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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.035**

**for**

**Boeing 767**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

767-200

767-300

767-300BCF

767-300F

767-400ER



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Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-200**

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

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

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	
A3276	<b>142,881</b>	<b>131,541</b>	<b>93.0</b>	<b>99.2</b>	<b>90.2</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3273	<b>136,077</b>	<b>116,573</b>	<b>93.2</b>	<b>99.0</b>	<b>88.6</b>	<b>95.0</b>	<b>101.4</b>	<b>102.6</b>	-
A3269	<b>127,005</b>	<b>122,469</b>	<b>93.3</b>	<b>98.8</b>	<b>86.4</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-200**

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

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup> **Derate 2**

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	
A3277	<b>142,881</b>	<b>131,541</b>	<b>91.2</b>	<b>99.2</b>	<b>93.5</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3274	<b>136,077</b>	<b>116,573</b>	<b>91.6</b>	<b>99.0</b>	<b>90.8</b>	<b>95.0</b>	<b>101.4</b>	<b>102.6</b>	-
A3270	<b>127,005</b>	<b>122,469</b>	<b>91.9</b>	<b>98.8</b>	<b>88.3</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-200**

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

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	
A3281	<b>163,293</b>	<b>136,077</b>	<b>94.8</b>	<b>99.7</b>	<b>92.8</b>	<b>96.1</b>	<b>101.4</b>	<b>103.2</b>	-
A3280	<b>159,210</b>	<b>136,077</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.4</b>	<b>103.1</b>	-
A5653	<b>159,210</b>	<b>128,366</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A8961	<b>159,210</b>	<b>126,098</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3279	<b>156,489</b>	<b>136,077</b>	<b>95.0</b>	<b>99.5</b>	<b>91.3</b>	<b>95.8</b>	<b>101.4</b>	<b>103.0</b>	-
A3278	<b>151,953</b>	<b>126,098</b>	<b>95.1</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>101.7</b>	<b>102.9</b>	-
A3397	<b>142,881</b>	<b>131,541</b>	<b>95.2</b>	<b>99.2</b>	<b>88.5</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3272	<b>136,077</b>	<b>122,469</b>	<b>95.4</b>	<b>99.0</b>	<b>87.1</b>	<b>95.0</b>	<b>101.6</b>	<b>102.6</b>	-
A3271	<b>127,913</b>	<b>116,573</b>	<b>95.5</b>	<b>98.8</b>	<b>85.1</b>	<b>94.7</b>	<b>101.4</b>	<b>102.4</b>	-
A3268	<b>127,005</b>	<b>122,469</b>	<b>95.5</b>	<b>98.8</b>	<b>84.9</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-200**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80A2**

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	
A3287	<b>163,293</b>	<b>136,077</b>	<b>96.5</b>	<b>99.7</b>	<b>91.7</b>	<b>96.1</b>	<b>101.7</b>	<b>103.2</b>	-
A3286	<b>159,210</b>	<b>136,077</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A5654	<b>159,210</b>	<b>128,366</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A8946	<b>159,210</b>	<b>126,098</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3285	<b>156,489</b>	<b>131,541</b>	<b>96.6</b>	<b>99.5</b>	<b>90.4</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3284	<b>151,953</b>	<b>126,098</b>	<b>96.7</b>	<b>99.4</b>	<b>89.5</b>	<b>95.6</b>	<b>101.7</b>	<b>102.9</b>	-
A8503	<b>145,149</b>	<b>126,098</b>	<b>96.8</b>	<b>99.3</b>	<b>88.1</b>	<b>95.4</b>	<b>101.7</b>	<b>102.8</b>	-
A120761	<b>145,149</b>	<b>123,377</b>	<b>96.8</b>	<b>99.3</b>	<b>88.1</b>	<b>95.4</b>	<b>101.6</b>	<b>102.8</b>	-
A3283	<b>136,077</b>	<b>123,377</b>	<b>97.0</b>	<b>99.0</b>	<b>86.3</b>	<b>95.0</b>	<b>101.6</b>	<b>102.6</b>	-
A3282	<b>127,005</b>	<b>122,469</b>	<b>97.2</b>	<b>98.8</b>	<b>84.2</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-200**

Engine Manufacturer<sup>1</sup> **General Electric Company** Engine Type Designation<sup>1</sup> **CF6-80C2B2**

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	
A8550	<b>159,210</b>	<b>136,077</b>	<b>93.7</b>	<b>99.6</b>	<b>89.5</b>	<b>95.9</b>	<b>96.4</b>	<b>103.1</b>	-
A3290	<b>156,489</b>	<b>136,077</b>	<b>93.7</b>	<b>99.5</b>	<b>89.0</b>	<b>95.8</b>	<b>96.4</b>	<b>103.0</b>	-
A3289	<b>147,417</b>	<b>126,098</b>	<b>93.9</b>	<b>99.3</b>	<b>87.3</b>	<b>95.5</b>	<b>95.9</b>	<b>102.8</b>	-
A3288	<b>136,077</b>	<b>122,469</b>	<b>94.1</b>	<b>99.0</b>	<b>85.2</b>	<b>95.0</b>	<b>95.7</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-200**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B2F**

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	
A3296	<b>163,293</b>	<b>136,077</b>	<b>93.4</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>96.5</b>	<b>103.2</b>	-
A3295	<b>159,210</b>	<b>136,077</b>	<b>93.4</b>	<b>99.6</b>	<b>89.4</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3294	<b>154,221</b>	<b>126,098</b>	<b>93.5</b>	<b>99.5</b>	<b>88.5</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	-
A3383	<b>145,149</b>	<b>126,098</b>	<b>93.6</b>	<b>99.3</b>	<b>86.8</b>	<b>95.4</b>	<b>95.9</b>	<b>102.8</b>	-
A3293	<b>145,149</b>	<b>122,469</b>	<b>93.6</b>	<b>99.3</b>	<b>86.8</b>	<b>95.4</b>	<b>95.8</b>	<b>102.8</b>	-
A3292	<b>136,077</b>	<b>122,469</b>	<b>93.8</b>	<b>99.0</b>	<b>85.1</b>	<b>95.0</b>	<b>95.8</b>	<b>102.6</b>	-

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





Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-200**

Engine Manufacturer<sup>1</sup> **General Electric Company** Engine Type Designation<sup>1</sup> **CF6-80C2B4**

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	
A3299	<b>175,540</b>	<b>136,077</b>	<b>95.0</b>	<b>100.0</b>	<b>90.6</b>	<b>96.5</b>	<b>96.4</b>	<b>103.4</b>	-
A3298	<b>172,365</b>	<b>126,098</b>	<b>95.1</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>95.9</b>	<b>103.4</b>	-
A3297	<b>159,210</b>	<b>122,469</b>	<b>95.3</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>95.7</b>	<b>103.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B4F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3306	<b>175,540</b>	<b>136,077</b>	<b>94.6</b>	<b>100.0</b>	<b>90.6</b>	<b>96.5</b>	<b>96.5</b>	<b>103.4</b>	-
A3305	<b>172,365</b>	<b>136,077</b>	<b>94.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>96.5</b>	<b>103.4</b>	-
A3304	<b>163,293</b>	<b>136,077</b>	<b>94.8</b>	<b>99.7</b>	<b>88.5</b>	<b>96.1</b>	<b>96.5</b>	<b>103.2</b>	-
A3303	<b>159,210</b>	<b>136,077</b>	<b>94.8</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3308	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>95.9</b>	<b>103.1</b>	-
A3302	<b>154,221</b>	<b>126,098</b>	<b>94.9</b>	<b>99.5</b>	<b>86.9</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	-
A3301	<b>145,149</b>	<b>122,469</b>	<b>95.0</b>	<b>99.3</b>	<b>85.3</b>	<b>95.4</b>	<b>95.8</b>	<b>102.8</b>	-
A3300	<b>136,077</b>	<b>122,469</b>	<b>95.2</b>	<b>99.0</b>	<b>83.7</b>	<b>95.0</b>	<b>95.8</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3425	<b>181,436</b>	<b>136,077</b>	<b>95.5</b>	<b>100.1</b>	<b>90.5</b>	<b>96.7</b>	<b>96.5</b>	<b>103.5</b>	-
A3314	<b>179,168</b>	<b>136,077</b>	<b>95.5</b>	<b>100.0</b>	<b>90.1</b>	<b>96.6</b>	<b>96.5</b>	<b>103.5</b>	-
A3313	<b>175,540</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>89.5</b>	<b>96.5</b>	<b>96.5</b>	<b>103.4</b>	-
A3312	<b>159,210</b>	<b>136,077</b>	<b>95.9</b>	<b>99.6</b>	<b>86.7</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3388	<b>159,210</b>	<b>126,098</b>	<b>95.9</b>	<b>99.6</b>	<b>86.7</b>	<b>95.9</b>	<b>95.9</b>	<b>103.1</b>	-
A3311	<b>145,149</b>	<b>126,098</b>	<b>96.1</b>	<b>99.3</b>	<b>84.4</b>	<b>95.4</b>	<b>95.9</b>	<b>102.8</b>	-
A3310	<b>138,345</b>	<b>122,469</b>	<b>96.2</b>	<b>99.1</b>	<b>83.2</b>	<b>95.1</b>	<b>95.8</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-200**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B7F**

