



## TYPE-CERTIFICATE DATA SHEET FOR NOISE

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

**for**

**Boeing 767**

**Type Certificate Holder:**

**The Boeing Company**

737 Logan Ave N

Renton, WA 98057-0000

USA

For models:

767-200

767-300

767-300BCF

767-300F

767-400ER



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3281	<b>163,293</b>	<b>136,077</b>	<b>94.8</b>	<b>99.7</b>	<b>92.8</b>	<b>96.1</b>	<b>101.4</b>	<b>103.2</b>	-
A3280	<b>159,210</b>	<b>136,077</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.4</b>	<b>103.1</b>	-
A5653	<b>159,210</b>	<b>128,366</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A8961	<b>159,210</b>	<b>126,098</b>	<b>95.0</b>	<b>99.6</b>	<b>91.8</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3279	<b>156,489</b>	<b>136,077</b>	<b>95.0</b>	<b>99.5</b>	<b>91.3</b>	<b>95.8</b>	<b>101.4</b>	<b>103.0</b>	-
A3278	<b>151,953</b>	<b>126,098</b>	<b>95.1</b>	<b>99.4</b>	<b>90.4</b>	<b>95.6</b>	<b>101.7</b>	<b>102.9</b>	-
A3397	<b>142,881</b>	<b>131,541</b>	<b>95.2</b>	<b>99.2</b>	<b>88.5</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3272	<b>136,077</b>	<b>122,469</b>	<b>95.4</b>	<b>99.0</b>	<b>87.1</b>	<b>95.0</b>	<b>101.6</b>	<b>102.6</b>	-
A3271	<b>127,913</b>	<b>116,573</b>	<b>95.5</b>	<b>98.8</b>	<b>85.1</b>	<b>94.7</b>	<b>101.4</b>	<b>102.4</b>	-
A3268	<b>127,005</b>	<b>122,469</b>	<b>95.5</b>	<b>98.8</b>	<b>84.9</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3276	<b>142,881</b>	<b>131,541</b>	<b>93.0</b>	<b>99.2</b>	<b>90.2</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3273	<b>136,077</b>	<b>116,573</b>	<b>93.2</b>	<b>99.0</b>	<b>88.6</b>	<b>95.0</b>	<b>101.4</b>	<b>102.6</b>	-
A3269	<b>127,005</b>	<b>122,469</b>	<b>93.3</b>	<b>98.8</b>	<b>86.4</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3277	<b>142,881</b>	<b>131,541</b>	<b>91.2</b>	<b>99.2</b>	<b>93.5</b>	<b>95.3</b>	<b>101.7</b>	<b>102.7</b>	-
A3274	<b>136,077</b>	<b>116,573</b>	<b>91.6</b>	<b>99.0</b>	<b>90.8</b>	<b>95.0</b>	<b>101.4</b>	<b>102.6</b>	-
A3270	<b>127,005</b>	<b>122,469</b>	<b>91.9</b>	<b>98.8</b>	<b>88.3</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3287	<b>163,293</b>	<b>136,077</b>	<b>96.5</b>	<b>99.7</b>	<b>91.7</b>	<b>96.1</b>	<b>101.7</b>	<b>103.2</b>	-
A3286	<b>159,210</b>	<b>136,077</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A5654	<b>159,210</b>	<b>128,366</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A8946	<b>159,210</b>	<b>126,098</b>	<b>96.6</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3285	<b>156,489</b>	<b>131,541</b>	<b>96.6</b>	<b>99.5</b>	<b>90.4</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3284	<b>151,953</b>	<b>126,098</b>	<b>96.7</b>	<b>99.4</b>	<b>89.5</b>	<b>95.6</b>	<b>101.7</b>	<b>102.9</b>	-
A8503	<b>145,149</b>	<b>126,098</b>	<b>96.8</b>	<b>99.3</b>	<b>88.1</b>	<b>95.4</b>	<b>101.7</b>	<b>102.8</b>	-
A120761	<b>145,149</b>	<b>123,377</b>	<b>96.8</b>	<b>99.3</b>	<b>88.1</b>	<b>95.4</b>	<b>101.6</b>	<b>102.8</b>	-
A3283	<b>136,077</b>	<b>123,377</b>	<b>97.0</b>	<b>99.0</b>	<b>86.3</b>	<b>95.0</b>	<b>101.6</b>	<b>102.6</b>	-
A3282	<b>127,005</b>	<b>122,469</b>	<b>97.2</b>	<b>98.8</b>	<b>84.2</b>	<b>94.6</b>	<b>101.6</b>	<b>102.3</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A8550	<b>159,210</b>	<b>136,077</b>	<b>93.7</b>	<b>99.6</b>	<b>89.5</b>	<b>95.9</b>	<b>96.4</b>	<b>103.1</b>	-
A3290	<b>156,489</b>	<b>136,077</b>	<b>93.7</b>	<b>99.5</b>	<b>89.0</b>	<b>95.8</b>	<b>96.4</b>	<b>103.0</b>	-
A3289	<b>147,417</b>	<b>126,098</b>	<b>93.9</b>	<b>99.3</b>	<b>87.3</b>	<b>95.5</b>	<b>95.9</b>	<b>102.8</b>	-
A3288	<b>136,077</b>	<b>122,469</b>	<b>94.1</b>	<b>99.0</b>	<b>85.2</b>	<b>95.0</b>	<b>95.7</b>	<b>102.6</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3296	<b>163,293</b>	<b>136,077</b>	<b>93.4</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>96.5</b>	<b>103.2</b>	-
A3295	<b>159,210</b>	<b>136,077</b>	<b>93.4</b>	<b>99.6</b>	<b>89.4</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3294	<b>154,221</b>	<b>126,098</b>	<b>93.5</b>	<b>99.5</b>	<b>88.5</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	-
A3383	<b>145,149</b>	<b>126,098</b>	<b>93.6</b>	<b>99.3</b>	<b>86.8</b>	<b>95.4</b>	<b>95.9</b>	<b>102.8</b>	-
A3293	<b>145,149</b>	<b>122,469</b>	<b>93.6</b>	<b>99.3</b>	<b>86.8</b>	<b>95.4</b>	<b>95.8</b>	<b>102.8</b>	-
A3292	<b>136,077</b>	<b>122,469</b>	<b>93.8</b>	<b>99.0</b>	<b>85.1</b>	<b>95.0</b>	<b>95.8</b>	<b>102.6</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3299	<b>175,540</b>	<b>136,077</b>	<b>95.0</b>	<b>100.0</b>	<b>90.6</b>	<b>96.5</b>	<b>96.4</b>	<b>103.4</b>	-
A3298	<b>172,365</b>	<b>126,098</b>	<b>95.1</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>95.9</b>	<b>103.4</b>	-
A3297	<b>159,210</b>	<b>122,469</b>	<b>95.3</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>95.7</b>	<b>103.1</b>	-

