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Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-100**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-3**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14009	<b>333 400</b>	<b>265 351</b>							<b>1</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-100**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-3A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14010	<b>333 400</b>	<b>265 351</b>							<b>1</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-100**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-100 "CN" nacelles**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14013	<b>333 400</b>	<b>265 351</b>	<b>100,6</b>	<b>108,0</b>	<b>108,6</b>	<b>108,0</b>	<b>107,2</b>	<b>108,0</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>      **747-100**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-100 "CN" nacelles**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14014	<b>333 400</b>	<b>265 351</b>	<b>100,6</b>	<b>108,0</b>	<b>108,6</b>	<b>108,0</b>	<b>107,2</b>	<b>108,0</b>	<b>3</b>

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-100**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14011	<b>333 400</b>	<b>265 351</b>							<b>1</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-100**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7J**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14012	<b>333 400</b>	<b>265 351</b>							<b>1</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14025	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14026	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14188	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>106,5</b>	<b>105,0</b>	-
A6341	<b>377 842</b>	<b>265 351</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>105,7</b>	<b>105,0</b>	-
A6295	<b>377 842</b>	<b>255 826</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>105,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A10037	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>104,5</b>	<b>105,0</b>	-
A10038	<b>377 842</b>	<b>278 959</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>104,3</b>	<b>105,0</b>	-
A15888	<b>377 842</b>	<b>265 351</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>104,1</b>	<b>105,0</b>	-
A15889	<b>377 842</b>	<b>255 826</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>103,9</b>	<b>105,0</b>	-
A10039	<b>371 945</b>	<b>285 763</b>	<b>101,7</b>	<b>102,7</b>	<b>102,1</b>	<b>105,8</b>	<b>104,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1**

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	
A14027	<b>377 842</b>	<b>285 763</b>	<b>98,2</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,3</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200B**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-3A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14018	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200B**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14019	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-70A**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RSN" nacelle**

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	
A14017	<b>377 842</b>	<b>285 763</b>							<b>5</b>
A14023	<b>371 945</b>	<b>285 763</b>	<b>98,5</b>	<b>102,7</b>	<b>101,1</b>	<b>105,8</b>	<b>106,0</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200B**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14020	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200B**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14021	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200B**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7J**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14022	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14015	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14016	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4G2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-300 "R" nacelle**

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	
A14024	<b>377 842</b>	<b>285 763</b>	<b>101,3</b>	<b>102,8</b>	<b>102,4</b>	<b>105,9</b>	<b>106,6</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524B2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14028	<b>377 842</b>	<b>285 763</b>	<b>96,1</b>	<b>108,0</b>	<b>107,0</b>	<b>108,0</b>	<b>107,7</b>	<b>108,0</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>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524C2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14029	<b>377 842</b>	<b>285 763</b>	<b>96,6</b>	<b>108,0</b>	<b>106,5</b>	<b>108,0</b>	<b>107,3</b>	<b>108,0</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>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14030	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14357	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**  
 Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14366	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14368	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14032	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14361	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14367	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14369	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14031	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14382	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14388	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14389	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14365	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14383	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200B**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14390	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14391	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14043	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14044	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14045	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>106,5</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200C**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-3A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14036	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200C**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14037	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-70A**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RSN" nacelle**

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	
A14035	<b>377 842</b>	<b>285 763</b>							<b>5</b>
A14041	<b>371 945</b>	<b>285 763</b>	<b>98,5</b>	<b>102,7</b>	<b>101,1</b>	<b>105,8</b>	<b>106,0</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200C**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14038	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200C**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14039	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200C**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7J**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14040	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14033	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14034	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4G2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-300 "R" nacelle**

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	
A14042	<b>377 842</b>	<b>285 763</b>	<b>101,3</b>	<b>102,8</b>	<b>102,4</b>	<b>105,9</b>	<b>106,6</b>	<b>105,0</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>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524B2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14046	<b>377 842</b>	<b>285 763</b>	<b>96,1</b>	<b>108,0</b>	<b>107,0</b>	<b>108,0</b>	<b>107,7</b>	<b>108,0</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>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524C2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14047	<b>377 842</b>	<b>285 763</b>	<b>96,6</b>	<b>108,0</b>	<b>106,5</b>	<b>108,0</b>	<b>107,3</b>	<b>108,0</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>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14048	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14359	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14372	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14370	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14364	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14362	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**  
 Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14373	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14371	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14378	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14384	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14392	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14393	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14379	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14385	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200C**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14394	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14395	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14058	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E1**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14059	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>102,9</b>	<b>105,9</b>	<b>107,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14060	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>106,5</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200F**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-3A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14052	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200F**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14053	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-70A**

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

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	
A14051	<b>377 842</b>	<b>285 763</b>							<b>5</b>
A6592	<b>371 945</b>	<b>285 763</b>	<b>98,5</b>	<b>102,7</b>	<b>101,1</b>	<b>105,8</b>	<b>106,0</b>	<b>105,0</b>	-

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



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200F**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7A**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14054	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200F**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7F**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14055	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder      **The Boeing Company**      Aircraft Type Designation      **747-200F**

Engine Manufacturer      **Pratt & Whitney**      Engine Type Designation      **JT9D-7J**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter      **2**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off (kg)	Landing (kg)	Level	Limit	Level	Limit	Level	Limit	
A14056	<b>377 842</b>	<b>285 763</b>							<b>3</b>



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14049	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7Q3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "Q" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14050	<b>377 842</b>	<b>285 763</b>	<b>103,5</b>	<b>102,8</b>	<b>103,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4G2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-300 "R" nacelle**

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	
A14057	<b>377 842</b>	<b>285 763</b>	<b>101,3</b>	<b>102,8</b>	<b>102,4</b>	<b>105,9</b>	<b>106,6</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524B2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14061	<b>377 842</b>	<b>285 763</b>	<b>96,1</b>	<b>108,0</b>	<b>107,0</b>	<b>108,0</b>	<b>107,7</b>	<b>108,0</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>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524C2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14062	<b>377 842</b>	<b>285 763</b>	<b>96,6</b>	<b>108,0</b>	<b>106,5</b>	<b>108,0</b>	<b>107,3</b>	<b>108,0</b>	<b>3</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>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14063	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14360	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**  
 Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14376	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14374	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

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

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	
A14064	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14363	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**  
 Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14377	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14375	<b>371 945</b>	<b>285 763</b>	<b>99,7</b>	<b>102,7</b>	<b>103,4</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14380	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14386	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**  
 Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-19**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14398	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14399	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14381	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14387	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-200F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4X-39**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **"RRN" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14396	<b>377 842</b>	<b>285 763</b>	<b>99,9</b>	<b>102,8</b>	<b>103,9</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14397	<b>371 945</b>	<b>285 763</b>	<b>100,0</b>	<b>102,7</b>	<b>103,3</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-300**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **-200 "GB" nacelle**

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	
A14066	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>106,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-300**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-50E2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-200 "GB" nacelle, Service Bulletin 747-27-2426 (Landing flap limited to 25 degrees)**

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	
A14065	<b>377 842</b>	<b>285 763</b>	<b>101,7</b>	<b>102,8</b>	<b>102,6</b>	<b>105,9</b>	<b>104,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-300**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1**

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	
A10195	<b>377 842</b>	<b>285 763</b>	<b>98,2</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,3</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-300**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4G2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-300 "R" nacelle**

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	
A6591	<b>377 842</b>	<b>285 763</b>	<b>101,3</b>	<b>102,8</b>	<b>102,4</b>	<b>105,9</b>	<b>106,6</b>	<b>105,0</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>      **747-300**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524B2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14067	<b>377 842</b>	<b>285 763</b>	<b>96,1</b>	<b>108,0</b>	<b>107,0</b>	<b>108,0</b>	<b>107,7</b>	<b>108,0</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>      **747-300**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524C2-19**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **2**

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	
A14068	<b>377 842</b>	<b>285 763</b>	<b>96,6</b>	<b>108,0</b>	<b>106,5</b>	<b>108,0</b>	<b>107,3</b>	<b>108,0</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>      **747-300**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14069	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-300**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524D4-39**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **"RRN" nacelle**

