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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.120.3**

**for**

**Boeing 737**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

737-700



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**AFM Option Code <97204> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13631	<b>70,080</b>	<b>60,781</b>	<b>89.4</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A16731	<b>70,080</b>	<b>58,604</b>	<b>89.4</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-
A15032	<b>68,492</b>	<b>60,781</b>	<b>89.7</b>	<b>96.5</b>	<b>86.3</b>	<b>91.0</b>	<b>96.0</b>	<b>100.3</b>	-
A13632	<b>67,131</b>	<b>60,781</b>	<b>90.0</b>	<b>96.4</b>	<b>85.8</b>	<b>90.9</b>	<b>96.0</b>	<b>100.2</b>	-
A13633	<b>65,408</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>85.3</b>	<b>90.8</b>	<b>96.0</b>	<b>100.1</b>	-
A13635	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>84.2</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13638	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>83.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13639	<b>56,472</b>	<b>55,338</b>	<b>90.8</b>	<b>95.8</b>	<b>81.5</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13640	<b>56,472</b>	<b>51,709</b>	<b>90.8</b>	<b>95.8</b>	<b>81.5</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**AFM Option Code <97204W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A17979	<b>69,975</b>	<b>58,604</b>	<b>90.0</b>	<b>96.6</b>	<b>86.0</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121335	<b>68,975</b>	<b>58,604</b>	<b>90.0</b>	<b>96.5</b>	<b>85.7</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17980	<b>67,800</b>	<b>58,604</b>	<b>90.1</b>	<b>96.5</b>	<b>85.2</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17981	<b>66,975</b>	<b>58,604</b>	<b>90.2</b>	<b>96.4</b>	<b>84.9</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17982	<b>66,495</b>	<b>58,604</b>	<b>90.2</b>	<b>96.4</b>	<b>84.7</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17983	<b>65,975</b>	<b>58,604</b>	<b>90.2</b>	<b>96.4</b>	<b>84.5</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17984	<b>65,495</b>	<b>58,604</b>	<b>90.3</b>	<b>96.3</b>	<b>84.3</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17985	<b>64,975</b>	<b>58,604</b>	<b>90.3</b>	<b>96.3</b>	<b>84.1</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17986	<b>64,495</b>	<b>58,604</b>	<b>90.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17987	<b>63,975</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**AFM Option Code <97204W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A17988	<b>63,495</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.5</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17989	<b>62,975</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.2</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17990	<b>62,495</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.0</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**AFM Option Code <97204W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13786	<b>70,080</b>	<b>60,781</b>	<b>89.9</b>	<b>96.6</b>	<b>86.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A16732	<b>70,080</b>	<b>58,604</b>	<b>89.9</b>	<b>96.6</b>	<b>86.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13787	<b>68,719</b>	<b>60,781</b>	<b>90.1</b>	<b>96.5</b>	<b>85.6</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13788	<b>67,131</b>	<b>60,781</b>	<b>90.2</b>	<b>96.4</b>	<b>85.0</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	<b>2</b>
A13789	<b>65,226</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>84.2</b>	<b>90.8</b>	<b>95.8</b>	<b>100.1</b>	<b>2</b>
A15892	<b>64,000</b>	<b>58,059</b>	<b>90.4</b>	<b>96.2</b>	<b>83.7</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A13790	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.2</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13791	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13792	<b>56,472</b>	<b>55,338</b>	<b>90.8</b>	<b>95.8</b>	<b>80.5</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13793	<b>56,472</b>	<b>51,709</b>	<b>90.8</b>	<b>95.8</b>	<b>80.5</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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	
A1534	<b>70,080</b>	<b>60,781</b>	<b>89.8</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A16729	<b>70,080</b>	<b>58,604</b>	<b>89.8</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A14214	<b>69,853</b>	<b>58,059</b>	<b>89.8</b>	<b>96.6</b>	<b>87.0</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-
A17917	<b>68,719</b>	<b>58,059</b>	<b>90.0</b>	<b>96.5</b>	<b>86.7</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	-
A1533	<b>67,131</b>	<b>60,781</b>	<b>90.3</b>	<b>96.4</b>	<b>86.4</b>	<b>90.9</b>	<b>96.1</b>	<b>100.2</b>	-
A1532	<b>65,226</b>	<b>60,781</b>	<b>90.6</b>	<b>96.3</b>	<b>85.8</b>	<b>90.8</b>	<b>96.1</b>	<b>100.1</b>	-
A8963	<b>64,863</b>	<b>58,059</b>	<b>90.6</b>	<b>96.3</b>	<b>85.7</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A1531	<b>62,822</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>84.9</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A15900	<b>62,595</b>	<b>58,059</b>	<b>90.7</b>	<b>96.2</b>	<b>84.8</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13032	<b>61,410</b>	<b>58,059</b>	<b>90.8</b>	<b>96.1</b>	<b>84.3</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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	
A13432	<b>60,781</b>	<b>58,059</b>	<b>90.9</b>	<b>96.0</b>	<b>84.0</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-
A1530	<b>60,327</b>	<b>58,059</b>	<b>90.9</b>	<b>96.0</b>	<b>83.8</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A1529	<b>56,472</b>	<b>55,338</b>	<b>91.2</b>	<b>95.8</b>	<b>82.2</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A1528	<b>56,472</b>	<b>51,709</b>	<b>91.2</b>	<b>95.8</b>	<b>82.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**Winglets**

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	
A5024	<b>70,080</b>	<b>60,781</b>	<b>90.3</b>	<b>96.6</b>	<b>86.5</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A16730	<b>70,080</b>	<b>58,604</b>	<b>90.3</b>	<b>96.6</b>	<b>86.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17943	<b>69,975</b>	<b>58,604</b>	<b>90.3</b>	<b>96.6</b>	<b>86.4</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A14198	<b>69,853</b>	<b>58,059</b>	<b>90.3</b>	<b>96.6</b>	<b>86.4</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121332	<b>68,975</b>	<b>58,604</b>	<b>90.4</b>	<b>96.5</b>	<b>86.0</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A18810	<b>68,038</b>	<b>58,059</b>	<b>90.4</b>	<b>96.5</b>	<b>85.7</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17944	<b>67,800</b>	<b>58,604</b>	<b>90.4</b>	<b>96.5</b>	<b>85.6</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A5023	<b>67,131</b>	<b>60,781</b>	<b>90.5</b>	<b>96.4</b>	<b>85.3</b>	<b>90.9</b>	<b>95.9</b>	<b>100.2</b>	<b>2</b>
A17945	<b>66,975</b>	<b>58,604</b>	<b>90.5</b>	<b>96.4</b>	<b>85.2</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17946	<b>66,495</b>	<b>58,604</b>	<b>90.5</b>	<b>96.4</b>	<b>85.0</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**Winglets**

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	
A17947	<b>65,975</b>	<b>58,604</b>	<b>90.5</b>	<b>96.4</b>	<b>84.8</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17948	<b>65,495</b>	<b>58,604</b>	<b>90.6</b>	<b>96.3</b>	<b>84.6</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A5022	<b>65,226</b>	<b>60,781</b>	<b>90.6</b>	<b>96.3</b>	<b>84.5</b>	<b>90.8</b>	<b>95.9</b>	<b>100.1</b>	<b>2</b>
A17949	<b>64,975</b>	<b>58,604</b>	<b>90.6</b>	<b>96.3</b>	<b>84.4</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17950	<b>64,495</b>	<b>58,604</b>	<b>90.6</b>	<b>96.3</b>	<b>84.2</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A5021	<b>64,000</b>	<b>58,059</b>	<b>90.7</b>	<b>96.2</b>	<b>84.0</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17951	<b>63,975</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>84.0</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17952	<b>63,495</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>83.8</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17953	<b>62,975</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>83.6</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A5020	<b>62,822</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>83.6</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20**

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

**Winglets**

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	
A17954	<b>62,495</b>	<b>58,604</b>	<b>90.8</b>	<b>96.2</b>	<b>83.5</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A5019	<b>60,327</b>	<b>58,059</b>	<b>90.9</b>	<b>96.0</b>	<b>82.6</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A5018	<b>56,472</b>	<b>55,338</b>	<b>91.2</b>	<b>95.8</b>	<b>81.0</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A5017	<b>56,472</b>	<b>51,709</b>	<b>91.2</b>	<b>95.8</b>	<b>81.0</b>	<b>89.9</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20, CFM56-7B20/2**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1645	<b>70,080</b>	<b>60,781</b>	<b>89.5</b>	<b>96.6</b>	<b>86.8</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A1644	<b>67,131</b>	<b>60,781</b>	<b>90.0</b>	<b>96.4</b>	<b>86.0</b>	<b>90.9</b>	<b>96.2</b>	<b>100.2</b>	-
A1643	<b>65,226</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>85.5</b>	<b>90.8</b>	<b>96.2</b>	<b>100.1</b>	-
A1642	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>84.5</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	-
A1641	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>83.4</b>	<b>90.3</b>	<b>96.0</b>	<b>99.8</b>	-
A1640	<b>56,472</b>	<b>55,338</b>	<b>90.9</b>	<b>95.8</b>	<b>81.8</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	-
A1639	<b>56,472</b>	<b>51,709</b>	<b>90.9</b>	<b>95.8</b>	<b>81.8</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20, CFM56-7B20/2**

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

**Engine intermix, AFM Option Code <E720> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17478	<b>70,080</b>	<b>60,781</b>	<b>89.2</b>	<b>96.6</b>	<b>86.9</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A17477	<b>68,492</b>	<b>60,781</b>	<b>89.5</b>	<b>96.5</b>	<b>86.1</b>	<b>91.0</b>	<b>96.2</b>	<b>100.3</b>	-
A17476	<b>67,131</b>	<b>60,781</b>	<b>89.7</b>	<b>96.4</b>	<b>85.6</b>	<b>90.9</b>	<b>96.2</b>	<b>100.2</b>	-
A17475	<b>65,408</b>	<b>60,781</b>	<b>90.0</b>	<b>96.3</b>	<b>85.0</b>	<b>90.8</b>	<b>96.2</b>	<b>100.1</b>	-
A17474	<b>62,822</b>	<b>58,604</b>	<b>90.1</b>	<b>96.2</b>	<b>83.9</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	-
A17473	<b>60,327</b>	<b>58,059</b>	<b>90.3</b>	<b>96.0</b>	<b>82.9</b>	<b>90.3</b>	<b>95.9</b>	<b>99.8</b>	-
A17472	<b>56,472</b>	<b>55,338</b>	<b>90.5</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	-
A17471	<b>56,472</b>	<b>51,709</b>	<b>90.5</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20, CFM56-7B20/2**

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

**Engine intermix, AFM Option Code <E720W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17569	<b>70,080</b>	<b>60,781</b>	<b>89.6</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	<b>2</b>
A17570	<b>68,719</b>	<b>60,781</b>	<b>89.8</b>	<b>96.5</b>	<b>85.4</b>	<b>91.1</b>	<b>96.0</b>	<b>100.3</b>	<b>2</b>
A17571	<b>67,131</b>	<b>60,781</b>	<b>89.9</b>	<b>96.4</b>	<b>84.7</b>	<b>90.9</b>	<b>96.0</b>	<b>100.2</b>	<b>2</b>
A17572	<b>65,226</b>	<b>60,781</b>	<b>90.0</b>	<b>96.3</b>	<b>83.9</b>	<b>90.8</b>	<b>96.0</b>	<b>100.1</b>	<b>2</b>
A17573	<b>62,822</b>	<b>58,604</b>	<b>90.1</b>	<b>96.2</b>	<b>82.9</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	<b>2</b>
A17574	<b>60,327</b>	<b>58,059</b>	<b>90.3</b>	<b>96.0</b>	<b>81.9</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	<b>2</b>
A17575	<b>56,472</b>	<b>55,338</b>	<b>90.5</b>	<b>95.8</b>	<b>80.2</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	<b>2</b>
A17576	<b>56,472</b>	<b>51,709</b>	<b>90.5</b>	<b>95.8</b>	<b>80.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20, CFM56-7B20/2**