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B4F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3306	<b>175,540</b>	<b>136,077</b>	<b>94.6</b>	<b>100.0</b>	<b>90.6</b>	<b>96.5</b>	<b>96.5</b>	<b>103.4</b>	-
A3305	<b>172,365</b>	<b>136,077</b>	<b>94.7</b>	<b>99.9</b>	<b>90.0</b>	<b>96.4</b>	<b>96.5</b>	<b>103.4</b>	-
A3304	<b>163,293</b>	<b>136,077</b>	<b>94.8</b>	<b>99.7</b>	<b>88.5</b>	<b>96.1</b>	<b>96.5</b>	<b>103.2</b>	-
A3303	<b>159,210</b>	<b>136,077</b>	<b>94.8</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3308	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>87.7</b>	<b>95.9</b>	<b>95.9</b>	<b>103.1</b>	-
A3302	<b>154,221</b>	<b>126,098</b>	<b>94.9</b>	<b>99.5</b>	<b>86.9</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	-
A3301	<b>145,149</b>	<b>122,469</b>	<b>95.0</b>	<b>99.3</b>	<b>85.3</b>	<b>95.4</b>	<b>95.8</b>	<b>102.8</b>	-
A3300	<b>136,077</b>	<b>122,469</b>	<b>95.2</b>	<b>99.0</b>	<b>83.7</b>	<b>95.0</b>	<b>95.8</b>	<b>102.6</b>	-

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3425	<b>181,436</b>	<b>136,077</b>	<b>95.5</b>	<b>100.1</b>	<b>90.5</b>	<b>96.7</b>	<b>96.5</b>	<b>103.5</b>	-
A3314	<b>179,168</b>	<b>136,077</b>	<b>95.5</b>	<b>100.0</b>	<b>90.1</b>	<b>96.6</b>	<b>96.5</b>	<b>103.5</b>	-
A3313	<b>175,540</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>89.5</b>	<b>96.5</b>	<b>96.5</b>	<b>103.4</b>	-
A3312	<b>159,210</b>	<b>136,077</b>	<b>95.9</b>	<b>99.6</b>	<b>86.7</b>	<b>95.9</b>	<b>96.5</b>	<b>103.1</b>	-
A3388	<b>159,210</b>	<b>126,098</b>	<b>95.9</b>	<b>99.6</b>	<b>86.7</b>	<b>95.9</b>	<b>95.9</b>	<b>103.1</b>	-
A3311	<b>145,149</b>	<b>126,098</b>	<b>96.1</b>	<b>99.3</b>	<b>84.4</b>	<b>95.4</b>	<b>95.9</b>	<b>102.8</b>	-
A3310	<b>138,345</b>	<b>122,469</b>	<b>96.2</b>	<b>99.1</b>	<b>83.2</b>	<b>95.1</b>	<b>95.8</b>	<b>102.6</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3318	<b>181,436</b>	<b>136,077</b>	<b>97.0</b>	<b>100.1</b>	<b>89.5</b>	<b>96.7</b>	<b>96.5</b>	<b>103.5</b>	-
A3317	<b>179,168</b>	<b>136,077</b>	<b>97.0</b>	<b>100.0</b>	<b>89.2</b>	<b>96.6</b>	<b>96.5</b>	<b>103.5</b>	-
A3316	<b>175,540</b>	<b>126,098</b>	<b>97.1</b>	<b>100.0</b>	<b>88.6</b>	<b>96.5</b>	<b>95.9</b>	<b>103.4</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Package A engine installation**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3332	<b>159,210</b>	<b>136,077</b>	<b>95.2</b>	<b>99.6</b>	<b>95.1</b>	<b>95.9</b>	<b>102.7</b>	<b>103.1</b>	-
A3330	<b>156,489</b>	<b>136,077</b>	<b>95.3</b>	<b>99.5</b>	<b>94.6</b>	<b>95.8</b>	<b>102.7</b>	<b>103.0</b>	-
A3328	<b>151,953</b>	<b>126,098</b>	<b>95.3</b>	<b>99.4</b>	<b>93.8</b>	<b>95.6</b>	<b>102.3</b>	<b>102.9</b>	-
A3326	<b>142,881</b>	<b>131,541</b>	<b>95.5</b>	<b>99.2</b>	<b>91.5</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3324	<b>139,933</b>	<b>123,377</b>	<b>95.5</b>	<b>99.1</b>	<b>90.8</b>	<b>95.2</b>	<b>102.2</b>	<b>102.7</b>	-
A3322	<b>136,077</b>	<b>122,469</b>	<b>95.6</b>	<b>99.0</b>	<b>89.8</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3320	<b>127,913</b>	<b>116,573</b>	<b>95.7</b>	<b>98.8</b>	<b>87.7</b>	<b>94.7</b>	<b>101.8</b>	<b>102.4</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Package B engine installation**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3334	<b>163,293</b>	<b>136,077</b>	<b>95.3</b>	<b>99.7</b>	<b>96.2</b>	<b>96.1</b>	<b>102.6</b>	<b>103.2</b>	-
A3333	<b>159,210</b>	<b>136,077</b>	<b>95.4</b>	<b>99.6</b>	<b>95.6</b>	<b>95.9</b>	<b>102.6</b>	<b>103.1</b>	-
A3331	<b>156,489</b>	<b>136,077</b>	<b>95.5</b>	<b>99.5</b>	<b>95.2</b>	<b>95.8</b>	<b>102.6</b>	<b>103.0</b>	-
A3329	<b>151,953</b>	<b>126,098</b>	<b>95.5</b>	<b>99.4</b>	<b>94.4</b>	<b>95.6</b>	<b>102.2</b>	<b>102.9</b>	-
A3327	<b>142,881</b>	<b>131,541</b>	<b>95.6</b>	<b>99.2</b>	<b>92.2</b>	<b>95.3</b>	<b>102.4</b>	<b>102.7</b>	-
A3325	<b>139,933</b>	<b>123,377</b>	<b>95.7</b>	<b>99.1</b>	<b>91.5</b>	<b>95.2</b>	<b>102.1</b>	<b>102.7</b>	-
A3323	<b>136,077</b>	<b>122,469</b>	<b>95.7</b>	<b>99.0</b>	<b>90.6</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3321	<b>127,913</b>	<b>116,573</b>	<b>95.9</b>	<b>98.8</b>	<b>88.4</b>	<b>94.7</b>	<b>101.9</b>	<b>102.4</b>	-
A3319	<b>125,645</b>	<b>116,573</b>	<b>95.9</b>	<b>98.7</b>	<b>87.8</b>	<b>94.5</b>	<b>101.9</b>	<b>102.3</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3340	<b>163,293</b>	<b>136,077</b>	<b>96.2</b>	<b>99.7</b>	<b>95.4</b>	<b>96.1</b>	<b>102.6</b>	<b>103.2</b>	-
A3339	<b>159,210</b>	<b>136,077</b>	<b>96.3</b>	<b>99.6</b>	<b>94.8</b>	<b>95.9</b>	<b>102.6</b>	<b>103.1</b>	-
A3338	<b>156,489</b>	<b>131,541</b>	<b>96.3</b>	<b>99.5</b>	<b>94.3</b>	<b>95.8</b>	<b>102.4</b>	<b>103.0</b>	-
A3337	<b>151,953</b>	<b>126,098</b>	<b>96.4</b>	<b>99.4</b>	<b>93.3</b>	<b>95.6</b>	<b>102.2</b>	<b>102.9</b>	-
A3336	<b>136,077</b>	<b>123,377</b>	<b>96.7</b>	<b>99.0</b>	<b>89.5</b>	<b>95.0</b>	<b>102.1</b>	<b>102.6</b>	-
A3335	<b>127,913</b>	<b>122,469</b>	<b>96.8</b>	<b>98.8</b>	<b>87.5</b>	<b>94.7</b>	<b>102.1</b>	<b>102.4</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3344	<b>172,365</b>	<b>136,077</b>	<b>93.8</b>	<b>99.9</b>	<b>94.6</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3343	<b>163,293</b>	<b>126,098</b>	<b>94.0</b>	<b>99.7</b>	<b>92.7</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3342	<b>156,489</b>	<b>122,469</b>	<b>94.1</b>	<b>99.5</b>	<b>91.3</b>	<b>95.8</b>	<b>97.8</b>	<b>103.0</b>	-
A3341	<b>154,221</b>	<b>122,469</b>	<b>94.2</b>	<b>99.5</b>	<b>90.8</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3456	<b>159,210</b>	<b>129,273</b>	<b>94.9</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>98.2</b>	<b>103.1</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2T fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3347	<b>159,210</b>	<b>129,273</b>	<b>94.9</b>	<b>99.6</b>	<b>90.9</b>	<b>95.9</b>	<b>98.2</b>	<b>103.1</b>	-
A3346	<b>156,489</b>	<b>126,098</b>	<b>94.9</b>	<b>99.5</b>	<b>90.4</b>	<b>95.8</b>	<b>98.0</b>	<b>103.0</b>	-
A3345	<b>151,953</b>	<b>122,469</b>	<b>95.0</b>	<b>99.4</b>	<b>89.4</b>	<b>95.6</b>	<b>97.8</b>	<b>102.9</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3355	<b>181,436</b>	<b>136,077</b>	<b>95.5</b>	<b>100.1</b>	<b>93.7</b>	<b>96.7</b>	<b>98.6</b>	<b>103.5</b>	-
A3354	<b>179,168</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>93.3</b>	<b>96.6</b>	<b>98.6</b>	<b>103.5</b>	-
A3353	<b>175,540</b>	<b>136,077</b>	<b>95.6</b>	<b>100.0</b>	<b>92.6</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3352	<b>172,365</b>	<b>126,098</b>	<b>95.7</b>	<b>99.9</b>	<b>92.0</b>	<b>96.4</b>	<b>98.0</b>	<b>103.4</b>	-
A3351	<b>163,293</b>	<b>126,098</b>	<b>95.9</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3350	<b>159,210</b>	<b>122,469</b>	<b>96.0</b>	<b>99.6</b>	<b>89.4</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3349	<b>154,221</b>	<b>122,469</b>	<b>96.0</b>	<b>99.5</b>	<b>88.5</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-
A3348	<b>135,896</b>	<b>122,469</b>	<b>96.4</b>	<b>99.0</b>	<b>84.7</b>	<b>95.0</b>	<b>97.8</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