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	
A14070	<b>377 842</b>	<b>285 763</b>	<b>99,7</b>	<b>102,8</b>	<b>104,1</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4495	<b>396 893</b>	<b>285 763</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A4494	<b>396 893</b>	<b>265 351</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A4493	<b>396 893</b>	<b>255 826</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	-
A4490	<b>394 625</b>	<b>285 763</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A15163	<b>394 625</b>	<b>285 700</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A15212	<b>394 625</b>	<b>274 423</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A4489	<b>394 625</b>	<b>265 351</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4488	<b>394 625</b>	<b>255 826</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A121201	<b>390 089</b>	<b>285 763</b>	<b>97,9</b>	<b>102,9</b>	<b>99,4</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A15459	<b>386 914</b>	<b>285 763</b>	<b>98,0</b>	<b>102,9</b>	<b>99,1</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4485	<b>385 553</b>	<b>285 763</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A15164	<b>385 553</b>	<b>274 423</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A4484	<b>385 553</b>	<b>265 351</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4483	<b>385 553</b>	<b>255 826</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A17899	<b>384 000</b>	<b>285 763</b>	<b>98,0</b>	<b>102,9</b>	<b>98,9</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A15165	<b>384 000</b>	<b>274 400</b>	<b>98,0</b>	<b>102,9</b>	<b>98,9</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A16610	<b>383 000</b>	<b>285 763</b>	<b>98,0</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A16611	<b>383 000</b>	<b>274 423</b>	<b>98,0</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A16612	<b>383 000</b>	<b>265 351</b>	<b>98,0</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A15166	<b>380 455</b>	<b>265 351</b>	<b>98,0</b>	<b>102,8</b>	<b>98,6</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4480	<b>377 842</b>	<b>285 763</b>	<b>98,0</b>	<b>102,8</b>	<b>98,4</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4479	<b>377 842</b>	<b>265 351</b>	<b>98,0</b>	<b>102,8</b>	<b>98,4</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4478	<b>377 842</b>	<b>255 826</b>	<b>98,0</b>	<b>102,8</b>	<b>98,4</b>	<b>105,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A4475	<b>376 481</b>	<b>285 763</b>	<b>98,0</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4474	<b>376 481</b>	<b>265 351</b>	<b>98,0</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4473	<b>376 481</b>	<b>255 826</b>	<b>98,0</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A4470	<b>371 945</b>	<b>285 763</b>	<b>98,0</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4469	<b>371 945</b>	<b>265 351</b>	<b>98,0</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A15167	<b>371 945</b>	<b>265 300</b>	<b>98,0</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>102,2</b>	<b>105,0</b>	<b>-</b>
A4468	<b>371 945</b>	<b>255 826</b>	<b>98,0</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>101,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4465	<b>362 873</b>	<b>285 763</b>	<b>98,1</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4464	<b>362 873</b>	<b>265 351</b>	<b>98,1</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4463	<b>362 873</b>	<b>255 826</b>	<b>98,1</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A120319	<b>340 000</b>	<b>285 763</b>	<b>98,3</b>	<b>102,4</b>	<b>95,2</b>	<b>105,3</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4462	<b>317 514</b>	<b>285 763</b>	<b>98,5</b>	<b>102,2</b>	<b>93,3</b>	<b>104,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4461	<b>317 514</b>	<b>265 351</b>	<b>98,5</b>	<b>102,2</b>	<b>93,3</b>	<b>104,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4460	<b>317 514</b>	<b>255 826</b>	<b>98,5</b>	<b>102,2</b>	<b>93,3</b>	<b>104,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A4459	<b>272 155</b>	<b>265 351</b>	<b>98,8</b>	<b>101,6</b>	<b>89,6</b>	<b>104,0</b>	<b>102,2</b>	<b>104,9</b>	<b>6</b>
A4458	<b>272 155</b>	<b>255 826</b>	<b>98,8</b>	<b>101,6</b>	<b>89,6</b>	<b>104,0</b>	<b>101,7</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A4531	<b>396 893</b>	<b>285 763</b>	<b>98,2</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A4530	<b>396 893</b>	<b>265 351</b>	<b>98,2</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A4529	<b>396 893</b>	<b>255 826</b>	<b>98,2</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	-
A4526	<b>394 625</b>	<b>285 763</b>	<b>98,3</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	6
A4525	<b>394 625</b>	<b>265 351</b>	<b>98,3</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	6
A4524	<b>394 625</b>	<b>255 826</b>	<b>98,3</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	6
A15460	<b>386 914</b>	<b>285 763</b>	<b>98,3</b>	<b>102,9</b>	<b>99,1</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A4521	<b>385 553</b>	<b>285 763</b>	<b>98,3</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	6
A4520	<b>385 553</b>	<b>265 351</b>	<b>98,3</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	6
A4519	<b>385 553</b>	<b>255 826</b>	<b>98,3</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A4516	<b>377 842</b>	<b>285 763</b>	<b>98,3</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4515	<b>377 842</b>	<b>265 351</b>	<b>98,3</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4514	<b>377 842</b>	<b>255 826</b>	<b>98,3</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A14746	<b>376 481</b>	<b>285 763</b>	<b>98,3</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A14747	<b>376 481</b>	<b>265 351</b>	<b>98,3</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14748	<b>376 481</b>	<b>255 826</b>	<b>98,3</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A4511	<b>371 945</b>	<b>285 763</b>	<b>98,4</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4510	<b>371 945</b>	<b>265 351</b>	<b>98,4</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4509	<b>371 945</b>	<b>255 826</b>	<b>98,4</b>	<b>102,7</b>	<b>97,9</b>	<b>105,8</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A4506	<b>362 873</b>	<b>285 763</b>	<b>98,4</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>103,3</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A4505	<b>362 873</b>	<b>265 351</b>	<b>98,4</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4504	<b>362 873</b>	<b>255 826</b>	<b>98,4</b>	<b>102,7</b>	<b>97,1</b>	<b>105,7</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A120320	<b>340 000</b>	<b>285 763</b>	<b>98,6</b>	<b>102,4</b>	<b>95,1</b>	<b>105,3</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A4502	<b>317 514</b>	<b>265 351</b>	<b>98,8</b>	<b>102,2</b>	<b>93,2</b>	<b>104,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A4500	<b>272 155</b>	<b>265 351</b>	<b>99,1</b>	<b>101,6</b>	<b>89,6</b>	<b>104,0</b>	<b>102,2</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14711	<b>396 893</b>	<b>285 763</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14712	<b>396 893</b>	<b>274 423</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A4558	<b>396 893</b>	<b>265 351</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14713	<b>396 893</b>	<b>260 362</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</b>	-
A4554	<b>394 625</b>	<b>285 763</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	6
A14714	<b>394 625</b>	<b>274 423</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A14715	<b>394 625</b>	<b>265 351</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	6
A14716	<b>394 625</b>	<b>260 362</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</b>	6
A4552	<b>394 625</b>	<b>255 826</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>101,7</b>	<b>105,0</b>	6
A14719	<b>385 553</b>	<b>285 763</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14720	<b>385 553</b>	<b>274 423</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4548	<b>385 553</b>	<b>265 351</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14721	<b>385 553</b>	<b>260 362</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</b>	<b>6</b>
A4544	<b>377 842</b>	<b>285 763</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A14723	<b>377 842</b>	<b>274 423</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14724	<b>377 842</b>	<b>265 351</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14725	<b>377 842</b>	<b>260 362</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,0</b>	<b>105,0</b>	<b>6</b>
A4542	<b>377 842</b>	<b>255 826</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>101,7</b>	<b>105,0</b>	<b>6</b>
A14727	<b>376 481</b>	<b>285 763</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	<b>6</b>
A14728	<b>376 481</b>	<b>274 423</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4538	<b>376 481</b>	<b>265 351</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14729	<b>376 481</b>	<b>260 362</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,0</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A14889	<b>396 893</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A4599	<b>396 893</b>	<b>265 351</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14890	<b>396 893</b>	<b>255 826</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A4595	<b>395 532</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A14893	<b>395 532</b>	<b>265 351</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A4593	<b>395 532</b>	<b>255 826</b>	<b>99,7</b>	<b>103,0</b>	<b>101,6</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14896	<b>394 625</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,5</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	<b>6</b>
A4589	<b>394 625</b>	<b>265 351</b>	<b>99,7</b>	<b>103,0</b>	<b>101,5</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	<b>6</b>
A14897	<b>394 625</b>	<b>255 826</b>	<b>99,7</b>	<b>103,0</b>	<b>101,5</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A4585	<b>385 553</b>	<b>285 763</b>	<b>99,7</b>	<b>102,9</b>	<b>100,9</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A14900	<b>385 553</b>	<b>265 351</b>	<b>99,7</b>	<b>102,9</b>	<b>100,9</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	<b>6</b>
A14901	<b>385 553</b>	<b>255 826</b>	<b>99,7</b>	<b>102,9</b>	<b>100,9</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A14904	<b>377 842</b>	<b>285 763</b>	<b>99,8</b>	<b>102,8</b>	<b>100,1</b>	<b>105,9</b>	<b>104,3</b>	<b>105,0</b>	<b>6</b>
A4579	<b>377 842</b>	<b>265 351</b>	<b>99,8</b>	<b>102,8</b>	<b>100,1</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	<b>6</b>
A14905	<b>377 842</b>	<b>255 826</b>	<b>99,8</b>	<b>102,8</b>	<b>100,1</b>	<b>105,9</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A4575	<b>371 945</b>	<b>285 763</b>	<b>99,8</b>	<b>102,7</b>	<b>99,5</b>	<b>105,8</b>	<b>104,3</b>	<b>105,0</b>	<b>6</b>
A14908	<b>371 945</b>	<b>265 351</b>	<b>99,8</b>	<b>102,7</b>	<b>99,5</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	<b>6</b>
A4573	<b>371 945</b>	<b>255 826</b>	<b>99,8</b>	<b>102,7</b>	<b>99,5</b>	<b>105,8</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A14911	<b>362 873</b>	<b>285 763</b>	<b>99,9</b>	<b>102,7</b>	<b>98,6</b>	<b>105,7</b>	<b>104,3</b>	<b>105,0</b>	<b>6</b>
A4569	<b>362 873</b>	<b>265 351</b>	<b>99,9</b>	<b>102,7</b>	<b>98,6</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A14944	<b>362 873</b>	<b>255 826</b>	<b>99,9</b>	<b>102,7</b>	<b>98,6</b>	<b>105,7</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A4567	<b>317 514</b>	<b>285 763</b>	<b>100,3</b>	<b>102,2</b>	<b>93,9</b>	<b>104,9</b>	<b>104,3</b>	<b>105,0</b>	<b>6</b>
A4566	<b>317 514</b>	<b>265 351</b>	<b>100,3</b>	<b>102,2</b>	<b>93,9</b>	<b>104,9</b>	<b>103,5</b>	<b>105,0</b>	<b>6</b>
A4565	<b>317 514</b>	<b>255 826</b>	<b>100,3</b>	<b>102,2</b>	<b>93,9</b>	<b>104,9</b>	<b>103,1</b>	<b>105,0</b>	<b>6</b>
A4564	<b>272 155</b>	<b>265 351</b>	<b>100,7</b>	<b>101,6</b>	<b>89,5</b>	<b>104,0</b>	<b>103,5</b>	<b>104,9</b>	<b>6</b>
A4563	<b>272 155</b>	<b>255 826</b>	<b>100,7</b>	<b>101,6</b>	<b>89,5</b>	<b>104,0</b>	<b>103,1</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A14914	<b>396 893</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A1458	<b>396 893</b>	<b>265 351</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>102,5</b>	<b>105,0</b>	-
A14915	<b>396 893</b>	<b>255 826</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A1454	<b>395 532</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14918	<b>395 532</b>	<b>265 351</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>102,5</b>	<b>105,0</b>	-
A1452	<b>395 532</b>	<b>255 826</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14921	<b>394 625</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	6
A1448	<b>394 625</b>	<b>265 351</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>102,5</b>	<b>105,0</b>	6
A14922	<b>394 625</b>	<b>255 826</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	6
A1444	<b>385 553</b>	<b>285 763</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A14925	<b>385 553</b>	<b>265 351</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>102,5</b>	<b>105,0</b>	<b>6</b>
A1442	<b>385 553</b>	<b>255 826</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14933	<b>377 842</b>	<b>285 763</b>	<b>98,6</b>	<b>102,8</b>	<b>97,4</b>	<b>105,9</b>	<b>103,0</b>	<b>105,0</b>	<b>6</b>
A1438	<b>377 842</b>	<b>265 351</b>	<b>98,6</b>	<b>102,8</b>	<b>97,4</b>	<b>105,9</b>	<b>102,5</b>	<b>105,0</b>	<b>6</b>
A14934	<b>377 842</b>	<b>255 826</b>	<b>98,6</b>	<b>102,8</b>	<b>97,4</b>	<b>105,9</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A1434	<b>371 945</b>	<b>285 763</b>	<b>98,6</b>	<b>102,7</b>	<b>96,8</b>	<b>105,8</b>	<b>103,0</b>	<b>105,0</b>	<b>6</b>
A14937	<b>371 945</b>	<b>265 351</b>	<b>98,6</b>	<b>102,7</b>	<b>96,8</b>	<b>105,8</b>	<b>102,5</b>	<b>105,0</b>	<b>6</b>
A1432	<b>371 945</b>	<b>255 826</b>	<b>98,6</b>	<b>102,7</b>	<b>96,8</b>	<b>105,8</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14940	<b>362 873</b>	<b>285 763</b>	<b>98,7</b>	<b>102,7</b>	<b>95,9</b>	<b>105,7</b>	<b>103,0</b>	<b>105,0</b>	<b>6</b>
A1428	<b>362 873</b>	<b>265 351</b>	<b>98,7</b>	<b>102,7</b>	<b>95,9</b>	<b>105,7</b>	<b>102,5</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A14941	<b>362 873</b>	<b>255 826</b>	<b>98,7</b>	<b>102,7</b>	<b>95,9</b>	<b>105,7</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A1426	<b>317 514</b>	<b>285 763</b>	<b>99,0</b>	<b>102,2</b>	<b>91,2</b>	<b>104,9</b>	<b>103,0</b>	<b>105,0</b>	<b>6</b>
A14942	<b>317 514</b>	<b>265 351</b>	<b>99,0</b>	<b>102,2</b>	<b>91,2</b>	<b>104,9</b>	<b>102,5</b>	<b>105,0</b>	<b>6</b>
A1424	<b>317 514</b>	<b>255 826</b>	<b>99,0</b>	<b>102,2</b>	<b>91,2</b>	<b>104,9</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14943	<b>272 155</b>	<b>265 351</b>	<b>99,5</b>	<b>101,6</b>	<b>87,2</b>	<b>104,0</b>	<b>102,5</b>	<b>104,9</b>	<b>6</b>
A1422	<b>272 155</b>	<b>255 826</b>	<b>99,5</b>	<b>101,6</b>	<b>87,2</b>	<b>104,0</b>	<b>102,3</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14144	<b>396 893</b>	<b>285 763</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	-
A14145	<b>396 893</b>	<b>265 351</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14146	<b>396 893</b>	<b>255 826</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14147	<b>395 532</b>	<b>285 763</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	-
A14148	<b>395 532</b>	<b>265 351</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14149	<b>395 532</b>	<b>255 826</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14150	<b>394 625</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>98,4</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	6
A14151	<b>394 625</b>	<b>265 351</b>	<b>98,5</b>	<b>103,0</b>	<b>98,4</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	6
A14152	<b>394 625</b>	<b>255 826</b>	<b>98,5</b>	<b>103,0</b>	<b>98,4</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	6
A14153	<b>385 553</b>	<b>285 763</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14154	<b>385 553</b>	<b>265 351</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14155	<b>385 553</b>	<b>255 826</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14156	<b>377 842</b>	<b>285 763</b>	<b>98,5</b>	<b>102,8</b>	<b>96,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14157	<b>377 842</b>	<b>265 351</b>	<b>98,5</b>	<b>102,8</b>	<b>96,8</b>	<b>105,9</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14158	<b>377 842</b>	<b>255 826</b>	<b>98,5</b>	<b>102,8</b>	<b>96,8</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14159	<b>371 945</b>	<b>285 763</b>	<b>98,6</b>	<b>102,7</b>	<b>96,2</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14160	<b>371 945</b>	<b>265 351</b>	<b>98,6</b>	<b>102,7</b>	<b>96,2</b>	<b>105,8</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14161	<b>371 945</b>	<b>255 826</b>	<b>98,6</b>	<b>102,7</b>	<b>96,2</b>	<b>105,8</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14162	<b>362 873</b>	<b>285 763</b>	<b>98,6</b>	<b>102,7</b>	<b>95,2</b>	<b>105,7</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14163	<b>362 873</b>	<b>265 351</b>	<b>98,6</b>	<b>102,7</b>	<b>95,2</b>	<b>105,7</b>	<b>102,3</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14164	<b>362 873</b>	<b>255 826</b>	<b>98,6</b>	<b>102,7</b>	<b>95,2</b>	<b>105,7</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14165	<b>317 514</b>	<b>285 763</b>	<b>98,9</b>	<b>102,2</b>	<b>90,6</b>	<b>104,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14166	<b>317 514</b>	<b>265 351</b>	<b>98,9</b>	<b>102,2</b>	<b>90,6</b>	<b>104,9</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A14167	<b>317 514</b>	<b>255 826</b>	<b>98,9</b>	<b>102,2</b>	<b>90,6</b>	<b>104,9</b>	<b>102,2</b>	<b>105,0</b>	<b>6</b>
A14168	<b>272 155</b>	<b>265 351</b>	<b>99,3</b>	<b>101,6</b>	<b>86,6</b>	<b>104,0</b>	<b>102,3</b>	<b>104,9</b>	<b>6</b>
A14169	<b>272 155</b>	<b>255 826</b>	<b>99,3</b>	<b>101,6</b>	<b>86,6</b>	<b>104,0</b>	<b>102,2</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A14651	<b>396 893</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>97,4</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A14652	<b>396 893</b>	<b>265 351</b>	<b>98,1</b>	<b>103,0</b>	<b>97,4</b>	<b>106,0</b>	<b>101,1</b>	<b>105,0</b>	-
A14653	<b>396 893</b>	<b>255 826</b>	<b>98,1</b>	<b>103,0</b>	<b>97,4</b>	<b>106,0</b>	<b>100,8</b>	<b>105,0</b>	-
A14654	<b>394 625</b>	<b>285 763</b>	<b>98,2</b>	<b>103,0</b>	<b>97,2</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	<b>6</b>
A14655	<b>394 625</b>	<b>265 351</b>	<b>98,2</b>	<b>103,0</b>	<b>97,2</b>	<b>106,0</b>	<b>101,1</b>	<b>105,0</b>	<b>6</b>
A14656	<b>394 625</b>	<b>255 826</b>	<b>98,2</b>	<b>103,0</b>	<b>97,2</b>	<b>106,0</b>	<b>100,8</b>	<b>105,0</b>	<b>6</b>
A14657	<b>385 553</b>	<b>285 763</b>	<b>98,2</b>	<b>102,9</b>	<b>96,5</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	<b>6</b>
A14658	<b>385 553</b>	<b>265 351</b>	<b>98,2</b>	<b>102,9</b>	<b>96,5</b>	<b>106,0</b>	<b>101,1</b>	<b>105,0</b>	<b>6</b>
A14689	<b>385 553</b>	<b>255 826</b>	<b>98,2</b>	<b>102,9</b>	<b>96,5</b>	<b>106,0</b>	<b>100,8</b>	<b>105,0</b>	<b>6</b>
A14690	<b>377 842</b>	<b>285 763</b>	<b>98,3</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>101,8</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A14691	<b>377 842</b>	<b>265 351</b>	<b>98,3</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>101,1</b>	<b>105,0</b>	<b>6</b>
A14692	<b>377 842</b>	<b>255 826</b>	<b>98,3</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>100,8</b>	<b>105,0</b>	<b>6</b>
A14693	<b>371 945</b>	<b>285 763</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>101,8</b>	<b>105,0</b>	<b>6</b>
A14694	<b>371 945</b>	<b>265 351</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>101,1</b>	<b>105,0</b>	<b>6</b>
A14695	<b>371 945</b>	<b>255 826</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>100,8</b>	<b>105,0</b>	<b>6</b>
A14696	<b>362 873</b>	<b>285 763</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>101,8</b>	<b>105,0</b>	<b>6</b>
A14697	<b>362 873</b>	<b>265 351</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>101,1</b>	<b>105,0</b>	<b>6</b>
A14698	<b>362 873</b>	<b>255 826</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>100,8</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14928	<b>396 893</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1418	<b>396 893</b>	<b>265 351</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14929	<b>396 893</b>	<b>255 826</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1414	<b>395 532</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A14946	<b>395 532</b>	<b>265 351</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A1412	<b>395 532</b>	<b>255 826</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A14949	<b>394 625</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1408	<b>394 625</b>	<b>265 351</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14950	<b>394 625</b>	<b>255 826</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1404	<b>385 553</b>	<b>285 763</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14953	<b>385 553</b>	<b>265 351</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A1402	<b>385 553</b>	<b>255 826</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1399	<b>377 842</b>	<b>285 763</b>	<b>98,7</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1398	<b>377 842</b>	<b>265 351</b>	<b>98,7</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A1397	<b>377 842</b>	<b>255 826</b>	<b>98,7</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1394	<b>371 945</b>	<b>285 763</b>	<b>98,7</b>	<b>102,7</b>	<b>97,2</b>	<b>105,8</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1393	<b>371 945</b>	<b>265 351</b>	<b>98,7</b>	<b>102,7</b>	<b>97,2</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A1392	<b>371 945</b>	<b>255 826</b>	<b>98,7</b>	<b>102,7</b>	<b>97,2</b>	<b>105,8</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1389	<b>362 873</b>	<b>285 763</b>	<b>98,8</b>	<b>102,7</b>	<b>96,3</b>	<b>105,7</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1388	<b>362 873</b>	<b>265 351</b>	<b>98,8</b>	<b>102,7</b>	<b>96,3</b>	<b>105,7</b>	<b>102,8</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A1387	<b>362 873</b>	<b>255 826</b>	<b>98,8</b>	<b>102,7</b>	<b>96,3</b>	<b>105,7</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1386	<b>317 514</b>	<b>285 763</b>	<b>99,2</b>	<b>102,2</b>	<b>91,5</b>	<b>104,9</b>	<b>103,2</b>	<b>105,0</b>	<b>6</b>
A1385	<b>317 514</b>	<b>265 351</b>	<b>99,2</b>	<b>102,2</b>	<b>91,5</b>	<b>104,9</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A1384	<b>317 514</b>	<b>255 826</b>	<b>99,2</b>	<b>102,2</b>	<b>91,5</b>	<b>104,9</b>	<b>102,3</b>	<b>105,0</b>	<b>6</b>
A1383	<b>272 155</b>	<b>265 351</b>	<b>99,6</b>	<b>101,6</b>	<b>87,2</b>	<b>104,0</b>	<b>102,6</b>	<b>104,9</b>	<b>6</b>
A1382	<b>272 155</b>	<b>255 826</b>	<b>99,6</b>	<b>101,6</b>	<b>87,2</b>	<b>104,0</b>	<b>102,3</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4670	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A4669	<b>396 893</b>	<b>265 351</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A4668	<b>396 893</b>	<b>255 826</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A4665	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A4664	<b>394 625</b>	<b>265 351</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A4663	<b>394 625</b>	<b>255 826</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A4660	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A4659	<b>385 553</b>	<b>265 351</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A4658	<b>385 553</b>	<b>255 826</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A8955	<b>381 017</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121630	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A121631	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A4655	<b>377 842</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4654	<b>377 842</b>	<b>265 351</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4653	<b>377 842</b>	<b>255 826</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4650	<b>371 945</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4649	<b>371 945</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4648	<b>371 945</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121247	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4645	<b>362 873</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4644	<b>362 873</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4643	<b>362 873</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121619	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4642	<b>317 514</b>	<b>285 763</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4641	<b>317 514</b>	<b>265 351</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4640	<b>317 514</b>	<b>255 826</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4639	<b>272 155</b>	<b>265 351</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A4638	<b>272 155</b>	<b>255 826</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19, RB211-524G2-T-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A121454	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A121534	<b>381 017</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A121627	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A121638	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A121615	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A121621	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8176	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A8178	<b>396 893</b>	<b>265 351</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A8180	<b>396 893</b>	<b>255 826</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A8186	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A8188	<b>394 625</b>	<b>265 351</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A8190	<b>394 625</b>	<b>255 826</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A8196	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A8198	<b>385 553</b>	<b>265 351</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A8200	<b>385 553</b>	<b>255 826</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A8956	<b>381 017</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121632	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A121633	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A8206	<b>377 842</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8208	<b>377 842</b>	<b>265 351</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8210	<b>377 842</b>	<b>255 826</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8216	<b>371 945</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8218	<b>371 945</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8220	<b>371 945</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121248	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8226	<b>362 873</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8228	<b>362 873</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8230	<b>362 873</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121620	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8232	<b>317 514</b>	<b>285 763</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8234	<b>317 514</b>	<b>265 351</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8236	<b>317 514</b>	<b>255 826</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8238	<b>272 155</b>	<b>265 351</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A8240	<b>272 155</b>	<b>255 826</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14103	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14087	<b>396 893</b>	<b>265 351</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A14071	<b>396 893</b>	<b>255 826</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A14105	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A14089	<b>394 625</b>	<b>265 351</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A14073	<b>394 625</b>	<b>255 826</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A14107	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A14091	<b>385 553</b>	<b>265 351</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A14075	<b>385 553</b>	<b>255 826</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A121634	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121635	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14109	<b>377 842</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14093	<b>377 842</b>	<b>265 351</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14077	<b>377 842</b>	<b>255 826</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A14111	<b>371 945</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14095	<b>371 945</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14079	<b>371 945</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121249	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14113	<b>362 873</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14097	<b>362 873</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14081	<b>362 873</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121623	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14115	<b>317 514</b>	<b>285 763</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14099	<b>317 514</b>	<b>265 351</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14083	<b>317 514</b>	<b>255 826</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A14101	<b>272 155</b>	<b>265 351</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A14085	<b>272 155</b>	<b>255 826</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19, RB211-524G3-T-19**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A121639	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	<b>6</b>
A121628	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>87,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A121616	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A121625	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14104	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14088	<b>396 893</b>	<b>265 351</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A14072	<b>396 893</b>	<b>255 826</b>	<b>98,0</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A14106	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A14090	<b>394 625</b>	<b>265 351</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A14074	<b>394 625</b>	<b>255 826</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A14108	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A14092	<b>385 553</b>	<b>265 351</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A14076	<b>385 553</b>	<b>255 826</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A121636	<b>381 000</b>	<b>263 000</b>	<b>98,1</b>	<b>102,8</b>	<b>98,0</b>	<b>106,0</b>	<b>102,6</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121637	<b>378 000</b>	<b>269 000</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	<b>6</b>
A14110	<b>377 842</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14094	<b>377 842</b>	<b>265 351</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14078	<b>377 842</b>	<b>255 826</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A14112	<b>371 945</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14096	<b>371 945</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14080	<b>371 945</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121250	<b>364 000</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,8</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14114	<b>362 873</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14098	<b>362 873</b>	<b>265 351</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14082	<b>362 873</b>	<b>255 826</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A121624	<b>362 552</b>	<b>285 763</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14116	<b>317 514</b>	<b>285 763</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A14100	<b>317 514</b>	<b>265 351</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A14084	<b>317 514</b>	<b>255 826</b>	<b>98,6</b>	<b>102,2</b>	<b>92,8</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A14102	<b>272 155</b>	<b>265 351</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A14086	<b>272 155</b>	<b>255 826</b>	<b>98,9</b>	<b>101,6</b>	<b>89,1</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4736	<b>396 893</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A4735	<b>396 893</b>	<b>265 351</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A4734	<b>396 893</b>	<b>255 826</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A4731	<b>394 625</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A4730	<b>394 625</b>	<b>265 351</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A4729	<b>394 625</b>	<b>255 826</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A4726	<b>385 553</b>	<b>285 763</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A4725	<b>385 553</b>	<b>265 351</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A4724	<b>385 553</b>	<b>255 826</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A4721	<b>377 842</b>	<b>285 763</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4720	<b>377 842</b>	<b>265 351</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4719	<b>377 842</b>	<b>255 826</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4716	<b>371 945</b>	<b>285 763</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4715	<b>371 945</b>	<b>265 351</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4714	<b>371 945</b>	<b>255 826</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4711	<b>362 873</b>	<b>285 763</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4710	<b>362 873</b>	<b>265 351</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A4709	<b>362 873</b>	<b>255 826</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4708	<b>317 514</b>	<b>285 763</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A4707	<b>317 514</b>	<b>265 351</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4706	<b>317 514</b>	<b>255 826</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A4705	<b>272 155</b>	<b>265 351</b>	<b>99,7</b>	<b>101,6</b>	<b>88,7</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A4704	<b>272 155</b>	<b>255 826</b>	<b>99,7</b>	<b>101,6</b>	<b>88,7</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8244	<b>396 893</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A8245	<b>396 893</b>	<b>265 351</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A8246	<b>396 893</b>	<b>255 826</b>	<b>98,8</b>	<b>103,0</b>	<b>98,0</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	-
A8252	<b>394 625</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A8254	<b>394 625</b>	<b>265 351</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A8256	<b>394 625</b>	<b>255 826</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A8262	<b>385 553</b>	<b>285 763</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	6
A8264	<b>385 553</b>	<b>265 351</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	6
A8266	<b>385 553</b>	<b>255 826</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>102,4</b>	<b>105,0</b>	6
A8272	<b>377 842</b>	<b>285 763</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	6