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

**Engine intermix, Winglets**

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	
A5108	<b>70,080</b>	<b>60,781</b>	<b>90.0</b>	<b>96.6</b>	<b>86.2</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	<b>2</b>
A5107	<b>67,131</b>	<b>60,781</b>	<b>90.2</b>	<b>96.4</b>	<b>85.0</b>	<b>90.9</b>	<b>96.1</b>	<b>100.2</b>	<b>2</b>
A5106	<b>65,226</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>84.3</b>	<b>90.8</b>	<b>96.1</b>	<b>100.1</b>	<b>2</b>
A5105	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.3</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	<b>2</b>
A5104	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>82.3</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	<b>2</b>
A5103	<b>56,472</b>	<b>55,338</b>	<b>90.9</b>	<b>95.8</b>	<b>80.7</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	<b>2</b>
A5102	<b>56,472</b>	<b>51,709</b>	<b>90.9</b>	<b>95.8</b>	<b>80.7</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20, CFM56-7B20/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119048	<b>64,999</b>	<b>58,059</b>	<b>90.6</b>	<b>96.3</b>	<b>85.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A15582	<b>61,688</b>	<b>58,059</b>	<b>90.8</b>	<b>96.1</b>	<b>84.4</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/2**

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

**AFM Option Code <E720> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17470	<b>70,080</b>	<b>60,781</b>	<b>88.9</b>	<b>96.6</b>	<b>86.6</b>	<b>91.2</b>	<b>96.3</b>	<b>100.3</b>	-
A17469	<b>68,492</b>	<b>60,781</b>	<b>89.1</b>	<b>96.5</b>	<b>85.8</b>	<b>91.0</b>	<b>96.3</b>	<b>100.3</b>	-
A17468	<b>67,131</b>	<b>60,781</b>	<b>89.4</b>	<b>96.4</b>	<b>85.3</b>	<b>90.9</b>	<b>96.3</b>	<b>100.2</b>	-
A17467	<b>65,408</b>	<b>60,781</b>	<b>89.7</b>	<b>96.3</b>	<b>84.8</b>	<b>90.8</b>	<b>96.3</b>	<b>100.1</b>	-
A17466	<b>62,822</b>	<b>58,604</b>	<b>89.8</b>	<b>96.2</b>	<b>83.7</b>	<b>90.5</b>	<b>96.1</b>	<b>100.0</b>	-
A17465	<b>60,327</b>	<b>58,059</b>	<b>89.9</b>	<b>96.0</b>	<b>82.5</b>	<b>90.3</b>	<b>96.1</b>	<b>99.8</b>	-
A17464	<b>56,472</b>	<b>55,338</b>	<b>90.2</b>	<b>95.8</b>	<b>80.8</b>	<b>89.9</b>	<b>95.8</b>	<b>99.6</b>	-
A17463	<b>56,472</b>	<b>51,709</b>	<b>90.2</b>	<b>95.8</b>	<b>80.8</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/2**

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

**AFM Option Code <E720W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17561	<b>70,080</b>	<b>60,781</b>	<b>89.3</b>	<b>96.6</b>	<b>85.6</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	<b>2</b>
A17562	<b>68,719</b>	<b>60,781</b>	<b>89.5</b>	<b>96.5</b>	<b>85.1</b>	<b>91.1</b>	<b>96.1</b>	<b>100.3</b>	<b>2</b>
A17563	<b>67,131</b>	<b>60,781</b>	<b>89.6</b>	<b>96.4</b>	<b>84.4</b>	<b>90.9</b>	<b>96.1</b>	<b>100.2</b>	<b>2</b>
A17564	<b>65,226</b>	<b>60,781</b>	<b>89.7</b>	<b>96.3</b>	<b>83.6</b>	<b>90.8</b>	<b>96.1</b>	<b>100.1</b>	<b>2</b>
A17565	<b>62,822</b>	<b>58,604</b>	<b>89.8</b>	<b>96.2</b>	<b>82.6</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	<b>2</b>
A17566	<b>60,327</b>	<b>58,059</b>	<b>89.9</b>	<b>96.0</b>	<b>81.5</b>	<b>90.3</b>	<b>95.9</b>	<b>99.8</b>	<b>2</b>
A17567	<b>56,472</b>	<b>55,338</b>	<b>90.2</b>	<b>95.8</b>	<b>79.9</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	<b>2</b>
A17568	<b>56,472</b>	<b>51,709</b>	<b>90.2</b>	<b>95.8</b>	<b>79.9</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/2**

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	
A1603	<b>70,080</b>	<b>60,781</b>	<b>89.2</b>	<b>96.6</b>	<b>86.4</b>	<b>91.2</b>	<b>96.3</b>	<b>100.3</b>	-
A16734	<b>70,080</b>	<b>58,604</b>	<b>89.2</b>	<b>96.6</b>	<b>86.4</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A1602	<b>67,131</b>	<b>60,781</b>	<b>89.7</b>	<b>96.4</b>	<b>85.6</b>	<b>90.9</b>	<b>96.3</b>	<b>100.2</b>	-
A1601	<b>65,226</b>	<b>60,781</b>	<b>90.0</b>	<b>96.3</b>	<b>85.1</b>	<b>90.8</b>	<b>96.3</b>	<b>100.1</b>	-
A9795	<b>64,999</b>	<b>58,059</b>	<b>90.0</b>	<b>96.3</b>	<b>85.0</b>	<b>90.7</b>	<b>96.1</b>	<b>100.1</b>	-
A1600	<b>62,822</b>	<b>58,604</b>	<b>90.1</b>	<b>96.2</b>	<b>84.1</b>	<b>90.5</b>	<b>96.2</b>	<b>100.0</b>	-
A9796	<b>61,688</b>	<b>58,059</b>	<b>90.2</b>	<b>96.1</b>	<b>83.6</b>	<b>90.4</b>	<b>96.1</b>	<b>99.9</b>	-
A1599	<b>60,327</b>	<b>58,059</b>	<b>90.3</b>	<b>96.0</b>	<b>83.0</b>	<b>90.3</b>	<b>96.1</b>	<b>99.8</b>	-
A1598	<b>56,472</b>	<b>55,338</b>	<b>90.5</b>	<b>95.8</b>	<b>81.3</b>	<b>89.9</b>	<b>95.9</b>	<b>99.6</b>	-
A1597	<b>56,472</b>	<b>51,709</b>	<b>90.5</b>	<b>95.8</b>	<b>81.3</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/2**

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

**Winglets**

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	
A5066	<b>70,080</b>	<b>60,781</b>	<b>89.7</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	<b>2</b>
A16733	<b>70,080</b>	<b>58,604</b>	<b>89.7</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	<b>2</b>
A5065	<b>67,131</b>	<b>60,781</b>	<b>89.9</b>	<b>96.4</b>	<b>84.7</b>	<b>90.9</b>	<b>96.2</b>	<b>100.2</b>	<b>2</b>
A5064	<b>65,226</b>	<b>60,781</b>	<b>90.0</b>	<b>96.3</b>	<b>84.0</b>	<b>90.8</b>	<b>96.2</b>	<b>100.1</b>	<b>2</b>
A5063	<b>62,822</b>	<b>58,604</b>	<b>90.1</b>	<b>96.2</b>	<b>83.0</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	<b>2</b>
A5062	<b>60,327</b>	<b>58,059</b>	<b>90.3</b>	<b>96.0</b>	<b>81.9</b>	<b>90.3</b>	<b>96.0</b>	<b>99.8</b>	<b>2</b>
A5061	<b>56,472</b>	<b>55,338</b>	<b>90.5</b>	<b>95.8</b>	<b>80.4</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	<b>2</b>
A5060	<b>56,472</b>	<b>51,709</b>	<b>90.5</b>	<b>95.8</b>	<b>80.4</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/2, CFM56-7B20/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15593	<b>64,999</b>	<b>58,059</b>	<b>90.3</b>	<b>96.3</b>	<b>85.4</b>	<b>90.7</b>	<b>96.0</b>	<b>100.1</b>	-
A15594	<b>61,688</b>	<b>58,059</b>	<b>90.5</b>	<b>96.1</b>	<b>84.0</b>	<b>90.4</b>	<b>96.0</b>	<b>99.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/3**

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

**AFM Option Code <97204> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13641	<b>70,080</b>	<b>60,781</b>	<b>89.4</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A16735	<b>70,080</b>	<b>58,604</b>	<b>89.4</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13642	<b>68,492</b>	<b>60,781</b>	<b>89.7</b>	<b>96.5</b>	<b>86.3</b>	<b>91.0</b>	<b>96.0</b>	<b>100.3</b>	-
A13643	<b>67,131</b>	<b>60,781</b>	<b>90.0</b>	<b>96.4</b>	<b>85.8</b>	<b>90.9</b>	<b>96.0</b>	<b>100.2</b>	-
A13644	<b>65,408</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>85.3</b>	<b>90.8</b>	<b>96.0</b>	<b>100.1</b>	-
A13645	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>84.2</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13646	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>83.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13647	<b>56,472</b>	<b>55,338</b>	<b>90.8</b>	<b>95.8</b>	<b>81.5</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13648	<b>56,472</b>	<b>51,709</b>	<b>90.8</b>	<b>95.8</b>	<b>81.5</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/3**

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

**AFM Option Code <97204W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13794	<b>70,080</b>	<b>60,781</b>	<b>89.9</b>	<b>96.6</b>	<b>86.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A16736	<b>70,080</b>	<b>58,604</b>	<b>89.9</b>	<b>96.6</b>	<b>86.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13795	<b>68,719</b>	<b>60,781</b>	<b>90.1</b>	<b>96.5</b>	<b>85.6</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13796	<b>67,131</b>	<b>60,781</b>	<b>90.2</b>	<b>96.4</b>	<b>85.0</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	<b>2</b>
A13797	<b>65,226</b>	<b>60,781</b>	<b>90.3</b>	<b>96.3</b>	<b>84.2</b>	<b>90.8</b>	<b>95.8</b>	<b>100.1</b>	<b>2</b>
A15893	<b>64,000</b>	<b>58,059</b>	<b>90.4</b>	<b>96.2</b>	<b>83.7</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A13798	<b>62,822</b>	<b>58,604</b>	<b>90.4</b>	<b>96.2</b>	<b>83.2</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13799	<b>60,327</b>	<b>58,059</b>	<b>90.6</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13800	<b>56,472</b>	<b>55,338</b>	<b>90.8</b>	<b>95.8</b>	<b>80.5</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13801	<b>56,472</b>	<b>51,709</b>	<b>90.8</b>	<b>95.8</b>	<b>80.5</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/3**