**Engines fitted with FB2C (Phase III) fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3361	<b>179,168</b>	<b>136,077</b>	<b>94.5</b>	<b>100.0</b>	<b>89.8</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3360	<b>175,540</b>	<b>136,077</b>	<b>94.6</b>	<b>100.0</b>	<b>89.1</b>	<b>96.5</b>	<b>96.6</b>	<b>103.4</b>	-
A3359	<b>163,293</b>	<b>126,098</b>	<b>94.7</b>	<b>99.7</b>	<b>86.7</b>	<b>96.1</b>	<b>96.1</b>	<b>103.2</b>	-
A3358	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>86.0</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3357	<b>156,489</b>	<b>122,469</b>	<b>94.8</b>	<b>99.5</b>	<b>85.5</b>	<b>95.8</b>	<b>95.9</b>	<b>103.0</b>	-
A3356	<b>136,077</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-
A3465	<b>135,896</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3392	<b>179,168</b>	<b>136,077</b>	<b>94.5</b>	<b>100.0</b>	<b>89.8</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3391	<b>159,210</b>	<b>126,098</b>	<b>94.8</b>	<b>99.6</b>	<b>86.0</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3390	<b>135,896</b>	<b>122,469</b>	<b>95.1</b>	<b>99.0</b>	<b>81.8</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3366	<b>175,540</b>	<b>136,077</b>	<b>96.9</b>	<b>100.0</b>	<b>91.6</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3365	<b>172,365</b>	<b>136,077</b>	<b>96.9</b>	<b>99.9</b>	<b>91.0</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3364	<b>163,293</b>	<b>126,098</b>	<b>97.1</b>	<b>99.7</b>	<b>89.4</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3363	<b>159,210</b>	<b>122,469</b>	<b>97.2</b>	<b>99.6</b>	<b>88.6</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3362	<b>154,221</b>	<b>122,469</b>	<b>97.3</b>	<b>99.5</b>	<b>87.7</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2C (Phase III) fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3373	<b>179,168</b>	<b>136,077</b>	<b>95.9</b>	<b>100.0</b>	<b>89.0</b>	<b>96.6</b>	<b>96.6</b>	<b>103.5</b>	-
A3372	<b>175,540</b>	<b>136,077</b>	<b>95.9</b>	<b>100.0</b>	<b>88.4</b>	<b>96.5</b>	<b>96.6</b>	<b>103.4</b>	-
A3371	<b>172,365</b>	<b>136,077</b>	<b>95.9</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>96.6</b>	<b>103.4</b>	-
A3370	<b>163,293</b>	<b>126,098</b>	<b>96.0</b>	<b>99.7</b>	<b>86.0</b>	<b>96.1</b>	<b>96.1</b>	<b>103.2</b>	-
A3369	<b>159,210</b>	<b>126,098</b>	<b>96.1</b>	<b>99.6</b>	<b>85.4</b>	<b>95.9</b>	<b>96.1</b>	<b>103.1</b>	-
A3368	<b>156,489</b>	<b>122,469</b>	<b>96.1</b>	<b>99.5</b>	<b>84.9</b>	<b>95.8</b>	<b>95.9</b>	<b>103.0</b>	-
A3367	<b>135,896</b>	<b>122,469</b>	<b>96.4</b>	<b>99.0</b>	<b>81.6</b>	<b>95.0</b>	<b>95.9</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3378	<b>175,540</b>	<b>136,077</b>	<b>97.8</b>	<b>100.0</b>	<b>91.1</b>	<b>96.5</b>	<b>98.6</b>	<b>103.4</b>	-
A3377	<b>172,365</b>	<b>136,077</b>	<b>97.8</b>	<b>99.9</b>	<b>90.6</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	-
A3376	<b>163,293</b>	<b>126,098</b>	<b>98.0</b>	<b>99.7</b>	<b>88.9</b>	<b>96.1</b>	<b>98.0</b>	<b>103.2</b>	-
A3375	<b>159,210</b>	<b>122,469</b>	<b>98.1</b>	<b>99.6</b>	<b>88.2</b>	<b>95.9</b>	<b>97.8</b>	<b>103.1</b>	-
A3374	<b>154,221</b>	<b>122,469</b>	<b>98.2</b>	<b>99.5</b>	<b>87.3</b>	<b>95.7</b>	<b>97.8</b>	<b>103.0</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3492	<b>159,210</b>	<b>145,149</b>	<b>94.9</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3491	<b>156,489</b>	<b>145,149</b>	<b>94.9</b>	<b>99.5</b>	<b>91.5</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3490	<b>147,417</b>	<b>136,077</b>	<b>95.1</b>	<b>99.3</b>	<b>89.8</b>	<b>95.5</b>	<b>101.8</b>	<b>102.8</b>	-
A3489	<b>142,972</b>	<b>136,077</b>	<b>95.1</b>	<b>99.2</b>	<b>88.9</b>	<b>95.3</b>	<b>101.8</b>	<b>102.7</b>	-
A3488	<b>136,077</b>	<b>127,005</b>	<b>95.2</b>	<b>99.0</b>	<b>87.5</b>	<b>95.0</b>	<b>101.7</b>	<b>102.6</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3497	<b>159,210</b>	<b>145,149</b>	<b>96.5</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-
A3496	<b>156,489</b>	<b>145,149</b>	<b>96.5</b>	<b>99.5</b>	<b>90.7</b>	<b>95.8</b>	<b>101.7</b>	<b>103.0</b>	-
A3495	<b>147,417</b>	<b>136,077</b>	<b>96.7</b>	<b>99.3</b>	<b>89.0</b>	<b>95.5</b>	<b>101.8</b>	<b>102.8</b>	-
A3494	<b>142,972</b>	<b>136,077</b>	<b>96.8</b>	<b>99.2</b>	<b>88.1</b>	<b>95.3</b>	<b>101.8</b>	<b>102.7</b>	-
A3493	<b>136,077</b>	<b>127,005</b>	<b>96.9</b>	<b>99.0</b>	<b>86.7</b>	<b>95.0</b>	<b>101.7</b>	<b>102.6</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3613	<b>130,952</b>	<b>127,005</b>	<b>94.3</b>	<b>98.9</b>	<b>83.1</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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