<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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8274	<b>377 842</b>	<b>265 351</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8276	<b>377 842</b>	<b>255 826</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8282	<b>371 945</b>	<b>285 763</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8284	<b>371 945</b>	<b>265 351</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8286	<b>371 945</b>	<b>255 826</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8292	<b>362 873</b>	<b>285 763</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8294	<b>362 873</b>	<b>265 351</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>102,7</b>	<b>105,0</b>	<b>6</b>
A8296	<b>362 873</b>	<b>255 826</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8298	<b>317 514</b>	<b>285 763</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>103,4</b>	<b>105,0</b>	<b>6</b>
A8300	<b>317 514</b>	<b>265 351</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>102,7</b>	<b>105,0</b>	<b>6</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>      **747-400**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8302	<b>317 514</b>	<b>255 826</b>	<b>99,3</b>	<b>102,2</b>	<b>92,1</b>	<b>104,9</b>	<b>102,4</b>	<b>105,0</b>	<b>6</b>
A8304	<b>272 155</b>	<b>265 351</b>	<b>99,7</b>	<b>101,6</b>	<b>88,7</b>	<b>104,0</b>	<b>102,7</b>	<b>104,9</b>	<b>6</b>
A8306	<b>272 155</b>	<b>255 826</b>	<b>99,7</b>	<b>101,6</b>	<b>88,7</b>	<b>104,0</b>	<b>102,4</b>	<b>104,9</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>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14730	<b>394 625</b>	<b>295 742</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14731	<b>394 625</b>	<b>288 031</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14732	<b>385 553</b>	<b>295 742</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14733	<b>385 553</b>	<b>288 031</b>	<b>98,0</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14734	<b>377 842</b>	<b>295 742</b>	<b>98,0</b>	<b>102,8</b>	<b>98,4</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14735	<b>377 842</b>	<b>288 031</b>	<b>98,0</b>	<b>102,8</b>	<b>98,4</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A14738	<b>394 625</b>	<b>295 742</b>	<b>98,3</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14739	<b>394 625</b>	<b>288 031</b>	<b>98,3</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14740	<b>385 553</b>	<b>295 742</b>	<b>98,3</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14741	<b>385 553</b>	<b>288 031</b>	<b>98,3</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14742	<b>377 842</b>	<b>295 742</b>	<b>98,3</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14743	<b>377 842</b>	<b>288 031</b>	<b>98,3</b>	<b>102,8</b>	<b>98,3</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-
A14744	<b>376 481</b>	<b>295 742</b>	<b>98,3</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14745	<b>376 481</b>	<b>288 031</b>	<b>98,3</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14717	<b>394 625</b>	<b>295 742</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14718	<b>385 553</b>	<b>295 742</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14722	<b>377 842</b>	<b>295 742</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14726	<b>376 481</b>	<b>295 742</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A14894	<b>394 625</b>	<b>295 742</b>	<b>99,7</b>	<b>103,0</b>	<b>101,5</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A14895	<b>394 625</b>	<b>288 031</b>	<b>99,7</b>	<b>103,0</b>	<b>101,5</b>	<b>106,0</b>	<b>104,4</b>	<b>105,0</b>	-
A14898	<b>385 553</b>	<b>295 742</b>	<b>99,7</b>	<b>102,9</b>	<b>100,9</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A14899	<b>385 553</b>	<b>288 031</b>	<b>99,7</b>	<b>102,9</b>	<b>100,9</b>	<b>106,0</b>	<b>104,4</b>	<b>105,0</b>	-
A14902	<b>377 842</b>	<b>295 742</b>	<b>99,8</b>	<b>102,8</b>	<b>100,1</b>	<b>105,9</b>	<b>104,7</b>	<b>105,0</b>	-
A14903	<b>377 842</b>	<b>288 031</b>	<b>99,8</b>	<b>102,8</b>	<b>100,1</b>	<b>105,9</b>	<b>104,4</b>	<b>105,0</b>	-
A14906	<b>371 945</b>	<b>295 742</b>	<b>99,8</b>	<b>102,7</b>	<b>99,5</b>	<b>105,8</b>	<b>104,7</b>	<b>105,0</b>	-
A14907	<b>371 945</b>	<b>288 031</b>	<b>99,8</b>	<b>102,7</b>	<b>99,5</b>	<b>105,8</b>	<b>104,4</b>	<b>105,0</b>	-
A14909	<b>362 873</b>	<b>295 742</b>	<b>99,9</b>	<b>102,7</b>	<b>98,6</b>	<b>105,7</b>	<b>104,7</b>	<b>105,0</b>	-
A14910	<b>362 873</b>	<b>288 031</b>	<b>99,9</b>	<b>102,7</b>	<b>98,6</b>	<b>105,7</b>	<b>104,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A14919	<b>394 625</b>	<b>295 742</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14920	<b>394 625</b>	<b>288 031</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14923	<b>385 553</b>	<b>295 742</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14924	<b>385 553</b>	<b>288 031</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14931	<b>377 842</b>	<b>295 742</b>	<b>98,6</b>	<b>102,8</b>	<b>97,4</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-
A14932	<b>377 842</b>	<b>288 031</b>	<b>98,6</b>	<b>102,8</b>	<b>97,4</b>	<b>105,9</b>	<b>103,1</b>	<b>105,0</b>	-
A14935	<b>371 945</b>	<b>295 742</b>	<b>98,6</b>	<b>102,7</b>	<b>96,8</b>	<b>105,8</b>	<b>103,4</b>	<b>105,0</b>	-
A14936	<b>371 945</b>	<b>288 031</b>	<b>98,6</b>	<b>102,7</b>	<b>96,8</b>	<b>105,8</b>	<b>103,1</b>	<b>105,0</b>	-
A14938	<b>362 873</b>	<b>295 742</b>	<b>98,7</b>	<b>102,7</b>	<b>95,9</b>	<b>105,7</b>	<b>103,4</b>	<b>105,0</b>	-
A14939	<b>362 873</b>	<b>288 031</b>	<b>98,7</b>	<b>102,7</b>	<b>95,9</b>	<b>105,7</b>	<b>103,1</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14964	<b>394 625</b>	<b>295 742</b>	<b>98,5</b>	<b>103,0</b>	<b>98,4</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14965	<b>394 625</b>	<b>288 031</b>	<b>98,5</b>	<b>103,0</b>	<b>98,4</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	-
A14966	<b>385 553</b>	<b>295 742</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14967	<b>385 553</b>	<b>288 031</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>102,8</b>	<b>105,0</b>	-
A14968	<b>377 842</b>	<b>295 742</b>	<b>98,5</b>	<b>102,8</b>	<b>96,8</b>	<b>105,9</b>	<b>103,0</b>	<b>105,0</b>	-
A14969	<b>377 842</b>	<b>288 031</b>	<b>98,5</b>	<b>102,8</b>	<b>96,8</b>	<b>105,9</b>	<b>102,8</b>	<b>105,0</b>	-
A14970	<b>371 945</b>	<b>295 742</b>	<b>98,6</b>	<b>102,7</b>	<b>96,2</b>	<b>105,8</b>	<b>103,0</b>	<b>105,0</b>	-
A14971	<b>371 945</b>	<b>288 031</b>	<b>98,6</b>	<b>102,7</b>	<b>96,2</b>	<b>105,8</b>	<b>102,8</b>	<b>105,0</b>	-
A14972	<b>362 873</b>	<b>295 742</b>	<b>98,6</b>	<b>102,7</b>	<b>95,2</b>	<b>105,7</b>	<b>103,0</b>	<b>105,0</b>	-
A14973	<b>362 873</b>	<b>288 031</b>	<b>98,6</b>	<b>102,7</b>	<b>95,2</b>	<b>105,7</b>	<b>102,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A14974	<b>394 625</b>	<b>295 742</b>	<b>98,2</b>	<b>103,0</b>	<b>97,2</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A14975	<b>394 625</b>	<b>288 031</b>	<b>98,2</b>	<b>103,0</b>	<b>97,2</b>	<b>106,0</b>	<b>101,9</b>	<b>105,0</b>	-
A14976	<b>385 553</b>	<b>295 742</b>	<b>98,2</b>	<b>102,9</b>	<b>96,5</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A14977	<b>385 553</b>	<b>288 031</b>	<b>98,2</b>	<b>102,9</b>	<b>96,5</b>	<b>106,0</b>	<b>101,9</b>	<b>105,0</b>	-
A14978	<b>377 842</b>	<b>295 742</b>	<b>98,3</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>102,1</b>	<b>105,0</b>	-
A14979	<b>377 842</b>	<b>288 031</b>	<b>98,3</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>101,9</b>	<b>105,0</b>	-
A14980	<b>371 945</b>	<b>295 742</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>102,1</b>	<b>105,0</b>	-
A14981	<b>371 945</b>	<b>288 031</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>101,9</b>	<b>105,0</b>	-
A14982	<b>362 873</b>	<b>295 742</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>102,1</b>	<b>105,0</b>	-
A14983	<b>362 873</b>	<b>288 031</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>101,9</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14947	<b>394 625</b>	<b>295 742</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</b>	-
A14948	<b>394 625</b>	<b>288 031</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14951	<b>385 553</b>	<b>295 742</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</b>	-
A14952	<b>385 553</b>	<b>288 031</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14954	<b>377 842</b>	<b>295 742</b>	<b>98,7</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,6</b>	<b>105,0</b>	-
A14955	<b>377 842</b>	<b>288 031</b>	<b>98,7</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	-
A14956	<b>371 945</b>	<b>295 742</b>	<b>98,7</b>	<b>102,7</b>	<b>97,2</b>	<b>105,8</b>	<b>103,6</b>	<b>105,0</b>	-
A14957	<b>371 945</b>	<b>288 031</b>	<b>98,7</b>	<b>102,7</b>	<b>97,2</b>	<b>105,8</b>	<b>103,3</b>	<b>105,0</b>	-
A14958	<b>362 873</b>	<b>295 742</b>	<b>98,8</b>	<b>102,7</b>	<b>96,3</b>	<b>105,7</b>	<b>103,6</b>	<b>105,0</b>	-
A14959	<b>362 873</b>	<b>288 031</b>	<b>98,8</b>	<b>102,7</b>	<b>96,3</b>	<b>105,7</b>	<b>103,3</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14789	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14790	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14791	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14792	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14793	<b>377 842</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14794	<b>377 842</b>	<b>288 031</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A14795	<b>371 945</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A14796	<b>371 945</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A14797	<b>362 873</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A14798	<b>362 873</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14799	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14800	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14801	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14802	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14803	<b>377 842</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14804	<b>377 842</b>	<b>288 031</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A14805	<b>371 945</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A14806	<b>371 945</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A14807	<b>362 873</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A14808	<b>362 873</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14809	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14810	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14811	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14812	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14813	<b>377 842</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14814	<b>377 842</b>	<b>288 031</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A14815	<b>371 945</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A14816	<b>371 945</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A14817	<b>362 873</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A14818	<b>362 873</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15033	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A15034	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>99,0</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A15035	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A15036	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>98,3</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A15037	<b>377 842</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A15038	<b>377 842</b>	<b>288 031</b>	<b>98,1</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A15039	<b>371 945</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A15040	<b>371 945</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>97,4</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A15041	<b>362 873</b>	<b>295 742</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A15042	<b>362 873</b>	<b>288 031</b>	<b>98,2</b>	<b>102,7</b>	<b>96,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14819	<b>394 625</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14820	<b>394 625</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14821	<b>385 553</b>	<b>295 742</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14822	<b>385 553</b>	<b>288 031</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14823	<b>377 842</b>	<b>295 742</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14824	<b>377 842</b>	<b>288 031</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A14825	<b>371 945</b>	<b>295 742</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A14826	<b>371 945</b>	<b>288 031</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A14827	<b>362 873</b>	<b>295 742</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A14828	<b>362 873</b>	<b>288 031</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400BCF**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14829	<b>394 625</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14830	<b>394 625</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14831	<b>385 553</b>	<b>295 742</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14832	<b>385 553</b>	<b>288 031</b>	<b>98,8</b>	<b>102,9</b>	<b>97,2</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14833	<b>377 842</b>	<b>295 742</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14834	<b>377 842</b>	<b>288 031</b>	<b>98,9</b>	<b>102,8</b>	<b>96,7</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A14835	<b>371 945</b>	<b>295 742</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,8</b>	<b>105,0</b>	-
A14836	<b>371 945</b>	<b>288 031</b>	<b>98,9</b>	<b>102,7</b>	<b>96,3</b>	<b>105,8</b>	<b>103,5</b>	<b>105,0</b>	-
A14837	<b>362 873</b>	<b>295 742</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,8</b>	<b>105,0</b>	-
A14838	<b>362 873</b>	<b>288 031</b>	<b>99,0</b>	<b>102,7</b>	<b>95,7</b>	<b>105,7</b>	<b>103,5</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4498	<b>396 893</b>	<b>302 092</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A4497	<b>396 893</b>	<b>295 742</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4496	<b>396 893</b>	<b>285 763</b>	<b>97,9</b>	<b>103,0</b>	<b>99,9</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14756	<b>395 532</b>	<b>302 092</b>	<b>97,9</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A14757	<b>395 532</b>	<b>295 742</b>	<b>97,9</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14758	<b>395 532</b>	<b>285 763</b>	<b>97,9</b>	<b>103,0</b>	<b>99,8</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14759	<b>394 625</b>	<b>302 092</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A4492	<b>394 625</b>	<b>295 742</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4491	<b>394 625</b>	<b>285 763</b>	<b>97,9</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14760	<b>385 553</b>	<b>302 092</b>	<b>97,9</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A4487	<b>385 553</b>	<b>295 742</b>	<b>97,9</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4486	<b>385 553</b>	<b>285 763</b>	<b>97,9</b>	<b>102,9</b>	<b>99,0</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14761	<b>376 481</b>	<b>302 092</b>	<b>98,0</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>104,1</b>	<b>105,0</b>	-
A4477	<b>376 481</b>	<b>295 742</b>	<b>98,0</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A4476	<b>376 481</b>	<b>285 763</b>	<b>98,0</b>	<b>102,8</b>	<b>98,2</b>	<b>105,9</b>	<b>103,2</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A14749	<b>396 893</b>	<b>302 092</b>	<b>98,2</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A4533	<b>396 893</b>	<b>295 742</b>	<b>98,2</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4532	<b>396 893</b>	<b>285 763</b>	<b>98,2</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14751	<b>395 532</b>	<b>302 092</b>	<b>98,2</b>	<b>103,0</b>	<b>99,4</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A14752	<b>395 532</b>	<b>295 742</b>	<b>98,2</b>	<b>103,0</b>	<b>99,4</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14753	<b>395 532</b>	<b>285 763</b>	<b>98,2</b>	<b>103,0</b>	<b>99,4</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14750	<b>394 625</b>	<b>302 092</b>	<b>98,2</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A4528	<b>394 625</b>	<b>295 742</b>	<b>98,2</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4527	<b>394 625</b>	<b>285 763</b>	<b>98,2</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14754	<b>385 553</b>	<b>302 092</b>	<b>98,3</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B1F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Without N1 modifier**