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	
A8361	<b>70,080</b>	<b>60,781</b>	<b>89.8</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A16737	<b>70,080</b>	<b>58,604</b>	<b>89.8</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A8362	<b>67,131</b>	<b>60,781</b>	<b>90.3</b>	<b>96.4</b>	<b>86.4</b>	<b>90.9</b>	<b>96.1</b>	<b>100.2</b>	-
A8363	<b>65,226</b>	<b>60,781</b>	<b>90.6</b>	<b>96.3</b>	<b>85.8</b>	<b>90.8</b>	<b>96.1</b>	<b>100.1</b>	-
A16583	<b>64,999</b>	<b>58,059</b>	<b>90.6</b>	<b>96.3</b>	<b>85.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A15597	<b>64,863</b>	<b>58,059</b>	<b>90.6</b>	<b>96.3</b>	<b>85.7</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A8923	<b>64,000</b>	<b>58,059</b>	<b>90.6</b>	<b>96.2</b>	<b>85.5</b>	<b>90.7</b>	<b>95.8</b>	<b>100.0</b>	-
A8364	<b>62,822</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>84.9</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A15209	<b>61,998</b>	<b>58,059</b>	<b>90.8</b>	<b>96.1</b>	<b>84.6</b>	<b>90.5</b>	<b>95.8</b>	<b>99.9</b>	-
A16582	<b>61,688</b>	<b>58,059</b>	<b>90.8</b>	<b>96.1</b>	<b>84.4</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-

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

/continued on next page



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/3**

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	
A8365	<b>60,327</b>	<b>58,059</b>	<b>90.9</b>	<b>96.0</b>	<b>83.8</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A8366	<b>56,472</b>	<b>55,338</b>	<b>91.2</b>	<b>95.8</b>	<b>82.2</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A8367	<b>56,472</b>	<b>51,709</b>	<b>91.2</b>	<b>95.8</b>	<b>82.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20/3**

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

**Winglets**

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	
A13220	<b>70,080</b>	<b>60,781</b>	<b>90.3</b>	<b>96.6</b>	<b>86.5</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A13228	<b>70,080</b>	<b>58,604</b>	<b>90.3</b>	<b>96.6</b>	<b>86.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13221	<b>67,131</b>	<b>60,781</b>	<b>90.5</b>	<b>96.4</b>	<b>85.3</b>	<b>90.9</b>	<b>95.9</b>	<b>100.2</b>	<b>2</b>
A13222	<b>65,226</b>	<b>60,781</b>	<b>90.6</b>	<b>96.3</b>	<b>84.5</b>	<b>90.8</b>	<b>95.9</b>	<b>100.1</b>	<b>2</b>
A13223	<b>64,000</b>	<b>58,059</b>	<b>90.7</b>	<b>96.2</b>	<b>84.0</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13224	<b>62,822</b>	<b>58,604</b>	<b>90.7</b>	<b>96.2</b>	<b>83.6</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A15211	<b>61,998</b>	<b>58,059</b>	<b>90.8</b>	<b>96.1</b>	<b>83.3</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A13225	<b>60,327</b>	<b>58,059</b>	<b>90.9</b>	<b>96.0</b>	<b>82.6</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A13226	<b>56,472</b>	<b>55,338</b>	<b>91.2</b>	<b>95.8</b>	<b>81.0</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13227	<b>56,472</b>	<b>51,709</b>	<b>91.2</b>	<b>95.8</b>	<b>81.0</b>	<b>89.9</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20E**

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

**AFM Option Code <97204> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16312	<b>70,080</b>	<b>58,604</b>	<b>89.4</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20E**

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

**AFM Option Code <97204W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16313	<b>70,080</b>	<b>58,604</b>	<b>89.9</b>	<b>96.6</b>	<b>86.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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>      **737-700**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-7B20E**

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	
A16315	<b>70,080</b>	<b>58,604</b>	<b>89.8</b>	<b>96.6</b>	<b>87.1</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B20E**

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

**Winglets**

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	
A16314	<b>70,080</b>	<b>58,604</b>	<b>90.3</b>	<b>96.6</b>	<b>86.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**AFM Option Code <97224> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13649	<b>77,564</b>	<b>60,781</b>	<b>90.6</b>	<b>97.0</b>	<b>88.7</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13650	<b>76,657</b>	<b>60,781</b>	<b>90.7</b>	<b>96.9</b>	<b>88.2</b>	<b>91.7</b>	<b>96.0</b>	<b>100.6</b>	-
A13651	<b>75,296</b>	<b>60,781</b>	<b>91.0</b>	<b>96.8</b>	<b>87.6</b>	<b>91.6</b>	<b>96.0</b>	<b>100.6</b>	-
A13652	<b>73,935</b>	<b>60,781</b>	<b>91.2</b>	<b>96.8</b>	<b>87.2</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13653	<b>72,302</b>	<b>60,781</b>	<b>91.5</b>	<b>96.7</b>	<b>86.7</b>	<b>91.4</b>	<b>96.0</b>	<b>100.4</b>	-
A13654	<b>70,080</b>	<b>60,781</b>	<b>91.6</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13655	<b>62,822</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>83.1</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13656	<b>60,327</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13657	<b>56,472</b>	<b>55,338</b>	<b>92.4</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13658	<b>56,472</b>	<b>51,709</b>	<b>92.4</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A17967	<b>69,975</b>	<b>58,604</b>	<b>91.6</b>	<b>96.6</b>	<b>84.8</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121336	<b>68,975</b>	<b>58,604</b>	<b>91.7</b>	<b>96.5</b>	<b>84.4</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A10192	<b>67,999</b>	<b>58,059</b>	<b>91.7</b>	<b>96.5</b>	<b>84.0</b>	<b>91.0</b>	<b>95.6</b>	<b>100.2</b>	<b>2</b>
A17968	<b>67,800</b>	<b>58,604</b>	<b>91.7</b>	<b>96.5</b>	<b>84.0</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17969	<b>66,975</b>	<b>58,604</b>	<b>91.8</b>	<b>96.4</b>	<b>83.7</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17970	<b>66,495</b>	<b>58,604</b>	<b>91.8</b>	<b>96.4</b>	<b>83.5</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17971	<b>65,975</b>	<b>58,604</b>	<b>91.8</b>	<b>96.4</b>	<b>83.3</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17972	<b>65,495</b>	<b>58,604</b>	<b>91.8</b>	<b>96.3</b>	<b>83.1</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A10109	<b>65,317</b>	<b>58,059</b>	<b>91.9</b>	<b>96.3</b>	<b>83.1</b>	<b>90.8</b>	<b>95.6</b>	<b>100.1</b>	<b>2</b>
A119462	<b>64,999</b>	<b>58,059</b>	<b>91.9</b>	<b>96.3</b>	<b>82.9</b>	<b>90.7</b>	<b>95.6</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

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	
A17973	<b>64,975</b>	<b>58,604</b>	<b>91.9</b>	<b>96.3</b>	<b>82.9</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17974	<b>64,495</b>	<b>58,604</b>	<b>91.9</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17975	<b>63,975</b>	<b>58,604</b>	<b>91.9</b>	<b>96.2</b>	<b>82.5</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17976	<b>63,495</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>82.4</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A119463	<b>63,200</b>	<b>58,059</b>	<b>92.0</b>	<b>96.2</b>	<b>82.3</b>	<b>90.6</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A119464	<b>63,000</b>	<b>58,059</b>	<b>92.0</b>	<b>96.2</b>	<b>82.2</b>	<b>90.6</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A17977	<b>62,975</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>82.2</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17978	<b>62,495</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>82.0</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A119465	<b>62,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.8</b>	<b>90.5</b>	<b>95.6</b>	<b>99.9</b>	<b>2</b>
A119466	<b>61,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>95.6</b>	<b>99.9</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A119467	<b>59,900</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>80.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13802	<b>77,564</b>	<b>60,781</b>	<b>91.1</b>	<b>97.0</b>	<b>87.6</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13803	<b>76,022</b>	<b>60,781</b>	<b>91.3</b>	<b>96.9</b>	<b>87.1</b>	<b>91.6</b>	<b>95.8</b>	<b>100.6</b>	<b>2</b>
A13804	<b>73,935</b>	<b>60,781</b>	<b>91.4</b>	<b>96.8</b>	<b>86.3</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13805	<b>72,121</b>	<b>60,781</b>	<b>91.5</b>	<b>96.7</b>	<b>85.6</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13806	<b>70,080</b>	<b>60,781</b>	<b>91.6</b>	<b>96.6</b>	<b>84.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A15894	<b>64,000</b>	<b>58,059</b>	<b>91.9</b>	<b>96.2</b>	<b>82.6</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A13807	<b>62,822</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>82.1</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13808	<b>60,327</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>81.1</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13809	<b>56,472</b>	<b>55,338</b>	<b>92.4</b>	<b>95.8</b>	<b>79.5</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13810	<b>56,472</b>	<b>51,709</b>	<b>92.4</b>	<b>95.8</b>	<b>79.5</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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	
A1542	<b>77,564</b>	<b>60,781</b>	<b>90.9</b>	<b>97.0</b>	<b>88.5</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A1541	<b>73,935</b>	<b>60,781</b>	<b>91.5</b>	<b>96.8</b>	<b>87.4</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1540	<b>72,121</b>	<b>60,781</b>	<b>91.7</b>	<b>96.7</b>	<b>87.0</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A1539	<b>70,080</b>	<b>60,781</b>	<b>91.9</b>	<b>96.6</b>	<b>86.3</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A119449	<b>70,080</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>86.3</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A8957	<b>70,080</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>86.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-
A16608	<b>68,946</b>	<b>58,604</b>	<b>91.9</b>	<b>96.5</b>	<b>85.8</b>	<b>91.1</b>	<b>95.9</b>	<b>100.3</b>	-
A10986	<b>68,038</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>85.5</b>	<b>91.0</b>	<b>95.8</b>	<b>100.2</b>	-
A119064	<b>68,000</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>85.5</b>	<b>91.0</b>	<b>95.8</b>	<b>100.2</b>	-
A120352	<b>67,800</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>85.4</b>	<b>91.0</b>	<b>95.8</b>	<b>100.2</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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	
A120290	<b>67,131</b>	<b>58,059</b>	<b>92.0</b>	<b>96.4</b>	<b>85.2</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A121626	<b>66,224</b>	<b>58,059</b>	<b>92.1</b>	<b>96.4</b>	<b>84.8</b>	<b>90.9</b>	<b>95.8</b>	<b>100.1</b>	-
A17223	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>84.3</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A120652	<b>63,502</b>	<b>58,059</b>	<b>92.3</b>	<b>96.2</b>	<b>83.8</b>	<b>90.6</b>	<b>95.8</b>	<b>100.0</b>	-
A1538	<b>62,822</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>83.6</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A10069	<b>61,998</b>	<b>58,059</b>	<b>92.4</b>	<b>96.1</b>	<b>83.3</b>	<b>90.5</b>	<b>95.8</b>	<b>99.9</b>	-
A1537	<b>60,327</b>	<b>58,059</b>	<b>92.5</b>	<b>96.0</b>	<b>82.6</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A1536	<b>56,472</b>	<b>55,338</b>	<b>92.8</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A1535	<b>56,472</b>	<b>51,709</b>	<b>92.8</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**Winglets**

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	
A5032	<b>77,564</b>	<b>60,781</b>	<b>91.3</b>	<b>97.0</b>	<b>87.7</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A5031	<b>73,935</b>	<b>60,781</b>	<b>91.6</b>	<b>96.8</b>	<b>86.6</b>	<b>91.5</b>	<b>95.9</b>	<b>100.5</b>	<b>2</b>
A5030	<b>72,121</b>	<b>60,781</b>	<b>91.7</b>	<b>96.7</b>	<b>85.9</b>	<b>91.3</b>	<b>95.9</b>	<b>100.4</b>	<b>2</b>
A5029	<b>70,080</b>	<b>60,781</b>	<b>91.9</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A14412	<b>70,080</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13050	<b>70,080</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121295	<b>70,000</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17291	<b>70,000</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13431	<b>69,989</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17931	<b>69,975</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**Winglets**

