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## TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.IM.A.115**

**for**

**Boeing 787**

**Type Certificate Holder:**

**The Boeing Company**

1901 Oakesdale Ave SW

Renton, WA 98057-2623

USA

For models:

787-10

787-8

787-9



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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76/P2G01**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122089	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122090	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122091	<b>250,836</b>	<b>201,848</b>	<b>92.9</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122092	<b>247,207</b>	<b>200,782</b>	<b>92.9</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122093	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122094	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122095	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122096	<b>226,796</b>	<b>183,704</b>	<b>93.1</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122097	<b>217,724</b>	<b>174,633</b>	<b>93.2</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-
A122098	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEnx-1B76/P2G01**

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

**None**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122099	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122100	<b>199,580</b>	<b>156,489</b>	<b>93.3</b>	<b>100.4</b>	<b>82.1</b>	<b>97.2</b>	<b>93.8</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>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76/P2G01, GEnx-1B76/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122113	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122114	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122115	<b>250,836</b>	<b>201,848</b>	<b>92.9</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122116	<b>247,207</b>	<b>200,782</b>	<b>92.9</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122117	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122118	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122119	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122120	<b>226,796</b>	<b>183,704</b>	<b>93.1</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122121	<b>217,724</b>	<b>174,633</b>	<b>93.2</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-
A122122	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEEx-1B76/P2G01, GEEx-1B76/P2G02**

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

**Engine intermix**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122123	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122124	<b>199,580</b>	<b>156,489</b>	<b>93.3</b>	<b>100.4</b>	<b>82.1</b>	<b>97.2</b>	<b>93.8</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>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122101	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122102	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122103	<b>250,836</b>	<b>201,848</b>	<b>92.9</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122104	<b>247,207</b>	<b>200,782</b>	<b>92.9</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122105	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122106	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122107	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122108	<b>226,796</b>	<b>183,704</b>	<b>93.1</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122109	<b>217,724</b>	<b>174,633</b>	<b>93.2</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-
A122110	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEnx-1B76/P2G02**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122111	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122112	<b>199,580</b>	<b>156,489</b>	<b>93.3</b>	<b>100.4</b>	<b>82.1</b>	<b>97.2</b>	<b>93.8</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>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76A/P2G01**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122125	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122126	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122127	<b>250,836</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122128	<b>247,207</b>	<b>200,782</b>	<b>92.8</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122129	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122130	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122131	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122132	<b>226,796</b>	<b>183,704</b>	<b>93.0</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122133	<b>217,724</b>	<b>174,633</b>	<b>93.1</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-
A122134	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEnx-1B76A/P2G01**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122135	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122136	<b>199,580</b>	<b>156,489</b>	<b>93.4</b>	<b>100.4</b>	<b>82.0</b>	<b>97.2</b>	<b>93.8</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>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76A/P2G01, GEnx-1B76A/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122149	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122150	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122151	<b>250,836</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122152	<b>247,207</b>	<b>200,782</b>	<b>92.8</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122153	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122154	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122155	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122156	<b>226,796</b>	<b>183,704</b>	<b>93.0</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122157	<b>217,724</b>	<b>174,633</b>	<b>93.1</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEEx-1B76A/P2G01, GEEx-1B76A/P2G02**

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

**Engine intermix**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122158	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-
A122159	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122160	<b>199,580</b>	<b>156,489</b>	<b>93.4</b>	<b>100.4</b>	<b>82.0</b>	<b>97.2</b>	<b>93.8</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>      **787-10**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B76A/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122137	<b>254,011</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>95.3</b>	<b>104.7</b>	-
A122138	<b>252,650</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.5</b>	<b>98.6</b>	<b>95.3</b>	<b>104.6</b>	-
A122139	<b>250,836</b>	<b>201,848</b>	<b>92.8</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122140	<b>247,207</b>	<b>200,782</b>	<b>92.8</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>95.3</b>	<b>104.6</b>	-
A122141	<b>244,939</b>	<b>195,407</b>	<b>92.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A122142	<b>242,671</b>	<b>201,848</b>	<b>92.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>95.3</b>	<b>104.5</b>	-
A122143	<b>235,868</b>	<b>192,776</b>	<b>93.0</b>	<b>101.1</b>	<b>86.4</b>	<b>98.2</b>	<b>95.3</b>	<b>104.4</b>	-
A122144	<b>226,796</b>	<b>183,704</b>	<b>93.0</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A122145	<b>217,724</b>	<b>174,633</b>	<b>93.1</b>	<b>100.8</b>	<b>84.2</b>	<b>97.7</b>	<b>94.5</b>	<b>104.1</b>	-
A122146	<b>209,015</b>	<b>165,561</b>	<b>93.2</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>94.1</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **GEnx-1B76A/P2G02**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122147	<b>201,848</b>	<b>201,848</b>	<b>93.3</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>95.3</b>	<b>103.9</b>	-
A122148	<b>199,580</b>	<b>156,489</b>	<b>93.4</b>	<b>100.4</b>	<b>82.0</b>	<b>97.2</b>	<b>93.8</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> **787-10**