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	
A4523	<b>385 553</b>	<b>295 742</b>	<b>98,3</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4522	<b>385 553</b>	<b>285 763</b>	<b>98,3</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A14755	<b>376 481</b>	<b>302 092</b>	<b>98,3</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>104,1</b>	<b>105,0</b>	-
A4518	<b>376 481</b>	<b>295 742</b>	<b>98,3</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A4517	<b>376 481</b>	<b>288 031</b>	<b>98,3</b>	<b>102,8</b>	<b>97,8</b>	<b>105,9</b>	<b>103,2</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A18158	<b>412 769</b>	<b>302 092</b>	<b>100,0</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A14650	<b>412 769</b>	<b>296 195</b>	<b>100,0</b>	<b>103,0</b>	<b>97,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4562	<b>396 893</b>	<b>302 092</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A14762	<b>396 893</b>	<b>295 742</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14787	<b>396 893</b>	<b>285 763</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14763	<b>396 893</b>	<b>274 423</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A14764	<b>396 893</b>	<b>265 351</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14765	<b>396 893</b>	<b>260 362</b>	<b>100,2</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</b>	-
A14766	<b>394 625</b>	<b>302 092</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A4556	<b>394 625</b>	<b>295 742</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14767	<b>394 625</b>	<b>285 763</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14768	<b>394 625</b>	<b>274 423</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A14769	<b>394 625</b>	<b>265 351</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14770	<b>394 625</b>	<b>260 362</b>	<b>100,2</b>	<b>103,0</b>	<b>96,4</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</b>	-
A14771	<b>385 553</b>	<b>302 092</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>104,1</b>	<b>105,0</b>	-
A14780	<b>385 553</b>	<b>295 742</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14772	<b>385 553</b>	<b>285 763</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14773	<b>385 553</b>	<b>274 423</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A14774	<b>385 553</b>	<b>265 351</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,2</b>	<b>105,0</b>	-
A14775	<b>385 553</b>	<b>260 362</b>	<b>100,3</b>	<b>102,9</b>	<b>95,7</b>	<b>106,0</b>	<b>102,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14788	<b>377 842</b>	<b>302 092</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>104,1</b>	<b>105,0</b>	-
A4546	<b>377 842</b>	<b>295 742</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14776	<b>377 842</b>	<b>285 763</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	-
A14777	<b>377 842</b>	<b>274 423</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	-
A14778	<b>377 842</b>	<b>265 351</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	-
A14779	<b>377 842</b>	<b>260 362</b>	<b>100,3</b>	<b>102,8</b>	<b>95,1</b>	<b>105,9</b>	<b>102,0</b>	<b>105,0</b>	-
A14786	<b>376 481</b>	<b>302 092</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>104,1</b>	<b>105,0</b>	-
A14781	<b>376 481</b>	<b>295 742</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14782	<b>376 481</b>	<b>285 763</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	-
A14783	<b>376 481</b>	<b>274 423</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **CF6-80C2B5F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier**

