>100,017</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>81.8</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-
A122207	<b>99,790</b>	<b>89,811</b>	<b>94.5</b>	<b>97.9</b>	<b>81.7</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-535E4B-37**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17268	<b>115,892</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>86.1</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	<b>5</b>
A17267	<b>115,892</b>	<b>95,254</b>	<b>94.1</b>	<b>98.4</b>	<b>85.7</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	<b>6</b>

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





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

Aircraft Type Designation<sup>1</sup>      **757-200PF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**

Engine Type Designation<sup>1</sup>      **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17272	<b>115,892</b>	<b>95,254</b>	<b>93.8</b>	<b>98.4</b>	<b>86.2</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</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> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4.48FOGV (Recertification to Chapter 4)**

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	
A121400	<b>115,892</b>	<b>95,254</b>	<b>95.2</b>	<b>98.4</b>	<b>86.0</b>	<b>94.1</b>	<b>94.9</b>	<b>102.0</b>	-
A121401	<b>113,398</b>	<b>95,254</b>	<b>95.3</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>94.9</b>	<b>102.0</b>	-
A121402	<b>108,862</b>	<b>95,254</b>	<b>95.4</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>94.9</b>	<b>101.8</b>	-
A121403	<b>104,326</b>	<b>89,811</b>	<b>95.6</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>94.7</b>	<b>101.7</b>	-
A121404	<b>99,790</b>	<b>89,811</b>	<b>95.7</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>94.7</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4B.70FOGV.48FOGV (Recertification to Chapter 4)**

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	
A122189	<b>115,892</b>	<b>95,254</b>	<b>95.5</b>	<b>98.4</b>	<b>86.0</b>	<b>94.1</b>	<b>95.2</b>	<b>102.0</b>	-
A122190	<b>113,398</b>	<b>95,254</b>	<b>95.6</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122191	<b>108,862</b>	<b>95,254</b>	<b>95.7</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122192	<b>104,326</b>	<b>89,811</b>	<b>95.8</b>	<b>98.0</b>	<b>83.2</b>	<b>93.5</b>	<b>95.0</b>	<b>101.7</b>	-
A122193	<b>99,790</b>	<b>89,811</b>	<b>96.0</b>	<b>97.9</b>	<b>82.1</b>	<b>93.2</b>	<b>95.0</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-200PF**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (Engine intermix: one engine with 70 fan outlet guide vanes, one engine with 48 fan outlet guide vanes), AFM option code <572.R4.RB211-535E4B.70FOGV.48FOGV.W and STC EASA.IM.A.S.01636 (Recertification to Chapter 4, Installation of APB Winglets)**