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

Engine Type Designation<sup>1</sup> **Trent 1000-J3**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121827	<b>254,011</b>	<b>201,848</b>	<b>91.8</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>96.3</b>	<b>104.7</b>	-
A121828	<b>252,650</b>	<b>201,848</b>	<b>91.8</b>	<b>101.3</b>	<b>88.6</b>	<b>98.6</b>	<b>96.3</b>	<b>104.6</b>	-
A121829	<b>250,836</b>	<b>201,848</b>	<b>91.8</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>96.3</b>	<b>104.6</b>	-
A121830	<b>247,207</b>	<b>201,168</b>	<b>91.9</b>	<b>101.2</b>	<b>87.8</b>	<b>98.5</b>	<b>96.3</b>	<b>104.6</b>	-
A121831	<b>244,939</b>	<b>195,407</b>	<b>91.9</b>	<b>101.2</b>	<b>87.5</b>	<b>98.4</b>	<b>96.4</b>	<b>104.5</b>	-
A121832	<b>242,671</b>	<b>201,848</b>	<b>91.9</b>	<b>101.2</b>	<b>87.2</b>	<b>98.3</b>	<b>96.3</b>	<b>104.5</b>	-
A121833	<b>235,868</b>	<b>192,776</b>	<b>92.0</b>	<b>101.1</b>	<b>86.3</b>	<b>98.2</b>	<b>96.3</b>	<b>104.4</b>	-
A121834	<b>226,796</b>	<b>183,704</b>	<b>92.1</b>	<b>100.9</b>	<b>85.2</b>	<b>98.0</b>	<b>96.1</b>	<b>104.3</b>	-
A121835	<b>217,724</b>	<b>174,633</b>	<b>92.2</b>	<b>100.8</b>	<b>84.1</b>	<b>97.7</b>	<b>95.8</b>	<b>104.1</b>	-
A121836	<b>208,652</b>	<b>165,561</b>	<b>92.3</b>	<b>100.6</b>	<b>83.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-10**