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

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

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

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

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

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3618	<b>184,612</b>	<b>145,149</b>	<b>95.2</b>	<b>100.2</b>	<b>92.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3662	<b>181,436</b>	<b>145,149</b>	<b>95.2</b>	<b>100.1</b>	<b>91.6</b>	<b>96.7</b>	<b>98.4</b>	<b>103.5</b>	<b>2</b>
A3661	<b>175,540</b>	<b>136,077</b>	<b>95.3</b>	<b>100.0</b>	<b>90.7</b>	<b>96.5</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A3617	<b>172,365</b>	<b>127,005</b>	<b>95.3</b>	<b>99.9</b>	<b>90.2</b>	<b>96.4</b>	<b>96.5</b>	<b>103.4</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B4F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3513	<b>186,880</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3512	<b>185,065</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3511	<b>175,540</b>	<b>145,149</b>	<b>94.8</b>	<b>100.0</b>	<b>90.7</b>	<b>96.5</b>	<b>98.5</b>	<b>103.4</b>	<b>2</b>
A3510	<b>163,293</b>	<b>136,077</b>	<b>95.0</b>	<b>99.7</b>	<b>88.7</b>	<b>96.1</b>	<b>97.5</b>	<b>103.2</b>	<b>2</b>
A3509	<b>136,077</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>84.2</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	<b>2</b>
A3508	<b>133,809</b>	<b>133,809</b>	<b>95.4</b>	<b>99.0</b>	<b>83.8</b>	<b>94.9</b>	<b>97.2</b>	<b>102.5</b>	<b>2</b>
A3619	<b>133,809</b>	<b>127,005</b>	<b>95.4</b>	<b>99.0</b>	<b>83.8</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3521	<b>186,880</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A119398	<b>186,880</b>	<b>138,345</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>97.6</b>	<b>103.6</b>	<b>2</b>
A3520	<b>185,065</b>	<b>145,149</b>	<b>96.3</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3519	<b>184,612</b>	<b>145,149</b>	<b>96.3</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>
A3518	<b>181,436</b>	<b>145,149</b>	<b>96.3</b>	<b>100.1</b>	<b>90.6</b>	<b>96.7</b>	<b>98.4</b>	<b>103.5</b>	<b>2</b>
A3517	<b>172,365</b>	<b>136,077</b>	<b>96.4</b>	<b>99.9</b>	<b>89.2</b>	<b>96.4</b>	<b>97.4</b>	<b>103.4</b>	<b>2</b>
A3516	<b>163,293</b>	<b>136,077</b>	<b>96.5</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>97.4</b>	<b>103.2</b>	<b>2</b>
A3623	<b>156,489</b>	<b>136,077</b>	<b>96.6</b>	<b>99.5</b>	<b>86.8</b>	<b>95.8</b>	<b>97.4</b>	<b>103.0</b>	<b>2</b>
A3515	<b>156,489</b>	<b>127,005</b>	<b>96.6</b>	<b>99.5</b>	<b>86.8</b>	<b>95.8</b>	<b>96.5</b>	<b>103.0</b>	<b>2</b>
A3514	<b>130,952</b>	<b>130,952</b>	<b>97.0</b>	<b>98.9</b>	<b>82.6</b>	<b>94.8</b>	<b>96.9</b>	<b>102.4</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3622	<b>130,952</b>	<b>127,005</b>	<b>97.0</b>	<b>98.9</b>	<b>82.6</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3535	<b>186,880</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3533	<b>185,065</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3531	<b>184,612</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>90.9</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120620	<b>184,612</b>	<b>137,892</b>	<b>96.0</b>	<b>100.2</b>	<b>90.9</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A6723	<b>181,436</b>	<b>137,892</b>	<b>96.0</b>	<b>100.1</b>	<b>90.5</b>	<b>96.7</b>	<b>97.7</b>	<b>103.5</b>	<b>2</b>
A3685	<b>181,436</b>	<b>136,077</b>	<b>96.1</b>	<b>100.1</b>	<b>89.1</b>	<b>96.7</b>	<b>96.6</b>	<b>103.5</b>	<b>2</b>
A3527	<b>172,365</b>	<b>127,005</b>	<b>96.1</b>	<b>99.9</b>	<b>89.1</b>	<b>96.4</b>	<b>96.6</b>	<b>103.4</b>	<b>2</b>
A3525	<b>163,293</b>	<b>127,005</b>	<b>96.3</b>	<b>99.7</b>	<b>87.7</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3523	<b>156,489</b>	<b>127,005</b>	<b>96.4</b>	<b>99.5</b>	<b>86.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3537	<b>186,880</b>	<b>147,871</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A3536	<b>186,880</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A10107	<b>186,880</b>	<b>137,892</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A3534	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A17847	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.2</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A3532	<b>184,612</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120641	<b>184,612</b>	<b>137,892</b>	<b>95.7</b>	<b>100.2</b>	<b>91.1</b>	<b>96.8</b>	<b>97.7</b>	<b>103.6</b>	<b>2</b>
A9000	<b>181,436</b>	<b>137,892</b>	<b>95.8</b>	<b>100.1</b>	<b>90.7</b>	<b>96.7</b>	<b>97.7</b>	<b>103.5</b>	<b>2</b>
A3530	<b>181,436</b>	<b>136,077</b>	<b>95.8</b>	<b>100.1</b>	<b>90.7</b>	<b>96.7</b>	<b>97.5</b>	<b>103.5</b>	<b>2</b>
A3528	<b>172,365</b>	<b>136,077</b>	<b>95.9</b>	<b>99.9</b>	<b>89.2</b>	<b>96.4</b>	<b>97.5</b>	<b>103.4</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3652	<b>163,293</b>	<b>136,077</b>	<b>96.0</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>97.5</b>	<b>103.2</b>	<b>2</b>
A3526	<b>163,293</b>	<b>127,005</b>	<b>96.0</b>	<b>99.7</b>	<b>87.8</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3628	<b>156,489</b>	<b>136,077</b>	<b>96.1</b>	<b>99.5</b>	<b>86.7</b>	<b>95.8</b>	<b>97.5</b>	<b>103.0</b>	<b>2</b>
A3524	<b>156,489</b>	<b>127,005</b>	<b>96.1</b>	<b>99.5</b>	<b>86.7</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3522	<b>130,952</b>	<b>130,952</b>	<b>96.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>97.0</b>	<b>102.4</b>	<b>2</b>
A3651	<b>130,952</b>	<b>127,005</b>	<b>96.5</b>	<b>98.9</b>	<b>82.5</b>	<b>94.8</b>	<b>96.6</b>	<b>102.4</b>	<b>2</b>