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	
A14784	<b>376 481</b>	<b>265 351</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,2</b>	<b>105,0</b>	-
A14785	<b>376 481</b>	<b>260 362</b>	<b>100,3</b>	<b>102,8</b>	<b>95,0</b>	<b>105,9</b>	<b>102,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A14984	<b>396 893</b>	<b>302 092</b>	<b>99,7</b>	<b>103,0</b>	<b>101,4</b>	<b>106,0</b>	<b>104,9</b>	<b>105,0</b>	-
A14985	<b>396 893</b>	<b>295 742</b>	<b>99,7</b>	<b>103,0</b>	<b>101,4</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A4601	<b>396 893</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,4</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A14986	<b>395 532</b>	<b>302 092</b>	<b>99,7</b>	<b>103,0</b>	<b>101,3</b>	<b>106,0</b>	<b>104,9</b>	<b>105,0</b>	-
A4597	<b>395 532</b>	<b>295 742</b>	<b>99,7</b>	<b>103,0</b>	<b>101,3</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A14987	<b>395 532</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,3</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A14988	<b>394 625</b>	<b>302 092</b>	<b>99,7</b>	<b>103,0</b>	<b>101,2</b>	<b>106,0</b>	<b>104,9</b>	<b>105,0</b>	-
A14989	<b>394 625</b>	<b>295 742</b>	<b>99,7</b>	<b>103,0</b>	<b>101,2</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A4591	<b>394 625</b>	<b>285 763</b>	<b>99,7</b>	<b>103,0</b>	<b>101,2</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A14990	<b>385 553</b>	<b>302 092</b>	<b>99,7</b>	<b>102,9</b>	<b>100,4</b>	<b>106,0</b>	<b>104,9</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **FB2T fan blades**