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

Engine Type Designation<sup>1</sup> **Trent 1000-J3**

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

**None**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121837	<b>201,848</b>	<b>201,848</b>	<b>92.4</b>	<b>100.5</b>	<b>82.3</b>	<b>97.3</b>	<b>96.3</b>	<b>103.9</b>	-
A121838	<b>199,580</b>	<b>156,489</b>	<b>92.5</b>	<b>100.4</b>	<b>82.1</b>	<b>97.2</b>	<b>95.3</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> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120495	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120496	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120497	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120498	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120499	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A120500	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A120501	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A120502	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A120503	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A120504	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122381	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122380	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P1G01**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120529	<b>227,930</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>90.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A120530	<b>224,981</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>90.1</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A120531	<b>223,122</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>89.8</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A120532	<b>219,538</b>	<b>167,829</b>	<b>91.6</b>	<b>100.8</b>	<b>89.4</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A120533	<b>208,652</b>	<b>167,829</b>	<b>91.6</b>	<b>100.6</b>	<b>88.0</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A120534	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>86.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A120535	<b>190,508</b>	<b>161,025</b>	<b>91.8</b>	<b>100.3</b>	<b>85.8</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A120536	<b>181,436</b>	<b>156,489</b>	<b>91.9</b>	<b>100.1</b>	<b>84.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A120537	<b>177,989</b>	<b>156,489</b>	<b>91.9</b>	<b>100.0</b>	<b>84.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GENx-1B64/P1G01, GENx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119672	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119673	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119674	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119675	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A119676	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119677	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A119678	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119679	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119680	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119681	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P1G01, GEnx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119682	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A122406	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122404	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GENx-1B64/P1G01, GENx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119683	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119684	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119685	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119686	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A119687	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119688	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A119689	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119690	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119691	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119692	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P1G01, GEnx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119693	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A122407	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122405	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119500	<b>227,930</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119501	<b>224,981</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119502	<b>224,029</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>87.5</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119503	<b>223,122</b>	<b>167,829</b>	<b>90.2</b>	<b>100.9</b>	<b>87.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119504	<b>219,538</b>	<b>167,829</b>	<b>90.3</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119505	<b>208,652</b>	<b>167,829</b>	<b>90.4</b>	<b>100.6</b>	<b>85.4</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A119506	<b>199,580</b>	<b>161,025</b>	<b>90.5</b>	<b>100.4</b>	<b>84.2</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119507	<b>190,508</b>	<b>161,025</b>	<b>90.6</b>	<b>100.3</b>	<b>83.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119508	<b>181,436</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-
A119509	<b>179,940</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>81.6</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119510	<b>177,989</b>	<b>156,489</b>	<b>90.8</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A122383	<b>173,272</b>	<b>165,561</b>	<b>90.8</b>	<b>99.9</b>	<b>80.7</b>	<b>96.4</b>	<b>94.1</b>	<b>103.4</b>	-
A122382	<b>167,829</b>	<b>156,489</b>	<b>90.8</b>	<b>99.8</b>	<b>79.9</b>	<b>96.2</b>	<b>93.8</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119511	<b>227,930</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119512	<b>224,981</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119513	<b>224,029</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>87.5</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119514	<b>223,122</b>	<b>167,829</b>	<b>90.2</b>	<b>100.9</b>	<b>87.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119515	<b>219,538</b>	<b>167,829</b>	<b>90.3</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119516	<b>208,652</b>	<b>167,829</b>	<b>90.4</b>	<b>100.6</b>	<b>85.4</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A119517	<b>199,580</b>	<b>161,025</b>	<b>90.5</b>	<b>100.4</b>	<b>84.2</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119518	<b>190,508</b>	<b>161,025</b>	<b>90.6</b>	<b>100.3</b>	<b>83.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119519	<b>181,436</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-
A119520	<b>179,940</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>81.6</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119521	<b>177,989</b>	<b>156,489</b>	<b>90.8</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A122385	<b>173,272</b>	<b>165,561</b>	<b>90.8</b>	<b>99.9</b>	<b>80.7</b>	<b>96.4</b>	<b>94.1</b>	<b>103.4</b>	-
A122384	<b>167,829</b>	<b>156,489</b>	<b>90.8</b>	<b>99.8</b>	<b>79.9</b>	<b>96.2</b>	<b>93.8</b>	<b>103.3</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B64G03**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16693	<b>227,930</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A16694	<b>224,981</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>88.5</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A16695	<b>223,122</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>88.2</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A16696	<b>219,538</b>	<b>167,829</b>	<b>90.2</b>	<b>100.8</b>	<b>87.7</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A16697	<b>208,652</b>	<b>167,829</b>	<b>90.3</b>	<b>100.6</b>	<b>86.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	<b>2</b>
A16698	<b>199,580</b>	<b>161,025</b>	<b>90.4</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	<b>2</b>
A16699	<b>190,508</b>	<b>161,025</b>	<b>90.5</b>	<b>100.3</b>	<b>84.0</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	<b>2</b>
A16700	<b>181,436</b>	<b>156,489</b>	<b>90.5</b>	<b>100.1</b>	<b>83.0</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A16701	<b>177,989</b>	<b>156,489</b>	<b>90.6</b>	<b>100.0</b>	<b>82.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</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> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P1G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119092	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119093	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>88.5</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119872	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>88.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119873	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>88.2</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119094	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.7</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119096	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119097	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119098	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>84.0</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119099	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>83.0</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119879	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P1G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119100	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>82.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P1G01**

