



---

## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.003**

**for**

**Boeing 777**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

777-200

777-200LR

777-300

777-300ER

777F



INTENTIONALLY LEFT BLANK



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-76B**

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

**None**

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

Edition / Amendment

**Edition 3**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3199	<b>247,210</b>	<b>201,848</b>	<b>93.2</b>	<b>101.2</b>	<b>88.8</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	-
A3175	<b>242,671</b>	<b>201,848</b>	<b>93.2</b>	<b>101.2</b>	<b>88.3</b>	<b>98.3</b>	<b>97.6</b>	<b>104.5</b>	-
A3173	<b>233,600</b>	<b>201,848</b>	<b>93.3</b>	<b>101.0</b>	<b>87.2</b>	<b>98.1</b>	<b>97.6</b>	<b>104.4</b>	-
A3171	<b>229,517</b>	<b>201,848</b>	<b>93.3</b>	<b>101.0</b>	<b>86.7</b>	<b>98.0</b>	<b>97.6</b>	<b>104.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-76B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3200	<b>247,210</b>	<b>201,848</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-76B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14312	<b>247,207</b>	<b>201,848</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A14313	<b>242,671</b>	<b>201,848</b>	<b>94.2</b>	<b>101.2</b>	<b>89.1</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A14314	<b>233,600</b>	<b>201,848</b>	<b>94.3</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A14315	<b>229,517</b>	<b>201,848</b>	<b>94.3</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-76B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122434	<b>247,207</b>	<b>213,188</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.7</b>	<b>104.6</b>	-
A122435	<b>242,671</b>	<b>210,013</b>	<b>94.2</b>	<b>101.2</b>	<b>89.1</b>	<b>98.3</b>	<b>98.6</b>	<b>104.5</b>	-
A122573	<b>233,600</b>	<b>208,652</b>	<b>94.3</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-76B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122436	<b>247,207</b>	<b>213,188</b>	<b>94.1</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>98.8</b>	<b>104.6</b>	-
A122437	<b>242,671</b>	<b>210,013</b>	<b>94.2</b>	<b>101.2</b>	<b>89.1</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A122438	<b>233,600</b>	<b>208,652</b>	<b>94.3</b>	<b>101.0</b>	<b>88.0</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	-
A122439	<b>229,517</b>	<b>201,848</b>	<b>94.3</b>	<b>101.0</b>	<b>87.5</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-77B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3202	<b>247,210</b>	<b>201,848</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-77B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14316	<b>247,207</b>	<b>201,848</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-
A14317	<b>242,671</b>	<b>201,848</b>	<b>94.3</b>	<b>101.2</b>	<b>89.0</b>	<b>98.3</b>	<b>98.3</b>	<b>104.5</b>	-
A14318	<b>233,600</b>	<b>201,848</b>	<b>94.4</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>98.3</b>	<b>104.4</b>	-
A14319	<b>229,517</b>	<b>201,848</b>	<b>94.4</b>	<b>101.0</b>	<b>87.4</b>	<b>98.0</b>	<b>98.3</b>	<b>104.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-77B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122440	<b>247,207</b>	<b>213,188</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.7</b>	<b>104.6</b>	-
A122441	<b>242,671</b>	<b>210,013</b>	<b>94.3</b>	<b>101.2</b>	<b>89.0</b>	<b>98.3</b>	<b>98.6</b>	<b>104.5</b>	-
A122442	<b>233,600</b>	<b>208,652</b>	<b>94.4</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>98.5</b>	<b>104.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-77B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122443	<b>247,207</b>	<b>213,188</b>	<b>94.2</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>98.8</b>	<b>104.6</b>	-
A122444	<b>242,671</b>	<b>210,013</b>	<b>94.3</b>	<b>101.2</b>	<b>89.0</b>	<b>98.3</b>	<b>98.7</b>	<b>104.5</b>	-
A122445	<b>233,600</b>	<b>208,652</b>	<b>94.4</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>98.6</b>	<b>104.4</b>	-
A122446	<b>229,517</b>	<b>201,848</b>	<b>94.4</b>	<b>101.0</b>	<b>87.4</b>	<b>98.0</b>	<b>98.4</b>	<b>104.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **777-200**

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

Engine Type Designation<sup>1</sup>      **GE90-85B**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A8996	<b>275,000</b>	<b>208,652</b>	<b>94.3</b>	<b>101.6</b>	<b>90.1</b>	<b>99.1</b>	<b>97.8</b>	<b>104.9</b>	-

---

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-85B**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3209	<b>286,897</b>	<b>208,652</b>	<b>94.2</b>	<b>101.8</b>	<b>91.3</b>	<b>99.3</b>	<b>97.8</b>	<b>105.0</b>	-
A3207	<b>267,619</b>	<b>208,652</b>	<b>94.3</b>	<b>101.5</b>	<b>89.3</b>	<b>98.9</b>	<b>97.8</b>	<b>104.8</b>	-
A3205	<b>263,083</b>	<b>208,652</b>	<b>94.3</b>	<b>101.5</b>	<b>88.9</b>	<b>98.8</b>	<b>97.8</b>	<b>104.8</b>	-
A3203	<b>247,210</b>	<b>208,652</b>	<b>94.4</b>	<b>101.2</b>	<b>87.3</b>	<b>98.5</b>	<b>97.8</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-85B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14321	<b>286,897</b>	<b>208,652</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.5</b>	<b>105.0</b>	-
A120686	<b>275,000</b>	<b>208,652</b>	<b>95.0</b>	<b>101.6</b>	<b>91.2</b>	<b>99.1</b>	<b>98.5</b>	<b>104.9</b>	-
A121081	<b>270,000</b>	<b>208,652</b>	<b>95.1</b>	<b>101.6</b>	<b>90.2</b>	<b>99.0</b>	<b>98.5</b>	<b>104.9</b>	-
A14322	<b>267,619</b>	<b>213,188</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.7</b>	<b>104.8</b>	-
A14323	<b>267,619</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.5</b>	<b>104.8</b>	-
A3204	<b>247,210</b>	<b>201,848</b>	<b>95.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-85B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14320	<b>286,897</b>	<b>213,188</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.7</b>	<b>105.0</b>	-
A6605	<b>267,619</b>	<b>210,013</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.6</b>	<b>104.8</b>	-
A14324	<b>263,083</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>89.5</b>	<b>98.8</b>	<b>98.5</b>	<b>104.8</b>	-
A14325	<b>247,207</b>	<b>201,848</b>	<b>95.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-85B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122447	<b>286,897</b>	<b>213,188</b>	<b>94.9</b>	<b>101.8</b>	<b>92.0</b>	<b>99.3</b>	<b>98.8</b>	<b>105.0</b>	-
A122448	<b>267,619</b>	<b>210,013</b>	<b>95.2</b>	<b>101.5</b>	<b>90.0</b>	<b>98.9</b>	<b>98.7</b>	<b>104.8</b>	-
A122449	<b>263,083</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>89.5</b>	<b>98.8</b>	<b>98.6</b>	<b>104.8</b>	-
A122450	<b>247,207</b>	<b>201,848</b>	<b>95.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**None**