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	
A120314	<b>69,853</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A10068	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121333	<b>68,975</b>	<b>58,604</b>	<b>91.9</b>	<b>96.5</b>	<b>84.8</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A18967	<b>68,946</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.7</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A18811	<b>68,038</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A9902	<b>68,000</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A119495	<b>67,812</b>	<b>58,604</b>	<b>92.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17932	<b>67,800</b>	<b>58,604</b>	<b>92.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A120349	<b>67,800</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A120665	<b>67,131</b>	<b>58,059</b>	<b>92.0</b>	<b>96.4</b>	<b>84.1</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**Winglets**

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	
A17933	<b>66,975</b>	<b>58,604</b>	<b>92.1</b>	<b>96.4</b>	<b>84.0</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17934	<b>66,495</b>	<b>58,604</b>	<b>92.1</b>	<b>96.4</b>	<b>83.8</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17935	<b>65,975</b>	<b>58,604</b>	<b>92.1</b>	<b>96.4</b>	<b>83.7</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17936	<b>65,495</b>	<b>58,604</b>	<b>92.2</b>	<b>96.3</b>	<b>83.5</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A9023	<b>65,317</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.4</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17937	<b>64,975</b>	<b>58,604</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A18191	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17938	<b>64,495</b>	<b>58,604</b>	<b>92.2</b>	<b>96.3</b>	<b>83.1</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17939	<b>63,975</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>82.9</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17940	<b>63,495</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>82.7</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22**

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

**Winglets**

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	
A17941	<b>62,975</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>82.6</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A5028	<b>62,822</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>82.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17942	<b>62,495</b>	<b>58,604</b>	<b>92.4</b>	<b>96.2</b>	<b>82.4</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A120607	<b>61,999</b>	<b>58,059</b>	<b>92.4</b>	<b>96.1</b>	<b>82.2</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A5027	<b>60,327</b>	<b>58,059</b>	<b>92.5</b>	<b>96.0</b>	<b>81.6</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A5026	<b>56,472</b>	<b>55,338</b>	<b>92.8</b>	<b>95.8</b>	<b>80.1</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A5025	<b>56,472</b>	<b>51,709</b>	<b>92.8</b>	<b>95.8</b>	<b>80.1</b>	<b>89.9</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22, CFM56-7B22/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120364	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>84.3</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22, CFM56-7B22/3**

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

**Engine intermix, AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121049	<b>67,999</b>	<b>58,059</b>	<b>91.7</b>	<b>96.5</b>	<b>84.0</b>	<b>91.0</b>	<b>95.6</b>	<b>100.2</b>	<b>2</b>
A121253	<b>64,000</b>	<b>58,059</b>	<b>91.9</b>	<b>96.2</b>	<b>82.6</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22, CFM56-7B22/3**

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

**Engine intermix, Winglets**

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	
A120312	<b>69,853</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A119492	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121080	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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>      **737-700**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-7B22, CFM56-7B22E**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122220	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>84.3</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22, CFM56-7B22E**

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

**Engine intermix, AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

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	
A122560	<b>65,317</b>	<b>58,059</b>	<b>91.9</b>	<b>96.3</b>	<b>83.1</b>	<b>90.8</b>	<b>95.6</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22, CFM56-7B22E**

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

**Engine intermix, Winglets**

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	
A122701	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122011	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**AFM Option Code <97224> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13659	<b>77,564</b>	<b>60,781</b>	<b>90.6</b>	<b>97.0</b>	<b>88.7</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13660	<b>76,657</b>	<b>60,781</b>	<b>90.7</b>	<b>96.9</b>	<b>88.2</b>	<b>91.7</b>	<b>96.0</b>	<b>100.6</b>	-
A13661	<b>75,296</b>	<b>60,781</b>	<b>91.0</b>	<b>96.8</b>	<b>87.6</b>	<b>91.6</b>	<b>96.0</b>	<b>100.6</b>	-
A13662	<b>73,935</b>	<b>60,781</b>	<b>91.2</b>	<b>96.8</b>	<b>87.2</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13663	<b>72,302</b>	<b>60,781</b>	<b>91.5</b>	<b>96.7</b>	<b>86.7</b>	<b>91.4</b>	<b>96.0</b>	<b>100.4</b>	-
A13664	<b>70,080</b>	<b>60,781</b>	<b>91.6</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13665	<b>62,822</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>83.1</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13666	<b>60,327</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13667	<b>56,472</b>	<b>55,338</b>	<b>92.4</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13668	<b>56,472</b>	<b>51,709</b>	<b>92.4</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

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	
A10193	<b>67,999</b>	<b>58,059</b>	<b>91.7</b>	<b>96.5</b>	<b>84.0</b>	<b>91.0</b>	<b>95.6</b>	<b>100.2</b>	<b>2</b>
A16161	<b>65,317</b>	<b>58,059</b>	<b>91.9</b>	<b>96.3</b>	<b>83.1</b>	<b>90.8</b>	<b>95.6</b>	<b>100.1</b>	<b>2</b>
A119809	<b>63,000</b>	<b>58,059</b>	<b>92.0</b>	<b>96.2</b>	<b>82.2</b>	<b>90.6</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A120125	<b>62,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.8</b>	<b>90.5</b>	<b>95.6</b>	<b>99.9</b>	<b>2</b>
A120126	<b>61,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>95.6</b>	<b>99.9</b>	<b>2</b>
A119810	<b>59,900</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>80.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13811	<b>77,564</b>	<b>60,781</b>	<b>91.1</b>	<b>97.0</b>	<b>87.6</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13812	<b>76,022</b>	<b>60,781</b>	<b>91.3</b>	<b>96.9</b>	<b>87.1</b>	<b>91.6</b>	<b>95.8</b>	<b>100.6</b>	<b>2</b>
A13813	<b>73,935</b>	<b>60,781</b>	<b>91.4</b>	<b>96.8</b>	<b>86.3</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13814	<b>72,121</b>	<b>60,781</b>	<b>91.5</b>	<b>96.7</b>	<b>85.6</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13815	<b>70,080</b>	<b>60,781</b>	<b>91.6</b>	<b>96.6</b>	<b>84.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A121998	<b>70,080</b>	<b>58,604</b>	<b>91.6</b>	<b>96.6</b>	<b>84.9</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A15895	<b>64,000</b>	<b>58,059</b>	<b>91.9</b>	<b>96.2</b>	<b>82.6</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A13816	<b>62,822</b>	<b>58,604</b>	<b>92.0</b>	<b>96.2</b>	<b>82.1</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13817	<b>60,327</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>81.1</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13818	<b>56,472</b>	<b>55,338</b>	<b>92.4</b>	<b>95.8</b>	<b>79.5</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13819	<b>56,472</b>	<b>51,709</b>	<b>92.4</b>	<b>95.8</b>	<b>79.5</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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	
A8360	<b>77,564</b>	<b>60,781</b>	<b>90.9</b>	<b>97.0</b>	<b>88.5</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A5827	<b>73,935</b>	<b>60,781</b>	<b>91.5</b>	<b>96.8</b>	<b>87.4</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A5828	<b>72,121</b>	<b>60,781</b>	<b>91.7</b>	<b>96.7</b>	<b>87.0</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A5829	<b>70,080</b>	<b>60,781</b>	<b>91.9</b>	<b>96.6</b>	<b>86.3</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A5834	<b>67,993</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>85.5</b>	<b>91.0</b>	<b>95.8</b>	<b>100.2</b>	-
A5830	<b>62,822</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>83.6</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A5831	<b>60,327</b>	<b>58,059</b>	<b>92.5</b>	<b>96.0</b>	<b>82.6</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A5832	<b>56,472</b>	<b>55,338</b>	<b>92.8</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A5833	<b>56,472</b>	<b>51,709</b>	<b>92.8</b>	<b>95.8</b>	<b>81.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**Winglets**

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	
A5819	<b>77,564</b>	<b>60,781</b>	<b>91.3</b>	<b>97.0</b>	<b>87.7</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A5820	<b>73,935</b>	<b>60,781</b>	<b>91.6</b>	<b>96.8</b>	<b>86.6</b>	<b>91.5</b>	<b>95.9</b>	<b>100.5</b>	<b>2</b>
A5821	<b>72,121</b>	<b>60,781</b>	<b>91.7</b>	<b>96.7</b>	<b>85.9</b>	<b>91.3</b>	<b>95.9</b>	<b>100.4</b>	<b>2</b>
A5822	<b>70,080</b>	<b>60,781</b>	<b>91.9</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A121296	<b>70,000</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A120322	<b>69,999</b>	<b>58,059</b>	<b>91.9</b>	<b>96.6</b>	<b>85.1</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A14184	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A120338	<b>68,038</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A120318	<b>67,999</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A120350	<b>67,800</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22/3**

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

**Winglets**

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	
A120660	<b>65,997</b>	<b>58,059</b>	<b>92.2</b>	<b>96.4</b>	<b>83.0</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A16609	<b>65,317</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.4</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A5823	<b>62,822</b>	<b>58,604</b>	<b>92.3</b>	<b>96.2</b>	<b>82.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A5824	<b>60,327</b>	<b>58,059</b>	<b>92.5</b>	<b>96.0</b>	<b>81.6</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A5825	<b>56,472</b>	<b>55,338</b>	<b>92.8</b>	<b>95.8</b>	<b>80.1</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A5826	<b>56,472</b>	<b>51,709</b>	<b>92.8</b>	<b>95.8</b>	<b>80.1</b>	<b>89.9</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E**

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

**AFM Option Code <97204> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16349	<b>77,564</b>	<b>60,781</b>	<b>90.6</b>	<b>97.0</b>	<b>88.7</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16317	<b>70,080</b>	<b>58,604</b>	<b>91.6</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

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	
A122023	<b>64,000</b>	<b>58,059</b>	<b>91.9</b>	<b>96.2</b>	<b>82.6</b>	<b>90.7</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A122024	<b>63,000</b>	<b>58,059</b>	<b>92.0</b>	<b>96.2</b>	<b>82.2</b>	<b>90.6</b>	<b>95.6</b>	<b>100.0</b>	<b>2</b>
A122025	<b>62,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.8</b>	<b>90.5</b>	<b>95.6</b>	<b>99.9</b>	<b>2</b>
A120127	<b>61,000</b>	<b>58,059</b>	<b>92.1</b>	<b>96.1</b>	<b>81.4</b>	<b>90.4</b>	<b>95.6</b>	<b>99.9</b>	<b>2</b>
A122026	<b>60,327</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>81.1</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A119811	<b>59,900</b>	<b>58,059</b>	<b>92.2</b>	<b>96.0</b>	<b>80.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E**

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

**AFM Option Code <97224W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16351	<b>77,564</b>	<b>60,781</b>	<b>91.1</b>	<b>97.0</b>	<b>87.6</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16318	<b>70,080</b>	<b>58,604</b>	<b>91.6</b>	<b>96.6</b>	<b>84.9</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A16581	<b>65,317</b>	<b>58,059</b>	<b>91.9</b>	<b>96.3</b>	<b>83.1</b>	<b>90.8</b>	<b>95.6</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E**

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	
A122715	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>84.3</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A16354	<b>77,564</b>	<b>60,781</b>	<b>90.9</b>	<b>97.0</b>	<b>88.5</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A16320	<b>70,080</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>86.3</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E**

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

**Winglets**

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	
A16353	<b>77,564</b>	<b>60,781</b>	<b>91.3</b>	<b>97.0</b>	<b>87.7</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A16319	<b>70,080</b>	<b>58,604</b>	<b>91.9</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122740	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122559	<b>68,946</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.7</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122709	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A120351	<b>67,800</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E, CFM56-7B22/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122359	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>84.3</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B22E, CFM56-7B22/3**