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F, CF6-80C2B7F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix, CF6-80C2B6F fitted with N1 modifier, CF6-80C2B7F derated to CF6-80C2B6F rating**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A122019	<b>186,880</b>	<b>140,613</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.0</b>	<b>103.6</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3700	<b>186,880</b>	<b>154,221</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>99.7</b>	<b>103.6</b>	<b>2</b>
A8551	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A7060	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A18195	<b>186,880</b>	<b>140,613</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.0</b>	<b>103.6</b>	<b>2</b>
A119491	<b>186,880</b>	<b>136,077</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>97.5</b>	<b>103.6</b>	<b>2</b>
A3543	<b>184,612</b>	<b>154,221</b>	<b>97.0</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>99.7</b>	<b>103.6</b>	<b>2</b>
A8999	<b>184,612</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>
A120643	<b>184,158</b>	<b>143,335</b>	<b>97.0</b>	<b>100.1</b>	<b>89.7</b>	<b>96.8</b>	<b>98.3</b>	<b>103.6</b>	<b>2</b>
A3542	<b>181,436</b>	<b>154,221</b>	<b>97.0</b>	<b>100.1</b>	<b>89.2</b>	<b>96.7</b>	<b>99.7</b>	<b>103.5</b>	<b>2</b>
A3541	<b>172,365</b>	<b>154,221</b>	<b>97.2</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>99.7</b>	<b>103.4</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A13035	<b>172,365</b>	<b>140,613</b>	<b>97.2</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.0</b>	<b>103.4</b>	<b>2</b>
A3540	<b>163,293</b>	<b>145,149</b>	<b>97.3</b>	<b>99.7</b>	<b>86.6</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>
A119350	<b>160,000</b>	<b>145,149</b>	<b>97.3</b>	<b>99.6</b>	<b>86.2</b>	<b>95.9</b>	<b>98.5</b>	<b>103.1</b>	<b>2</b>
A3539	<b>156,489</b>	<b>136,077</b>	<b>97.4</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>97.5</b>	<b>103.0</b>	<b>2</b>
A119351	<b>150,000</b>	<b>145,149</b>	<b>97.5</b>	<b>99.4</b>	<b>84.8</b>	<b>95.6</b>	<b>98.5</b>	<b>102.9</b>	<b>2</b>
A10984	<b>140,613</b>	<b>140,613</b>	<b>97.6</b>	<b>99.1</b>	<b>83.8</b>	<b>95.2</b>	<b>98.0</b>	<b>102.7</b>	<b>2</b>
A3538	<b>136,077</b>	<b>127,005</b>	<b>97.7</b>	<b>99.0</b>	<b>83.2</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3551	<b>159,210</b>	<b>145,149</b>	<b>95.4</b>	<b>99.6</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-
A3550	<b>156,489</b>	<b>145,149</b>	<b>95.4</b>	<b>99.5</b>	<b>95.3</b>	<b>95.8</b>	<b>103.0</b>	<b>103.0</b>	-
A3548	<b>147,417</b>	<b>136,077</b>	<b>95.5</b>	<b>99.3</b>	<b>93.7</b>	<b>95.5</b>	<b>102.6</b>	<b>102.8</b>	-
A3547	<b>142,972</b>	<b>136,077</b>	<b>95.6</b>	<b>99.2</b>	<b>92.7</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3545	<b>136,077</b>	<b>127,005</b>	<b>95.7</b>	<b>99.0</b>	<b>91.0</b>	<b>95.0</b>	<b>102.3</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Package B (improved flaps)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3549	<b>151,953</b>	<b>136,077</b>	<b>95.7</b>	<b>99.4</b>	<b>94.3</b>	<b>95.6</b>	<b>103.5</b>	<b>102.9</b>	-
A3546	<b>142,972</b>	<b>136,077</b>	<b>95.8</b>	<b>99.2</b>	<b>92.4</b>	<b>95.3</b>	<b>103.5</b>	<b>102.7</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3556	<b>159,210</b>	<b>145,149</b>	<b>96.2</b>	<b>99.6</b>	<b>95.0</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-
A3555	<b>156,489</b>	<b>145,149</b>	<b>96.2</b>	<b>99.5</b>	<b>94.6</b>	<b>95.8</b>	<b>103.0</b>	<b>103.0</b>	-
A3554	<b>147,417</b>	<b>136,077</b>	<b>96.4</b>	<b>99.3</b>	<b>92.7</b>	<b>95.5</b>	<b>102.6</b>	<b>102.8</b>	-
A3553	<b>142,972</b>	<b>136,077</b>	<b>96.4</b>	<b>99.2</b>	<b>91.7</b>	<b>95.3</b>	<b>102.6</b>	<b>102.7</b>	-
A3552	<b>136,077</b>	<b>127,005</b>	<b>96.5</b>	<b>99.0</b>	<b>90.0</b>	<b>95.0</b>	<b>102.3</b>	<b>102.6</b>	-

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3708	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.3</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3707	<b>184,612</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3706	<b>181,436</b>	<b>136,077</b>	<b>95.8</b>	<b>100.1</b>	<b>93.6</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3561	<b>175,540</b>	<b>127,005</b>	<b>95.9</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3560	<b>172,365</b>	<b>127,005</b>	<b>96.0</b>	<b>99.9</b>	<b>92.0</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3559	<b>163,293</b>	<b>127,005</b>	<b>96.1</b>	<b>99.7</b>	<b>90.5</b>	<b>96.1</b>	<b>98.8</b>	<b>103.2</b>	<b>2</b>
A3558	<b>156,489</b>	<b>127,005</b>	<b>96.2</b>	<b>99.5</b>	<b>89.2</b>	<b>95.8</b>	<b>98.8</b>	<b>103.0</b>	<b>2</b>
A3557	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>84.7</b>	<b>94.9</b>	<b>98.8</b>	<b>102.5</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