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	
A122215	<b>115,892</b>	<b>95,254</b>	<b>95.5</b>	<b>98.4</b>	<b>85.0</b>	<b>94.1</b>	<b>95.1</b>	<b>102.0</b>	-
A122216	<b>113,398</b>	<b>95,254</b>	<b>95.6</b>	<b>98.4</b>	<b>84.4</b>	<b>94.0</b>	<b>95.1</b>	<b>102.0</b>	-
A122217	<b>108,862</b>	<b>95,254</b>	<b>95.7</b>	<b>98.2</b>	<b>83.3</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122218	<b>104,326</b>	<b>89,811</b>	<b>95.8</b>	<b>98.0</b>	<b>82.2</b>	<b>93.5</b>	<b>94.9</b>	<b>101.7</b>	-
A122219	<b>99,790</b>	<b>89,811</b>	<b>96.0</b>	<b>97.9</b>	<b>81.1</b>	<b>93.2</b>	<b>94.9</b>	<b>101.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2037**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17261	<b>124,057</b>	<b>101,604</b>	<b>91.9</b>	<b>98.7</b>	<b>93.1</b>	<b>94.5</b>	<b>97.8</b>	<b>102.3</b>	-
A3153	<b>123,603</b>	<b>101,604</b>	<b>91.9</b>	<b>98.7</b>	<b>92.9</b>	<b>94.5</b>	<b>97.8</b>	<b>102.2</b>	-
A3152	<b>117,934</b>	<b>99,790</b>	<b>92.1</b>	<b>98.5</b>	<b>90.7</b>	<b>94.2</b>	<b>97.7</b>	<b>102.1</b>	-
A3151	<b>113,851</b>	<b>97,522</b>	<b>92.2</b>	<b>98.4</b>	<b>89.2</b>	<b>94.0</b>	<b>97.6</b>	<b>102.0</b>	-
A3150	<b>108,862</b>	<b>95,254</b>	<b>92.3</b>	<b>98.2</b>	<b>87.3</b>	<b>93.7</b>	<b>97.5</b>	<b>101.8</b>	-
A3149	<b>107,047</b>	<b>95,254</b>	<b>92.4</b>	<b>98.1</b>	<b>86.7</b>	<b>93.6</b>	<b>97.5</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2040**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3160	<b>124,737</b>	<b>101,604</b>	<b>93.2</b>	<b>98.7</b>	<b>91.0</b>	<b>94.5</b>	<b>97.8</b>	<b>102.3</b>	-
A17262	<b>124,057</b>	<b>101,604</b>	<b>93.2</b>	<b>98.7</b>	<b>90.8</b>	<b>94.5</b>	<b>97.8</b>	<b>102.3</b>	-
A3159	<b>123,603</b>	<b>101,604</b>	<b>93.2</b>	<b>98.7</b>	<b>90.6</b>	<b>94.5</b>	<b>97.8</b>	<b>102.2</b>	-
A3158	<b>117,934</b>	<b>99,790</b>	<b>93.4</b>	<b>98.5</b>	<b>88.8</b>	<b>94.2</b>	<b>97.7</b>	<b>102.1</b>	-
A3157	<b>113,851</b>	<b>97,522</b>	<b>93.5</b>	<b>98.4</b>	<b>87.5</b>	<b>94.0</b>	<b>97.6</b>	<b>102.0</b>	-
A3156	<b>108,862</b>	<b>95,254</b>	<b>93.7</b>	<b>98.2</b>	<b>85.9</b>	<b>93.7</b>	<b>97.5</b>	<b>101.8</b>	-
A3155	<b>107,047</b>	<b>95,254</b>	<b>93.7</b>	<b>98.1</b>	<b>85.3</b>	<b>93.6</b>	<b>97.5</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney**

Engine Type Designation<sup>1</sup> **PW2043**

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

**PW SB 72-633 or REA 97FA021A (“Quiet Fan Case” consisting of Grumman forward fan case, perforated fan containment case panels and treated fan case exit rear panels)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3166	<b>124,737</b>	<b>101,604</b>	<b>94.3</b>	<b>98.7</b>	<b>89.7</b>	<b>94.5</b>	<b>97.8</b>	<b>102.3</b>	-
A17263	<b>124,057</b>	<b>101,604</b>	<b>94.3</b>	<b>98.7</b>	<b>89.5</b>	<b>94.5</b>	<b>97.8</b>	<b>102.3</b>	-
A3165	<b>123,603</b>	<b>101,604</b>	<b>94.3</b>	<b>98.7</b>	<b>89.4</b>	<b>94.5</b>	<b>97.8</b>	<b>102.2</b>	-
A3164	<b>117,934</b>	<b>99,790</b>	<b>94.5</b>	<b>98.5</b>	<b>87.7</b>	<b>94.2</b>	<b>97.7</b>	<b>102.1</b>	-
A3163	<b>113,851</b>	<b>97,522</b>	<b>94.7</b>	<b>98.4</b>	<b>86.4</b>	<b>94.0</b>	<b>97.6</b>	<b>102.0</b>	-
A3162	<b>108,862</b>	<b>95,254</b>	<b>94.8</b>	<b>98.2</b>	<b>84.9</b>	<b>93.7</b>	<b>97.5</b>	<b>101.8</b>	-
A3161	<b>107,047</b>	<b>95,254</b>	<b>94.9</b>	<b>98.1</b>	<b>84.4</b>	<b>93.6</b>	<b>97.5</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**70 fan outlet guide vanes**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17256	<b>124,057</b>	<b>101,604</b>	<b>93.4</b>	<b>98.7</b>	<b>89.2</b>	<b>94.5</b>	<b>95.7</b>	<b>102.3</b>	-
A1270	<b>122,469</b>	<b>101,604</b>	<b>93.4</b>	<b>98.6</b>	<b>88.7</b>	<b>94.4</b>	<b>95.7</b>	<b>102.2</b>	-
A1271	<b>117,934</b>	<b>99,790</b>	<b>93.5</b>	<b>98.5</b>	<b>87.6</b>	<b>94.2</b>	<b>95.7</b>	<b>102.1</b>	-
A1272	<b>113,851</b>	<b>97,522</b>	<b>93.6</b>	<b>98.4</b>	<b>86.0</b>	<b>94.0</b>	<b>95.5</b>	<b>102.0</b>	-
A4860	<b>108,862</b>	<b>95,254</b>	<b>93.8</b>	<b>98.2</b>	<b>84.8</b>	<b>93.7</b>	<b>95.4</b>	<b>101.8</b>	-
A1269	<b>107,047</b>	<b>95,254</b>	<b>93.8</b>	<b>98.1</b>	<b>84.5</b>	<b>93.6</b>	<b>95.4</b>	<b>101.8</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17258	<b>124,057</b>	<b>101,604</b>	<b>93.5</b>	<b>98.7</b>	<b>89.6</b>	<b>94.5</b>	<b>95.4</b>	<b>102.3</b>	-
A4854	<b>122,469</b>	<b>101,604</b>	<b>93.5</b>	<b>98.6</b>	<b>89.1</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A4853	<b>117,934</b>	<b>99,790</b>	<b>93.6</b>	<b>98.5</b>	<b>87.8</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A4852	<b>113,851</b>	<b>97,522</b>	<b>93.7</b>	<b>98.4</b>	<b>86.7</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A4851	<b>108,862</b>	<b>95,254</b>	<b>93.9</b>	<b>98.2</b>	<b>85.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A4850	<b>107,047</b>	<b>95,254</b>	<b>93.9</b>	<b>98.1</b>	<b>84.8</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4.48FOGV and STC EASA.IM.A.S.01636 (Recertification to Chapter 4)**