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

Edition / Amendment

**Edition 3**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3221	<b>297,560</b>	<b>208,652</b>	<b>95.0</b>	<b>101.9</b>	<b>91.3</b>	<b>99.5</b>	<b>97.8</b>	<b>105.0</b>	-
A3219	<b>294,835</b>	<b>208,652</b>	<b>95.0</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>97.8</b>	<b>105.0</b>	-
A3217	<b>293,927</b>	<b>208,652</b>	<b>95.0</b>	<b>101.9</b>	<b>90.9</b>	<b>99.5</b>	<b>97.8</b>	<b>105.0</b>	-
A3215	<b>286,897</b>	<b>208,652</b>	<b>95.0</b>	<b>101.8</b>	<b>90.1</b>	<b>99.3</b>	<b>97.8</b>	<b>105.0</b>	-
A3213	<b>263,083</b>	<b>208,652</b>	<b>95.2</b>	<b>101.5</b>	<b>87.8</b>	<b>98.8</b>	<b>97.8</b>	<b>104.8</b>	-
A3211	<b>247,210</b>	<b>201,848</b>	<b>95.4</b>	<b>101.2</b>	<b>86.3</b>	<b>98.5</b>	<b>97.6</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122451	<b>297,556</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A122452	<b>294,835</b>	<b>210,013</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A122453	<b>293,927</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.5</b>	<b>98.5</b>	<b>105.0</b>	-
A122454	<b>286,897</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.6</b>	<b>99.3</b>	<b>98.5</b>	<b>105.0</b>	-
A122455	<b>263,083</b>	<b>208,652</b>	<b>96.0</b>	<b>101.5</b>	<b>88.3</b>	<b>98.8</b>	<b>98.5</b>	<b>104.8</b>	-
A122456	<b>247,207</b>	<b>201,848</b>	<b>96.3</b>	<b>101.2</b>	<b>86.8</b>	<b>98.5</b>	<b>98.3</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3222	<b>297,560</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A17302	<b>297,556</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A121297	<b>297,556</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A15600	<b>297,500</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.6</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14224	<b>296,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.5</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A119001	<b>295,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14327	<b>294,835</b>	<b>213,188</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A6606	<b>294,835</b>	<b>210,013</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A14328	<b>294,835</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.4</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A119002	<b>294,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.3</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</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> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3218	<b>293,927</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A119003	<b>293,000</b>	<b>208,652</b>	<b>95.6</b>	<b>101.9</b>	<b>91.2</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119004	<b>292,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.9</b>	<b>91.1</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119005	<b>291,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>91.0</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A120178	<b>290,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.9</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A120572	<b>289,000</b>	<b>213,188</b>	<b>95.7</b>	<b>101.8</b>	<b>90.8</b>	<b>99.4</b>	<b>98.8</b>	<b>105.0</b>	-
A120571	<b>289,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.8</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A3216	<b>286,897</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.6</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A18812	<b>286,000</b>	<b>208,652</b>	<b>95.7</b>	<b>101.8</b>	<b>90.5</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A121082	<b>270,000</b>	<b>208,652</b>	<b>95.9</b>	<b>101.6</b>	<b>89.0</b>	<b>99.0</b>	<b>98.6</b>	<b>104.9</b>	-

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

/continued on next page



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-90B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3214	<b>263,083</b>	<b>208,652</b>	<b>96.0</b>	<b>101.5</b>	<b>88.3</b>	<b>98.8</b>	<b>98.6</b>	<b>104.8</b>	-
A3212	<b>247,210</b>	<b>201,848</b>	<b>96.3</b>	<b>101.2</b>	<b>86.8</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-
A14332	<b>247,207</b>	<b>201,848</b>	<b>96.3</b>	<b>101.2</b>	<b>86.8</b>	<b>98.5</b>	<b>98.4</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-94B**

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

**SB 72-0307 (Block IV (DAC II combustor))**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122457	<b>297,556</b>	<b>213,188</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A122458	<b>294,835</b>	<b>210,013</b>	<b>96.4</b>	<b>101.9</b>	<b>90.8</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A122459	<b>293,927</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.5</b>	<b>105.0</b>	-
A122460	<b>286,897</b>	<b>201,848</b>	<b>96.5</b>	<b>101.8</b>	<b>90.1</b>	<b>99.3</b>	<b>98.3</b>	<b>105.0</b>	-
A122461	<b>263,083</b>	<b>201,848</b>	<b>96.8</b>	<b>101.5</b>	<b>88.0</b>	<b>98.8</b>	<b>98.3</b>	<b>104.8</b>	-
A122462	<b>254,918</b>	<b>213,188</b>	<b>96.9</b>	<b>101.3</b>	<b>87.2</b>	<b>98.6</b>	<b>98.7</b>	<b>104.7</b>	-
A122463	<b>201,848</b>	<b>201,848</b>	<b>97.7</b>	<b>100.5</b>	<b>81.4</b>	<b>97.3</b>	<b>98.3</b>	<b>103.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-94B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3225	<b>297,560</b>	<b>213,188</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A15601	<b>297,556</b>	<b>208,652</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A15607	<b>297,500</b>	<b>208,652</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A6601	<b>296,195</b>	<b>213,188</b>	<b>96.4</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A14350	<b>296,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>91.0</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A118996	<b>295,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.9</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A118997	<b>294,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A118998	<b>293,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.6</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A118999	<b>292,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.5</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A119000	<b>291,000</b>	<b>208,652</b>	<b>96.4</b>	<b>101.8</b>	<b>90.5</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</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> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-94B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120177	<b>290,000</b>	<b>208,652</b>	<b>96.5</b>	<b>101.8</b>	<b>90.4</b>	<b>99.4</b>	<b>98.6</b>	<b>105.0</b>	-
A18813	<b>286,000</b>	<b>208,652</b>	<b>96.5</b>	<b>101.8</b>	<b>90.0</b>	<b>99.3</b>	<b>98.6</b>	<b>105.0</b>	-
A14351	<b>280,000</b>	<b>208,652</b>	<b>96.6</b>	<b>101.7</b>	<b>89.5</b>	<b>99.2</b>	<b>98.6</b>	<b>105.0</b>	-
A120291	<b>275,000</b>	<b>208,652</b>	<b>95.1</b>	<b>101.6</b>	<b>90.7</b>	<b>99.1</b>	<b>98.5</b>	<b>104.9</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **GE90-94B**