**Engines fitted with FB2C (Phase III) fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3572	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3571	<b>185,065</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>90.7</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3570	<b>181,436</b>	<b>145,149</b>	<b>94.6</b>	<b>100.1</b>	<b>90.2</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A8960	<b>177,354</b>	<b>136,077</b>	<b>94.7</b>	<b>100.0</b>	<b>89.5</b>	<b>96.5</b>	<b>97.3</b>	<b>103.5</b>	<b>2</b>
A3569	<b>175,540</b>	<b>136,077</b>	<b>94.7</b>	<b>100.0</b>	<b>89.2</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3568	<b>172,365</b>	<b>136,077</b>	<b>94.8</b>	<b>99.9</b>	<b>88.7</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3567	<b>163,293</b>	<b>127,005</b>	<b>94.9</b>	<b>99.7</b>	<b>87.0</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3566	<b>156,489</b>	<b>127,005</b>	<b>95.0</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3565	<b>133,809</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>81.9</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3635	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3634	<b>156,489</b>	<b>136,077</b>	<b>95.0</b>	<b>99.5</b>	<b>85.6</b>	<b>95.8</b>	<b>97.3</b>	<b>103.0</b>	<b>2</b>
A3633	<b>133,809</b>	<b>127,005</b>	<b>95.3</b>	<b>99.0</b>	<b>81.9</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3580	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.5</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3579	<b>185,065</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3578	<b>184,612</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3577	<b>181,436</b>	<b>136,077</b>	<b>97.1</b>	<b>100.1</b>	<b>92.6</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3576	<b>175,540</b>	<b>127,005</b>	<b>97.2</b>	<b>100.0</b>	<b>91.7</b>	<b>96.5</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3575	<b>172,365</b>	<b>127,005</b>	<b>97.2</b>	<b>99.9</b>	<b>91.2</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>
A3574	<b>156,489</b>	<b>127,005</b>	<b>97.5</b>	<b>99.5</b>	<b>88.5</b>	<b>95.8</b>	<b>98.8</b>	<b>103.0</b>	<b>2</b>
A3573	<b>142,881</b>	<b>127,005</b>	<b>97.7</b>	<b>99.2</b>	<b>85.9</b>	<b>95.3</b>	<b>98.8</b>	<b>102.7</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2C (Phase III) fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3588	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3587	<b>185,065</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A10166	<b>184,612</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3586	<b>181,436</b>	<b>145,149</b>	<b>96.0</b>	<b>100.1</b>	<b>89.5</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A3585	<b>175,540</b>	<b>136,077</b>	<b>96.0</b>	<b>100.0</b>	<b>88.6</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3584	<b>172,365</b>	<b>136,077</b>	<b>96.1</b>	<b>99.9</b>	<b>88.0</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3583	<b>163,293</b>	<b>127,005</b>	<b>96.2</b>	<b>99.7</b>	<b>86.4</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3582	<b>156,489</b>	<b>127,005</b>	<b>96.3</b>	<b>99.5</b>	<b>85.1</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>
A3581	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>81.5</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3638	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3637	<b>156,489</b>	<b>136,077</b>	<b>96.3</b>	<b>99.5</b>	<b>85.1</b>	<b>95.8</b>	<b>97.3</b>	<b>103.0</b>	<b>2</b>
A3636	<b>133,809</b>	<b>127,005</b>	<b>96.6</b>	<b>99.0</b>	<b>81.5</b>	<b>94.9</b>	<b>96.6</b>	<b>102.5</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2B fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3594	<b>186,880</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>92.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3593	<b>185,065</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>91.9</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3592	<b>184,612</b>	<b>145,149</b>	<b>99.1</b>	<b>100.2</b>	<b>91.8</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>
A3591	<b>181,436</b>	<b>145,149</b>	<b>99.1</b>	<b>100.1</b>	<b>91.3</b>	<b>96.7</b>	<b>100.2</b>	<b>103.5</b>	<b>2</b>
A3640	<b>181,436</b>	<b>136,077</b>	<b>99.1</b>	<b>100.1</b>	<b>91.3</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A3590	<b>175,540</b>	<b>136,077</b>	<b>99.2</b>	<b>100.0</b>	<b>90.3</b>	<b>96.5</b>	<b>99.5</b>	<b>103.4</b>	<b>2</b>
A3589	<b>172,365</b>	<b>127,005</b>	<b>99.3</b>	<b>99.9</b>	<b>89.8</b>	<b>96.4</b>	<b>98.8</b>	<b>103.4</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2C (Phase III) fan blades**

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3601	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3600	<b>185,065</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3599	<b>181,436</b>	<b>145,149</b>	<b>97.6</b>	<b>100.1</b>	<b>89.1</b>	<b>96.7</b>	<b>97.9</b>	<b>103.5</b>	<b>2</b>
A3598	<b>175,540</b>	<b>136,077</b>	<b>97.7</b>	<b>100.0</b>	<b>88.1</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3597	<b>172,365</b>	<b>136,077</b>	<b>97.8</b>	<b>99.9</b>	<b>87.5</b>	<b>96.4</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3596	<b>163,293</b>	<b>127,005</b>	<b>97.9</b>	<b>99.7</b>	<b>85.9</b>	<b>96.1</b>	<b>96.6</b>	<b>103.2</b>	<b>2</b>
A3595	<b>156,489</b>	<b>127,005</b>	<b>98.0</b>	<b>99.5</b>	<b>84.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3644	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>
A3643	<b>175,540</b>	<b>136,077</b>	<b>97.7</b>	<b>100.0</b>	<b>88.1</b>	<b>96.5</b>	<b>97.3</b>	<b>103.4</b>	<b>2</b>
A3642	<b>156,489</b>	<b>127,005</b>	<b>98.0</b>	<b>99.5</b>	<b>84.6</b>	<b>95.8</b>	<b>96.6</b>	<b>103.0</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

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

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



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

Engine TC Holder      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3607	<b>184,612</b>	<b>145,149</b>	<b>94.0</b>	<b>100.2</b>	<b>93.8</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</b>	-
A3750	<b>181,436</b>	<b>145,149</b>	<b>94.0</b>	<b>100.1</b>	<b>93.3</b>	<b>96.7</b>	<b>99.8</b>	<b>103.5</b>	-
A3605	<b>175,540</b>	<b>145,149</b>	<b>94.1</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>99.8</b>	<b>103.4</b>	-
A3646	<b>175,540</b>	<b>136,077</b>	<b>94.1</b>	<b>100.0</b>	<b>92.5</b>	<b>96.5</b>	<b>99.1</b>	<b>103.4</b>	-
A3604	<b>172,365</b>	<b>136,077</b>	<b>94.1</b>	<b>99.9</b>	<b>92.1</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A3603	<b>163,293</b>	<b>127,005</b>	<b>94.2</b>	<b>99.7</b>	<b>90.7</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A3602	<b>154,221</b>	<b>127,005</b>	<b>94.3</b>	<b>99.5</b>	<b>89.4</b>	<b>95.7</b>	<b>98.5</b>	<b>103.0</b>	-