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	
A3318	<b>181,436</b>	<b>136,077</b>	<b>97.0</b>	<b>100.1</b>	<b>89.5</b>	<b>96.7</b>	<b>96.5</b>	<b>103.5</b>	-
A3317	<b>179,168</b>	<b>136,077</b>	<b>97.0</b>	<b>100.0</b>	<b>89.2</b>	<b>96.6</b>	<b>96.5</b>	<b>103.5</b>	-
A3316	<b>175,540</b>	<b>126,098</b>	<b>97.1</b>	<b>100.0</b>	<b>88.6</b>	<b>96.5</b>	<b>95.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4D**

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

**Package A engine installation**

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	
A3332	<b>159,210</b>	<b>136,077</b>	<b>95.2</b>	<b>99.6</b>	<b>95.1</b>	<b>95.9</b>	<b>102.7</b>	<b>103.1</b>	-
A3330	<b>156,489</b>	<b>136,077</b>	<b>95.3</b>	<b>99.5</b>	<b>94.6</b>	<b>95.8</b>	<b>102.7</b>	<b>103.0</b>	-
A3328	<b>151,953</b>	<b>126,098</b>	<b>95.3</b>	<b>99.4</b>	<b>93.8</b>	<b>95.6</b>	<b>102.3</b>	<b>102.9</b>	-
A3326	<b>142,881</b>	<b>131,541</b>	<b>95.5</b>	<b>99.2</b>	<b>91.5</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3324	<b>139,933</b>	<b>123,377</b>	<b>95.5</b>	<b>99.1</b>	<b>90.8</b>	<b>95.2</b>	<b>102.2</b>	<b>102.7</b>	-
A3322	<b>136,077</b>	<b>122,469</b>	<b>95.6</b>	<b>99.0</b>	<b>89.8</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3320	<b>127,913</b>	<b>116,573</b>	<b>95.7</b>	<b>98.8</b>	<b>87.7</b>	<b>94.7</b>	<b>101.8</b>	<b>102.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4D**

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

**Package B engine installation**

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	
A3334	<b>163,293</b>	<b>136,077</b>	<b>95.3</b>	<b>99.7</b>	<b>96.2</b>	<b>96.1</b>	<b>102.6</b>	<b>103.2</b>	-
A3333	<b>159,210</b>	<b>136,077</b>	<b>95.4</b>	<b>99.6</b>	<b>95.6</b>	<b>95.9</b>	<b>102.6</b>	<b>103.1</b>	-
A3331	<b>156,489</b>	<b>136,077</b>	<b>95.5</b>	<b>99.5</b>	<b>95.2</b>	<b>95.8</b>	<b>102.6</b>	<b>103.0</b>	-
A3329	<b>151,953</b>	<b>126,098</b>	<b>95.5</b>	<b>99.4</b>	<b>94.4</b>	<b>95.6</b>	<b>102.2</b>	<b>102.9</b>	-
A3327	<b>142,881</b>	<b>131,541</b>	<b>95.6</b>	<b>99.2</b>	<b>92.2</b>	<b>95.3</b>	<b>102.4</b>	<b>102.7</b>	-
A3325	<b>139,933</b>	<b>123,377</b>	<b>95.7</b>	<b>99.1</b>	<b>91.5</b>	<b>95.2</b>	<b>102.1</b>	<b>102.7</b>	-
A3323	<b>136,077</b>	<b>122,469</b>	<b>95.7</b>	<b>99.0</b>	<b>90.6</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3321	<b>127,913</b>	<b>116,573</b>	<b>95.9</b>	<b>98.8</b>	<b>88.4</b>	<b>94.7</b>	<b>101.9</b>	<b>102.4</b>	-
A3319	<b>125,645</b>	<b>116,573</b>	<b>95.9</b>	<b>98.7</b>	<b>87.8</b>	<b>94.5</b>	<b>101.9</b>	<b>102.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4E**

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	
A3340	<b>163,293</b>	<b>136,077</b>	<b>96.2</b>	<b>99.7</b>	<b>95.4</b>	<b>96.1</b>	<b>102.6</b>	<b>103.2</b>	-
A3339	<b>159,210</b>	<b>136,077</b>	<b>96.3</b>	<b>99.6</b>	<b>94.8</b>	<b>95.9</b>	<b>102.6</b>	<b>103.1</b>	-
A3338	<b>156,489</b>	<b>131,541</b>	<b>96.3</b>	<b>99.5</b>	<b>94.3</b>	<b>95.8</b>	<b>102.4</b>	<b>103.0</b>	-
A3337	<b>151,953</b>	<b>126,098</b>	<b>96.4</b>	<b>99.4</b>	<b>93.3</b>	<b>95.6</b>	<b>102.2</b>	<b>102.9</b>	-
A3336	<b>136,077</b>	<b>123,377</b>	<b>96.7</b>	<b>99.0</b>	<b>89.5</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3335	<b>127,913</b>	<b>122,469</b>	<b>96.8</b>	<b>98.8</b>	<b>87.5</b>	<b>94.7</b>	<b>102.1</b>	<b>102.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4050**

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

**Engines fitted with FB2B 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	
A3344	<b>172,365</b>	<b>136,077</b>	<b>93.8</b>	<b>99.9</b>	<b>94.6</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3343	<b>163,293</b>	<b>126,098</b>	<b>94.0</b>	<b>99.7</b>	<b>92.7</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3342	<b>156,489</b>	<b>122,469</b>	<b>94.1</b>	<b>99.5</b>	<b>91.3</b>	<b>95.8</b>	<b>97.8</b>	<b>103.0</b>	-
A3341	<b>154,221</b>	<b>122,469</b>	<b>94.2</b>	<b>99.5</b>	<b>90.8</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4052**

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

**Engines fitted with FB2B 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	
A3456	<b>159,210</b>	<b>129,273</b>	<b>94.9</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>98.2</b>	<b>103.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4052**

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

**Engines fitted with 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	
A3347	<b>159,210</b>	<b>129,273</b>	<b>94.9</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>98.2</b>	<b>103.1</b>	-
A3346	<b>156,489</b>	<b>126,098</b>	<b>94.9</b>	<b>99.5</b>	<b>90.4</b>	<b>95.8</b>	<b>98.0</b>	<b>103.0</b>	-
A3345	<b>151,953</b>	<b>122,469</b>	<b>95.0</b>	<b>99.4</b>	<b>89.4</b>	<b>95.6</b>	<b>97.8</b>	<b>102.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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>

**Engines fitted with FB2B 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	
A3355	<b>181,436</b>	<b>136,077</b>	<b>95.5</b>	<b>100.1</b>	<b>93.7</b>	<b>96.7</b>	<b>98.6</b>	<b>103.5</b>	-
A3354	<b>179,168</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>93.3</b>	<b>96.6</b>	<b>98.6</b>	<b>103.5</b>	-
A3353	<b>175,540</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>92.6</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3352	<b>172,365</b>	<b>126,098</b>	<b>95.7</b>	<b>99.9</b>	<b>92.0</b>	<b>96.4</b>	<b>98.0</b>	<b>103.4</b>	-
A3351	<b>163,293</b>	<b>126,098</b>	<b>95.9</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3350	<b>159,210</b>	<b>122,469</b>	<b>96.0</b>	<b>99.6</b>	<b>89.4</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3349	<b>154,221</b>	<b>122,469</b>	<b>96.0</b>	<b>99.5</b>	<b>88.5</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-
A3348	<b>135,896</b>	<b>122,469</b>	<b>96.4</b>	<b>99.0</b>	<b>84.7</b>	<b>95.0</b>	<b>97.8</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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>

**Engines fitted with FB2C (Phase III) 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	
A3361	<b>179,168</b>	<b>136,077</b>	<b>94.5</b>	<b>100.0</b>	<b>89.8</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3360	<b>175,540</b>	<b>136,077</b>	<b>94.6</b>	<b>100.0</b>	<b>89.1</b>	<b>96.5</b>	<b>96.6</b>	<b>103.4</b>	-
A3359	<b>163,293</b>	<b>126,098</b>	<b>94.7</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>96.1</b>	<b>103.2</b>	-
A3358	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>86.0</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3357	<b>156,489</b>	<b>122,469</b>	<b>94.8</b>	<b>99.5</b>	<b>85.5</b>	<b>95.8</b>	<b>95.9</b>	<b>103.0</b>	-
A3356	<b>136,077</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-
A3465	<b>135,896</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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>