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

**SB 72-0307 (Block IV (DAC II combustor)), SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14333	<b>297,556</b>	<b>213,188</b>	<b>96.3</b>	<b>101.9</b>	<b>91.1</b>	<b>99.5</b>	<b>98.8</b>	<b>105.0</b>	-
A6607	<b>294,835</b>	<b>210,013</b>	<b>96.4</b>	<b>101.9</b>	<b>90.8</b>	<b>99.5</b>	<b>98.7</b>	<b>105.0</b>	-
A14335	<b>293,927</b>	<b>208,652</b>	<b>96.4</b>	<b>101.9</b>	<b>90.7</b>	<b>99.5</b>	<b>98.6</b>	<b>105.0</b>	-
A14336	<b>286,897</b>	<b>201,848</b>	<b>96.5</b>	<b>101.8</b>	<b>90.1</b>	<b>99.3</b>	<b>98.4</b>	<b>105.0</b>	-
A14337	<b>263,083</b>	<b>201,848</b>	<b>96.8</b>	<b>101.5</b>	<b>88.0</b>	<b>98.8</b>	<b>98.4</b>	<b>104.8</b>	-
A14338	<b>254,918</b>	<b>213,188</b>	<b>96.9</b>	<b>101.3</b>	<b>87.2</b>	<b>98.6</b>	<b>98.8</b>	<b>104.7</b>	-
A14339	<b>201,848</b>	<b>201,848</b>	<b>97.7</b>	<b>100.5</b>	<b>81.4</b>	<b>97.3</b>	<b>98.4</b>	<b>103.9</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4074**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3187	<b>242,671</b>	<b>201,848</b>	<b>95.2</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>2</b>
A3186	<b>229,517</b>	<b>201,848</b>	<b>95.3</b>	<b>101.0</b>	<b>89.3</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>2</b>
A3185	<b>207,745</b>	<b>201,848</b>	<b>95.6</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.3</b>	<b>104.0</b>	<b>2</b>
A10811	<b>202,982</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>
A3184	<b>202,937</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>2</b>
A3183	<b>199,988</b>	<b>199,988</b>	<b>95.7</b>	<b>100.5</b>	<b>85.2</b>	<b>97.2</b>	<b>99.2</b>	<b>103.9</b>	<b>2</b>
A17303	<b>196,995</b>	<b>196,995</b>	<b>95.8</b>	<b>100.4</b>	<b>84.8</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	<b>2</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **777-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4074**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122472	<b>242,671</b>	<b>208,652</b>	<b>95.2</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</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> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4074**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122473	<b>242,671</b>	<b>208,652</b>	<b>95.2</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>2</b>
A122475	<b>229,517</b>	<b>201,848</b>	<b>95.3</b>	<b>101.0</b>	<b>89.3</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	<b>2</b>
A122476	<b>207,745</b>	<b>201,848</b>	<b>95.6</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	<b>2</b>
A122477	<b>202,982</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>2</b>
A122478	<b>202,937</b>	<b>201,848</b>	<b>95.7</b>	<b>100.5</b>	<b>85.6</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>2</b>
A122479	<b>199,988</b>	<b>199,988</b>	<b>95.7</b>	<b>100.5</b>	<b>85.2</b>	<b>97.2</b>	<b>99.4</b>	<b>103.9</b>	<b>2</b>
A122480	<b>196,995</b>	<b>196,995</b>	<b>95.8</b>	<b>100.4</b>	<b>84.8</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	<b>2</b>

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4074D**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10815	<b>242,671</b>	<b>201,848</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.2</b>	<b>104.5</b>	<b>3</b>
A10816	<b>229,517</b>	<b>201,848</b>	<b>95.4</b>	<b>101.0</b>	<b>89.2</b>	<b>98.0</b>	<b>99.2</b>	<b>104.3</b>	<b>3</b>
A10817	<b>207,745</b>	<b>201,848</b>	<b>95.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.2</b>	<b>104.0</b>	<b>3</b>
A10818	<b>202,982</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>3</b>
A10819	<b>202,937</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>3</b>
A10820	<b>199,988</b>	<b>199,988</b>	<b>95.8</b>	<b>100.5</b>	<b>85.3</b>	<b>97.2</b>	<b>99.1</b>	<b>103.9</b>	<b>3</b>
A17305	<b>196,995</b>	<b>196,995</b>	<b>95.9</b>	<b>100.4</b>	<b>84.9</b>	<b>97.1</b>	<b>99.0</b>	<b>103.8</b>	<b>3</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **777-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4074D**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122519	<b>242,671</b>	<b>208,652</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	<b>3</b>

---

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4074D**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122520	<b>242,671</b>	<b>208,652</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	<b>3</b>
A122521	<b>242,671</b>	<b>201,848</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	<b>3</b>
A122522	<b>229,517</b>	<b>201,848</b>	<b>95.4</b>	<b>101.0</b>	<b>89.2</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	<b>3</b>
A122523	<b>207,745</b>	<b>201,848</b>	<b>95.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	<b>3</b>
A122524	<b>202,982</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>3</b>
A122525	<b>202,937</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>3</b>
A122526	<b>199,988</b>	<b>199,988</b>	<b>95.8</b>	<b>100.5</b>	<b>85.3</b>	<b>97.2</b>	<b>99.3</b>	<b>103.9</b>	<b>3</b>
A122527	<b>196,995</b>	<b>196,995</b>	<b>95.9</b>	<b>100.4</b>	<b>84.9</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	<b>3</b>

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4077**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3226	<b>247,210</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.3</b>	<b>104.6</b>	<b>4</b>
A14292	<b>247,207</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.3</b>	<b>104.6</b>	<b>4</b>
A3192	<b>242,671</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	<b>4</b>
A3191	<b>233,600</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.3</b>	<b>104.4</b>	<b>4</b>
A14294	<b>229,517</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>88.5</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	<b>4</b>
A3189	<b>202,982</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A10812	<b>202,937</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A14296	<b>201,848</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>4</b>
A3188	<b>201,848</b>	<b>199,988</b>	<b>96.4</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>4</b>
A17304	<b>196,995</b>	<b>196,995</b>	<b>96.5</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	<b>4</b>

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





Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **777-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4077**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122464	<b>247,207</b>	<b>208,652</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	<b>4</b>

---

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122465	<b>247,207</b>	<b>208,652</b>	<b>95.8</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.6</b>	<b>104.6</b>	<b>4</b>
A122466	<b>242,671</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	<b>4</b>
A122467	<b>233,600</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	<b>4</b>
A122468	<b>202,982</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>4</b>
A122469	<b>202,937</b>	<b>201,848</b>	<b>96.4</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>4</b>
A122470	<b>201,848</b>	<b>199,988</b>	<b>96.4</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>4</b>
A122471	<b>196,995</b>	<b>196,995</b>	<b>96.5</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	<b>4</b>

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077, PW4090**

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

**Engine intermix, engines at PW4074(D) thrust rating**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122607	<b>242,671</b>	<b>208,652</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A122608	<b>242,671</b>	<b>201,848</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	-
A122609	<b>229,517</b>	<b>201,848</b>	<b>95.4</b>	<b>101.0</b>	<b>89.3</b>	<b>98.0</b>	<b>99.3</b>	<b>104.3</b>	-
A122610	<b>207,745</b>	<b>201,848</b>	<b>95.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.3</b>	<b>104.0</b>	-
A122611	<b>202,982</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	-
A122612	<b>202,937</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	-
A122613	<b>199,988</b>	<b>199,988</b>	<b>95.8</b>	<b>100.5</b>	<b>85.3</b>	<b>97.2</b>	<b>99.2</b>	<b>103.9</b>	-
A122614	<b>196,995</b>	<b>196,995</b>	<b>95.9</b>	<b>100.4</b>	<b>84.9</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077, PW4090**

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

**Engine intermix, engines at PW4074(D) thrust rating, SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122615	<b>242,671</b>	<b>208,652</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.6</b>	<b>104.5</b>	-
A122616	<b>242,671</b>	<b>201,848</b>	<b>95.3</b>	<b>101.2</b>	<b>91.0</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A122617	<b>229,517</b>	<b>201,848</b>	<b>95.4</b>	<b>101.0</b>	<b>89.3</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A122618	<b>207,745</b>	<b>201,848</b>	<b>95.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-
A122619	<b>202,982</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122620	<b>202,937</b>	<b>201,848</b>	<b>95.8</b>	<b>100.5</b>	<b>85.7</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122621	<b>199,988</b>	<b>199,988</b>	<b>95.8</b>	<b>100.5</b>	<b>85.3</b>	<b>97.2</b>	<b>99.4</b>	<b>103.9</b>	-
A122622	<b>196,995</b>	<b>196,995</b>	<b>95.9</b>	<b>100.4</b>	<b>84.9</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077, PW4090**