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	
A122236	<b>123,830</b>	<b>101,604</b>	<b>93.2</b>	<b>98.7</b>	<b>89.7</b>	<b>94.5</b>	<b>95.4</b>	<b>102.2</b>	-
A122237	<b>122,469</b>	<b>101,604</b>	<b>93.2</b>	<b>98.6</b>	<b>89.3</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A122238	<b>117,934</b>	<b>99,790</b>	<b>93.3</b>	<b>98.5</b>	<b>87.9</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A122239	<b>113,851</b>	<b>97,522</b>	<b>93.5</b>	<b>98.4</b>	<b>86.8</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A122240	<b>108,862</b>	<b>95,254</b>	<b>93.6</b>	<b>98.2</b>	<b>85.4</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122241	<b>107,047</b>	<b>95,254</b>	<b>93.6</b>	<b>98.1</b>	<b>84.9</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4.48FOGV.W (Recertification to Chapter 4, Winglets)**

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	
A122249	<b>123,830</b>	<b>101,604</b>	<b>93.2</b>	<b>98.7</b>	<b>88.7</b>	<b>94.5</b>	<b>95.3</b>	<b>102.2</b>	-
A122250	<b>122,469</b>	<b>101,604</b>	<b>93.2</b>	<b>98.6</b>	<b>88.3</b>	<b>94.4</b>	<b>95.3</b>	<b>102.2</b>	-
A122251	<b>117,934</b>	<b>99,790</b>	<b>93.3</b>	<b>98.5</b>	<b>87.1</b>	<b>94.2</b>	<b>95.2</b>	<b>102.1</b>	-
A122252	<b>113,851</b>	<b>97,522</b>	<b>93.5</b>	<b>98.4</b>	<b>86.0</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122253	<b>108,862</b>	<b>95,254</b>	<b>93.6</b>	<b>98.2</b>	<b>84.6</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122254	<b>107,047</b>	<b>95,254</b>	<b>93.6</b>	<b>98.1</b>	<b>84.1</b>	<b>93.6</b>	<b>95.1</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**70 fan outlet guide vanes**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17257	<b>124,057</b>	<b>101,604</b>	<b>95.0</b>	<b>98.7</b>	<b>87.9</b>	<b>94.5</b>	<b>95.7</b>	<b>102.3</b>	-
A163	<b>122,469</b>	<b>101,604</b>	<b>95.1</b>	<b>98.6</b>	<b>87.5</b>	<b>94.4</b>	<b>95.7</b>	<b>102.2</b>	-
A162	<b>117,934</b>	<b>99,790</b>	<b>95.2</b>	<b>98.5</b>	<b>86.2</b>	<b>94.2</b>	<b>95.7</b>	<b>102.1</b>	-
A161	<b>113,851</b>	<b>97,522</b>	<b>95.3</b>	<b>98.4</b>	<b>85.1</b>	<b>94.0</b>	<b>95.5</b>	<b>102.0</b>	-
A82	<b>108,862</b>	<b>95,254</b>	<b>95.4</b>	<b>98.2</b>	<b>83.8</b>	<b>93.7</b>	<b>95.4</b>	<b>101.8</b>	-
A164	<b>107,047</b>	<b>95,254</b>	<b>95.5</b>	<b>98.1</b>	<b>83.4</b>	<b>93.6</b>	<b>95.4</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17259	<b>124,057</b>	<b>101,604</b>	<b>94.8</b>	<b>98.7</b>	<b>88.2</b>	<b>94.5</b>	<b>95.4</b>	<b>102.3</b>	-
A4861	<b>122,469</b>	<b>101,604</b>	<b>94.9</b>	<b>98.6</b>	<b>87.8</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A9001	<b>117,934</b>	<b>101,604</b>	<b>95.0</b>	<b>98.5</b>	<b>86.4</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A4859	<b>117,934</b>	<b>99,790</b>	<b>95.0</b>	<b>98.5</b>	<b>86.4</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A4858	<b>113,851</b>	<b>97,522</b>	<b>95.1</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A4857	<b>108,862</b>	<b>95,254</b>	<b>95.2</b>	<b>98.2</b>	<b>84.4</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A4856	<b>107,047</b>	<b>95,254</b>	<b>95.2</b>	<b>98.1</b>	<b>84.0</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4B.48FOGV and STC EASA.IM.A.S.01636 (Recertification to Chapter 4)**