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A3392	<b>179,168</b>	<b>136,077</b>	<b>94.5</b>	<b>100.0</b>	<b>89.8</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3391	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>86.0</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3390	<b>135,896</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2B 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	
A3366	<b>175,540</b>	<b>136,077</b>	<b>96.9</b>	<b>100.0</b>	<b>91.6</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3365	<b>172,365</b>	<b>136,077</b>	<b>96.9</b>	<b>99.9</b>	<b>91.0</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3364	<b>163,293</b>	<b>126,098</b>	<b>97.1</b>	<b>99.7</b>	<b>89.4</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3363	<b>159,210</b>	<b>122,469</b>	<b>97.2</b>	<b>99.6</b>	<b>88.6</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3362	<b>154,221</b>	<b>122,469</b>	<b>97.3</b>	<b>99.5</b>	<b>87.7</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) 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	
A3373	<b>179,168</b>	<b>136,077</b>	<b>95.9</b>	<b>100.0</b>	<b>89.0</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3372	<b>175,540</b>	<b>136,077</b>	<b>95.9</b>	<b>100.0</b>	<b>88.4</b>	<b>96.5</b>	<b>96.6</b>	<b>103.4</b>	-
A3371	<b>172,365</b>	<b>136,077</b>	<b>95.9</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>96.6</b>	<b>103.4</b>	-
A3370	<b>163,293</b>	<b>126,098</b>	<b>96.0</b>	<b>99.7</b>	<b>86.0</b>	<b>96.1</b>	<b>96.1</b>	<b>103.2</b>	-
A3369	<b>159,210</b>	<b>126,098</b>	<b>96.1</b>	<b>99.6</b>	<b>85.4</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3368	<b>156,489</b>	<b>122,469</b>	<b>96.1</b>	<b>99.5</b>	<b>84.9</b>	<b>95.8</b>	<b>95.9</b>	<b>103.0</b>	-
A3367	<b>135,896</b>	<b>122,469</b>	<b>96.4</b>	<b>99.0</b>	<b>81.6</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-200**

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

Engine Type Designation<sup>1</sup> **PW4060A**

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

**Engines fitted with FB2B 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	
A3378	<b>175,540</b>	<b>136,077</b>	<b>97.8</b>	<b>100.0</b>	<b>91.1</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3377	<b>172,365</b>	<b>136,077</b>	<b>97.8</b>	<b>99.9</b>	<b>90.6</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3376	<b>163,293</b>	<b>126,098</b>	<b>98.0</b>	<b>99.7</b>	<b>88.9</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3375	<b>159,210</b>	<b>122,469</b>	<b>98.1</b>	<b>99.6</b>	<b>88.2</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3374	<b>154,221</b>	<b>122,469</b>	<b>98.2</b>	<b>99.5</b>	<b>87.3</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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





Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-300**

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

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	
A3492	<b>159,210</b>	<b>145,149</b>	<b>94.9</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3491	<b>156,489</b>	<b>145,149</b>	<b>94.9</b>	<b>99.5</b>	<b>91.5</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3490	<b>147,417</b>	<b>136,077</b>	<b>95.1</b>	<b>99.3</b>	<b>89.8</b>	<b>95.5</b>	<b>101.8</b>	<b>102.8</b>	-
A3489	<b>142,972</b>	<b>136,077</b>	<b>95.1</b>	<b>99.2</b>	<b>88.9</b>	<b>95.3</b>	<b>101.8</b>	<b>102.7</b>	-
A3488	<b>136,077</b>	<b>127,005</b>	<b>95.2</b>	<b>99.0</b>	<b>87.5</b>	<b>95.0</b>	<b>101.7</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company** Engine Type Designation<sup>1</sup> **CF6-80A2**

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	
A3497	<b>159,210</b>	<b>145,149</b>	<b>96.5</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3496	<b>156,489</b>	<b>145,149</b>	<b>96.5</b>	<b>99.5</b>	<b>90.7</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3495	<b>147,417</b>	<b>136,077</b>	<b>96.7</b>	<b>99.3</b>	<b>89.0</b>	<b>95.5</b>	<b>101.8</b>	<b>102.8</b>	-
A3494	<b>142,972</b>	<b>136,077</b>	<b>96.8</b>	<b>99.2</b>	<b>88.1</b>	<b>95.3</b>	<b>101.8</b>	<b>102.7</b>	-
A3493	<b>136,077</b>	<b>127,005</b>	<b>96.9</b>	<b>99.0</b>	<b>86.7</b>	<b>95.0</b>	<b>101.7</b>	<b>102.6</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B2**

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	
A3613	<b>130,952</b>	<b>127,005</b>	<b>94.3</b>	<b>98.9</b>	<b>83.1</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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



Type Certificate Holder <sup>1</sup>	<b>The Boeing Company</b>	Aircraft Type Designation <sup>1</sup>	<b>767-300</b>
Engine Manufacturer <sup>1</sup>	<b>General Electric Company</b>	Engine Type Designation <sup>1</sup>	<b>CF6-80C2B2F</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>None</b>	

Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	Chapter <sup>1</sup>	<b>3</b>
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EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3616	<b>163,293</b>	<b>154,221</b>	<b>93.5</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>99.7</b>	<b>103.2</b>	<b>2</b>
A3659	<b>163,293</b>	<b>145,149</b>	<b>93.5</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>
A3658	<b>159,210</b>	<b>154,221</b>	<b>93.6</b>	<b>99.6</b>	<b>89.5</b>	<b>95.9</b>	<b>99.7</b>	<b>103.1</b>	<b>2</b>
A3657	<b>156,489</b>	<b>145,149</b>	<b>93.6</b>	<b>99.5</b>	<b>89.1</b>	<b>95.8</b>	<b>98.5</b>	<b>103.0</b>	<b>2</b>
A3615	<b>147,417</b>	<b>136,077</b>	<b>93.7</b>	<b>99.3</b>	<b>87.5</b>	<b>95.5</b>	<b>97.5</b>	<b>102.8</b>	<b>2</b>
A3614	<b>136,077</b>	<b>127,005</b>	<b>93.9</b>	<b>99.0</b>	<b>85.5</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company** Engine Type Designation<sup>1</sup> **CF6-80C2B4**

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	
A3618	<b>184,612</b>	<b>145,149</b>	<b>95.2</b>	<b>100.2</b>	<b>92.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3662	<b>181,436</b>	<b>145,149</b>	<b>95.2</b>	<b>100.1</b>	<b>91.6</b>	<b>96.7</b>	<b>98.4</b>	<b>103.5</b>	<b>2</b>
A3661	<b>175,540</b>	<b>136,077</b>	<b>95.3</b>	<b>100.0</b>	<b>90.7</b>	<b>96.5</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A3617	<b>172,365</b>	<b>127,005</b>	<b>95.3</b>	<b>99.9</b>	<b>90.2</b>	<b>96.4</b>	<b>96.5</b>	<b>103.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B4F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3513	<b>186,880</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3512	<b>185,065</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3511	<b>175,540</b>	<b>145,149</b>	<b>94.8</b>	<b>100.0</b>	<b>90.7</b>	<b>96.5</b>	<b>98.5</b>	<b>103.4</b>	<b>2</b>
A3510	<b>163,293</b>	<b>136,077</b>	<b>95.0</b>	<b>99.7</b>	<b>88.7</b>	<b>96.1</b>	<b>97.5</b>	<b>103.2</b>	<b>2</b>
A3509	<b>136,077</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>84.2</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	<b>2</b>
A3508	<b>133,809</b>	<b>133,809</b>	<b>95.4</b>	<b>99.0</b>	<b>83.8</b>	<b>94.9</b>	<b>97.2</b>	<b>102.5</b>	<b>2</b>
A3619	<b>133,809</b>	<b>127,005</b>	<b>95.4</b>	<b>99.0</b>	<b>83.8</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6**