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

**Engine intermix, engines at PW4077(D) thrust rating**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122590	<b>247,207</b>	<b>208,652</b>	<b>95.9</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A122591	<b>247,207</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.3</b>	<b>104.6</b>	-
A122592	<b>242,671</b>	<b>201,848</b>	<b>96.0</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.3</b>	<b>104.5</b>	-
A122593	<b>233,600</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.3</b>	<b>104.4</b>	-
A122594	<b>202,982</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	-
A122595	<b>202,937</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	-
A122596	<b>201,848</b>	<b>201,848</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	-
A122597	<b>201,848</b>	<b>199,988</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	-
A122598	<b>196,995</b>	<b>196,995</b>	<b>96.6</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.2</b>	<b>103.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077, PW4090**

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

**Engine intermix, engines at PW4077(D) thrust rating, SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122599	<b>247,207</b>	<b>208,652</b>	<b>95.9</b>	<b>101.2</b>	<b>91.0</b>	<b>98.5</b>	<b>99.6</b>	<b>104.6</b>	-
A122600	<b>242,671</b>	<b>201,848</b>	<b>96.0</b>	<b>101.2</b>	<b>90.4</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A122601	<b>233,600</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	-
A122602	<b>202,982</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122603	<b>202,937</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122604	<b>201,848</b>	<b>201,848</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122605	<b>201,848</b>	<b>199,988</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	-
A122606	<b>196,995</b>	<b>196,995</b>	<b>96.6</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077D**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10821	<b>265,351</b>	<b>208,652</b>	<b>95.7</b>	<b>101.5</b>	<b>93.3</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	<b>5</b>
A10822	<b>247,207</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>90.9</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	<b>5</b>
A10823	<b>242,671</b>	<b>201,848</b>	<b>96.0</b>	<b>101.2</b>	<b>90.3</b>	<b>98.3</b>	<b>99.2</b>	<b>104.5</b>	<b>5</b>
A10824	<b>233,600</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.2</b>	<b>104.4</b>	<b>5</b>
A10825	<b>202,982</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>5</b>
A10826	<b>202,937</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>5</b>
A10827	<b>201,848</b>	<b>201,848</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>5</b>
A17306	<b>196,995</b>	<b>196,995</b>	<b>96.6</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.0</b>	<b>103.8</b>	<b>5</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **777-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4077D**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122528	<b>201,848</b>	<b>199,988</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.1</b>	<b>103.9</b>	<b>5</b>

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4077D**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122529	<b>265,351</b>	<b>208,652</b>	<b>95.7</b>	<b>101.5</b>	<b>93.3</b>	<b>98.9</b>	<b>99.6</b>	<b>104.8</b>	<b>5</b>
A122530	<b>247,207</b>	<b>201,848</b>	<b>95.9</b>	<b>101.2</b>	<b>90.9</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	<b>5</b>
A122531	<b>242,671</b>	<b>201,848</b>	<b>96.0</b>	<b>101.2</b>	<b>90.3</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	<b>5</b>
A122532	<b>233,600</b>	<b>201,848</b>	<b>96.1</b>	<b>101.0</b>	<b>89.1</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	<b>5</b>
A122533	<b>202,982</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>5</b>
A122534	<b>202,937</b>	<b>201,848</b>	<b>96.5</b>	<b>100.5</b>	<b>85.1</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>5</b>
A122535	<b>201,848</b>	<b>201,848</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.4</b>	<b>103.9</b>	<b>5</b>
A122536	<b>201,848</b>	<b>199,988</b>	<b>96.6</b>	<b>100.5</b>	<b>84.9</b>	<b>97.3</b>	<b>99.3</b>	<b>103.9</b>	<b>5</b>
A122537	<b>196,995</b>	<b>196,995</b>	<b>96.6</b>	<b>100.4</b>	<b>84.2</b>	<b>97.1</b>	<b>99.3</b>	<b>103.8</b>	<b>5</b>

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4084D**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10828	<b>294,835</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>95.0</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	<b>6</b>
A10829	<b>293,927</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>94.8</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	<b>6</b>
A10830	<b>286,897</b>	<b>208,652</b>	<b>96.9</b>	<b>101.8</b>	<b>94.0</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	<b>6</b>
A10831	<b>267,619</b>	<b>208,652</b>	<b>97.2</b>	<b>101.5</b>	<b>91.8</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	<b>6</b>
A10832	<b>264,897</b>	<b>208,652</b>	<b>97.2</b>	<b>101.5</b>	<b>91.5</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	<b>6</b>
A10833	<b>247,207</b>	<b>201,848</b>	<b>97.4</b>	<b>101.2</b>	<b>89.4</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	<b>6</b>
A10834	<b>229,517</b>	<b>201,848</b>	<b>97.6</b>	<b>101.0</b>	<b>87.3</b>	<b>98.0</b>	<b>99.2</b>	<b>104.3</b>	<b>6</b>
A10835	<b>202,937</b>	<b>201,848</b>	<b>98.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.3</b>	<b>99.2</b>	<b>103.9</b>	<b>6</b>

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **777-200**

Engine Manufacturer<sup>1</sup>      **Pratt & Whitney**      Engine Type Designation<sup>1</sup>      **PW4084D**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 8 / Amendment 12**      Chapter<sup>1</sup>      **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122538	<b>202,937</b>	<b>199,988</b>	<b>98.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.3</b>	<b>99.1</b>	<b>103.9</b>	<b>6</b>
A122539	<b>202,937</b>	<b>196,995</b>	<b>98.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>6</b>

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4084D**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122540	<b>294,835</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>95.0</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	<b>6</b>
A122541	<b>293,927</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>94.8</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	<b>6</b>
A122542	<b>286,897</b>	<b>208,652</b>	<b>96.9</b>	<b>101.8</b>	<b>94.0</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	<b>6</b>
A122543	<b>267,619</b>	<b>208,652</b>	<b>97.2</b>	<b>101.5</b>	<b>91.8</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	<b>6</b>
A122544	<b>264,897</b>	<b>208,652</b>	<b>97.2</b>	<b>101.5</b>	<b>91.5</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	<b>6</b>
A122545	<b>247,207</b>	<b>201,848</b>	<b>97.4</b>	<b>101.2</b>	<b>89.4</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	<b>6</b>
A122546	<b>229,517</b>	<b>201,848</b>	<b>97.6</b>	<b>101.0</b>	<b>87.3</b>	<b>98.0</b>	<b>99.2</b>	<b>104.3</b>	<b>6</b>
A122547	<b>202,937</b>	<b>199,988</b>	<b>98.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.3</b>	<b>99.1</b>	<b>103.9</b>	<b>6</b>
A122548	<b>202,937</b>	<b>196,995</b>	<b>98.0</b>	<b>100.5</b>	<b>84.3</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	<b>6</b>