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



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

Engine TC Holder      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524H**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3756	<b>184,612</b>	<b>145,149</b>	<b>94.8</b>	<b>100.2</b>	<b>92.9</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</b>	-
A3755	<b>181,436</b>	<b>145,149</b>	<b>94.8</b>	<b>100.1</b>	<b>92.5</b>	<b>96.7</b>	<b>99.8</b>	<b>103.5</b>	-
A8950	<b>181,436</b>	<b>136,000</b>	<b>94.8</b>	<b>100.1</b>	<b>92.5</b>	<b>96.7</b>	<b>99.1</b>	<b>103.5</b>	-
A3610	<b>172,365</b>	<b>136,077</b>	<b>94.9</b>	<b>99.9</b>	<b>91.3</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A8951	<b>172,300</b>	<b>136,000</b>	<b>94.9</b>	<b>99.9</b>	<b>91.3</b>	<b>96.4</b>	<b>99.1</b>	<b>103.4</b>	-
A122021	<b>166,922</b>	<b>136,077</b>	<b>95.0</b>	<b>99.8</b>	<b>90.5</b>	<b>96.2</b>	<b>99.1</b>	<b>103.3</b>	-
A3609	<b>163,293</b>	<b>127,005</b>	<b>95.1</b>	<b>99.7</b>	<b>90.0</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	-
A16237	<b>162,386</b>	<b>136,077</b>	<b>95.1</b>	<b>99.7</b>	<b>89.9</b>	<b>96.0</b>	<b>99.1</b>	<b>103.2</b>	-
A8952	<b>158,000</b>	<b>136,000</b>	<b>95.2</b>	<b>99.6</b>	<b>89.2</b>	<b>95.9</b>	<b>99.1</b>	<b>103.1</b>	-
A3608	<b>154,221</b>	<b>127,005</b>	<b>95.2</b>	<b>99.5</b>	<b>88.7</b>	<b>95.7</b>	<b>98.5</b>	<b>103.0</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119022	<b>159,210</b>	<b>145,149</b>	<b>94.9</b>	<b>99.6</b>	<b>92.0</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119023	<b>159,210</b>	<b>145,149</b>	<b>96.5</b>	<b>99.6</b>	<b>91.2</b>	<b>95.9</b>	<b>101.7</b>	<b>103.1</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119024	<b>130,952</b>	<b>127,005</b>	<b>94.3</b>	<b>98.9</b>	<b>83.1</b>	<b>94.8</b>	<b>96.5</b>	<b>102.4</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119025	<b>163,293</b>	<b>145,149</b>	<b>93.5</b>	<b>99.7</b>	<b>90.2</b>	<b>96.1</b>	<b>98.5</b>	<b>103.2</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119026	<b>184,612</b>	<b>145,149</b>	<b>95.2</b>	<b>100.2</b>	<b>92.1</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B4F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119041	<b>186,880</b>	<b>145,149</b>	<b>94.7</b>	<b>100.2</b>	<b>92.5</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119027	<b>186,880</b>	<b>145,149</b>	<b>96.2</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.4</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119028	<b>186,880</b>	<b>145,149</b>	<b>96.0</b>	<b>100.2</b>	<b>91.3</b>	<b>96.8</b>	<b>98.5</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119020	<b>186,880</b>	<b>147,871</b>	<b>95.7</b>	<b>100.2</b>	<b>91.5</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>
A122762	<b>184,249</b>	<b>147,871</b>	<b>95.7</b>	<b>100.1</b>	<b>91.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **With N1 modifier, AFM Option Code <94B6F> (Recertification to Chapter 4)**

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

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

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119019	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119319	<b>186,880</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.7</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A124045	<b>185,065</b>	<b>147,871</b>	<b>97.4</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>99.0</b>	<b>103.6</b>	<b>2</b>
A119320	<b>184,612</b>	<b>154,221</b>	<b>97.4</b>	<b>100.2</b>	<b>89.4</b>	<b>96.8</b>	<b>100.0</b>	<b>103.6</b>	<b>2</b>
A119321	<b>181,890</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119322	<b>181,436</b>	<b>147,871</b>	<b>97.5</b>	<b>100.1</b>	<b>89.0</b>	<b>96.7</b>	<b>99.0</b>	<b>103.5</b>	<b>2</b>
A119323	<b>172,365</b>	<b>145,149</b>	<b>97.7</b>	<b>99.9</b>	<b>87.8</b>	<b>96.4</b>	<b>98.6</b>	<b>103.4</b>	<b>2</b>
A119324	<b>163,293</b>	<b>145,149</b>	<b>97.9</b>	<b>99.7</b>	<b>86.5</b>	<b>96.1</b>	<b>98.6</b>	<b>103.2</b>	<b>2</b>
A119325	<b>156,489</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.7</b>	<b>95.8</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119326	<b>154,221</b>	<b>140,613</b>	<b>98.1</b>	<b>99.5</b>	<b>85.3</b>	<b>95.7</b>	<b>98.2</b>	<b>103.0</b>	<b>2</b>
A119327	<b>145,149</b>	<b>136,077</b>	<b>98.4</b>	<b>99.3</b>	<b>84.2</b>	<b>95.4</b>	<b>97.7</b>	<b>102.8</b>	<b>2</b>

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



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

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

Engine TC Holder **General Electric Company**

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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119328	<b>136,077</b>	<b>133,809</b>	<b>98.6</b>	<b>99.0</b>	<b>83.0</b>	<b>95.0</b>	<b>97.5</b>	<b>102.6</b>	<b>2</b>
A119329	<b>133,809</b>	<b>130,952</b>	<b>98.7</b>	<b>99.0</b>	<b>82.7</b>	<b>94.9</b>	<b>97.3</b>	<b>102.5</b>	<b>2</b>
A119330	<b>130,952</b>	<b>127,005</b>	<b>98.7</b>	<b>98.9</b>	<b>82.3</b>	<b>94.8</b>	<b>97.1</b>	<b>102.4</b>	<b>2</b>
A119331	<b>127,005</b>	<b>127,005</b>	<b>98.8</b>	<b>98.8</b>	<b>81.8</b>	<b>94.6</b>	<b>97.1</b>	<b>102.3</b>	<b>2</b>

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119029	<b>159,210</b>	<b>145,149</b>	<b>95.4</b>	<b>99.6</b>	<b>95.7</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-

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



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

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

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Package B (improved flaps)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119021	<b>151,953</b>	<b>136,077</b>	<b>95.7</b>	<b>99.4</b>	<b>94.3</b>	<b>95.6</b>	<b>103.5</b>	<b>102.9</b>	-

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119030	<b>159,210</b>	<b>145,149</b>	<b>96.2</b>	<b>99.6</b>	<b>95.0</b>	<b>95.9</b>	<b>103.0</b>	<b>103.1</b>	-

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



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

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

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

**Engines fitted with FB2B fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119032	<b>185,065</b>	<b>145,149</b>	<b>95.7</b>	<b>100.2</b>	<b>94.3</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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