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	
A3521	<b>186,880</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A119398	<b>186,880</b>	<b>138,345</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>97.6</b>	<b>103.6</b>	<b>2</b>
A3520	<b>185,065</b>	<b>145,149</b>	<b>96.3</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3519	<b>184,612</b>	<b>145,149</b>	<b>96.3</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3518	<b>181,436</b>	<b>145,149</b>	<b>96.3</b>	<b>100.1</b>	<b>90.6</b>	<b>96.7</b>	<b>98.4</b>	<b>103.5</b>	<b>2</b>
A3517	<b>172,365</b>	<b>136,077</b>	<b>96.4</b>	<b>99.9</b>	<b>89.2</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A3516	<b>163,293</b>	<b>136,077</b>	<b>96.5</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>97.4</b>	<b>103.2</b>	<b>2</b>
A3623	<b>156,489</b>	<b>136,077</b>	<b>96.6</b>	<b>99.5</b>	<b>86.8</b>	<b>95.8</b>	<b>97.4</b>	<b>103.0</b>	<b>2</b>
A3515	<b>156,489</b>	<b>127,005</b>	<b>96.6</b>	<b>99.5</b>	<b>86.8</b>	<b>95.8</b>	<b>96.5</b>	<b>103.0</b>	<b>2</b>
A3514	<b>130,952</b>	<b>130,952</b>	<b>97.0</b>	<b>98.9</b>	<b>82.6</b>	<b>94.8</b>	<b>96.9</b>	<b>102.4</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6**

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	
A3622	<b>130,952</b>	<b>127,005</b>	<b>97.0</b>	<b>98.9</b>	<b>82.6</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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	
A3535	<b>186,880</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3533	<b>185,065</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3531	<b>184,612</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>90.9</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120620	<b>184,612</b>	<b>137,892</b>	<b>96.0</b>	<b>100.2</b>	<b>90.9</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A6723	<b>181,436</b>	<b>137,892</b>	<b>96.0</b>	<b>100.1</b>	<b>90.5</b>	<b>96.7</b>	<b>97.7</b>	<b>103.5</b>	<b>2</b>
A3685	<b>181,436</b>	<b>136,077</b>	<b>96.1</b>	<b>100.1</b>	<b>89.1</b>	<b>96.7</b>	<b>96.6</b>	<b>103.5</b>	<b>2</b>
A3527	<b>172,365</b>	<b>127,005</b>	<b>96.1</b>	<b>99.9</b>	<b>89.1</b>	<b>96.4</b>	<b>96.6</b>	<b>103.4</b>	<b>2</b>
A3525	<b>163,293</b>	<b>127,005</b>	<b>96.3</b>	<b>99.7</b>	<b>87.7</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3523	<b>156,489</b>	<b>127,005</b>	<b>96.4</b>	<b>99.5</b>	<b>86.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3537	<b>186,880</b>	<b>147,871</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A3536	<b>186,880</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A10107	<b>186,880</b>	<b>137,892</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A3534	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A17847	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3532	<b>184,612</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120641	<b>184,612</b>	<b>137,892</b>	<b>95.7</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A9000	<b>181,436</b>	<b>137,892</b>	<b>95.8</b>	<b>100.1</b>	<b>90.7</b>	<b>96.7</b>	<b>97.7</b>	<b>103.5</b>	<b>2</b>
A3530	<b>181,436</b>	<b>136,077</b>	<b>95.8</b>	<b>100.1</b>	<b>90.7</b>	<b>96.7</b>	<b>97.5</b>	<b>103.5</b>	<b>2</b>
A3528	<b>172,365</b>	<b>136,077</b>	<b>95.9</b>	<b>99.9</b>	<b>89.2</b>	<b>96.4</b>	<b>97.5</b>	<b>103.4</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3652	<b>163,293</b>	<b>136,077</b>	<b>96.0</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>97.5</b>	<b>103.2</b>	<b>2</b>
A3526	<b>163,293</b>	<b>127,005</b>	<b>96.0</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3628	<b>156,489</b>	<b>136,077</b>	<b>96.1</b>	<b>99.5</b>	<b>86.7</b>	<b>95.8</b>	<b>97.5</b>	<b>103.0</b>	<b>2</b>
A3524	<b>156,489</b>	<b>127,005</b>	<b>96.1</b>	<b>99.5</b>	<b>86.7</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3522	<b>130,952</b>	<b>130,952</b>	<b>96.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.0</b>	<b>102.4</b>	<b>2</b>
A3651	<b>130,952</b>	<b>127,005</b>	<b>96.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>96.6</b>	<b>102.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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

**With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119231	<b>186,880</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119354	<b>186,880</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.6</b>	<b>103.6</b>	<b>2</b>
A119232	<b>185,065</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119355	<b>185,065</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>98.6</b>	<b>103.6</b>	<b>2</b>
A119233	<b>184,612</b>	<b>154,221</b>	<b>96.3</b>	<b>100.2</b>	<b>89.8</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A120645	<b>184,612</b>	<b>145,149</b>	<b>96.3</b>	<b>100.2</b>	<b>89.8</b>	<b>96.8</b>	<b>98.6</b>	<b>103.6</b>	<b>2</b>
A119234	<b>181,436</b>	<b>147,871</b>	<b>96.3</b>	<b>100.1</b>	<b>89.4</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119235	<b>172,365</b>	<b>145,149</b>	<b>96.5</b>	<b>99.9</b>	<b>88.1</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119236	<b>163,293</b>	<b>140,613</b>	<b>96.7</b>	<b>99.7</b>	<b>86.9</b>	<b>96.1</b>	<b>98.2</b>	<b>103.2</b>	<b>2</b>
A119237	<b>156,489</b>	<b>136,077</b>	<b>96.9</b>	<b>99.5</b>	<b>86.0</b>	<b>95.8</b>	<b>97.7</b>	<b>103.0</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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

**With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119238	<b>145,149</b>	<b>133,809</b>	<b>97.1</b>	<b>99.3</b>	<b>84.4</b>	<b>95.4</b>	<b>97.5</b>	<b>102.8</b>	<b>2</b>
A119239	<b>140,613</b>	<b>130,952</b>	<b>97.3</b>	<b>99.1</b>	<b>83.8</b>	<b>95.2</b>	<b>97.3</b>	<b>102.7</b>	<b>2</b>
A119240	<b>130,952</b>	<b>127,005</b>	<b>97.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F, CF6-80C2B7F**

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

**Engine intermix, CF6-80C2B6F fitted with N1 modifier, CF6-80C2B7F derated to CF6-80C2B6F rating**

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	
A122019	<b>186,880</b>	<b>140,613</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.0</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119241	<b>186,880</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119242	<b>184,612</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119243	<b>181,890</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119244	<b>181,436</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119245	<b>172,365</b>	<b>145,149</b>	<b>97.7</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119246	<b>163,293</b>	<b>145,149</b>	<b>97.9</b>	<b>99.7</b>	<b>86.5</b>	<b>96.1</b>	<b>98.6</b>	<b>103.2</b>	<b>2</b>
A119247	<b>156,489</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119248	<b>154,221</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.3</b>	<b>95.7</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119249	<b>145,149</b>	<b>136,077</b>	<b>98.4</b>	<b>99.3</b>	<b>84.2</b>	<b>95.4</b>	<b>97.7</b>	<b>102.8</b>	<b>2</b>
A119250	<b>136,077</b>	<b>133,809</b>	<b>98.6</b>	<b>99.0</b>	<b>83.0</b>	<b>95.0</b>	<b>97.5</b>	<b>102.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119251	<b>133,809</b>	<b>130,952</b>	<b>98.7</b>	<b>99.0</b>	<b>82.7</b>	<b>94.9</b>	<b>97.3</b>	<b>102.5</b>	<b>2</b>
A119252	<b>130,952</b>	<b>127,005</b>	<b>98.7</b>	<b>98.9</b>	<b>82.3</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>
A119253	<b>127,005</b>	<b>127,005</b>	<b>98.8</b>	<b>98.8</b>	<b>81.8</b>	<b>94.6</b>	<b>97.1</b>	<b>102.3</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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	
A3700	<b>186,880</b>	<b>154,221</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>99.7</b>	<b>103.6</b>	<b>2</b>
A8551	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A7060	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A18195	<b>186,880</b>	<b>140,613</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.0</b>	<b>103.6</b>	<b>2</b>
A119491	<b>186,880</b>	<b>136,077</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>97.5</b>	<b>103.6</b>	<b>2</b>
A3543	<b>184,612</b>	<b>154,221</b>	<b>97.0</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.7</b>	<b>103.6</b>	<b>2</b>
A8999	<b>184,612</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120643	<b>184,158</b>	<b>143,335</b>	<b>97.0</b>	<b>100.1</b>	<b>89.7</b>	<b>96.8</b>	<b>98.3</b>	<b>103.6</b>	<b>2</b>
A3542	<b>181,436</b>	<b>154,221</b>	<b>97.0</b>	<b>100.1</b>	<b>89.2</b>	<b>96.7</b>	<b>99.7</b>	<b>103.5</b>	<b>2</b>
A3541	<b>172,365</b>	<b>154,221</b>	<b>97.2</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>99.7</b>	<b>103.4</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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	
A13035	<b>172,365</b>	<b>140,613</b>	<b>97.2</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.0</b>	<b>103.4</b>	<b>2</b>
A3540	<b>163,293</b>	<b>145,149</b>	<b>97.3</b>	<b>99.7</b>	<b>86.6</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>
A119350	<b>160,000</b>	<b>145,149</b>	<b>97.3</b>	<b>99.6</b>	<b>86.2</b>	<b>95.9</b>	<b>98.5</b>	<b>103.1</b>	<b>2</b>
A3539	<b>156,489</b>	<b>136,077</b>	<b>97.4</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>97.5</b>	<b>103.0</b>	<b>2</b>
A119351	<b>150,000</b>	<b>145,149</b>	<b>97.5</b>	<b>99.4</b>	<b>84.8</b>	<b>95.6</b>	<b>98.5</b>	<b>102.9</b>	<b>2</b>
A10984	<b>140,613</b>	<b>140,613</b>	<b>97.6</b>	<b>99.1</b>	<b>83.8</b>	<b>95.2</b>	<b>98.0</b>	<b>102.7</b>	<b>2</b>
A3538	<b>136,077</b>	<b>127,005</b>	<b>97.7</b>	<b>99.0</b>	<b>83.2</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4D**