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

**Engine intermix, Winglets**

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	
A122791	<b>69,399</b>	<b>58,059</b>	<b>91.9</b>	<b>96.5</b>	<b>84.9</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122043	<b>67,999</b>	<b>58,059</b>	<b>92.0</b>	<b>96.5</b>	<b>84.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A121708	<b>64,863</b>	<b>58,059</b>	<b>92.2</b>	<b>96.3</b>	<b>83.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**AFM Option Code <97244> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13669	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>87.9</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13670	<b>73,935</b>	<b>60,781</b>	<b>92.5</b>	<b>96.8</b>	<b>86.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13671	<b>72,121</b>	<b>60,781</b>	<b>92.6</b>	<b>96.7</b>	<b>86.0</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13672	<b>70,080</b>	<b>60,781</b>	<b>92.7</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13673	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>82.5</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13674	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>81.5</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13675	<b>56,472</b>	<b>55,338</b>	<b>93.5</b>	<b>95.8</b>	<b>80.0</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13676	<b>56,472</b>	<b>51,709</b>	<b>93.5</b>	<b>95.8</b>	<b>80.0</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A17955	<b>69,975</b>	<b>58,604</b>	<b>92.7</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A122166	<b>69,399</b>	<b>58,059</b>	<b>92.7</b>	<b>96.5</b>	<b>84.0</b>	<b>91.1</b>	<b>95.6</b>	<b>100.3</b>	<b>2</b>
A121337	<b>68,975</b>	<b>58,604</b>	<b>92.8</b>	<b>96.5</b>	<b>83.8</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17956	<b>67,800</b>	<b>58,604</b>	<b>92.8</b>	<b>96.5</b>	<b>83.4</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17957	<b>66,975</b>	<b>58,604</b>	<b>92.9</b>	<b>96.4</b>	<b>83.0</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17958	<b>66,495</b>	<b>58,604</b>	<b>92.9</b>	<b>96.4</b>	<b>82.9</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17959	<b>65,975</b>	<b>58,604</b>	<b>92.9</b>	<b>96.4</b>	<b>82.7</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17960	<b>65,495</b>	<b>58,604</b>	<b>93.0</b>	<b>96.3</b>	<b>82.5</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17961	<b>64,975</b>	<b>58,604</b>	<b>93.0</b>	<b>96.3</b>	<b>82.3</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17962	<b>64,495</b>	<b>58,604</b>	<b>93.0</b>	<b>96.3</b>	<b>82.1</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment 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	
A17963	<b>63,975</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.9</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17964	<b>63,495</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.8</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17965	<b>62,975</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.6</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17966	<b>62,495</b>	<b>58,604</b>	<b>93.2</b>	<b>96.2</b>	<b>81.4</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13820	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>86.9</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13821	<b>73,935</b>	<b>60,781</b>	<b>92.5</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13822	<b>72,121</b>	<b>60,781</b>	<b>92.6</b>	<b>96.7</b>	<b>85.0</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13823	<b>70,080</b>	<b>60,781</b>	<b>92.7</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13824	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13825	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>80.6</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13826	<b>56,472</b>	<b>55,338</b>	<b>93.5</b>	<b>95.8</b>	<b>79.1</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13827	<b>56,472</b>	<b>51,709</b>	<b>93.5</b>	<b>95.8</b>	<b>79.1</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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	
A1550	<b>77,564</b>	<b>60,781</b>	<b>92.5</b>	<b>97.0</b>	<b>88.6</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A1549	<b>73,935</b>	<b>60,781</b>	<b>92.7</b>	<b>96.8</b>	<b>87.3</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1548	<b>72,121</b>	<b>60,781</b>	<b>92.9</b>	<b>96.7</b>	<b>86.6</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A1547	<b>70,080</b>	<b>60,781</b>	<b>93.0</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A6596	<b>70,080</b>	<b>58,604</b>	<b>93.0</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A15581	<b>69,626</b>	<b>58,059</b>	<b>93.0</b>	<b>96.6</b>	<b>85.7</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	-
A10114	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>85.6</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	-
A9794	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A1546	<b>62,822</b>	<b>58,604</b>	<b>93.5</b>	<b>96.2</b>	<b>83.1</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A1545	<b>60,327</b>	<b>58,059</b>	<b>93.6</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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	
A1544	<b>56,472</b>	<b>55,338</b>	<b>93.9</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A1543	<b>56,472</b>	<b>51,709</b>	<b>93.9</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**Winglets**

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	
A5040	<b>77,564</b>	<b>60,781</b>	<b>92.5</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A5039	<b>73,935</b>	<b>60,781</b>	<b>92.7</b>	<b>96.8</b>	<b>85.9</b>	<b>91.5</b>	<b>95.9</b>	<b>100.5</b>	<b>2</b>
A5038	<b>72,121</b>	<b>60,781</b>	<b>92.9</b>	<b>96.7</b>	<b>85.2</b>	<b>91.3</b>	<b>95.9</b>	<b>100.4</b>	<b>2</b>
A5037	<b>70,080</b>	<b>60,781</b>	<b>93.0</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A6597	<b>70,080</b>	<b>58,604</b>	<b>93.0</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A9006	<b>70,080</b>	<b>58,059</b>	<b>93.0</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A17919	<b>69,975</b>	<b>58,604</b>	<b>93.0</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A120315	<b>69,853</b>	<b>58,059</b>	<b>93.0</b>	<b>96.6</b>	<b>84.4</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A6599	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A121334	<b>68,975</b>	<b>58,604</b>	<b>93.0</b>	<b>96.5</b>	<b>84.1</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**Winglets**

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	
A17920	<b>67,800</b>	<b>58,604</b>	<b>93.1</b>	<b>96.5</b>	<b>83.7</b>	<b>91.0</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17921	<b>66,975</b>	<b>58,604</b>	<b>93.2</b>	<b>96.4</b>	<b>83.4</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17922	<b>66,495</b>	<b>58,604</b>	<b>93.2</b>	<b>96.4</b>	<b>83.3</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A17923	<b>65,975</b>	<b>58,604</b>	<b>93.2</b>	<b>96.4</b>	<b>83.1</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17924	<b>65,495</b>	<b>58,604</b>	<b>93.3</b>	<b>96.3</b>	<b>82.9</b>	<b>90.8</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17925	<b>64,975</b>	<b>58,604</b>	<b>93.3</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A16604	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17926	<b>64,495</b>	<b>58,604</b>	<b>93.3</b>	<b>96.3</b>	<b>82.5</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</b>	<b>2</b>
A17927	<b>63,975</b>	<b>58,604</b>	<b>93.4</b>	<b>96.2</b>	<b>82.4</b>	<b>90.7</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17928	<b>63,495</b>	<b>58,604</b>	<b>93.4</b>	<b>96.2</b>	<b>82.2</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24**

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

**Winglets**

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	
A17929	<b>62,975</b>	<b>58,604</b>	<b>93.4</b>	<b>96.2</b>	<b>82.0</b>	<b>90.6</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A5036	<b>62,822</b>	<b>58,604</b>	<b>93.5</b>	<b>96.2</b>	<b>82.0</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A17930	<b>62,495</b>	<b>58,604</b>	<b>93.5</b>	<b>96.2</b>	<b>81.8</b>	<b>90.5</b>	<b>95.7</b>	<b>99.9</b>	<b>2</b>
A5035	<b>60,327</b>	<b>58,059</b>	<b>93.6</b>	<b>96.0</b>	<b>81.0</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A5034	<b>56,472</b>	<b>55,338</b>	<b>93.9</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A5033	<b>56,472</b>	<b>51,709</b>	<b>93.9</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/2**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1661	<b>77,564</b>	<b>60,781</b>	<b>92.2</b>	<b>97.0</b>	<b>88.1</b>	<b>91.8</b>	<b>96.2</b>	<b>100.7</b>	-
A1660	<b>73,935</b>	<b>60,781</b>	<b>92.4</b>	<b>96.8</b>	<b>86.7</b>	<b>91.5</b>	<b>96.2</b>	<b>100.5</b>	-
A1659	<b>72,121</b>	<b>60,781</b>	<b>92.5</b>	<b>96.7</b>	<b>86.1</b>	<b>91.3</b>	<b>96.2</b>	<b>100.4</b>	-
A1658	<b>70,080</b>	<b>60,781</b>	<b>92.6</b>	<b>96.6</b>	<b>85.3</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A1657	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>82.6</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	-
A1656	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>81.7</b>	<b>90.3</b>	<b>96.0</b>	<b>99.8</b>	-
A1655	<b>56,472</b>	<b>55,338</b>	<b>93.6</b>	<b>95.8</b>	<b>80.2</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	-
A1654	<b>56,472</b>	<b>51,709</b>	<b>93.6</b>	<b>95.8</b>	<b>80.2</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/2**

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

**Engine intermix, AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17597	<b>77,564</b>	<b>60,781</b>	<b>92.0</b>	<b>97.0</b>	<b>86.5</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	<b>2</b>
A17598	<b>73,935</b>	<b>60,781</b>	<b>92.2</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	<b>2</b>
A17599	<b>72,121</b>	<b>60,781</b>	<b>92.3</b>	<b>96.7</b>	<b>84.6</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	<b>2</b>
A17600	<b>70,080</b>	<b>60,781</b>	<b>92.4</b>	<b>96.6</b>	<b>83.8</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	<b>2</b>
A17601	<b>62,822</b>	<b>58,604</b>	<b>92.8</b>	<b>96.2</b>	<b>81.2</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	<b>2</b>
A17602	<b>60,327</b>	<b>58,059</b>	<b>93.0</b>	<b>96.0</b>	<b>80.2</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	<b>2</b>
A17603	<b>56,472</b>	<b>55,338</b>	<b>93.2</b>	<b>95.8</b>	<b>78.7</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	<b>2</b>
A17604	<b>56,472</b>	<b>51,709</b>	<b>93.2</b>	<b>95.8</b>	<b>78.7</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/2**

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

**Engine intermix, AFM Option Code <E724> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17507	<b>77,564</b>	<b>60,781</b>	<b>92.0</b>	<b>97.0</b>	<b>87.5</b>	<b>91.8</b>	<b>96.2</b>	<b>100.7</b>	-
A17508	<b>73,935</b>	<b>60,781</b>	<b>92.2</b>	<b>96.8</b>	<b>86.3</b>	<b>91.5</b>	<b>96.2</b>	<b>100.5</b>	-
A17509	<b>72,121</b>	<b>60,781</b>	<b>92.3</b>	<b>96.7</b>	<b>85.6</b>	<b>91.3</b>	<b>96.2</b>	<b>100.4</b>	-
A17510	<b>70,080</b>	<b>60,781</b>	<b>92.4</b>	<b>96.6</b>	<b>84.8</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A17511	<b>62,822</b>	<b>58,604</b>	<b>92.8</b>	<b>96.2</b>	<b>82.1</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	-
A17512	<b>60,327</b>	<b>58,059</b>	<b>93.0</b>	<b>96.0</b>	<b>81.2</b>	<b>90.3</b>	<b>95.9</b>	<b>99.8</b>	-
A17513	<b>56,472</b>	<b>55,338</b>	<b>93.2</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	-
A17514	<b>56,472</b>	<b>51,709</b>	<b>93.2</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/2**