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	
A4587	<b>385 553</b>	<b>295 742</b>	<b>99,7</b>	<b>102,9</b>	<b>100,4</b>	<b>106,0</b>	<b>104,7</b>	<b>105,0</b>	-
A14991	<b>385 553</b>	<b>285 763</b>	<b>99,7</b>	<b>102,9</b>	<b>100,4</b>	<b>106,0</b>	<b>104,3</b>	<b>105,0</b>	-
A14992	<b>376 481</b>	<b>302 092</b>	<b>99,8</b>	<b>102,8</b>	<b>99,5</b>	<b>105,9</b>	<b>104,9</b>	<b>105,0</b>	-
A14993	<b>376 481</b>	<b>295 742</b>	<b>99,8</b>	<b>102,8</b>	<b>99,5</b>	<b>105,9</b>	<b>104,7</b>	<b>105,0</b>	-
A14994	<b>376 481</b>	<b>285 763</b>	<b>99,8</b>	<b>102,8</b>	<b>99,5</b>	<b>105,9</b>	<b>104,3</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A14995	<b>396 893</b>	<b>302 092</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</b>	-
A1461	<b>396 893</b>	<b>295 742</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A1460	<b>396 893</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,3</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14996	<b>395 532</b>	<b>302 092</b>	<b>98,5</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</b>	-
A1456	<b>395 532</b>	<b>295 742</b>	<b>98,5</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A14997	<b>395 532</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,2</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14998	<b>394 625</b>	<b>302 092</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</b>	-
A14999	<b>394 625</b>	<b>295 742</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A1450	<b>394 625</b>	<b>285 763</b>	<b>98,5</b>	<b>103,0</b>	<b>99,1</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A15000	<b>385 553</b>	<b>302 092</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,6</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Package B / Phase I (FB2B fan blades, Optimised fan exit guide vanes, Circumferential groove rub strip (CG)))**

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	
A1446	<b>385 553</b>	<b>295 742</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,3</b>	<b>105,0</b>	-
A15001	<b>385 553</b>	<b>285 763</b>	<b>98,5</b>	<b>102,9</b>	<b>98,2</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A15002	<b>376 481</b>	<b>302 092</b>	<b>98,6</b>	<b>102,8</b>	<b>97,3</b>	<b>105,9</b>	<b>103,6</b>	<b>105,0</b>	-
A15003	<b>376 481</b>	<b>295 742</b>	<b>98,6</b>	<b>102,8</b>	<b>97,3</b>	<b>105,9</b>	<b>103,3</b>	<b>105,0</b>	-
A15004	<b>376 481</b>	<b>285 763</b>	<b>98,6</b>	<b>102,8</b>	<b>97,3</b>	<b>105,9</b>	<b>103,0</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A15016	<b>396 893</b>	<b>302 092</b>	<b>98,4</b>	<b>103,0</b>	<b>98,7</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14170	<b>396 893</b>	<b>295 742</b>	<b>98,4</b>	<b>103,0</b>	<b>98,7</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14171	<b>396 893</b>	<b>285 763</b>	<b>98,4</b>	<b>103,0</b>	<b>98,7</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A15017	<b>395 532</b>	<b>302 092</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14172	<b>395 532</b>	<b>295 742</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14173	<b>395 532</b>	<b>285 763</b>	<b>98,4</b>	<b>103,0</b>	<b>98,6</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A15018	<b>394 625</b>	<b>302 092</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</b>	-
A14174	<b>394 625</b>	<b>295 742</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14175	<b>394 625</b>	<b>285 763</b>	<b>98,4</b>	<b>103,0</b>	<b>98,5</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A15019	<b>385 553</b>	<b>302 092</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>103,1</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-262 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A14176	<b>385 553</b>	<b>295 742</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>103,0</b>	<b>105,0</b>	-
A14177	<b>385 553</b>	<b>285 763</b>	<b>98,5</b>	<b>102,9</b>	<b>97,6</b>	<b>106,0</b>	<b>102,7</b>	<b>105,0</b>	-
A15020	<b>376 481</b>	<b>302 092</b>	<b>98,5</b>	<b>102,8</b>	<b>96,6</b>	<b>105,9</b>	<b>103,1</b>	<b>105,0</b>	-
A15021	<b>376 481</b>	<b>295 742</b>	<b>98,5</b>	<b>102,8</b>	<b>96,6</b>	<b>105,9</b>	<b>103,0</b>	<b>105,0</b>	-
A15022	<b>376 481</b>	<b>285 763</b>	<b>98,5</b>	<b>102,8</b>	<b>96,6</b>	<b>105,9</b>	<b>102,7</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A15023	<b>396 893</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>97,5</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14699	<b>396 893</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>97,5</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A14700	<b>396 893</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>97,5</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A15024	<b>394 625</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>97,3</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14701	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>97,3</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A14702	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>97,3</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A15025	<b>385 553</b>	<b>302 092</b>	<b>98,2</b>	<b>102,9</b>	<b>96,4</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A14703	<b>385 553</b>	<b>295 742</b>	<b>98,2</b>	<b>102,9</b>	<b>96,4</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A14704	<b>385 553</b>	<b>285 763</b>	<b>98,2</b>	<b>102,9</b>	<b>96,4</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A120160	<b>377 842</b>	<b>302 092</b>	<b>98,2</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>102,3</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A120161	<b>377 842</b>	<b>295 742</b>	<b>98,2</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>102,1</b>	<b>105,0</b>	-
A120162	<b>377 842</b>	<b>285 763</b>	<b>98,2</b>	<b>102,8</b>	<b>95,7</b>	<b>105,9</b>	<b>101,8</b>	<b>105,0</b>	-
A15026	<b>376 481</b>	<b>302 092</b>	<b>98,3</b>	<b>102,8</b>	<b>95,6</b>	<b>105,9</b>	<b>102,3</b>	<b>105,0</b>	-
A15027	<b>376 481</b>	<b>295 742</b>	<b>98,3</b>	<b>102,8</b>	<b>95,6</b>	<b>105,9</b>	<b>102,1</b>	<b>105,0</b>	-
A15028	<b>376 481</b>	<b>285 763</b>	<b>98,3</b>	<b>102,8</b>	<b>95,6</b>	<b>105,9</b>	<b>101,8</b>	<b>105,0</b>	-
A120163	<b>371 945</b>	<b>302 092</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>102,3</b>	<b>105,0</b>	-
A120164	<b>371 945</b>	<b>295 742</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>102,1</b>	<b>105,0</b>	-
A120165	<b>371 945</b>	<b>285 763</b>	<b>98,3</b>	<b>102,7</b>	<b>95,2</b>	<b>105,8</b>	<b>101,8</b>	<b>105,0</b>	-
A120166	<b>362 873</b>	<b>302 092</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>102,3</b>	<b>105,0</b>	-
A120167	<b>362 873</b>	<b>295 742</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>102,1</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **SB PW4ENG72-262, PRR 80451-105 (Phase III (FB2C fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG), Noise reduction inlet (NRI)))**

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	
A120168	<b>362 873</b>	<b>285 763</b>	<b>98,3</b>	<b>102,7</b>	<b>94,3</b>	<b>105,7</b>	<b>101,8</b>	<b>105,0</b>	-
A120169	<b>334 977</b>	<b>302 092</b>	<b>98,5</b>	<b>102,4</b>	<b>91,9</b>	<b>105,2</b>	<b>102,3</b>	<b>105,0</b>	-
A120170	<b>334 977</b>	<b>295 742</b>	<b>98,5</b>	<b>102,4</b>	<b>91,9</b>	<b>105,2</b>	<b>102,1</b>	<b>105,0</b>	-
A120171	<b>334 977</b>	<b>285 763</b>	<b>98,5</b>	<b>102,4</b>	<b>91,9</b>	<b>105,2</b>	<b>101,8</b>	<b>105,0</b>	-
A120172	<b>317 514</b>	<b>302 092</b>	<b>98,7</b>	<b>102,2</b>	<b>90,3</b>	<b>104,9</b>	<b>102,3</b>	<b>105,0</b>	-
A120173	<b>317 514</b>	<b>295 742</b>	<b>98,7</b>	<b>102,2</b>	<b>90,3</b>	<b>104,9</b>	<b>102,1</b>	<b>105,0</b>	-
A120174	<b>317 514</b>	<b>285 763</b>	<b>98,7</b>	<b>102,2</b>	<b>90,3</b>	<b>104,9</b>	<b>101,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A15005	<b>396 893</b>	<b>302 092</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A15006	<b>396 893</b>	<b>295 742</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A1420	<b>396 893</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A15007	<b>395 532</b>	<b>302 092</b>	<b>98,6</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A1416	<b>395 532</b>	<b>295 742</b>	<b>98,6</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A15008	<b>395 532</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A15009	<b>394 625</b>	<b>302 092</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A15010	<b>394 625</b>	<b>295 742</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A1410	<b>394 625</b>	<b>285 763</b>	<b>98,6</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A15011	<b>385 553</b>	<b>302 092</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4056-3B**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **SB PW4ENG72-132, SB PW4ENG72-262 (Phase III (FB2B fan blades, Optimised fan exit guide vanes, Interrupted circumferential groove rub strip (ICG)))**