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	
A122242	<b>123,830</b>	<b>101,604</b>	<b>94.5</b>	<b>98.7</b>	<b>88.3</b>	<b>94.5</b>	<b>95.4</b>	<b>102.2</b>	-
A122243	<b>122,469</b>	<b>101,604</b>	<b>94.5</b>	<b>98.6</b>	<b>87.9</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A122244	<b>117,934</b>	<b>99,790</b>	<b>94.7</b>	<b>98.5</b>	<b>86.6</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A122245	<b>113,851</b>	<b>97,522</b>	<b>94.8</b>	<b>98.4</b>	<b>85.6</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A122246	<b>108,862</b>	<b>95,254</b>	<b>94.9</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122247	<b>107,047</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.8</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-
A122248	<b>106,988</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.8</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4B-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4B.48FOGV:W (Recertification to Chapter 4, Winglets)**

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	
A122255	<b>123,830</b>	<b>101,604</b>	<b>94.5</b>	<b>98.7</b>	<b>87.3</b>	<b>94.5</b>	<b>95.3</b>	<b>102.2</b>	-
A122256	<b>122,469</b>	<b>101,604</b>	<b>94.5</b>	<b>98.6</b>	<b>86.9</b>	<b>94.4</b>	<b>95.3</b>	<b>102.2</b>	-
A122281	<b>117,934</b>	<b>101,604</b>	<b>94.7</b>	<b>98.5</b>	<b>85.8</b>	<b>94.2</b>	<b>95.3</b>	<b>102.1</b>	-
A122257	<b>117,934</b>	<b>99,790</b>	<b>94.7</b>	<b>98.5</b>	<b>85.8</b>	<b>94.2</b>	<b>95.2</b>	<b>102.1</b>	-
A122282	<b>116,978</b>	<b>101,604</b>	<b>94.7</b>	<b>98.5</b>	<b>85.6</b>	<b>94.1</b>	<b>95.3</b>	<b>102.1</b>	-
A122283	<b>113,987</b>	<b>101,604</b>	<b>94.8</b>	<b>98.4</b>	<b>84.8</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A122258	<b>113,851</b>	<b>97,522</b>	<b>94.8</b>	<b>98.4</b>	<b>84.8</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122259	<b>108,862</b>	<b>95,254</b>	<b>94.9</b>	<b>98.2</b>	<b>83.5</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122260	<b>107,047</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.0</b>	<b>93.6</b>	<b>95.1</b>	<b>101.8</b>	-
A122261	<b>106,988</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.0</b>	<b>93.6</b>	<b>95.1</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4C-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes)**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17260	<b>124,057</b>	<b>101,604</b>	<b>94.8</b>	<b>98.7</b>	<b>88.2</b>	<b>94.5</b>	<b>95.4</b>	<b>102.3</b>	-
A1274	<b>122,469</b>	<b>101,604</b>	<b>94.9</b>	<b>98.6</b>	<b>87.8</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A1275	<b>117,934</b>	<b>99,790</b>	<b>95.0</b>	<b>98.5</b>	<b>86.4</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A1276	<b>113,851</b>	<b>97,522</b>	<b>95.1</b>	<b>98.4</b>	<b>85.4</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A1277	<b>108,862</b>	<b>95,254</b>	<b>95.2</b>	<b>98.2</b>	<b>84.4</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A1278	<b>107,047</b>	<b>95,254</b>	<b>95.2</b>	<b>98.1</b>	<b>84.0</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4C-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4B.48FOGV and STC EASA.IM.A.S.01636 (Recertification to Chapter 4)**