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

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

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

**Engines fitted with FB2C (Phase III) fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119035	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

Engine Type Designation<sup>1</sup>      **PW4056**

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119038	<b>186,880</b>	<b>145,149</b>	<b>94.6</b>	<b>100.2</b>	<b>91.0</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

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

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

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

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

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

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4060**

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

**Engines fitted with FB2B fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119033	<b>186,880</b>	<b>145,149</b>	<b>97.0</b>	<b>100.2</b>	<b>93.5</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

**Engines fitted with FB2C (Phase III) fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119036	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4060**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engines fitted with FB2C (Phase III) fan blades, AFM Option Code <9FB2C> (Recertification to Chapter 4)**

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119039	<b>186,880</b>	<b>145,149</b>	<b>95.9</b>	<b>100.2</b>	<b>90.3</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4060**

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

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

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

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

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062**

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

**Engines fitted with FB2B fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119034	<b>186,880</b>	<b>145,149</b>	<b>99.0</b>	<b>100.2</b>	<b>92.2</b>	<b>96.8</b>	<b>100.2</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062**

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

**Engines fitted with FB2C (Phase III) fan blades**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119037	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062**

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

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

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

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

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



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

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

Engine TC Holder      **Pratt & Whitney**

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

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

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

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

Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119040	<b>186,880</b>	<b>145,149</b>	<b>97.6</b>	<b>100.2</b>	<b>89.9</b>	<b>96.8</b>	<b>97.9</b>	<b>103.6</b>	<b>2</b>

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



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

Engine TC Holder      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4062**

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

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

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

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

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



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

Engine TC Holder      **Rolls-Royce**      Engine Type Designation<sup>1</sup>      **RB211-524G**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A119031	<b>184,612</b>	<b>145,149</b>	<b>94.0</b>	<b>100.2</b>	<b>93.8</b>	<b>96.8</b>	<b>99.8</b>	<b>103.6</b>	-

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A3765	186,880	147,871	95.7	100.2	91.5	96.8	98.8	103.6	2
A3764	186,880	145,149	95.7	100.2	91.5	96.8	98.5	103.6	2
A3763	185,065	145,149	95.7	100.2	91.2	96.8	98.5	103.6	2
A3762	184,612	145,149	95.7	100.2	91.1	96.8	98.5	103.6	2
A3761	181,436	136,077	95.8	100.1	90.7	96.7	97.5	103.5	2
A3760	172,365	136,077	95.9	99.9	89.2	96.4	97.5	103.4	2
A3759	163,293	127,005	96.0	99.7	87.8	96.1	96.6	103.2	2
A3758	156,489	127,005	96.1	99.5	86.7	95.8	96.6	103.0	2
A3757	130,952	130,952	96.5	98.9	82.5	94.8	97.0	102.4	2

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



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

Engine TC Holder      **General Electric Company**      Engine Type Designation<sup>1</sup>      **CF6-80C2B6F**

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

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

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

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

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



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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A10839	<b>186,880</b>	<b>147,871</b>	<b>97.0</b>	<b>100.2</b>	<b>90.1</b>	<b>96.8</b>	<b>98.8</b>	<b>103.6</b>	<b>2</b>

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



/continued on next page

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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

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

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



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

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

Engine TC Holder      **General Electric Company**

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

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

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	Level <sup>1</sup> (EPNdB)	Limit (EPNdB)	
A1852	<b>204,116</b>	<b>158,757</b>	<b>96.8</b>	<b>100.5</b>	<b>91.2</b>	<b>97.3</b>	<b>98.7</b>	<b>103.9</b>	-
A1851	<b>181,436</b>	<b>151,953</b>	<b>97.3</b>	<b>100.1</b>	<b>88.3</b>	<b>96.7</b>	<b>98.1</b>	<b>103.5</b>	-
A1850	<b>158,757</b>	<b>145,149</b>	<b>97.8</b>	<b>99.6</b>	<b>85.5</b>	<b>95.9</b>	<b>97.6</b>	<b>103.1</b>	-
A1849	<b>136,077</b>	<b>127,005</b>	<b>98.4</b>	<b>99.0</b>	<b>82.7</b>	<b>95.0</b>	<b>96.6</b>	<b>102.6</b>	-

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



### **Correspondence between the ICAO Annex 16 Volume I levels of amendment and the related EU regulations**

The table below provides the correspondence between the levels of amendment of Volume I of ICAO Annex 16 and the related EU regulations that have implemented these levels of amendment since 2003, as well as the respective applicability dates.

ICAO Annex 16 Volume I		EU regulations	
Amendment level	Applicability date	Regulation number	Applicability date
<b>Amendment 14</b>	01/01/2024	Regulation (EU) 2025/870*	25/05/2025
<b>Amendment 13</b>	01/01/2021	Regulation (EU) 2021/1087*	25/07/2021
<b>Amendment 12</b>	01/01/2018	Regulation (EU) 2018/1139 (Art.9)	11/09/2018
<b>Amendment 11-B</b>	01/01/2015	Regulation (EU) 2016/4*	26/01/2016
<b>Amendment 10</b>	17/11/2011	Regulation (EU) No 6/2013*	29/01/2013
<b>Amendment 9</b>	20/11/2008	Regulation (EC) No 690/2009*	20/08/2009
<b>Amendment 8</b>	24/11/2005	Regulation (EC) No 216/2008 (Art.6)	29/03/2007
		Regulation (EC) No 334/2007*	29/03/2007
<b>Amendment 7</b>	21/03/2002	Regulation (EC) No 1701/2003*	28/09/2003
<b>Amendment 6</b>	04/11/1999	Regulation (EC) No 1592/2002 (Art.6)	28/09/2003

\* Regulations that amend Article 6 of Regulations (EC) No 1592/2002 and (EC) No 216/2008, and Article 9 of Regulation (EU) 2018/1139

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

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



## Change Record

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	08 January 2007	Initial Issue
Issue 2	30 April 2007	Revised
Issue 3	15 January 2008	Revised
Issue 4	06 June 2008	Revised
Issue 5	04 February 2009	Revised
Issue 6	21 July 2010	Revised
Issue 7	08 June 2011	Record A16237 added
Issue 8	14 June 2012	Removed duplicated configurations
Issue 9	09 April 2013	Revised
Issue 10	20 August 2013	Revised
Issue 11	29 August 2013	Removed records A119223 - A119230 and A119243 - A119300; Revised chapter 4 option codes ; added records A119353 - A119355
Issue 12	23 October 2014	Added records for Re-Certification to Chapter 4 of 767-300/-300BCF fitted with PW4000 Ph3 NRI engines.
Issue 13	31 August 2015	Drafted but not published
Issue 14	01 September 2015	Harmonized records regarding MTOM and MLM, removed duplicated records
Issue 15	05 April 2016	Added record A120761
Issue 16	15 November 2018	Added records A122019 and A122021
Issue 17	07 August 2019	Added record A122271
Issue 18	30 November 2022	Added records A122761 and A122762
Issue 19	06 November 2024	Revised TC holder address
Issue 20	19 February 2026	Record A124045 added

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