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	
A3551	<b>159,210</b>	<b>145,149</b>	<b>95.4</b>	<b>99.6</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-
A3550	<b>156,489</b>	<b>145,149</b>	<b>95.4</b>	<b>99.5</b>	<b>95.3</b>	<b>95.8</b>	<b>103.0</b>	<b>103.0</b>	-
A3548	<b>147,417</b>	<b>136,077</b>	<b>95.5</b>	<b>99.3</b>	<b>93.7</b>	<b>95.5</b>	<b>102.6</b>	<b>102.8</b>	-
A3547	<b>142,972</b>	<b>136,077</b>	<b>95.6</b>	<b>99.2</b>	<b>92.7</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3545	<b>136,077</b>	<b>127,005</b>	<b>95.7</b>	<b>99.0</b>	<b>91.0</b>	<b>95.0</b>	<b>102.3</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4D**

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

**Package B (improved flaps)**

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	
A3549	<b>151,953</b>	<b>136,077</b>	<b>95.7</b>	<b>99.4</b>	<b>94.3</b>	<b>95.6</b>	<b>103.5</b>	<b>102.9</b>	-
A3546	<b>142,972</b>	<b>136,077</b>	<b>95.8</b>	<b>99.2</b>	<b>92.4</b>	<b>95.3</b>	<b>103.5</b>	<b>102.7</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **JT9D-7R4E**

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	
A3556	<b>159,210</b>	<b>145,149</b>	<b>96.2</b>	<b>99.6</b>	<b>95.0</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-
A3555	<b>156,489</b>	<b>145,149</b>	<b>96.2</b>	<b>99.5</b>	<b>94.6</b>	<b>95.8</b>	<b>103.0</b>	<b>103.0</b>	-
A3554	<b>147,417</b>	<b>136,077</b>	<b>96.4</b>	<b>99.3</b>	<b>92.7</b>	<b>95.5</b>	<b>102.6</b>	<b>102.8</b>	-
A3553	<b>142,972</b>	<b>136,077</b>	<b>96.4</b>	<b>99.2</b>	<b>91.7</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3552	<b>136,077</b>	<b>127,005</b>	<b>96.5</b>	<b>99.0</b>	<b>90.0</b>	<b>95.0</b>	<b>102.3</b>	<b>102.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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>

**Engines fitted with FB2B 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	
A3708	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.3</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3707	<b>184,612</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3706	<b>181,436</b>	<b>136,077</b>	<b>95.8</b>	<b>100.1</b>	<b>93.6</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3561	<b>175,540</b>	<b>127,005</b>	<b>95.9</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3560	<b>172,365</b>	<b>127,005</b>	<b>96.0</b>	<b>99.9</b>	<b>92.0</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3559	<b>163,293</b>	<b>127,005</b>	<b>96.1</b>	<b>99.7</b>	<b>90.5</b>	<b>96.1</b>	<b>98.8</b>	<b>103.2</b>	<b>2</b>
A3558	<b>156,489</b>	<b>127,005</b>	<b>96.2</b>	<b>99.5</b>	<b>89.2</b>	<b>95.8</b>	<b>98.8</b>	<b>103.0</b>	<b>2</b>
A3557	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>84.7</b>	<b>94.9</b>	<b>98.8</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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>

**Engines fitted with FB2C (Phase III) 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	
A3572	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3571	<b>185,065</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>90.7</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3570	<b>181,436</b>	<b>145,149</b>	<b>94.6</b>	<b>100.1</b>	<b>90.2</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A8960	<b>177,354</b>	<b>136,077</b>	<b>94.7</b>	<b>100.0</b>	<b>89.5</b>	<b>96.5</b>	<b>97.3</b>	<b>103.5</b>	<b>2</b>
A3569	<b>175,540</b>	<b>136,077</b>	<b>94.7</b>	<b>100.0</b>	<b>89.2</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3568	<b>172,365</b>	<b>136,077</b>	<b>94.8</b>	<b>99.9</b>	<b>88.7</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3567	<b>163,293</b>	<b>127,005</b>	<b>94.9</b>	<b>99.7</b>	<b>87.0</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3566	<b>156,489</b>	<b>127,005</b>	<b>95.0</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3565	<b>133,809</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>81.9</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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>

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A3635	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3634	<b>156,489</b>	<b>136,077</b>	<b>95.0</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>97.3</b>	<b>103.0</b>	<b>2</b>
A3633	<b>133,809</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>81.9</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300**