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4090**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122564	<b>297,556</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	-
A122565	<b>293,927</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	-
A122566	<b>286,897</b>	<b>208,652</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	-
A122567	<b>267,619</b>	<b>208,652</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	-
A122568	<b>247,207</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	-
A122569	<b>231,967</b>	<b>201,848</b>	<b>99.0</b>	<b>101.0</b>	<b>86.8</b>	<b>98.1</b>	<b>99.2</b>	<b>104.4</b>	-
A122570	<b>219,992</b>	<b>199,988</b>	<b>99.1</b>	<b>100.8</b>	<b>85.5</b>	<b>97.8</b>	<b>99.1</b>	<b>104.2</b>	-
A122571	<b>207,972</b>	<b>196,995</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.0</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3231	<b>297,560</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A14256	<b>297,556</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A16305	<b>297,556</b>	<b>208,652</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.6</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3230	<b>293,927</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A14413	<b>290,299</b>	<b>213,188</b>	<b>98.2</b>	<b>101.8</b>	<b>93.0</b>	<b>99.4</b>	<b>99.7</b>	<b>105.0</b>	-
A3229	<b>286,897</b>	<b>208,652</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.6</b>	<b>105.0</b>	-
A3228	<b>267,619</b>	<b>208,652</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.6</b>	<b>104.8</b>	-
A3227	<b>247,210</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A16304	<b>247,207</b>	<b>208,652</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.6</b>	<b>104.6</b>	-
A14260	<b>247,207</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A119402	<b>231,967</b>	<b>201,848</b>	<b>99.0</b>	<b>101.0</b>	<b>86.8</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	-
A121329	<b>219,992</b>	<b>208,652</b>	<b>99.1</b>	<b>100.8</b>	<b>85.5</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A121330	<b>207,972</b>	<b>207,972</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122549	<b>207,972</b>	<b>199,988</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.3</b>	<b>104.0</b>	-
A122550	<b>207,972</b>	<b>196,995</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.3</b>	<b>104.0</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090-3**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122551	<b>297,556</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	-
A122552	<b>293,927</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.5</b>	<b>105.0</b>	-
A122553	<b>286,897</b>	<b>208,652</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	-
A122554	<b>267,619</b>	<b>208,652</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.4</b>	<b>104.8</b>	-
A122555	<b>247,207</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	-
A122556	<b>231,967</b>	<b>201,848</b>	<b>99.0</b>	<b>101.0</b>	<b>86.8</b>	<b>98.1</b>	<b>99.2</b>	<b>104.4</b>	-
A122557	<b>219,992</b>	<b>199,988</b>	<b>99.1</b>	<b>100.8</b>	<b>85.5</b>	<b>97.8</b>	<b>99.1</b>	<b>104.2</b>	-
A122558	<b>207,972</b>	<b>196,995</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.0</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090-3**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121365	<b>297,560</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A121366	<b>297,556</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A121367	<b>297,556</b>	<b>208,652</b>	<b>98.1</b>	<b>101.9</b>	<b>93.9</b>	<b>99.5</b>	<b>99.6</b>	<b>105.0</b>	-
A121368	<b>293,927</b>	<b>213,188</b>	<b>98.1</b>	<b>101.9</b>	<b>93.5</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A121369	<b>290,299</b>	<b>213,188</b>	<b>98.2</b>	<b>101.8</b>	<b>93.0</b>	<b>99.4</b>	<b>99.7</b>	<b>105.0</b>	-
A121370	<b>286,897</b>	<b>208,652</b>	<b>98.2</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.6</b>	<b>105.0</b>	-
A121371	<b>267,619</b>	<b>208,652</b>	<b>98.5</b>	<b>101.5</b>	<b>90.5</b>	<b>98.9</b>	<b>99.6</b>	<b>104.8</b>	-
A121372	<b>247,210</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A121373	<b>247,207</b>	<b>208,652</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.6</b>	<b>104.6</b>	-
A121374	<b>247,207</b>	<b>201,848</b>	<b>98.8</b>	<b>101.2</b>	<b>88.3</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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

/continued on next page



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090-3**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121375	<b>231,967</b>	<b>201,848</b>	<b>99.0</b>	<b>101.0</b>	<b>86.8</b>	<b>98.1</b>	<b>99.4</b>	<b>104.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090-3**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121376	<b>219,992</b>	<b>208,652</b>	<b>99.1</b>	<b>100.8</b>	<b>85.5</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A121377	<b>207,972</b>	<b>207,972</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.5</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **PW4090-3**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122574	<b>207,972</b>	<b>199,988</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.3</b>	<b>104.0</b>	-
A122572	<b>207,972</b>	<b>196,995</b>	<b>99.3</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>99.3</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 875**