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

**Engine intermix, Winglets**

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	
A4951	<b>77,564</b>	<b>60,781</b>	<b>92.2</b>	<b>97.0</b>	<b>86.7</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A4953	<b>73,935</b>	<b>60,781</b>	<b>92.4</b>	<b>96.8</b>	<b>85.5</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	<b>2</b>
A4955	<b>72,121</b>	<b>60,781</b>	<b>92.5</b>	<b>96.7</b>	<b>84.8</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	<b>2</b>
A4957	<b>70,080</b>	<b>60,781</b>	<b>92.6</b>	<b>96.6</b>	<b>84.1</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	<b>2</b>
A17835	<b>70,080</b>	<b>58,604</b>	<b>92.6</b>	<b>96.6</b>	<b>84.1</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A4959	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.5</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	<b>2</b>
A5119	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>80.6</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	<b>2</b>
A5118	<b>56,472</b>	<b>55,338</b>	<b>93.6</b>	<b>95.8</b>	<b>79.2</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	<b>2</b>
A5117	<b>56,472</b>	<b>51,709</b>	<b>93.6</b>	<b>95.8</b>	<b>79.2</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120289	<b>64,999</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A15574	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A120285	<b>61,688</b>	<b>58,059</b>	<b>93.5</b>	<b>96.1</b>	<b>82.6</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24/3**

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

**Engine intermix, Winglets**

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	
A120313	<b>69,853</b>	<b>58,059</b>	<b>93.0</b>	<b>96.6</b>	<b>84.4</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A15576	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A18430	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24, CFM56-7B24E**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119046	<b>69,626</b>	<b>58,059</b>	<b>93.0</b>	<b>96.6</b>	<b>85.7</b>	<b>91.1</b>	<b>95.8</b>	<b>100.3</b>	-
A122364	<b>64,999</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A122293	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **737-700**

Engine Manufacturer<sup>1</sup>      **CFM International SA**      Engine Type Designation<sup>1</sup>      **CFM56-7B24, CFM56-7B24E**

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

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	
A122221	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/2**

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

**AFM Option Code <E724> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17489	<b>77,564</b>	<b>60,781</b>	<b>91.6</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A17490	<b>73,935</b>	<b>60,781</b>	<b>91.8</b>	<b>96.8</b>	<b>85.9</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A17491	<b>72,121</b>	<b>60,781</b>	<b>91.9</b>	<b>96.7</b>	<b>85.2</b>	<b>91.3</b>	<b>96.3</b>	<b>100.4</b>	-
A17492	<b>70,080</b>	<b>60,781</b>	<b>92.0</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>96.3</b>	<b>100.3</b>	-
A17493	<b>62,822</b>	<b>58,604</b>	<b>92.5</b>	<b>96.2</b>	<b>81.7</b>	<b>90.5</b>	<b>96.1</b>	<b>100.0</b>	-
A17494	<b>60,327</b>	<b>58,059</b>	<b>92.6</b>	<b>96.0</b>	<b>80.8</b>	<b>90.3</b>	<b>96.1</b>	<b>99.8</b>	-
A17495	<b>56,472</b>	<b>55,338</b>	<b>92.9</b>	<b>95.8</b>	<b>79.2</b>	<b>89.9</b>	<b>95.8</b>	<b>99.6</b>	-
A17496	<b>56,472</b>	<b>51,709</b>	<b>92.9</b>	<b>95.8</b>	<b>79.2</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/2**

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

**AFM Option Code <E724W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17589	<b>77,564</b>	<b>60,781</b>	<b>91.6</b>	<b>97.0</b>	<b>86.1</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	<b>2</b>
A17590	<b>73,935</b>	<b>60,781</b>	<b>91.8</b>	<b>96.8</b>	<b>84.8</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	<b>2</b>
A17591	<b>72,121</b>	<b>60,781</b>	<b>91.9</b>	<b>96.7</b>	<b>84.2</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	<b>2</b>
A17592	<b>70,080</b>	<b>60,781</b>	<b>92.0</b>	<b>96.6</b>	<b>83.4</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	<b>2</b>
A17593	<b>62,822</b>	<b>58,604</b>	<b>92.5</b>	<b>96.2</b>	<b>80.8</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	<b>2</b>
A17594	<b>60,327</b>	<b>58,059</b>	<b>92.6</b>	<b>96.0</b>	<b>79.8</b>	<b>90.3</b>	<b>95.9</b>	<b>99.8</b>	<b>2</b>
A17595	<b>56,472</b>	<b>55,338</b>	<b>92.9</b>	<b>95.8</b>	<b>78.3</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	<b>2</b>
A17596	<b>56,472</b>	<b>51,709</b>	<b>92.9</b>	<b>95.8</b>	<b>78.3</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/2**

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	
A1619	<b>77,564</b>	<b>60,781</b>	<b>91.8</b>	<b>97.0</b>	<b>87.5</b>	<b>91.8</b>	<b>96.3</b>	<b>100.7</b>	-
A1618	<b>73,935</b>	<b>60,781</b>	<b>92.1</b>	<b>96.8</b>	<b>86.1</b>	<b>91.5</b>	<b>96.3</b>	<b>100.5</b>	-
A1617	<b>72,121</b>	<b>60,781</b>	<b>92.2</b>	<b>96.7</b>	<b>85.4</b>	<b>91.3</b>	<b>96.3</b>	<b>100.4</b>	-
A1616	<b>70,080</b>	<b>60,781</b>	<b>92.3</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>96.3</b>	<b>100.3</b>	-
A8989	<b>70,080</b>	<b>58,604</b>	<b>92.3</b>	<b>96.6</b>	<b>84.7</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	-
A120287	<b>64,999</b>	<b>58,059</b>	<b>92.6</b>	<b>96.3</b>	<b>82.8</b>	<b>90.7</b>	<b>96.1</b>	<b>100.1</b>	-
A1615	<b>62,822</b>	<b>58,604</b>	<b>92.8</b>	<b>96.2</b>	<b>82.1</b>	<b>90.5</b>	<b>96.2</b>	<b>100.0</b>	-
A1614	<b>60,327</b>	<b>58,059</b>	<b>93.0</b>	<b>96.0</b>	<b>81.1</b>	<b>90.3</b>	<b>96.1</b>	<b>99.8</b>	-
A1613	<b>56,472</b>	<b>55,338</b>	<b>93.2</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.9</b>	<b>99.6</b>	-
A1612	<b>56,472</b>	<b>51,709</b>	<b>93.2</b>	<b>95.8</b>	<b>79.6</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/2**

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

**Winglets**

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	
A5082	<b>77,564</b>	<b>60,781</b>	<b>91.9</b>	<b>97.0</b>	<b>86.3</b>	<b>91.8</b>	<b>96.2</b>	<b>100.7</b>	<b>2</b>
A5081	<b>73,935</b>	<b>60,781</b>	<b>92.1</b>	<b>96.8</b>	<b>85.1</b>	<b>91.5</b>	<b>96.2</b>	<b>100.5</b>	<b>2</b>
A5080	<b>72,121</b>	<b>60,781</b>	<b>92.2</b>	<b>96.7</b>	<b>84.4</b>	<b>91.3</b>	<b>96.2</b>	<b>100.4</b>	<b>2</b>
A5079	<b>70,080</b>	<b>60,781</b>	<b>92.3</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>96.2</b>	<b>100.3</b>	<b>2</b>
A9791	<b>70,080</b>	<b>58,604</b>	<b>92.3</b>	<b>96.6</b>	<b>83.7</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	<b>2</b>
A5078	<b>62,822</b>	<b>58,604</b>	<b>92.8</b>	<b>96.2</b>	<b>81.1</b>	<b>90.5</b>	<b>96.0</b>	<b>100.0</b>	<b>2</b>
A5077	<b>60,327</b>	<b>58,059</b>	<b>93.0</b>	<b>96.0</b>	<b>80.2</b>	<b>90.3</b>	<b>96.0</b>	<b>99.8</b>	<b>2</b>
A5076	<b>56,472</b>	<b>55,338</b>	<b>93.2</b>	<b>95.8</b>	<b>78.7</b>	<b>89.9</b>	<b>95.7</b>	<b>99.6</b>	<b>2</b>
A5075	<b>56,472</b>	<b>51,709</b>	<b>93.2</b>	<b>95.8</b>	<b>78.7</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3**

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

**AFM Option Code <97244> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13677	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>87.9</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13678	<b>73,935</b>	<b>60,781</b>	<b>92.5</b>	<b>96.8</b>	<b>86.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13679	<b>72,121</b>	<b>60,781</b>	<b>92.6</b>	<b>96.7</b>	<b>86.0</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13680	<b>70,080</b>	<b>60,781</b>	<b>92.7</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13681	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>82.5</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13682	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>81.5</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13683	<b>56,472</b>	<b>55,338</b>	<b>93.5</b>	<b>95.8</b>	<b>80.0</b>	<b>89.9</b>	<b>95.5</b>	<b>99.6</b>	-
A13684	<b>56,472</b>	<b>51,709</b>	<b>93.5</b>	<b>95.8</b>	<b>80.0</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13828	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>86.9</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13829	<b>73,935</b>	<b>60,781</b>	<b>92.5</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13830	<b>72,121</b>	<b>60,781</b>	<b>92.6</b>	<b>96.7</b>	<b>85.0</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13831	<b>70,080</b>	<b>60,781</b>	<b>92.7</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A121996	<b>70,080</b>	<b>58,604</b>	<b>92.7</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A13832	<b>62,822</b>	<b>58,604</b>	<b>93.1</b>	<b>96.2</b>	<b>81.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13833	<b>60,327</b>	<b>58,059</b>	<b>93.3</b>	<b>96.0</b>	<b>80.6</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13834	<b>56,472</b>	<b>55,338</b>	<b>93.5</b>	<b>95.8</b>	<b>79.1</b>	<b>89.9</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13835	<b>56,472</b>	<b>51,709</b>	<b>93.5</b>	<b>95.8</b>	<b>79.1</b>	<b>89.9</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3**

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	
A8351	<b>77,564</b>	<b>60,781</b>	<b>92.5</b>	<b>97.0</b>	<b>88.6</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A8352	<b>73,935</b>	<b>60,781</b>	<b>92.7</b>	<b>96.8</b>	<b>87.3</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A8353	<b>72,121</b>	<b>60,781</b>	<b>92.9</b>	<b>96.7</b>	<b>86.6</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A8354	<b>70,080</b>	<b>60,781</b>	<b>93.0</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A8355	<b>70,080</b>	<b>58,604</b>	<b>93.0</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A120288	<b>64,999</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A15577	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A8356	<b>62,822</b>	<b>58,604</b>	<b>93.5</b>	<b>96.2</b>	<b>83.1</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A120284	<b>61,688</b>	<b>58,059</b>	<b>93.5</b>	<b>96.1</b>	<b>82.6</b>	<b>90.4</b>	<b>95.8</b>	<b>99.9</b>	-
A8357	<b>60,327</b>	<b>58,059</b>	<b>93.6</b>	<b>96.0</b>	<b>82.1</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3**

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	
A8358	<b>56,472</b>	<b>55,338</b>	<b>93.9</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.6</b>	<b>99.6</b>	-
A8359	<b>56,472</b>	<b>51,709</b>	<b>93.9</b>	<b>95.8</b>	<b>80.6</b>	<b>89.9</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3**

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

**Winglets**

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	
A15580	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A15575	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3, CFM56-7B24/2**

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

**Engine intermix**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120286	<b>61,688</b>	<b>58,059</b>	<b>93.2</b>	<b>96.1</b>	<b>82.2</b>	<b>90.4</b>	<b>96.0</b>	<b>99.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24/3, CFM56-7B24/2**