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>

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <956NRI> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120422	<b>186,880</b>	<b>147,871</b>	<b>94.9</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120423	<b>185,065</b>	<b>145,149</b>	<b>95.0</b>	<b>100.2</b>	<b>90.8</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120424	<b>181,436</b>	<b>140,613</b>	<b>95.2</b>	<b>100.1</b>	<b>90.2</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120425	<b>175,540</b>	<b>136,077</b>	<b>95.3</b>	<b>100.0</b>	<b>89.2</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120426	<b>172,365</b>	<b>133,809</b>	<b>95.4</b>	<b>99.9</b>	<b>88.7</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120427	<b>163,293</b>	<b>130,952</b>	<b>95.6</b>	<b>99.7</b>	<b>87.1</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120428	<b>156,489</b>	<b>127,005</b>	<b>95.7</b>	<b>99.5</b>	<b>86.0</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>
A120429	<b>133,809</b>	<b>127,005</b>	<b>96.3</b>	<b>99.0</b>	<b>82.0</b>	<b>94.9</b>	<b>96.9</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2B 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	
A3580	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.5</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3579	<b>185,065</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3578	<b>184,612</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3577	<b>181,436</b>	<b>136,077</b>	<b>97.1</b>	<b>100.1</b>	<b>92.6</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3576	<b>175,540</b>	<b>127,005</b>	<b>97.2</b>	<b>100.0</b>	<b>91.7</b>	<b>96.5</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3575	<b>172,365</b>	<b>127,005</b>	<b>97.2</b>	<b>99.9</b>	<b>91.2</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3574	<b>156,489</b>	<b>127,005</b>	<b>97.5</b>	<b>99.5</b>	<b>88.5</b>	<b>95.8</b>	<b>98.8</b>	<b>103.0</b>	<b>2</b>
A3573	<b>142,881</b>	<b>127,005</b>	<b>97.7</b>	<b>99.2</b>	<b>85.9</b>	<b>95.3</b>	<b>98.8</b>	<b>102.7</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) 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	
A3588	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3587	<b>185,065</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A10166	<b>184,612</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3586	<b>181,436</b>	<b>145,149</b>	<b>96.0</b>	<b>100.1</b>	<b>89.5</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A3585	<b>175,540</b>	<b>136,077</b>	<b>96.0</b>	<b>100.0</b>	<b>88.6</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3584	<b>172,365</b>	<b>136,077</b>	<b>96.1</b>	<b>99.9</b>	<b>88.0</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3583	<b>163,293</b>	<b>127,005</b>	<b>96.2</b>	<b>99.7</b>	<b>86.4</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3582	<b>156,489</b>	<b>127,005</b>	<b>96.3</b>	<b>99.5</b>	<b>85.1</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3581	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>81.5</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, AFM Option Code <9FB2C> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119207	<b>186,880</b>	<b>147,871</b>	<b>96.1</b>	<b>100.2</b>	<b>90.5</b>	<b>96.8</b>	<b>99.3</b>	<b>103.6</b>	<b>2</b>
A119208	<b>185,065</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>90.2</b>	<b>96.8</b>	<b>99.1</b>	<b>103.6</b>	<b>2</b>
A119209	<b>181,436</b>	<b>140,613</b>	<b>96.3</b>	<b>100.1</b>	<b>89.6</b>	<b>96.7</b>	<b>98.9</b>	<b>103.5</b>	<b>2</b>
A119210	<b>175,540</b>	<b>136,077</b>	<b>96.4</b>	<b>100.0</b>	<b>88.7</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119211	<b>172,365</b>	<b>136,077</b>	<b>96.5</b>	<b>99.9</b>	<b>88.2</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119212	<b>163,293</b>	<b>133,809</b>	<b>96.7</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>
A119213	<b>156,489</b>	<b>130,952</b>	<b>96.8</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.3</b>	<b>103.0</b>	<b>2</b>
A119214	<b>133,809</b>	<b>127,005</b>	<b>97.4</b>	<b>99.0</b>	<b>82.1</b>	<b>94.9</b>	<b>98.1</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A3638	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3637	<b>156,489</b>	<b>136,077</b>	<b>96.3</b>	<b>99.5</b>	<b>85.1</b>	<b>95.8</b>	<b>97.3</b>	<b>103.0</b>	<b>2</b>
A3636	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>81.5</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <960NRI> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120430	<b>186,880</b>	<b>147,871</b>	<b>96.0</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120431	<b>185,065</b>	<b>145,149</b>	<b>96.1</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120432	<b>181,436</b>	<b>140,613</b>	<b>96.1</b>	<b>100.1</b>	<b>89.4</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120433	<b>175,540</b>	<b>136,077</b>	<b>96.3</b>	<b>100.0</b>	<b>88.5</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120434	<b>172,365</b>	<b>133,809</b>	<b>96.3</b>	<b>99.9</b>	<b>88.0</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120435	<b>163,293</b>	<b>130,952</b>	<b>96.5</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120436	<b>156,489</b>	<b>127,005</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>
A120437	<b>133,809</b>	<b>127,005</b>	<b>97.3</b>	<b>99.0</b>	<b>82.1</b>	<b>94.9</b>	<b>96.9</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2B 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	
A3594	<b>186,880</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>92.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3593	<b>185,065</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>91.9</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3592	<b>184,612</b>	<b>145,149</b>	<b>99.1</b>	<b>100.2</b>	<b>91.8</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3591	<b>181,436</b>	<b>145,149</b>	<b>99.1</b>	<b>100.1</b>	<b>91.3</b>	<b>96.7</b>	<b>100.2</b>	<b>103.5</b>	<b>2</b>
A3640	<b>181,436</b>	<b>136,077</b>	<b>99.1</b>	<b>100.1</b>	<b>91.3</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3590	<b>175,540</b>	<b>136,077</b>	<b>99.2</b>	<b>100.0</b>	<b>90.3</b>	<b>96.5</b>	<b>99.5</b>	<b>103.4</b>	<b>2</b>
A3589	<b>172,365</b>	<b>127,005</b>	<b>99.3</b>	<b>99.9</b>	<b>89.8</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) 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	
A3601	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3600	<b>185,065</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3599	<b>181,436</b>	<b>145,149</b>	<b>97.6</b>	<b>100.1</b>	<b>89.1</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A3598	<b>175,540</b>	<b>136,077</b>	<b>97.7</b>	<b>100.0</b>	<b>88.1</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3597	<b>172,365</b>	<b>136,077</b>	<b>97.8</b>	<b>99.9</b>	<b>87.5</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3596	<b>163,293</b>	<b>127,005</b>	<b>97.9</b>	<b>99.7</b>	<b>85.9</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3595	<b>156,489</b>	<b>127,005</b>	<b>98.0</b>	<b>99.5</b>	<b>84.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, AFM Option Code <92FB2C> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119340	<b>186,880</b>	<b>147,871</b>	<b>97.3</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>99.3</b>	<b>103.6</b>	<b>2</b>
A119341	<b>185,065</b>	<b>145,149</b>	<b>97.3</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.1</b>	<b>103.6</b>	<b>2</b>
A119353	<b>184,612</b>	<b>145,149</b>	<b>97.3</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.1</b>	<b>103.6</b>	<b>2</b>
A119342	<b>181,436</b>	<b>140,613</b>	<b>97.4</b>	<b>100.1</b>	<b>89.2</b>	<b>96.7</b>	<b>98.9</b>	<b>103.5</b>	<b>2</b>
A119343	<b>175,540</b>	<b>136,077</b>	<b>97.5</b>	<b>100.0</b>	<b>88.2</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119344	<b>172,365</b>	<b>133,809</b>	<b>97.6</b>	<b>99.9</b>	<b>87.7</b>	<b>96.4</b>	<b>98.5</b>	<b>103.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A3644	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3643	<b>175,540</b>	<b>136,077</b>	<b>97.7</b>	<b>100.0</b>	<b>88.1</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3642	<b>156,489</b>	<b>127,005</b>	<b>98.0</b>	<b>99.5</b>	<b>84.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <962NRI> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120438	<b>186,880</b>	<b>147,871</b>	<b>97.1</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120439	<b>185,065</b>	<b>145,149</b>	<b>97.2</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120440	<b>181,436</b>	<b>140,613</b>	<b>97.3</b>	<b>100.1</b>	<b>88.9</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120441	<b>175,540</b>	<b>136,077</b>	<b>97.4</b>	<b>100.0</b>	<b>88.0</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120442	<b>172,365</b>	<b>133,809</b>	<b>97.5</b>	<b>99.9</b>	<b>87.5</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120443	<b>163,293</b>	<b>130,952</b>	<b>97.7</b>	<b>99.7</b>	<b>86.0</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120444	<b>156,489</b>	<b>127,005</b>	<b>97.9</b>	<b>99.5</b>	<b>85.0</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **RB211-524G**

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	
A3607	<b>184,612</b>	<b>145,149</b>	<b>94.0</b>	<b>100.2</b>	<b>93.8</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</b>	-
A3750	<b>181,436</b>	<b>145,149</b>	<b>94.0</b>	<b>100.1</b>	<b>93.3</b>	<b>96.7</b>	<b>99.8</b>	<b>103.5</b>	-
A3605	<b>175,540</b>	<b>145,149</b>	<b>94.1</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>99.8</b>	<b>103.4</b>	-
A3646	<b>175,540</b>	<b>136,077</b>	<b>94.1</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>99.1</b>	<b>103.4</b>	-
A3604	<b>172,365</b>	<b>136,077</b>	<b>94.1</b>	<b>99.9</b>	<b>92.1</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A3603	<b>163,293</b>	<b>127,005</b>	<b>94.2</b>	<b>99.7</b>	<b>90.7</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A3602	<b>154,221</b>	<b>127,005</b>	<b>94.3</b>	<b>99.5</b>	<b>89.4</b>	<b>95.7</b>	<b>98.5</b>	<b>103.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **767-300**

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

Engine Type Designation<sup>1</sup> **RB211-524H**

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	
A3756	<b>184,612</b>	<b>145,149</b>	<b>94.8</b>	<b>100.2</b>	<b>92.9</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</b>	-
A3755	<b>181,436</b>	<b>145,149</b>	<b>94.8</b>	<b>100.1</b>	<b>92.5</b>	<b>96.7</b>	<b>99.8</b>	<b>103.5</b>	-
A8950	<b>181,436</b>	<b>136,000</b>	<b>94.8</b>	<b>100.1</b>	<b>92.5</b>	<b>96.7</b>	<b>99.1</b>	<b>103.5</b>	-
A3610	<b>172,365</b>	<b>136,077</b>	<b>94.9</b>	<b>99.9</b>	<b>91.3</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A8951	<b>172,300</b>	<b>136,000</b>	<b>94.9</b>	<b>99.9</b>	<b>91.3</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A122021	<b>166,922</b>	<b>136,077</b>	<b>95.0</b>	<b>99.8</b>	<b>90.5</b>	<b>96.2</b>	<b>99.1</b>	<b>103.3</b>	-
A3609	<b>163,293</b>	<b>127,005</b>	<b>95.1</b>	<b>99.7</b>	<b>90.0</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A16237	<b>162,386</b>	<b>136,077</b>	<b>95.1</b>	<b>99.7</b>	<b>89.9</b>	<b>96.0</b>	<b>99.1</b>	<b>103.2</b>	-
A8952	<b>158,000</b>	<b>136,000</b>	<b>95.2</b>	<b>99.6</b>	<b>89.2</b>	<b>95.9</b>	<b>99.1</b>	<b>103.1</b>	-
A3608	<b>154,221</b>	<b>127,005</b>	<b>95.2</b>	<b>99.5</b>	<b>88.7</b>	<b>95.7</b>	<b>98.5</b>	<b>103.0</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

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	
A119022	<b>159,210</b>	<b>145,149</b>	<b>94.9</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</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> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company** Engine Type Designation<sup>1</sup> **CF6-80A2**

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	
A119023	<b>159,210</b>	<b>145,149</b>	<b>96.5</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B2**