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

**None**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3232	<b>247,210</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 875**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122482	<b>247,207</b>	<b>208,652</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A14261	<b>247,207</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A3195	<b>242,671</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.7</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A3194	<b>229,517</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>90.0</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A3193	<b>207,745</b>	<b>201,848</b>	<b>96.3</b>	<b>100.6</b>	<b>87.3</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 875**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122481	<b>247,207</b>	<b>213,188</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.8</b>	<b>104.6</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 875**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122483	<b>247,207</b>	<b>213,188</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>100.1</b>	<b>104.6</b>	-
A122484	<b>247,207</b>	<b>208,652</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-
A122485	<b>247,207</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>92.2</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122486	<b>242,671</b>	<b>201,848</b>	<b>95.8</b>	<b>101.2</b>	<b>91.7</b>	<b>98.3</b>	<b>99.7</b>	<b>104.5</b>	-
A122487	<b>229,517</b>	<b>201,848</b>	<b>96.0</b>	<b>101.0</b>	<b>90.0</b>	<b>98.0</b>	<b>99.7</b>	<b>104.3</b>	-
A122488	<b>207,745</b>	<b>201,848</b>	<b>96.3</b>	<b>100.6</b>	<b>87.3</b>	<b>97.4</b>	<b>99.7</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 877**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3234	<b>251,743</b>	<b>201,848</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.4</b>	<b>104.6</b>	-
A3233	<b>247,210</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>91.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A14266	<b>247,207</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>91.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-
A3198	<b>242,671</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>90.9</b>	<b>98.3</b>	<b>99.4</b>	<b>104.5</b>	-
A3197	<b>229,517</b>	<b>201,848</b>	<b>96.4</b>	<b>101.0</b>	<b>89.4</b>	<b>98.0</b>	<b>99.4</b>	<b>104.3</b>	-
A3196	<b>207,745</b>	<b>201,848</b>	<b>96.7</b>	<b>100.6</b>	<b>86.8</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-
A14269	<b>207,445</b>	<b>201,848</b>	<b>96.7</b>	<b>100.6</b>	<b>86.8</b>	<b>97.4</b>	<b>99.4</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 877**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122489	<b>251,743</b>	<b>213,188</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.8</b>	<b>104.6</b>	-
A122490	<b>251,743</b>	<b>208,652</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.7</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 877**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122491	<b>251,743</b>	<b>213,188</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>100.1</b>	<b>104.6</b>	-
A122492	<b>251,743</b>	<b>208,652</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.9</b>	<b>104.6</b>	-
A122493	<b>251,743</b>	<b>201,848</b>	<b>96.1</b>	<b>101.3</b>	<b>92.0</b>	<b>98.6</b>	<b>99.7</b>	<b>104.6</b>	-
A122494	<b>247,207</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>91.4</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122495	<b>242,671</b>	<b>201,848</b>	<b>96.2</b>	<b>101.2</b>	<b>90.9</b>	<b>98.3</b>	<b>99.7</b>	<b>104.5</b>	-
A122496	<b>229,517</b>	<b>201,848</b>	<b>96.4</b>	<b>101.0</b>	<b>89.4</b>	<b>98.0</b>	<b>99.7</b>	<b>104.3</b>	-
A122497	<b>207,745</b>	<b>201,848</b>	<b>96.7</b>	<b>100.6</b>	<b>86.8</b>	<b>97.4</b>	<b>99.7</b>	<b>104.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 884**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122500	<b>294,835</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>95.5</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122501	<b>294,835</b>	<b>208,652</b>	<b>96.5</b>	<b>101.9</b>	<b>95.5</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A122502	<b>289,332</b>	<b>208,652</b>	<b>96.8</b>	<b>101.8</b>	<b>94.7</b>	<b>99.4</b>	<b>99.7</b>	<b>105.0</b>	-
A122503	<b>286,897</b>	<b>208,652</b>	<b>96.8</b>	<b>101.8</b>	<b>94.4</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-
A122504	<b>267,619</b>	<b>208,652</b>	<b>97.0</b>	<b>101.5</b>	<b>92.1</b>	<b>98.9</b>	<b>99.7</b>	<b>104.8</b>	-
A122505	<b>247,207</b>	<b>208,652</b>	<b>97.3</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122506	<b>247,207</b>	<b>201,848</b>	<b>97.3</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 884**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A15457	<b>294,835</b>	<b>208,652</b>	<b>96.5</b>	<b>101.9</b>	<b>95.5</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A15458	<b>289,332</b>	<b>208,652</b>	<b>96.8</b>	<b>101.8</b>	<b>94.7</b>	<b>99.4</b>	<b>99.9</b>	<b>105.0</b>	-
A3237	<b>286,897</b>	<b>213,188</b>	<b>96.8</b>	<b>101.8</b>	<b>94.4</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A13446	<b>286,897</b>	<b>208,652</b>	<b>96.8</b>	<b>101.8</b>	<b>94.4</b>	<b>99.3</b>	<b>99.9</b>	<b>105.0</b>	-
A3236	<b>267,619</b>	<b>208,652</b>	<b>97.0</b>	<b>101.5</b>	<b>92.1</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A3235	<b>247,210</b>	<b>208,652</b>	<b>97.3</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A14273	<b>247,207</b>	<b>208,652</b>	<b>97.3</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 884**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122498	<b>294,835</b>	<b>213,188</b>	<b>96.5</b>	<b>101.9</b>	<b>95.5</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A122499	<b>247,207</b>	<b>201,848</b>	<b>97.3</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 892**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122508	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122509	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122510	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>99.8</b>	<b>105.0</b>	-
A122511	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.7</b>	<b>104.8</b>	-
A122512	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122513	<b>247,207</b>	<b>201,848</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 892**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3242	<b>297,560</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14274	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A120608	<b>294,835</b>	<b>208,652</b>	<b>97.6</b>	<b>101.9</b>	<b>93.8</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A122578	<b>294,835</b>	<b>208,652</b>	<b>97.6</b>	<b>101.9</b>	<b>93.8</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A3241	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A3240	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A3239	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A3238	<b>247,210</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-
A14278	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 892**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122507	<b>247,207</b>	<b>201,848</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122579	<b>247,207</b>	<b>201,848</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-200**

Engine Manufacturer<sup>1</sup> **Rolls-Royce** Engine Type Designation<sup>1</sup> **RB211 Trent 892B**

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

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 8 / Amendment 12** Chapter<sup>1</sup> **3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122580	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122581	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122582	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>99.8</b>	<b>105.0</b>	-
A122583	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.7</b>	<b>104.8</b>	-
A122584	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.7</b>	<b>104.6</b>	-
A122585	<b>247,207</b>	<b>201,848</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.4</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 892B**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10186	<b>297,560</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A14279	<b>297,556</b>	<b>213,188</b>	<b>97.5</b>	<b>101.9</b>	<b>94.1</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A10187	<b>293,927</b>	<b>213,188</b>	<b>97.6</b>	<b>101.9</b>	<b>93.7</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-
A10188	<b>286,897</b>	<b>213,188</b>	<b>97.7</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>100.1</b>	<b>105.0</b>	-
A10189	<b>267,619</b>	<b>208,652</b>	<b>97.9</b>	<b>101.5</b>	<b>90.7</b>	<b>98.9</b>	<b>99.9</b>	<b>104.8</b>	-
A10190	<b>247,210</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-
A14283	<b>247,207</b>	<b>208,652</b>	<b>98.2</b>	<b>101.2</b>	<b>88.4</b>	<b>98.5</b>	<b>99.9</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 895**

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

**None**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122515	<b>297,556</b>	<b>213,188</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.8</b>	<b>105.0</b>	-
A122516	<b>297,556</b>	<b>208,652</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A122517	<b>293,927</b>	<b>208,652</b>	<b>98.3</b>	<b>101.9</b>	<b>93.0</b>	<b>99.5</b>	<b>99.7</b>	<b>105.0</b>	-
A122518	<b>286,897</b>	<b>201,848</b>	<b>98.4</b>	<b>101.8</b>	<b>92.4</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 895**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 4 / Amendment 8**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3245	<b>297,560</b>	<b>208,652</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 895**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14284	<b>297,556</b>	<b>208,652</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A120606	<b>297,000</b>	<b>208,652</b>	<b>98.2</b>	<b>101.9</b>	<b>93.3</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A3244	<b>293,927</b>	<b>208,652</b>	<b>98.3</b>	<b>101.9</b>	<b>93.0</b>	<b>99.5</b>	<b>99.9</b>	<b>105.0</b>	-
A3243	<b>286,897</b>	<b>201,848</b>	<b>98.4</b>	<b>101.8</b>	<b>92.4</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 895**

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

**SB 777-27-0079 or 777-27-0080, or production equivalent (Improved landing attitude modifier)**

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

Edition / Amendment

**Edition 8 / Amendment 12**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122514	<b>297,556</b>	<b>213,188</b>	<b>98.2</b>	<b>101.9</b>	<b>93.4</b>	<b>99.5</b>	<b>100.1</b>	<b>105.0</b>	-