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	
A1406	<b>385 553</b>	<b>295 742</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A15012	<b>385 553</b>	<b>285 763</b>	<b>98,6</b>	<b>102,9</b>	<b>98,6</b>	<b>106,0</b>	<b>103,2</b>	<b>105,0</b>	-
A15013	<b>376 481</b>	<b>302 092</b>	<b>98,7</b>	<b>102,8</b>	<b>97,7</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A15014	<b>376 481</b>	<b>295 742</b>	<b>98,7</b>	<b>102,8</b>	<b>97,7</b>	<b>105,9</b>	<b>103,5</b>	<b>105,0</b>	-
A15015	<b>376 481</b>	<b>285 763</b>	<b>98,7</b>	<b>102,8</b>	<b>97,7</b>	<b>105,9</b>	<b>103,2</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Phase III (FB2C fan blades), Noise reduction inlet (NRI)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment -B**      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	
A121338	<b>412 769</b>	<b>302 092</b>	<b>100,6</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A121378	<b>412 769</b>	<b>296 195</b>	<b>100,6</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A121339	<b>412 769</b>	<b>295 742</b>	<b>100,6</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A121340	<b>412 769</b>	<b>285 763</b>	<b>100,6</b>	<b>103,0</b>	<b>96,6</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A121341	<b>396 893</b>	<b>302 092</b>	<b>100,7</b>	<b>103,0</b>	<b>95,2</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A121342	<b>396 893</b>	<b>295 742</b>	<b>100,7</b>	<b>103,0</b>	<b>95,2</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A121343	<b>396 893</b>	<b>285 763</b>	<b>100,7</b>	<b>103,0</b>	<b>95,2</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A121344	<b>394 625</b>	<b>302 092</b>	<b>100,8</b>	<b>103,0</b>	<b>95,0</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A121345	<b>394 625</b>	<b>295 742</b>	<b>100,8</b>	<b>103,0</b>	<b>95,0</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A121346	<b>394 625</b>	<b>285 763</b>	<b>100,8</b>	<b>103,0</b>	<b>95,0</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Phase III (FB2C fan blades), Noise reduction inlet (NRI)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment -B**      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	
A121347	<b>385 553</b>	<b>302 092</b>	<b>100,8</b>	<b>102,9</b>	<b>94,5</b>	<b>106,0</b>	<b>102,3</b>	<b>105,0</b>	-
A121348	<b>385 553</b>	<b>295 742</b>	<b>100,8</b>	<b>102,9</b>	<b>94,5</b>	<b>106,0</b>	<b>102,1</b>	<b>105,0</b>	-
A121349	<b>385 553</b>	<b>285 763</b>	<b>100,8</b>	<b>102,9</b>	<b>94,5</b>	<b>106,0</b>	<b>101,8</b>	<b>105,0</b>	-
A121350	<b>377 842</b>	<b>302 092</b>	<b>100,9</b>	<b>102,8</b>	<b>93,9</b>	<b>105,9</b>	<b>102,3</b>	<b>105,0</b>	-
A121351	<b>377 842</b>	<b>295 742</b>	<b>100,9</b>	<b>102,8</b>	<b>93,9</b>	<b>105,9</b>	<b>102,1</b>	<b>105,0</b>	-
A121352	<b>377 842</b>	<b>285 763</b>	<b>100,9</b>	<b>102,8</b>	<b>93,9</b>	<b>105,9</b>	<b>101,8</b>	<b>105,0</b>	-
A121353	<b>371 945</b>	<b>302 092</b>	<b>101,0</b>	<b>102,7</b>	<b>93,5</b>	<b>105,8</b>	<b>102,3</b>	<b>105,0</b>	-
A121354	<b>371 945</b>	<b>295 742</b>	<b>101,0</b>	<b>102,7</b>	<b>93,5</b>	<b>105,8</b>	<b>102,1</b>	<b>105,0</b>	-
A121355	<b>371 945</b>	<b>285 763</b>	<b>101,0</b>	<b>102,7</b>	<b>93,5</b>	<b>105,8</b>	<b>101,8</b>	<b>105,0</b>	-
A121356	<b>362 873</b>	<b>302 092</b>	<b>101,0</b>	<b>102,7</b>	<b>92,7</b>	<b>105,7</b>	<b>102,3</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062A**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Phase III (FB2C fan blades), Noise reduction inlet (NRI)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 7 / Amendment -B**      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	
A121357	<b>362 873</b>	<b>295 742</b>	<b>101,0</b>	<b>102,7</b>	<b>92,7</b>	<b>105,7</b>	<b>102,1</b>	<b>105,0</b>	-
A121358	<b>362 873</b>	<b>285 763</b>	<b>101,0</b>	<b>102,7</b>	<b>92,7</b>	<b>105,7</b>	<b>101,8</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4673	<b>396 893</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A4672	<b>396 893</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4671	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14844	<b>395 532</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14845	<b>395 532</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14846	<b>395 532</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14839	<b>394 625</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A4667	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4666	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14840	<b>385 553</b>	<b>302 092</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4662	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4661	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14841	<b>376 481</b>	<b>302 092</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14842	<b>376 481</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14843	<b>376 481</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8170	<b>396 893</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A8172	<b>396 893</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8174	<b>396 893</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14847	<b>395 532</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14848	<b>395 532</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14849	<b>395 532</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14850	<b>394 625</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A8182	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8184	<b>394 625</b>	<b>285 763</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14851	<b>385 553</b>	<b>302 092</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8192	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8194	<b>385 553</b>	<b>285 763</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14852	<b>376 481</b>	<b>302 092</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14853	<b>376 481</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14854	<b>376 481</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14142	<b>396 893</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14130	<b>396 893</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14118	<b>396 893</b>	<b>288 031</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14855	<b>395 532</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14856	<b>395 532</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14857	<b>395 532</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14858	<b>394 625</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14132	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14120	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14859	<b>385 553</b>	<b>302 092</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14134	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14122	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14860	<b>376 481</b>	<b>302 092</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14861	<b>376 481</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14862	<b>376 481</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14143	<b>396 893</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14131	<b>396 893</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14119	<b>396 893</b>	<b>288 031</b>	<b>98,0</b>	<b>103,0</b>	<b>100,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14863	<b>395 532</b>	<b>302 092</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14864	<b>395 532</b>	<b>295 742</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14865	<b>395 532</b>	<b>285 763</b>	<b>98,0</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14866	<b>394 625</b>	<b>302 092</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14133	<b>394 625</b>	<b>295 742</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14121	<b>394 625</b>	<b>288 031</b>	<b>98,1</b>	<b>103,0</b>	<b>100,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14867	<b>385 553</b>	<b>302 092</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G3-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14135	<b>385 553</b>	<b>295 742</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14123	<b>385 553</b>	<b>288 031</b>	<b>98,1</b>	<b>102,9</b>	<b>99,8</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14868	<b>376 481</b>	<b>302 092</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14869	<b>376 481</b>	<b>295 742</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14870	<b>376 481</b>	<b>285 763</b>	<b>98,1</b>	<b>102,8</b>	<b>99,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4739	<b>396 893</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A4738	<b>396 893</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4737	<b>396 893</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14871	<b>395 532</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14872	<b>395 532</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14873	<b>395 532</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14874	<b>394 625</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A4733	<b>394 625</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4732	<b>394 625</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14875	<b>385 553</b>	<b>302 092</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4728	<b>385 553</b>	<b>295 742</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A4727	<b>385 553</b>	<b>288 031</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14876	<b>376 481</b>	<b>302 092</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14877	<b>376 481</b>	<b>295 742</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14878	<b>376 481</b>	<b>285 763</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8241	<b>396 893</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A8242	<b>396 893</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8243	<b>396 893</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>99,7</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14879	<b>395 532</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A14880	<b>395 532</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A14881	<b>395 532</b>	<b>285 763</b>	<b>98,8</b>	<b>103,0</b>	<b>99,6</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14882	<b>394 625</b>	<b>302 092</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</b>	-
A8248	<b>394 625</b>	<b>295 742</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8250	<b>394 625</b>	<b>288 031</b>	<b>98,8</b>	<b>103,0</b>	<b>99,5</b>	<b>106,0</b>	<b>103,4</b>	<b>105,0</b>	-
A14883	<b>385 553</b>	<b>302 092</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>104,0</b>	<b>105,0</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>      **747-400F**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H2-T-19**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8258	<b>385 553</b>	<b>295 742</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>103,8</b>	<b>105,0</b>	-
A8260	<b>385 553</b>	<b>288 031</b>	<b>98,8</b>	<b>102,9</b>	<b>98,8</b>	<b>106,0</b>	<b>103,5</b>	<b>105,0</b>	-
A14884	<b>376 481</b>	<b>302 092</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>104,0</b>	<b>105,0</b>	-
A14885	<b>376 481</b>	<b>295 742</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>103,8</b>	<b>105,0</b>	-
A14886	<b>376 481</b>	<b>285 763</b>	<b>98,9</b>	<b>102,8</b>	<b>98,0</b>	<b>105,9</b>	<b>103,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A16761	<b>447 695</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A118970	<b>442 252</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16762	<b>442 252</b>	<b>309 350</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16763	<b>439 984</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	<b>7</b>
A16764	<b>430 912</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	<b>7</b>
A16765	<b>412 769</b>	<b>295 288</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16766	<b>396 893</b>	<b>295 288</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16767	<b>385 553</b>	<b>285 763</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>99,9</b>	<b>105,0</b>	<b>7</b>
A16768	<b>362 873</b>	<b>285 763</b>	<b>94,4</b>	<b>102,7</b>	<b>88,2</b>	<b>105,7</b>	<b>99,9</b>	<b>105,0</b>	<b>7</b>
A16769	<b>340 194</b>	<b>272 155</b>	<b>94,6</b>	<b>102,4</b>	<b>86,7</b>	<b>105,3</b>	<b>99,6</b>	<b>105,0</b>	<b>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>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67**

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      **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	
A16770	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	<b>7</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67/P**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A119356	<b>447 695</b>	<b>312 071</b>	<b>93,9</b>	<b>103,0</b>	<b>94,4</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	-
A120099	<b>442 252</b>	<b>312 071</b>	<b>93,9</b>	<b>103,0</b>	<b>93,9</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	-
A119357	<b>442 252</b>	<b>309 350</b>	<b>93,9</b>	<b>103,0</b>	<b>93,9</b>	<b>106,0</b>	<b>100,2</b>	<b>105,0</b>	-
A119358	<b>439 984</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,7</b>	<b>106,0</b>	<b>100,2</b>	<b>105,0</b>	-
A119359	<b>430 912</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,0</b>	<b>106,0</b>	<b>100,2</b>	<b>105,0</b>	-
A119360	<b>412 769</b>	<b>295 288</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>99,9</b>	<b>105,0</b>	-
A119361	<b>396 893</b>	<b>295 288</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>99,9</b>	<b>105,0</b>	-
A119362	<b>385 553</b>	<b>285 763</b>	<b>94,2</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>99,7</b>	<b>105,0</b>	-
A119363	<b>362 873</b>	<b>285 763</b>	<b>94,4</b>	<b>102,7</b>	<b>88,3</b>	<b>105,7</b>	<b>99,7</b>	<b>105,0</b>	-
A119364	<b>340 194</b>	<b>272 155</b>	<b>94,6</b>	<b>102,4</b>	<b>86,8</b>	<b>105,3</b>	<b>99,4</b>	<b>105,0</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>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67/P**