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	
A119024	<b>130,952</b>	<b>127,005</b>	<b>94.3</b>	<b>98.9</b>	<b>83.1</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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





Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B2F**

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	
A119025	<b>163,293</b>	<b>145,149</b>	<b>93.5</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B4**

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	
A119026	<b>184,612</b>	<b>145,149</b>	<b>95.2</b>	<b>100.2</b>	<b>92.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**

Engine Type Designation<sup>1</sup>      **CF6-80C2B4F**

Additional modifications essential to meet the requirements or needed to attain the  
certificated 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	
A119041	<b>186,880</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6**

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	
A119027	<b>186,880</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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	
A119028	<b>186,880</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A119020	<b>186,880</b>	<b>147,871</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A122762	<b>184,249</b>	<b>147,871</b>	<b>95.7</b>	<b>100.1</b>	<b>91.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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

**With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119309	<b>186,880</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119310	<b>185,065</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119311	<b>184,612</b>	<b>154,221</b>	<b>96.3</b>	<b>100.2</b>	<b>89.8</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A122761	<b>184,249</b>	<b>147,871</b>	<b>96.3</b>	<b>100.1</b>	<b>89.7</b>	<b>96.8</b>	<b>99.0</b>	<b>103.6</b>	<b>2</b>
A119312	<b>181,436</b>	<b>147,871</b>	<b>96.3</b>	<b>100.1</b>	<b>89.4</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119313	<b>172,365</b>	<b>145,149</b>	<b>96.5</b>	<b>99.9</b>	<b>88.1</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119314	<b>163,293</b>	<b>140,613</b>	<b>96.7</b>	<b>99.7</b>	<b>86.9</b>	<b>96.1</b>	<b>98.2</b>	<b>103.2</b>	<b>2</b>
A119315	<b>156,489</b>	<b>136,077</b>	<b>96.9</b>	<b>99.5</b>	<b>86.0</b>	<b>95.8</b>	<b>97.7</b>	<b>103.0</b>	<b>2</b>
A119316	<b>145,149</b>	<b>133,809</b>	<b>97.1</b>	<b>99.3</b>	<b>84.4</b>	<b>95.4</b>	<b>97.5</b>	<b>102.8</b>	<b>2</b>
A119317	<b>140,613</b>	<b>130,952</b>	<b>97.3</b>	<b>99.1</b>	<b>83.8</b>	<b>95.2</b>	<b>97.3</b>	<b>102.7</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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

**With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119318	<b>130,952</b>	<b>127,005</b>	<b>97.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119319	<b>186,880</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119320	<b>184,612</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119321	<b>181,890</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119322	<b>181,436</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119323	<b>172,365</b>	<b>145,149</b>	<b>97.7</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119324	<b>163,293</b>	<b>145,149</b>	<b>97.9</b>	<b>99.7</b>	<b>86.5</b>	<b>96.1</b>	<b>98.6</b>	<b>103.2</b>	<b>2</b>
A119325	<b>156,489</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119326	<b>154,221</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.3</b>	<b>95.7</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119327	<b>145,149</b>	<b>136,077</b>	<b>98.4</b>	<b>99.3</b>	<b>84.2</b>	<b>95.4</b>	<b>97.7</b>	<b>102.8</b>	<b>2</b>
A119328	<b>136,077</b>	<b>133,809</b>	<b>98.6</b>	<b>99.0</b>	<b>83.0</b>	<b>95.0</b>	<b>97.5</b>	<b>102.6</b>	<b>2</b>

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

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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119329	<b>133,809</b>	<b>130,952</b>	<b>98.7</b>	<b>99.0</b>	<b>82.7</b>	<b>94.9</b>	<b>97.3</b>	<b>102.5</b>	<b>2</b>
A119330	<b>130,952</b>	<b>127,005</b>	<b>98.7</b>	<b>98.9</b>	<b>82.3</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>
A119331	<b>127,005</b>	<b>127,005</b>	<b>98.8</b>	<b>98.8</b>	<b>81.8</b>	<b>94.6</b>	<b>97.1</b>	<b>102.3</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B7F**

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	
A119019	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4D**

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	
A119029	<b>159,210</b>	<b>145,149</b>	<b>95.4</b>	<b>99.6</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</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>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **JT9D-7R4D**

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

**Package B (improved flaps)**

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	
A119021	<b>151,953</b>	<b>136,077</b>	<b>95.7</b>	<b>99.4</b>	<b>94.3</b>	<b>95.6</b>	<b>103.5</b>	<b>102.9</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300BCF**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **JT9D-7R4E**

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	
A119030	<b>159,210</b>	<b>145,149</b>	<b>96.2</b>	<b>99.6</b>	<b>95.0</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</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>      **767-300BCF**

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>

**Engines fitted with FB2B 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	
A119032	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.3</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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>

**Engines fitted with FB2C (Phase III) 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	
A119035	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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>

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A119038	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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>

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <956NRI> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120468	<b>186,880</b>	<b>147,871</b>	<b>94.9</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120469	<b>185,065</b>	<b>145,149</b>	<b>95.0</b>	<b>100.2</b>	<b>90.8</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120470	<b>181,436</b>	<b>140,613</b>	<b>95.2</b>	<b>100.1</b>	<b>90.2</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120471	<b>175,540</b>	<b>136,077</b>	<b>95.3</b>	<b>100.0</b>	<b>89.2</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120472	<b>172,365</b>	<b>133,809</b>	<b>95.4</b>	<b>99.9</b>	<b>88.7</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120473	<b>163,293</b>	<b>130,952</b>	<b>95.6</b>	<b>99.7</b>	<b>87.1</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120474	<b>156,489</b>	<b>127,005</b>	<b>95.7</b>	<b>99.5</b>	<b>86.0</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>
A120475	<b>133,809</b>	<b>127,005</b>	<b>96.3</b>	<b>99.0</b>	<b>82.0</b>	<b>94.9</b>	<b>96.9</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **PW4060**

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

**Engines fitted with FB2B 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	
A119033	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.5</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **PW4060**

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

**Engines fitted with FB2C (Phase III) 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	
A119036	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, AFM Option Code <9FB2C> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119332	<b>186,880</b>	<b>147,871</b>	<b>96.1</b>	<b>100.2</b>	<b>90.5</b>	<b>96.8</b>	<b>99.3</b>	<b>103.6</b>	<b>2</b>
A119333	<b>185,065</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>90.2</b>	<b>96.8</b>	<b>99.1</b>	<b>103.6</b>	<b>2</b>
A119334	<b>181,436</b>	<b>140,613</b>	<b>96.3</b>	<b>100.1</b>	<b>89.6</b>	<b>96.7</b>	<b>98.9</b>	<b>103.5</b>	<b>2</b>
A119335	<b>175,540</b>	<b>136,077</b>	<b>96.4</b>	<b>100.0</b>	<b>88.7</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119336	<b>172,365</b>	<b>136,077</b>	<b>96.5</b>	<b>99.9</b>	<b>88.2</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119337	<b>163,293</b>	<b>133,809</b>	<b>96.7</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>
A119338	<b>156,489</b>	<b>130,952</b>	<b>96.8</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.3</b>	<b>103.0</b>	<b>2</b>
A119339	<b>133,809</b>	<b>127,005</b>	<b>97.4</b>	<b>99.0</b>	<b>82.1</b>	<b>94.9</b>	<b>98.1</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet  
(NRI)**

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	
A119039	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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

Engine Type Designation<sup>1</sup> **PW4060**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <960NRI> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120476	<b>186,880</b>	<b>147,871</b>	<b>96.0</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120477	<b>185,065</b>	<b>145,149</b>	<b>96.1</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120478	<b>181,436</b>	<b>140,613</b>	<b>96.1</b>	<b>100.1</b>	<b>89.4</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120479	<b>175,540</b>	<b>136,077</b>	<b>96.3</b>	<b>100.0</b>	<b>88.5</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120480	<b>172,365</b>	<b>133,809</b>	<b>96.3</b>	<b>99.9</b>	<b>88.0</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120481	<b>163,293</b>	<b>130,952</b>	<b>96.5</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120482	<b>156,489</b>	<b>127,005</b>	<b>96.7</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>
A120483	<b>133,809</b>	<b>127,005</b>	<b>97.3</b>	<b>99.0</b>	<b>82.1</b>	<b>94.9</b>	<b>96.9</b>	<b>102.5</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **PW4062**

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

**Engines fitted with FB2B 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	
A119034	<b>186,880</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>92.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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