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





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

Aircraft Type Designation<sup>1</sup> **777-200LR**

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

Engine Type Designation<sup>1</sup> **GE90-110B1**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4927	<b>347,500</b>	<b>223,200</b>	<b>97.9</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4926	<b>346,100</b>	<b>223,200</b>	<b>97.9</b>	<b>102.5</b>	<b>92.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4925	<b>343,400</b>	<b>223,200</b>	<b>97.9</b>	<b>102.4</b>	<b>92.2</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A4924	<b>340,200</b>	<b>223,200</b>	<b>98.0</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	-
A4923	<b>326,600</b>	<b>223,200</b>	<b>98.1</b>	<b>102.3</b>	<b>90.7</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	-
A4922	<b>313,000</b>	<b>220,899</b>	<b>98.3</b>	<b>102.1</b>	<b>89.4</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	-
A4921	<b>299,399</b>	<b>220,899</b>	<b>98.5</b>	<b>101.9</b>	<b>88.1</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</b>	-
A4920	<b>286,900</b>	<b>220,899</b>	<b>98.7</b>	<b>101.8</b>	<b>87.0</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-
A119400	<b>279,000</b>	<b>220,899</b>	<b>98.8</b>	<b>101.7</b>	<b>86.3</b>	<b>99.2</b>	<b>99.7</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-200LR**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A4938	<b>347,500</b>	<b>223,200</b>	<b>99.2</b>	<b>102.5</b>	<b>91.9</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A122045	<b>347,451</b>	<b>223,167</b>	<b>99.2</b>	<b>102.5</b>	<b>91.9</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4937	<b>346,100</b>	<b>223,200</b>	<b>99.2</b>	<b>102.5</b>	<b>91.8</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4936	<b>343,400</b>	<b>223,200</b>	<b>99.3</b>	<b>102.4</b>	<b>91.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4935	<b>340,200</b>	<b>223,200</b>	<b>99.3</b>	<b>102.4</b>	<b>91.2</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4934	<b>326,600</b>	<b>223,200</b>	<b>99.5</b>	<b>102.3</b>	<b>90.0</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A16613	<b>322,050</b>	<b>223,167</b>	<b>99.6</b>	<b>102.2</b>	<b>89.6</b>	<b>100.0</b>	<b>99.7</b>	<b>105.0</b>	<b>-</b>
A4933	<b>313,000</b>	<b>220,899</b>	<b>99.7</b>	<b>102.1</b>	<b>88.7</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4932	<b>299,399</b>	<b>220,899</b>	<b>99.9</b>	<b>101.9</b>	<b>87.6</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A4931	<b>286,900</b>	<b>220,899</b>	<b>100.1</b>	<b>101.8</b>	<b>86.5</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4090**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3252	<b>299,370</b>	<b>237,682</b>	<b>97.3</b>	<b>101.9</b>	<b>94.4</b>	<b>99.6</b>	<b>99.9</b>	<b>105.0</b>	-
A3251	<b>286,897</b>	<b>237,682</b>	<b>97.5</b>	<b>101.8</b>	<b>92.9</b>	<b>99.3</b>	<b>99.9</b>	<b>105.0</b>	-
A3250	<b>263,083</b>	<b>237,682</b>	<b>97.9</b>	<b>101.5</b>	<b>90.2</b>	<b>98.8</b>	<b>99.9</b>	<b>104.8</b>	-
A3249	<b>249,475</b>	<b>208,652</b>	<b>98.0</b>	<b>101.3</b>	<b>88.7</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	-
A3248	<b>237,002</b>	<b>237,002</b>	<b>98.2</b>	<b>101.1</b>	<b>87.2</b>	<b>98.2</b>	<b>99.9</b>	<b>104.4</b>	-
A3247	<b>233,962</b>	<b>233,962</b>	<b>98.3</b>	<b>101.0</b>	<b>86.9</b>	<b>98.1</b>	<b>99.8</b>	<b>104.4</b>	-
A3246	<b>204,117</b>	<b>201,848</b>	<b>98.7</b>	<b>100.5</b>	<b>83.4</b>	<b>97.3</b>	<b>99.0</b>	<b>103.9</b>	-

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



Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300**

Engine Manufacturer<sup>1</sup> **Pratt & Whitney** Engine Type Designation<sup>1</sup> **PW4098**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3256	<b>299,370</b>	<b>237,682</b>	<b>98.5</b>	<b>101.9</b>	<b>93.1</b>	<b>99.6</b>	<b>101.1</b>	<b>105.0</b>	-
A3255	<b>286,897</b>	<b>208,652</b>	<b>98.7</b>	<b>101.8</b>	<b>91.7</b>	<b>99.3</b>	<b>100.2</b>	<b>105.0</b>	-
A3254	<b>263,083</b>	<b>201,848</b>	<b>99.1</b>	<b>101.5</b>	<b>89.2</b>	<b>98.8</b>	<b>100.0</b>	<b>104.8</b>	-
A3253	<b>249,475</b>	<b>201,848</b>	<b>99.3</b>	<b>101.3</b>	<b>87.7</b>	<b>98.5</b>	<b>100.0</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-300**

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

Engine Type Designation<sup>1</sup> **RB211 Trent 892**

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

**None**

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

Edition / Amendment

**Edition 3**

Chapter<sup>1</sup>

**3**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A3264	<b>299,370</b>	<b>237,682</b>	<b>96.9</b>	<b>101.9</b>	<b>94.2</b>	<b>99.6</b>	<b>100.4</b>	<b>105.0</b>	-
A3263	<b>286,897</b>	<b>208,652</b>	<b>97.0</b>	<b>101.8</b>	<b>92.7</b>	<b>99.3</b>	<b>99.4</b>	<b>105.0</b>	-
A3262	<b>263,083</b>	<b>201,848</b>	<b>97.3</b>	<b>101.5</b>	<b>89.7</b>	<b>98.8</b>	<b>99.2</b>	<b>104.8</b>	-
A3261	<b>249,475</b>	<b>201,848</b>	<b>97.5</b>	<b>101.3</b>	<b>88.4</b>	<b>98.5</b>	<b>99.2</b>	<b>104.6</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777-300ER**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5609	<b>351,534</b>	<b>251,290</b>	<b>98.7</b>	<b>102.5</b>	<b>92.8</b>	<b>100.5</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5608	<b>348,800</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5607	<b>345,000</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10198	<b>344,730</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10649	<b>344,548</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5606	<b>344,500</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.3</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5605	<b>343,800</b>	<b>251,290</b>	<b>98.8</b>	<b>102.5</b>	<b>92.2</b>	<b>100.4</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5604	<b>342,900</b>	<b>251,290</b>	<b>98.8</b>	<b>102.4</b>	<b>92.1</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A10708	<b>341,101</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>92.0</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A14353	<b>341,000</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>92.0</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</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> **777-300ER**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5603	<b>340,200</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A121048	<b>340,194</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A15602	<b>340,000</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5602	<b>334,800</b>	<b>251,290</b>	<b>98.9</b>	<b>102.4</b>	<b>91.5</b>	<b>100.2</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A17273	<b>330,500</b>	<b>251,290</b>	<b>99.0</b>	<b>102.3</b>	<b>91.1</b>	<b>100.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A122000	<b>330,000</b>	<b>246,504</b>	<b>99.0</b>	<b>102.3</b>	<b>91.1</b>	<b>100.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A122014	<b>329,980</b>	<b>246,200</b>	<b>99.0</b>	<b>102.3</b>	<b>91.0</b>	<b>100.1</b>	<b>100.4</b>	<b>105.0</b>	<b>7</b>
A14354	<b>329,500</b>	<b>251,290</b>	<b>99.0</b>	<b>102.3</b>	<b>91.0</b>	<b>100.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5601	<b>324,300</b>	<b>251,290</b>	<b>99.1</b>	<b>102.2</b>	<b>90.5</b>	<b>100.0</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5600	<b>313,700</b>	<b>251,290</b>	<b>99.2</b>	<b>102.1</b>	<b>89.7</b>	<b>99.8</b>	<b>100.5</b>	<b>105.0</b>	<b>7</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> **777-300ER**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A5599	<b>308,000</b>	<b>251,290</b>	<b>99.3</b>	<b>102.0</b>	<b>89.2</b>	<b>99.7</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5598	<b>297,600</b>	<b>251,290</b>	<b>99.5</b>	<b>101.9</b>	<b>88.3</b>	<b>99.5</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5597	<b>287,800</b>	<b>251,290</b>	<b>99.6</b>	<b>101.8</b>	<b>87.5</b>	<b>99.3</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5596	<b>278,000</b>	<b>251,290</b>	<b>99.8</b>	<b>101.7</b>	<b>86.7</b>	<b>99.1</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>
A5595	<b>260,800</b>	<b>244,100</b>	<b>100.0</b>	<b>101.4</b>	<b>85.3</b>	<b>98.8</b>	<b>100.4</b>	<b>104.8</b>	<b>7</b>
A5594	<b>237,000</b>	<b>237,000</b>	<b>100.4</b>	<b>101.1</b>	<b>83.3</b>	<b>98.2</b>	<b>100.3</b>	<b>104.4</b>	<b>7</b>
A5593	<b>234,000</b>	<b>234,000</b>	<b>100.5</b>	<b>101.0</b>	<b>83.1</b>	<b>98.1</b>	<b>100.2</b>	<b>104.4</b>	<b>7</b>