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

**Engine intermix, AFM Option Code <E724> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121053	<b>64,999</b>	<b>58,059</b>	<b>92.7</b>	<b>96.3</b>	<b>82.9</b>	<b>90.7</b>	<b>95.9</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E**

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

**AFM Option Code <97204> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16350	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>87.9</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16321	<b>70,080</b>	<b>58,604</b>	<b>92.7</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

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

Edition / Amendment

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	
A122759	<b>65,317</b>	<b>58,059</b>	<b>93.0</b>	<b>96.3</b>	<b>82.4</b>	<b>90.8</b>	<b>95.6</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E**

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

**AFM Option Code <97244W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16352	<b>77,564</b>	<b>60,781</b>	<b>92.3</b>	<b>97.0</b>	<b>86.9</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16322	<b>70,080</b>	<b>58,604</b>	<b>92.7</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E**

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	
A16355	<b>77,564</b>	<b>60,781</b>	<b>92.5</b>	<b>97.0</b>	<b>88.6</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A16323	<b>70,080</b>	<b>58,604</b>	<b>93.0</b>	<b>96.6</b>	<b>85.9</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-
A122292	<b>64,999</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **737-700**

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

Engine Type Designation<sup>1</sup>      **CFM56-7B24E**

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

**Winglets**

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	
A122291	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E, CFM56-7B24/2**

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

**Engine intermix, AFM Option Code <E724> (Recertification to Chapter 4)**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121052	<b>64,999</b>	<b>58,059</b>	<b>92.7</b>	<b>96.3</b>	<b>82.9</b>	<b>90.7</b>	<b>95.9</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E, CFM56-7B24/3**

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

**Engine intermix**

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

Edition / Amendment

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121252	<b>64,999</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.9</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-
A121709	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>83.8</b>	<b>90.7</b>	<b>95.8</b>	<b>100.1</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B24E, CFM56-7B24/3**

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

**Engine intermix, Winglets**

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	
A121051	<b>69,399</b>	<b>58,059</b>	<b>93.0</b>	<b>96.5</b>	<b>84.3</b>	<b>91.1</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>
A18194	<b>64,863</b>	<b>58,059</b>	<b>93.3</b>	<b>96.3</b>	<b>82.7</b>	<b>90.7</b>	<b>95.7</b>	<b>100.1</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26**

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

**AFM Option Code <97264> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13701	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13702	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13703	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>85.0</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13704	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13705	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>83.2</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A13706	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>81.7</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13707	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>80.8</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13708	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>80.0</b>	<b>90.1</b>	<b>95.5</b>	<b>99.7</b>	-
A13709	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.5</b>	<b>99.6</b>	-
A13710	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26**

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

**AFM Option Code <97264W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13852	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>85.8</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13853	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13854	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>84.0</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13855	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>82.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13856	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>82.3</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A13857	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>80.8</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13858	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>79.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13859	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>79.1</b>	<b>90.1</b>	<b>95.4</b>	<b>99.7</b>	<b>2</b>
A13860	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13861	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26**

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

**None**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A1560	<b>77,564</b>	<b>60,781</b>	<b>94.3</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A1559	<b>73,935</b>	<b>60,781</b>	<b>94.5</b>	<b>96.8</b>	<b>85.9</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1558	<b>72,121</b>	<b>60,781</b>	<b>94.6</b>	<b>96.7</b>	<b>85.2</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A1557	<b>70,080</b>	<b>60,781</b>	<b>94.7</b>	<b>96.6</b>	<b>84.6</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A1556	<b>67,131</b>	<b>58,604</b>	<b>94.9</b>	<b>96.4</b>	<b>83.6</b>	<b>90.9</b>	<b>95.9</b>	<b>100.2</b>	-
A1555	<b>62,822</b>	<b>58,604</b>	<b>95.2</b>	<b>96.2</b>	<b>82.2</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A1554	<b>60,327</b>	<b>58,059</b>	<b>95.4</b>	<b>96.0</b>	<b>81.4</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A1553	<b>58,377</b>	<b>55,338</b>	<b>95.5</b>	<b>95.9</b>	<b>80.7</b>	<b>90.1</b>	<b>95.6</b>	<b>99.7</b>	-
A1552	<b>56,699</b>	<b>55,338</b>	<b>95.6</b>	<b>95.8</b>	<b>79.8</b>	<b>90.0</b>	<b>95.6</b>	<b>99.6</b>	-
A1551	<b>56,699</b>	<b>51,709</b>	<b>95.6</b>	<b>95.8</b>	<b>79.8</b>	<b>90.0</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26**

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

**Winglets**

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	
A5050	<b>77,564</b>	<b>60,781</b>	<b>94.3</b>	<b>97.0</b>	<b>86.1</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A5049	<b>73,935</b>	<b>60,781</b>	<b>94.5</b>	<b>96.8</b>	<b>84.9</b>	<b>91.5</b>	<b>95.9</b>	<b>100.5</b>	<b>2</b>
A5048	<b>72,121</b>	<b>60,781</b>	<b>94.6</b>	<b>96.7</b>	<b>84.3</b>	<b>91.3</b>	<b>95.9</b>	<b>100.4</b>	<b>2</b>
A5047	<b>70,080</b>	<b>60,781</b>	<b>94.7</b>	<b>96.6</b>	<b>83.6</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	<b>2</b>
A5046	<b>67,131</b>	<b>58,604</b>	<b>94.9</b>	<b>96.4</b>	<b>82.6</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A5045	<b>62,822</b>	<b>58,604</b>	<b>95.2</b>	<b>96.2</b>	<b>81.2</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A5044	<b>60,327</b>	<b>58,059</b>	<b>95.4</b>	<b>96.0</b>	<b>80.3</b>	<b>90.3</b>	<b>95.7</b>	<b>99.8</b>	<b>2</b>
A5043	<b>58,377</b>	<b>55,338</b>	<b>95.5</b>	<b>95.9</b>	<b>79.6</b>	<b>90.1</b>	<b>95.4</b>	<b>99.7</b>	<b>2</b>
A5042	<b>56,699</b>	<b>55,338</b>	<b>95.6</b>	<b>95.8</b>	<b>79.0</b>	<b>90.0</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A5041	<b>56,699</b>	<b>51,709</b>	<b>95.6</b>	<b>95.8</b>	<b>79.0</b>	<b>90.0</b>	<b>95.1</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26/3F**

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

**AFM Option Code <97264> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13721	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13722	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13723	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>85.0</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13724	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13725	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>83.2</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A13726	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>81.7</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13727	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>80.8</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13728	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>80.0</b>	<b>90.1</b>	<b>95.5</b>	<b>99.7</b>	-
A13729	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.5</b>	<b>99.6</b>	-
A13730	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26/3F**

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

**AFM Option Code <97264W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13872	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>85.8</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13873	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13874	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>84.0</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13875	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>82.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13876	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>82.3</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A13877	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>80.8</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13878	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>79.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13879	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>79.1</b>	<b>90.1</b>	<b>95.4</b>	<b>99.7</b>	<b>2</b>
A13880	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13881	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26/B1**

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

**AFM Option Code <97264> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13731	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13732	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>85.6</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13733	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>85.0</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13734	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13735	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>83.2</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A13736	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>81.7</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13737	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>80.8</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13738	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>80.0</b>	<b>90.1</b>	<b>95.5</b>	<b>99.7</b>	-
A13739	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.5</b>	<b>99.6</b>	-
A13740	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>79.4</b>	<b>90.0</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26/B1**

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

**AFM Option Code <97264W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13882	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>85.8</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13883	<b>73,935</b>	<b>60,781</b>	<b>94.2</b>	<b>96.8</b>	<b>84.6</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13884	<b>72,121</b>	<b>60,781</b>	<b>94.3</b>	<b>96.7</b>	<b>84.0</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13885	<b>70,080</b>	<b>60,781</b>	<b>94.4</b>	<b>96.6</b>	<b>82.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13886	<b>67,131</b>	<b>58,604</b>	<b>94.6</b>	<b>96.4</b>	<b>82.3</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A13887	<b>62,822</b>	<b>58,604</b>	<b>94.9</b>	<b>96.2</b>	<b>80.8</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13888	<b>60,327</b>	<b>58,059</b>	<b>95.1</b>	<b>96.0</b>	<b>79.9</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13889	<b>58,377</b>	<b>55,338</b>	<b>95.2</b>	<b>95.9</b>	<b>79.1</b>	<b>90.1</b>	<b>95.4</b>	<b>99.7</b>	<b>2</b>
A13890	<b>56,699</b>	<b>55,338</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.4</b>	<b>99.6</b>	<b>2</b>
A13891	<b>56,699</b>	<b>51,709</b>	<b>95.3</b>	<b>95.8</b>	<b>78.4</b>	<b>90.0</b>	<b>95.0</b>	<b>99.6</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26/B1**

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	
A1587	<b>77,564</b>	<b>60,781</b>	<b>94.3</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A1586	<b>73,935</b>	<b>60,781</b>	<b>94.5</b>	<b>96.8</b>	<b>85.9</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A1585	<b>72,121</b>	<b>60,781</b>	<b>94.6</b>	<b>96.7</b>	<b>85.2</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A1584	<b>70,080</b>	<b>60,781</b>	<b>94.7</b>	<b>96.6</b>	<b>84.6</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A1583	<b>67,131</b>	<b>58,604</b>	<b>94.9</b>	<b>96.4</b>	<b>83.6</b>	<b>90.9</b>	<b>95.9</b>	<b>100.2</b>	-
A1582	<b>62,822</b>	<b>58,604</b>	<b>95.2</b>	<b>96.2</b>	<b>82.2</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A1581	<b>60,327</b>	<b>58,059</b>	<b>95.4</b>	<b>96.0</b>	<b>81.4</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A1580	<b>58,377</b>	<b>55,338</b>	<b>95.5</b>	<b>95.9</b>	<b>80.7</b>	<b>90.1</b>	<b>95.6</b>	<b>99.7</b>	-
A1579	<b>56,699</b>	<b>55,338</b>	<b>95.6</b>	<b>95.8</b>	<b>79.8</b>	<b>90.0</b>	<b>95.6</b>	<b>99.6</b>	-
A1578	<b>56,699</b>	<b>51,709</b>	<b>95.6</b>	<b>95.8</b>	<b>79.8</b>	<b>90.0</b>	<b>95.2</b>	<b>99.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E**

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

**AFM Option Code <97264> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16356	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16357	<b>70,080</b>	<b>58,604</b>	<b>92.7</b>	<b>96.6</b>	<b>85.2</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E**

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

**AFM Option Code <97264W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16358	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>85.8</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16359	<b>70,080</b>	<b>58,604</b>	<b>94.4</b>	<b>96.6</b>	<b>82.3</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E**

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	
A16360	<b>77,564</b>	<b>60,781</b>	<b>94.3</b>	<b>97.0</b>	<b>87.1</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A16361	<b>70,080</b>	<b>58,604</b>	<b>94.7</b>	<b>96.6</b>	<b>84.6</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2**

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

**AFM Option Code <97B2N4> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16387	<b>77,564</b>	<b>60,781</b>	<b>94.5</b>	<b>97.0</b>	<b>86.7</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16388	<b>70,080</b>	<b>58,604</b>	<b>94.9</b>	<b>96.6</b>	<b>84.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2**

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

**AFM Option Code <97B2W4> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16389	<b>77,564</b>	<b>60,781</b>	<b>94.5</b>	<b>97.0</b>	<b>85.7</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16390	<b>70,080</b>	<b>58,604</b>	<b>94.9</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2**