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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) 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	
A119037	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, AFM Option Code <94FB2C> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119345	<b>186,880</b>	<b>147,871</b>	<b>97.3</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>99.3</b>	<b>103.6</b>	<b>2</b>
A119346	<b>185,065</b>	<b>145,149</b>	<b>97.3</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.1</b>	<b>103.6</b>	<b>2</b>
A119347	<b>181,436</b>	<b>140,613</b>	<b>97.4</b>	<b>100.1</b>	<b>89.2</b>	<b>96.7</b>	<b>98.9</b>	<b>103.5</b>	<b>2</b>
A119348	<b>175,540</b>	<b>136,077</b>	<b>97.5</b>	<b>100.0</b>	<b>88.2</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119349	<b>172,365</b>	<b>133,809</b>	<b>97.6</b>	<b>99.9</b>	<b>87.7</b>	<b>96.4</b>	<b>98.5</b>	<b>103.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI)**

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	
A119040	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300BCF**

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

Engine Type Designation<sup>1</sup> **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades, noise reduction inlet (NRI), AFM Option Code <962NRI> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120484	<b>186,880</b>	<b>147,871</b>	<b>97.1</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A120485	<b>185,065</b>	<b>145,149</b>	<b>97.2</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>98.2</b>	<b>103.6</b>	<b>2</b>
A120486	<b>181,436</b>	<b>140,613</b>	<b>97.3</b>	<b>100.1</b>	<b>88.9</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A120487	<b>175,540</b>	<b>136,077</b>	<b>97.4</b>	<b>100.0</b>	<b>88.0</b>	<b>96.5</b>	<b>97.6</b>	<b>103.4</b>	<b>2</b>
A120488	<b>172,365</b>	<b>133,809</b>	<b>97.5</b>	<b>99.9</b>	<b>87.5</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A120489	<b>163,293</b>	<b>130,952</b>	<b>97.7</b>	<b>99.7</b>	<b>86.0</b>	<b>96.1</b>	<b>97.2</b>	<b>103.2</b>	<b>2</b>
A120490	<b>156,489</b>	<b>127,005</b>	<b>97.9</b>	<b>99.5</b>	<b>85.0</b>	<b>95.8</b>	<b>96.9</b>	<b>103.0</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup>      **767-300BCF**

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

Engine Type Designation<sup>1</sup>      **RB211-524G**

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	
A119031	<b>184,612</b>	<b>145,149</b>	<b>94.0</b>	<b>100.2</b>	<b>93.8</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</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> **767-300F**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certificated 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	
A3765	<b>186,880</b>	<b>147,871</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A3764	<b>186,880</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3763	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3762	<b>184,612</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3761	<b>181,436</b>	<b>136,077</b>	<b>95.8</b>	<b>100.1</b>	<b>90.7</b>	<b>96.7</b>	<b>97.5</b>	<b>103.5</b>	<b>2</b>
A3760	<b>172,365</b>	<b>136,077</b>	<b>95.9</b>	<b>99.9</b>	<b>89.2</b>	<b>96.4</b>	<b>97.5</b>	<b>103.4</b>	<b>2</b>
A3759	<b>163,293</b>	<b>127,005</b>	<b>96.0</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3758	<b>156,489</b>	<b>127,005</b>	<b>96.1</b>	<b>99.5</b>	<b>86.7</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3757	<b>130,952</b>	<b>130,952</b>	<b>96.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.0</b>	<b>102.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300F**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B6F**

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

**With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119270	<b>186,880</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119271	<b>185,065</b>	<b>154,221</b>	<b>96.2</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119272	<b>184,612</b>	<b>154,221</b>	<b>96.3</b>	<b>100.2</b>	<b>89.8</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119273	<b>181,436</b>	<b>147,871</b>	<b>96.3</b>	<b>100.1</b>	<b>89.4</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119274	<b>172,365</b>	<b>145,149</b>	<b>96.5</b>	<b>99.9</b>	<b>88.1</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119275	<b>163,293</b>	<b>140,613</b>	<b>96.7</b>	<b>99.7</b>	<b>86.9</b>	<b>96.1</b>	<b>98.2</b>	<b>103.2</b>	<b>2</b>
A119276	<b>156,489</b>	<b>136,077</b>	<b>96.9</b>	<b>99.5</b>	<b>86.0</b>	<b>95.8</b>	<b>97.7</b>	<b>103.0</b>	<b>2</b>
A119277	<b>145,149</b>	<b>133,809</b>	<b>97.1</b>	<b>99.3</b>	<b>84.4</b>	<b>95.4</b>	<b>97.5</b>	<b>102.8</b>	<b>2</b>
A119278	<b>140,613</b>	<b>130,952</b>	<b>97.3</b>	<b>99.1</b>	<b>83.8</b>	<b>95.2</b>	<b>97.3</b>	<b>102.7</b>	<b>2</b>
A119279	<b>130,952</b>	<b>127,005</b>	<b>97.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-300F**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119280	<b>186,880</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A122271	<b>186,880</b>	<b>147,871</b>	<b>97.4</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.0</b>	<b>103.6</b>	<b>2</b>
A119281	<b>184,612</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119282	<b>181,890</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119283	<b>181,436</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119284	<b>172,365</b>	<b>145,149</b>	<b>97.7</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119285	<b>163,293</b>	<b>145,149</b>	<b>97.9</b>	<b>99.7</b>	<b>86.5</b>	<b>96.1</b>	<b>98.6</b>	<b>103.2</b>	<b>2</b>
A119286	<b>156,489</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119287	<b>154,221</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.3</b>	<b>95.7</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119288	<b>145,149</b>	<b>136,077</b>	<b>98.4</b>	<b>99.3</b>	<b>84.2</b>	<b>95.4</b>	<b>97.7</b>	<b>102.8</b>	<b>2</b>

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

/continued on next page





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

Aircraft Type Designation<sup>1</sup> **767-300F**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B7F**

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

**AFM Option Code <94B7F> (Recertification to Chapter 4)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119289	<b>136,077</b>	<b>133,809</b>	<b>98.6</b>	<b>99.0</b>	<b>83.0</b>	<b>95.0</b>	<b>97.5</b>	<b>102.6</b>	<b>2</b>
A119290	<b>133,809</b>	<b>130,952</b>	<b>98.7</b>	<b>99.0</b>	<b>82.7</b>	<b>94.9</b>	<b>97.3</b>	<b>102.5</b>	<b>2</b>
A119291	<b>130,952</b>	<b>127,005</b>	<b>98.7</b>	<b>98.9</b>	<b>82.3</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>
A119292	<b>127,005</b>	<b>127,005</b>	<b>98.8</b>	<b>98.8</b>	<b>81.8</b>	<b>94.6</b>	<b>97.1</b>	<b>102.3</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **767-300F**

Engine Manufacturer<sup>1</sup>      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B7F**

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	
A10839	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **767-400ER**

Engine Manufacturer<sup>1</sup> **General Electric Company**

Engine Type Designation<sup>1</sup> **CF6-80C2B8F**

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

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

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

Edition / Amendment

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	
A1852	<b>204,116</b>	<b>158,757</b>	<b>96.8</b>	<b>100.5</b>	<b>91.2</b>	<b>97.3</b>	<b>98.7</b>	<b>103.9</b>	-
A1851	<b>181,436</b>	<b>151,953</b>	<b>97.3</b>	<b>100.1</b>	<b>88.3</b>	<b>96.7</b>	<b>98.1</b>	<b>103.5</b>	-
A1850	<b>158,757</b>	<b>145,149</b>	<b>97.8</b>	<b>99.6</b>	<b>85.5</b>	<b>95.9</b>	<b>97.6</b>	<b>103.1</b>	-
A1849	<b>136,077</b>	<b>127,005</b>	<b>98.4</b>	<b>99.0</b>	<b>82.7</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	-

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



### **CS-36 Amendment level**

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

### **TCDSN EASA.IM.A.035 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Also applicable to aircraft fitted with APB Winglets iaw STC EASA 10016394



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	08 January 2007	Initial Issue
Issue 2	30 April 2007	Revised
Issue 3	15 January 2008	Revised
Issue 4	06 June 2008	Revised
Issue 5	04 February 2009	Revised
Issue 6	21 July 2010	Revised
Issue 7	08 June 2011	Record A16237 added
Issue 8	14 June 2012	Removed duplicated configurations
Issue 9	09 April 2013	Revised
Issue 10	20 August 2013	Revised
Issue 11	29 August 2013	Removed records A119223 - A119230 and A119243 - A119300; Revised chapter 4 option codes ; added records A119353 - A119355
Issue 12	23 October 2014	Added records for Re-Certification to Chapter 4 of 767-300/-300BCF fitted with PW4000 Ph3 NRI engines.
Issue 13	31 August 2015	Drafted but not published
Issue 14	01 September 2015	Harmonized records regarding MTOM and MLM, removed duplicated records
Issue 15	05 April 2016	Added record A120761
Issue 16	15 November 2018	Added records A122019 and A122021
Issue 17	07 August 2019	Added record A122271
Issue 18	30 November 2022	Added records A122761 and A122762

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