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





Type Certificate Holder<sup>1</sup> **The Boeing Company** Aircraft Type Designation<sup>1</sup> **777-300ER**

Engine Manufacturer<sup>1</sup> **General Electric** Engine Type Designation<sup>1</sup> **GE90-115B**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122712	<b>334,000</b>	<b>251,290</b>	<b>99.0</b>	<b>102.3</b>	<b>91.4</b>	<b>100.2</b>	<b>100.5</b>	<b>105.0</b>	<b>7</b>

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



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

Aircraft Type Designation<sup>1</sup> **777F**

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

Engine Type Designation<sup>1</sup> **GE90-110B1**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10080	<b>347,814</b>	<b>260,815</b>	<b>97.9</b>	<b>102.5</b>	<b>92.7</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	-
A10079	<b>347,814</b>	<b>257,640</b>	<b>97.9</b>	<b>102.5</b>	<b>92.7</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	-
A10078	<b>347,451</b>	<b>260,815</b>	<b>97.9</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	-
A10077	<b>347,451</b>	<b>223,167</b>	<b>97.9</b>	<b>102.5</b>	<b>92.6</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A10076	<b>346,090</b>	<b>223,167</b>	<b>97.9</b>	<b>102.5</b>	<b>92.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A10075	<b>343,369</b>	<b>223,167</b>	<b>97.9</b>	<b>102.4</b>	<b>92.2</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	-
A10074	<b>340,194</b>	<b>223,167</b>	<b>98.0</b>	<b>102.4</b>	<b>91.9</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	-
A10073	<b>326,586</b>	<b>223,167</b>	<b>98.1</b>	<b>102.3</b>	<b>90.7</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	-
A10072	<b>312,978</b>	<b>220,899</b>	<b>98.3</b>	<b>102.1</b>	<b>89.4</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	-
A10071	<b>299,370</b>	<b>220,899</b>	<b>98.5</b>	<b>101.9</b>	<b>88.1</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</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> **777F**

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

Engine Type Designation<sup>1</sup> **GE90-110B1**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A10070	<b>286,897</b>	<b>220,899</b>	<b>98.7</b>	<b>101.8</b>	<b>87.0</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	-
A119401	<b>279,000</b>	<b>220,899</b>	<b>98.8</b>	<b>101.7</b>	<b>86.3</b>	<b>99.2</b>	<b>99.7</b>	<b>105.0</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **777F**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14225	<b>347,814</b>	<b>260,815</b>	<b>99.2</b>	<b>102.5</b>	<b>92.0</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	<b>7</b>
A14226	<b>347,814</b>	<b>257,640</b>	<b>99.2</b>	<b>102.5</b>	<b>92.0</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	<b>7</b>
A14227	<b>347,451</b>	<b>260,815</b>	<b>99.2</b>	<b>102.5</b>	<b>91.9</b>	<b>100.4</b>	<b>100.3</b>	<b>105.0</b>	<b>7</b>
A14228	<b>347,451</b>	<b>223,167</b>	<b>99.2</b>	<b>102.5</b>	<b>91.9</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14229	<b>346,090</b>	<b>223,167</b>	<b>99.2</b>	<b>102.5</b>	<b>91.8</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14230	<b>343,369</b>	<b>223,167</b>	<b>99.3</b>	<b>102.4</b>	<b>91.5</b>	<b>100.4</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14231	<b>340,194</b>	<b>223,167</b>	<b>99.3</b>	<b>102.4</b>	<b>91.2</b>	<b>100.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14232	<b>326,586</b>	<b>223,167</b>	<b>99.5</b>	<b>102.3</b>	<b>90.0</b>	<b>100.1</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14233	<b>312,978</b>	<b>220,899</b>	<b>99.7</b>	<b>102.1</b>	<b>88.7</b>	<b>99.8</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>
A14234	<b>299,370</b>	<b>220,899</b>	<b>99.9</b>	<b>101.9</b>	<b>87.6</b>	<b>99.6</b>	<b>99.7</b>	<b>105.0</b>	<b>7</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> **777F**

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

Engine Type Designation<sup>1</sup> **GE90-115B**

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

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 4 / Amendment 8** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A14235	<b>286,897</b>	<b>220,899</b>	<b>100.1</b>	<b>101.8</b>	<b>86.5</b>	<b>99.3</b>	<b>99.7</b>	<b>105.0</b>	<b>7</b>

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



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

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

### **TCDSN EASA.IM.A.003 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. PW 4084 derated to 74000 lbs SLST
3. PW 4090 derated to 74000 lbs SLST
4. PW 4084 derated to 77000 lbs SLST
5. PW 4090 derated to 77000 lbs SLST
6. PW 4090 derated to 84000 lbs SLST
7. Valid also for GE90-115BL engine (hot and high thrust bump).



## **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	08 January 2006	Initial Issue
Issue 2	22 March 2007	Revised
Issue 3	30 April 2007	Revised
Issue 4	15 January 2008	Revised
Issue 5	17 February 2009	Revised
Issue 6	08 April 2009	Revised
Issue 7	01 December 2009	Revised
Issue 8	26 April 2010	B777-F records updated
Issue 9	19 January 2011	Added 777-200 fitted with RR RB211
Issue 10	08 June 2011	Revised
Issue 11	13 July 2012	Revised
Issue 12	24 January 2013	Revised
Issue 13	21 November 2013	Added records A119400, A119401 and A119402 and Revised records A4924, A10074, A10821 and A14302
Issue 14	27 April 2015	Added records A120177, A120178, A120291, A120571, A120572, A120606 & A120608
Issue 15	01 September 2015	Harmonized records regarding MTOM and MLM, removed duplicated records
Issue 16	25 September 2015	Added records that were unintentionally not reflected in Rev. 15
Issue 17	05 April 2016	Added records A121048, A121081 and A121082
Issue 18	22 June 2016	Added 777-F fitted with GE90-115B engines
Issue 19	24 November 2016	777-200 records updated
Issue 20	15 June 2018	Added record A122000
Issue 21	13 September 2018	Added records A121329, A121330, A121376, A121377 and A122014
Issue 22	12 April 2019	Added record A122045
Issue 23	07 September 2020	Revised
Issue 24	21 October 2021	Added record A122712; changed type designation from 777-F into 777F