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

**None**

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

Edition / Amendment

**Edition 3 / Amendment 7**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16393	<b>77,564</b>	<b>60,781</b>	<b>94.7</b>	<b>97.0</b>	<b>87.0</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A16394	<b>70,080</b>	<b>58,604</b>	<b>95.2</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2**

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

**Winglets**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16391	<b>77,564</b>	<b>60,781</b>	<b>94.7</b>	<b>97.0</b>	<b>85.9</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A16392	<b>70,080</b>	<b>58,604</b>	<b>95.2</b>	<b>96.6</b>	<b>83.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2F**

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

**AFM Option Code <97B2N4> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16412	<b>77,564</b>	<b>60,781</b>	<b>94.5</b>	<b>97.0</b>	<b>86.7</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16413	<b>70,080</b>	<b>58,604</b>	<b>94.9</b>	<b>96.6</b>	<b>84.1</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2F**

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

**AFM Option Code <97B2W4> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16414	<b>77,564</b>	<b>60,781</b>	<b>94.5</b>	<b>97.0</b>	<b>85.7</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16415	<b>70,080</b>	<b>58,604</b>	<b>94.9</b>	<b>96.6</b>	<b>83.2</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>

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



Type Certificate Holder <sup>1</sup>	<b>The Boeing Company</b>	Aircraft Type Designation <sup>1</sup>	<b>737-700</b>
Engine Manufacturer <sup>1</sup>	<b>CFM International SA</b>	Engine Type Designation <sup>1</sup>	<b>CFM56-7B26E/B2F</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	<b>Edition 3 / Amendment 5</b>
		Chapter <sup>1</sup>	<b>3</b>

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16418	<b>77,564</b>	<b>60,781</b>	<b>94.7</b>	<b>97.0</b>	<b>87.0</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A16419	<b>70,080</b>	<b>58,604</b>	<b>95.2</b>	<b>96.6</b>	<b>84.5</b>	<b>91.2</b>	<b>95.9</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/B2F**

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

**Winglets**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 3 / Amendment 5** 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	
A16416	<b>77,564</b>	<b>60,781</b>	<b>94.7</b>	<b>97.0</b>	<b>85.9</b>	<b>91.8</b>	<b>95.9</b>	<b>100.7</b>	<b>2</b>
A16417	<b>70,080</b>	<b>58,604</b>	<b>95.2</b>	<b>96.6</b>	<b>83.5</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/F**

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

**AFM Option Code <97264> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16373	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>86.8</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16374	<b>70,080</b>	<b>58,604</b>	<b>94.4</b>	<b>96.6</b>	<b>84.3</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B26E/F**

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

**AFM Option Code <97264W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16375	<b>77,564</b>	<b>60,781</b>	<b>94.0</b>	<b>97.0</b>	<b>85.8</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16376	<b>70,080</b>	<b>58,604</b>	<b>94.4</b>	<b>96.6</b>	<b>82.3</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27/3B3**

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

**AFM Option Code <97274> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13777	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13778	<b>73,935</b>	<b>60,781</b>	<b>95.1</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13779	<b>72,121</b>	<b>60,781</b>	<b>95.2</b>	<b>96.7</b>	<b>84.6</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13780	<b>70,080</b>	<b>60,781</b>	<b>95.4</b>	<b>96.6</b>	<b>83.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13781	<b>67,131</b>	<b>58,604</b>	<b>95.5</b>	<b>96.4</b>	<b>82.9</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A13782	<b>62,822</b>	<b>58,604</b>	<b>95.8</b>	<b>96.2</b>	<b>81.4</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13783	<b>60,690</b>	<b>58,059</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13784	<b>60,690</b>	<b>55,338</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.5</b>	<b>99.8</b>	-
A13785	<b>60,690</b>	<b>51,709</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.2</b>	<b>99.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27/3B3**

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

**AFM Option Code <97274W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13928	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>85.4</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13929	<b>73,935</b>	<b>60,781</b>	<b>95.1</b>	<b>96.8</b>	<b>84.2</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13930	<b>72,121</b>	<b>60,781</b>	<b>95.2</b>	<b>96.7</b>	<b>83.6</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13931	<b>70,080</b>	<b>60,781</b>	<b>95.4</b>	<b>96.6</b>	<b>82.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13932	<b>67,131</b>	<b>58,604</b>	<b>95.5</b>	<b>96.4</b>	<b>82.0</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A13933	<b>62,822</b>	<b>58,604</b>	<b>95.8</b>	<b>96.2</b>	<b>80.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13934	<b>60,690</b>	<b>58,059</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13935	<b>60,690</b>	<b>55,338</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.4</b>	<b>99.8</b>	<b>2</b>
A13936	<b>60,690</b>	<b>51,709</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.0</b>	<b>99.8</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27/B3**

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

**AFM Option Code <97274> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13768	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A13769	<b>73,935</b>	<b>60,781</b>	<b>95.1</b>	<b>96.8</b>	<b>85.2</b>	<b>91.5</b>	<b>96.0</b>	<b>100.5</b>	-
A13770	<b>72,121</b>	<b>60,781</b>	<b>95.2</b>	<b>96.7</b>	<b>84.6</b>	<b>91.3</b>	<b>96.0</b>	<b>100.4</b>	-
A13771	<b>70,080</b>	<b>60,781</b>	<b>95.4</b>	<b>96.6</b>	<b>83.9</b>	<b>91.2</b>	<b>96.0</b>	<b>100.3</b>	-
A13772	<b>67,131</b>	<b>58,604</b>	<b>95.5</b>	<b>96.4</b>	<b>82.9</b>	<b>90.9</b>	<b>95.8</b>	<b>100.2</b>	-
A13773	<b>62,822</b>	<b>58,604</b>	<b>95.8</b>	<b>96.2</b>	<b>81.4</b>	<b>90.5</b>	<b>95.8</b>	<b>100.0</b>	-
A13774	<b>60,690</b>	<b>58,059</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A13775	<b>60,690</b>	<b>55,338</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.5</b>	<b>99.8</b>	-
A13776	<b>60,690</b>	<b>51,709</b>	<b>96.0</b>	<b>96.0</b>	<b>80.7</b>	<b>90.3</b>	<b>95.2</b>	<b>99.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27/B3**

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

**AFM Option Code <97274W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A13919	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>85.4</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A13920	<b>73,935</b>	<b>60,781</b>	<b>95.1</b>	<b>96.8</b>	<b>84.2</b>	<b>91.5</b>	<b>95.8</b>	<b>100.5</b>	<b>2</b>
A13921	<b>72,121</b>	<b>60,781</b>	<b>95.2</b>	<b>96.7</b>	<b>83.6</b>	<b>91.3</b>	<b>95.8</b>	<b>100.4</b>	<b>2</b>
A13922	<b>70,080</b>	<b>60,781</b>	<b>95.4</b>	<b>96.6</b>	<b>82.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	<b>2</b>
A13923	<b>67,131</b>	<b>58,604</b>	<b>95.5</b>	<b>96.4</b>	<b>82.0</b>	<b>90.9</b>	<b>95.7</b>	<b>100.2</b>	<b>2</b>
A13924	<b>62,822</b>	<b>58,604</b>	<b>95.8</b>	<b>96.2</b>	<b>80.5</b>	<b>90.5</b>	<b>95.7</b>	<b>100.0</b>	<b>2</b>
A13925	<b>60,690</b>	<b>58,059</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.6</b>	<b>99.8</b>	<b>2</b>
A13926	<b>60,690</b>	<b>55,338</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.4</b>	<b>99.8</b>	<b>2</b>
A13927	<b>60,690</b>	<b>51,709</b>	<b>96.0</b>	<b>96.0</b>	<b>79.7</b>	<b>90.3</b>	<b>95.0</b>	<b>99.8</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> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27/B3**

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	
A5810	<b>77,564</b>	<b>60,781</b>	<b>95.2</b>	<b>97.0</b>	<b>86.6</b>	<b>91.8</b>	<b>96.1</b>	<b>100.7</b>	-
A5811	<b>73,935</b>	<b>60,781</b>	<b>95.4</b>	<b>96.8</b>	<b>85.4</b>	<b>91.5</b>	<b>96.1</b>	<b>100.5</b>	-
A5812	<b>72,121</b>	<b>60,781</b>	<b>95.5</b>	<b>96.7</b>	<b>84.8</b>	<b>91.3</b>	<b>96.1</b>	<b>100.4</b>	-
A5813	<b>70,080</b>	<b>60,781</b>	<b>95.6</b>	<b>96.6</b>	<b>84.2</b>	<b>91.2</b>	<b>96.1</b>	<b>100.3</b>	-
A5814	<b>67,131</b>	<b>58,604</b>	<b>95.9</b>	<b>96.4</b>	<b>83.3</b>	<b>90.9</b>	<b>95.9</b>	<b>100.2</b>	-
A5815	<b>62,822</b>	<b>58,604</b>	<b>96.2</b>	<b>96.2</b>	<b>81.9</b>	<b>90.5</b>	<b>95.9</b>	<b>100.0</b>	-
A5816	<b>60,690</b>	<b>58,059</b>	<b>96.3</b>	<b>96.0</b>	<b>81.2</b>	<b>90.3</b>	<b>95.8</b>	<b>99.8</b>	-
A5817	<b>58,967</b>	<b>55,338</b>	<b>96.4</b>	<b>95.9</b>	<b>80.6</b>	<b>90.2</b>	<b>95.6</b>	<b>99.8</b>	-
A5818	<b>58,967</b>	<b>51,709</b>	<b>96.4</b>	<b>95.9</b>	<b>80.6</b>	<b>90.2</b>	<b>95.2</b>	<b>99.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27E/B3**

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

**AFM Option Code <97274> (Recertification to Chapter 4)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16444	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>86.4</b>	<b>91.8</b>	<b>96.0</b>	<b>100.7</b>	-
A16445	<b>70,080</b>	<b>58,604</b>	<b>95.4</b>	<b>96.6</b>	<b>83.9</b>	<b>91.2</b>	<b>95.8</b>	<b>100.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **737-700**

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

Engine Type Designation<sup>1</sup> **CFM56-7B27E/B3**

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

**AFM Option Code <97274W> (Recertification to Chapter 4, Winglets)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16446	<b>77,564</b>	<b>60,781</b>	<b>94.9</b>	<b>97.0</b>	<b>85.4</b>	<b>91.8</b>	<b>95.8</b>	<b>100.7</b>	<b>2</b>
A16447	<b>70,080</b>	<b>58,604</b>	<b>95.4</b>	<b>96.6</b>	<b>82.9</b>	<b>91.2</b>	<b>95.7</b>	<b>100.3</b>	<b>2</b>

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



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

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

### **TCDSN EASA.IM.A.120.3 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 Split Scimitar Winglets iaw STC EASA 10015323



### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	12 December 2013	Initial Issue
Issue 2	01 October 2014	Revised
Issue 3	29 September 2015	Revised
Issue 4	05 April 2016	Added records A121049, A121051, A121052, A121053 and A121080
Issue 5	24 November 2016	Revised
Issue 6	12 January 2018	Added records A121626, A121708 and A121709
Issue 7	15 June 2018	Added records A121996, A121998 and A122011
Issue 8	15 November 2018	Added records A122023 - A122026
Issue 9	12 April 2019	Added records A122043 and A122166
Issue 10	07 August 2019	Added records A122220 and A122221
Issue 11	07 September 2020	Added records A122559, A122560, A122291, A122292 and A122364
Issue 12	25 October 2021	Added records A122709 and A122715
Issue 13	25 March 2022	Added record A122740
Issue 14	31 August 2022	Revised
Issue 15	30 May 2023	Added record A122791