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	
A122284	<b>123,830</b>	<b>101,604</b>	<b>94.5</b>	<b>98.7</b>	<b>88.3</b>	<b>94.5</b>	<b>95.4</b>	<b>102.2</b>	-
A122285	<b>122,469</b>	<b>101,604</b>	<b>94.5</b>	<b>98.6</b>	<b>87.9</b>	<b>94.4</b>	<b>95.4</b>	<b>102.2</b>	-
A122286	<b>117,934</b>	<b>99,790</b>	<b>94.7</b>	<b>98.5</b>	<b>86.6</b>	<b>94.2</b>	<b>95.4</b>	<b>102.1</b>	-
A122287	<b>113,851</b>	<b>97,522</b>	<b>94.8</b>	<b>98.4</b>	<b>85.6</b>	<b>94.0</b>	<b>95.3</b>	<b>102.0</b>	-
A122288	<b>108,862</b>	<b>95,254</b>	<b>94.9</b>	<b>98.2</b>	<b>84.3</b>	<b>93.7</b>	<b>95.2</b>	<b>101.8</b>	-
A122289	<b>107,047</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.8</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-
A122290	<b>106,988</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.8</b>	<b>93.6</b>	<b>95.2</b>	<b>101.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **757-300**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **RB211-535E4C-37**

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

**RR Mod. 72-91878 or SB 72-9188 (48 fan outlet guide vanes), AFM option code <573.R4.RB211-535E4B.48FOGV:W (Recertification to Chapter 4, Winglets)**

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	
A122262	<b>123,830</b>	<b>101,604</b>	<b>94.5</b>	<b>98.7</b>	<b>87.3</b>	<b>94.5</b>	<b>95.3</b>	<b>102.2</b>	-
A122263	<b>122,469</b>	<b>101,604</b>	<b>94.5</b>	<b>98.6</b>	<b>86.9</b>	<b>94.4</b>	<b>95.3</b>	<b>102.2</b>	-
A122264	<b>117,934</b>	<b>99,790</b>	<b>94.7</b>	<b>98.5</b>	<b>85.8</b>	<b>94.2</b>	<b>95.2</b>	<b>102.1</b>	-
A122265	<b>113,851</b>	<b>97,522</b>	<b>94.8</b>	<b>98.4</b>	<b>84.8</b>	<b>94.0</b>	<b>95.2</b>	<b>102.0</b>	-
A122266	<b>108,862</b>	<b>95,254</b>	<b>94.9</b>	<b>98.2</b>	<b>83.5</b>	<b>93.7</b>	<b>95.1</b>	<b>101.8</b>	-
A122267	<b>107,047</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.0</b>	<b>93.6</b>	<b>95.1</b>	<b>101.8</b>	-
A122268	<b>106,988</b>	<b>95,254</b>	<b>95.0</b>	<b>98.1</b>	<b>83.0</b>	<b>93.6</b>	<b>95.1</b>	<b>101.8</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.205 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Noise levels valid for engines fitted with PIP with/without liner kit
3. Later revisions of STC EASA.IM.A.S.01636 published as STC EASA 10015659.
4. Valid for 70 fan outlet guide vanes (original configuration)
5. Air con. packs ON.
6. Air con. packs OFF.



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	23 January 2012	Initial issue.
Issue 2	09 April 2013	Revised
Issue 3	21 October 2014	Revised
Issue 4	01 September 2015	Harmonized records regarding MTOM
Issue 5	05 April 2016	Added records A121203-A121206
Issue 6	12 January 2017	Added records for 757-200(PF) against Chapter 4
Issue 7	12 January 2018	Added records A121645-A121670 for 757-200 and 757-200PF with engine intermix configuration
Issue 8	15 November 2018	Added record A122013
Issue 9	12 April 2019	Added Chapter 4 noise levels for model 757-200(PF)
Issue 10	07 August 2019	Added 757-300 fitted with RR211-535 engine and 48 fan outlet guide vans recertified to Chapter 4
Issue 11	07 September 2020	Added record A122424
Issue 12	25 March 2022	Added records A122725, A122727, A122728, A122730 and A122735