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      **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	
A119365	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A16786	<b>447 695</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A118971	<b>442 252</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16787	<b>442 252</b>	<b>309 350</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16788	<b>439 984</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	<b>7</b>
A16789	<b>430 912</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	<b>7</b>
A16790	<b>412 769</b>	<b>295 288</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16791	<b>396 893</b>	<b>295 288</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16792	<b>385 553</b>	<b>285 763</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>99,9</b>	<b>105,0</b>	<b>7</b>
A16793	<b>362 873</b>	<b>285 763</b>	<b>94,4</b>	<b>102,7</b>	<b>88,2</b>	<b>105,7</b>	<b>99,9</b>	<b>105,0</b>	<b>7</b>
A16794	<b>340 194</b>	<b>272 155</b>	<b>94,6</b>	<b>102,4</b>	<b>86,7</b>	<b>105,3</b>	<b>99,6</b>	<b>105,0</b>	<b>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>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B**

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      **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	
A16795	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	<b>7</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A119366	<b>447 695</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A120179	<b>442 252</b>	<b>312 071</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A119367	<b>442 252</b>	<b>309 350</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A119368	<b>439 984</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	-
A119369	<b>430 912</b>	<b>306 174</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	-
A119370	<b>412 769</b>	<b>295 288</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	-
A119371	<b>396 893</b>	<b>295 288</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,1</b>	<b>105,0</b>	-
A119372	<b>385 553</b>	<b>285 763</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>99,9</b>	<b>105,0</b>	-
A119373	<b>362 873</b>	<b>285 763</b>	<b>94,4</b>	<b>102,7</b>	<b>88,3</b>	<b>105,7</b>	<b>99,9</b>	<b>105,0</b>	-
A119374	<b>340 194</b>	<b>272 155</b>	<b>94,6</b>	<b>102,4</b>	<b>86,8</b>	<b>105,3</b>	<b>99,6</b>	<b>105,0</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>      **747-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A119375	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A17625	<b>447 695</b>	<b>346 091</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A17906	<b>447 695</b>	<b>345 183</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A16598	<b>442 252</b>	<b>345 183</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A17626	<b>439 984</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A16597	<b>430 912</b>	<b>339 740</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A16596	<b>412 769</b>	<b>317 514</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,5</b>	<b>105,0</b>	<b>7</b>
A16595	<b>396 893</b>	<b>312 071</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16594	<b>385 553</b>	<b>309 350</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16593	<b>362 873</b>	<b>295 288</b>	<b>94,4</b>	<b>102,7</b>	<b>88,2</b>	<b>105,7</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16592	<b>340 194</b>	<b>285 763</b>	<b>94,6</b>	<b>102,4</b>	<b>86,7</b>	<b>105,3</b>	<b>99,9</b>	<b>105,0</b>	<b>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>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67**

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      **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	
A16591	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	<b>7</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A120388	<b>447 695</b>	<b>350 626</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A120389	<b>447 695</b>	<b>346 091</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A120390	<b>442 252</b>	<b>345 183</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A120391	<b>439 984</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A120392	<b>430 912</b>	<b>339 740</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	-
A120393	<b>412 769</b>	<b>317 514</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,5</b>	<b>105,0</b>	-
A120394	<b>396 893</b>	<b>312 071</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A120395	<b>385 553</b>	<b>309 350</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A120396	<b>362 873</b>	<b>295 288</b>	<b>94,4</b>	<b>102,7</b>	<b>88,3</b>	<b>105,7</b>	<b>100,1</b>	<b>105,0</b>	-
A120397	<b>340 194</b>	<b>285 763</b>	<b>94,6</b>	<b>102,4</b>	<b>86,8</b>	<b>105,3</b>	<b>99,9</b>	<b>105,0</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>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A120398	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67/P**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A120387	<b>447 695</b>	<b>350 626</b>	<b>93,9</b>	<b>103,0</b>	<b>94,4</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A119376	<b>447 695</b>	<b>346 091</b>	<b>93,9</b>	<b>103,0</b>	<b>94,4</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	-
A119377	<b>442 252</b>	<b>345 183</b>	<b>93,9</b>	<b>103,0</b>	<b>93,9</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	-
A119378	<b>439 984</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,7</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	-
A119379	<b>430 912</b>	<b>339 740</b>	<b>94,0</b>	<b>103,0</b>	<b>93,0</b>	<b>106,0</b>	<b>100,8</b>	<b>105,0</b>	-
A119380	<b>412 769</b>	<b>317 514</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A119381	<b>396 893</b>	<b>312 071</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,3</b>	<b>105,0</b>	-
A119382	<b>385 553</b>	<b>309 350</b>	<b>94,2</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>100,2</b>	<b>105,0</b>	-
A119383	<b>362 873</b>	<b>295 288</b>	<b>94,4</b>	<b>102,7</b>	<b>88,3</b>	<b>105,7</b>	<b>99,9</b>	<b>105,0</b>	-
A119384	<b>340 194</b>	<b>285 763</b>	<b>94,6</b>	<b>102,4</b>	<b>86,8</b>	<b>105,3</b>	<b>99,7</b>	<b>105,0</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>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67/P**

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      **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	
A119385	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,4</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A120671	<b>447 695</b>	<b>350 626</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	<b>7</b>
A17627	<b>447 695</b>	<b>346 091</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	<b>7</b>
A16760	<b>442 252</b>	<b>345 183</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	<b>7</b>
A17628	<b>442 252</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	<b>7</b>
A16779	<b>430 912</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	<b>7</b>
A121219	<b>430 912</b>	<b>339 740</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A16780	<b>412 769</b>	<b>339 740</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	<b>7</b>
A121220	<b>412 769</b>	<b>317 514</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,5</b>	<b>105,0</b>	<b>7</b>
A16781	<b>396 893</b>	<b>317 514</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,5</b>	<b>105,0</b>	<b>7</b>
A121221	<b>396 893</b>	<b>312 071</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>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>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEEx-2B67B**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 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	
A16782	<b>385 553</b>	<b>309 350</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	<b>7</b>
A16783	<b>362 873</b>	<b>295 288</b>	<b>94,4</b>	<b>102,7</b>	<b>88,2</b>	<b>105,7</b>	<b>100,1</b>	<b>105,0</b>	<b>7</b>
A16784	<b>340 194</b>	<b>285 763</b>	<b>94,6</b>	<b>102,4</b>	<b>86,7</b>	<b>105,3</b>	<b>99,9</b>	<b>105,0</b>	<b>7</b>
A16785	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	<b>7</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A119386	<b>447 695</b>	<b>350 626</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A121222	<b>447 695</b>	<b>346 091</b>	<b>94,0</b>	<b>103,0</b>	<b>94,5</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A119387	<b>442 252</b>	<b>345 183</b>	<b>94,0</b>	<b>103,0</b>	<b>94,0</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A119388	<b>439 984</b>	<b>344 276</b>	<b>94,0</b>	<b>103,0</b>	<b>93,8</b>	<b>106,0</b>	<b>101,0</b>	<b>105,0</b>	-
A119389	<b>430 912</b>	<b>339 740</b>	<b>94,0</b>	<b>103,0</b>	<b>93,1</b>	<b>106,0</b>	<b>100,9</b>	<b>105,0</b>	-
A119390	<b>412 769</b>	<b>317 514</b>	<b>94,1</b>	<b>103,0</b>	<b>91,7</b>	<b>106,0</b>	<b>100,5</b>	<b>105,0</b>	-
A119391	<b>396 893</b>	<b>312 071</b>	<b>94,2</b>	<b>103,0</b>	<b>90,5</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A119392	<b>385 553</b>	<b>309 350</b>	<b>94,3</b>	<b>102,9</b>	<b>89,8</b>	<b>106,0</b>	<b>100,4</b>	<b>105,0</b>	-
A119393	<b>362 873</b>	<b>295 288</b>	<b>94,4</b>	<b>102,7</b>	<b>88,3</b>	<b>105,7</b>	<b>100,1</b>	<b>105,0</b>	-
A119394	<b>340 194</b>	<b>285 763</b>	<b>94,6</b>	<b>102,4</b>	<b>86,8</b>	<b>105,3</b>	<b>99,9</b>	<b>105,0</b>	-

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

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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747-8F**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-2B67B, GEnx-2B67/P**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix**

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	
A119395	<b>317 514</b>	<b>272 155</b>	<b>94,8</b>	<b>102,2</b>	<b>85,3</b>	<b>104,9</b>	<b>99,6</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747SP**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-100 "CN" nacelle**

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	
A121212	<b>318 421</b>	<b>215 456</b>	<b>103,7</b>	<b>102,2</b>	<b>102,0</b>	<b>104,9</b>	<b>104,3</b>	<b>105,0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **747SP**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **-200 "CN" nacelle**

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	
A121211	<b>318 421</b>	<b>215 456</b>	<b>102,2</b>	<b>102,2</b>	<b>101,1</b>	<b>104,9</b>	<b>103,8</b>	<b>105,0</b>	-

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



### **TCDSN EASA.IM.A.196 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. This variant does not comply with the standards of ICAO Annex 16, Volume I, Chapter 3. Examples of this variant may not be registered and operated within the EU. Noise levels for this variant are not established.
3. This variant is considered to comply only with the standards of ICAO Annex 16, Volume I, Chapter 2. Examples of this variant may not be registered and operated within the EU.
4. This variant is considered to comply only with the standards of ICAO Annex 16, Volume I, Chapter 2. Examples of this variant may not be registered and operated within the EU. Noise levels for this variant are not established.
5. Noise levels for this variant are not established. Please contact [noise@easa.europa.eu](mailto:noise@easa.europa.eu) if you wish to register this variant.
6. Valid also for 747-400 BCF (Boeing Converted Freighter).
7. With or without thrust reverser non-acoustic titanium heat shield



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	05 March 2010	Initial Issue
Issue 2	03 June 2010	For B747-200 and B747-300 models with RB211-524D4 engines, certification basis changed from Chapter 2 to Chapter 3, lateral and flyover noise levels, and nacelle description revised.
Issue 3	14 September 2010	Revised, including changed lateral and flyover noise levels for 747-400 with CF6-80C2B1F engines with N1 modifier
Issue 4	20 January 2010	Revised
Issue 5	20 January 2011	Revised
Issue 6	19 August 2011	Model B747-8F added.
Issue 7	15 December 2011	Addition of model B747-8 and addition of engine type GEnx-2B67B to model B747-8F.
Issue 8	09 April 2013	Revised
Issue 9	09 April 2013	Revised
Issue 10	05 February 2014	Addition of GEnx-2B67/P engine and addition of record numbers A15459 and A15460
Issue 11	30 April 2014	Revised
Issue 12	13 November 2014	Revised
Issue 13	01 September 2015	Harmonized records regarding MTOM and MLM, added records A119386 and A120671, revised approach noise level of records A16760, A17627, A17628, A16779-16781 and A119386-A119388.
Issue 14	05 April 2016	Added records A121201, A121211 and A121211
Issue 15	28 October 2016	Added records for 747-400F fitted with PW4062A
Issue 16	24 November 2016	Revised
Issue 17	27 June 2017	Revised

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