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

**Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119109	<b>227,930</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>90.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119110	<b>224,981</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>90.1</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119111	<b>223,122</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>89.8</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119112	<b>219,538</b>	<b>167,829</b>	<b>91.6</b>	<b>100.8</b>	<b>89.4</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119113	<b>208,652</b>	<b>167,829</b>	<b>91.6</b>	<b>100.6</b>	<b>88.0</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119114	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>86.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119115	<b>190,508</b>	<b>161,025</b>	<b>91.8</b>	<b>100.3</b>	<b>85.8</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119116	<b>181,436</b>	<b>156,489</b>	<b>91.9</b>	<b>100.1</b>	<b>84.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119117	<b>177,989</b>	<b>156,489</b>	<b>91.9</b>	<b>100.0</b>	<b>84.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119586	<b>227,930</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119587	<b>224,981</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>88.5</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119588	<b>224,029</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>88.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119589	<b>223,122</b>	<b>167,829</b>	<b>90.2</b>	<b>100.9</b>	<b>88.2</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119590	<b>219,538</b>	<b>167,829</b>	<b>90.3</b>	<b>100.8</b>	<b>87.7</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119591	<b>208,652</b>	<b>167,829</b>	<b>90.4</b>	<b>100.6</b>	<b>86.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119592	<b>199,580</b>	<b>161,025</b>	<b>90.5</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119593	<b>190,508</b>	<b>161,025</b>	<b>90.6</b>	<b>100.3</b>	<b>84.0</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119594	<b>181,436</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>83.0</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119595	<b>179,940</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>82.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **GEnx-1B64G03, GEnx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119596	<b>177,989</b>	<b>156,489</b>	<b>90.8</b>	<b>100.0</b>	<b>82.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119597	<b>227,930</b>	<b>172,365</b>	<b>90.1</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119598	<b>224,981</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>88.5</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119599	<b>224,029</b>	<b>172,365</b>	<b>90.2</b>	<b>100.9</b>	<b>88.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119600	<b>223,122</b>	<b>167,829</b>	<b>90.2</b>	<b>100.9</b>	<b>88.2</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119601	<b>219,538</b>	<b>167,829</b>	<b>90.3</b>	<b>100.8</b>	<b>87.7</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119602	<b>208,652</b>	<b>167,829</b>	<b>90.4</b>	<b>100.6</b>	<b>86.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119603	<b>199,580</b>	<b>161,025</b>	<b>90.5</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119604	<b>190,508</b>	<b>161,025</b>	<b>90.6</b>	<b>100.3</b>	<b>84.0</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119605	<b>181,436</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>83.0</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119606	<b>179,940</b>	<b>156,489</b>	<b>90.7</b>	<b>100.1</b>	<b>82.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119607	<b>177,989</b>	<b>156,489</b>	<b>90.8</b>	<b>100.0</b>	<b>82.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64G04**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119101	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119102	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>88.5</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119883	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>88.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119884	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>88.2</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119103	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.7</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119104	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>86.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119105	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119106	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>84.0</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119107	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>83.0</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119890	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G03, GEnx-1B64G04**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119108	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>82.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B64G03, GEnx-1B64G04**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119118	<b>227,930</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>90.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119119	<b>224,981</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>90.1</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119120	<b>223,122</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>89.8</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119121	<b>219,538</b>	<b>167,829</b>	<b>91.6</b>	<b>100.8</b>	<b>89.4</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119122	<b>208,652</b>	<b>167,829</b>	<b>91.6</b>	<b>100.6</b>	<b>88.0</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119123	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>86.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119124	<b>190,508</b>	<b>161,025</b>	<b>91.8</b>	<b>100.3</b>	<b>85.8</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119125	<b>181,436</b>	<b>156,489</b>	<b>91.9</b>	<b>100.1</b>	<b>84.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119126	<b>177,989</b>	<b>156,489</b>	<b>91.9</b>	<b>100.0</b>	<b>84.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEEx-1B64G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120505	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120506	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120507	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120508	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120509	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A120510	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A120511	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.2</b>	<b>103.7</b>	-
A120512	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A120513	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119204	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122387	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122386	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **GEnx-1B64G04**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17311	<b>227,930</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>90.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A17312	<b>224,981</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>90.1</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A17313	<b>223,122</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>89.8</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A17314	<b>219,538</b>	<b>167,829</b>	<b>91.6</b>	<b>100.8</b>	<b>89.4</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A17315	<b>208,652</b>	<b>167,829</b>	<b>91.6</b>	<b>100.6</b>	<b>88.0</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A17316	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>86.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A17317	<b>190,508</b>	<b>161,025</b>	<b>91.8</b>	<b>100.3</b>	<b>85.8</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A17318	<b>181,436</b>	<b>156,489</b>	<b>91.9</b>	<b>100.1</b>	<b>84.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A17319	<b>177,989</b>	<b>156,489</b>	<b>91.9</b>	<b>100.0</b>	<b>84.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G04, GEnx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119650	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119651	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119652	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119653	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A119654	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119655	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A119656	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119657	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119658	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119659	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G04, GEnx-1B64/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119660	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A122408	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122402	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G04, GEnx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119661	<b>227,930</b>	<b>172,365</b>	<b>90.3</b>	<b>100.9</b>	<b>88.3</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119662	<b>224,981</b>	<b>172,365</b>	<b>90.4</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119663	<b>224,029</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>87.7</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119664	<b>223,122</b>	<b>167,829</b>	<b>90.5</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A119665	<b>219,538</b>	<b>167,829</b>	<b>90.5</b>	<b>100.8</b>	<b>87.2</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119666	<b>208,652</b>	<b>167,829</b>	<b>90.7</b>	<b>100.6</b>	<b>85.8</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A119667	<b>199,580</b>	<b>161,025</b>	<b>90.8</b>	<b>100.4</b>	<b>84.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119668	<b>190,508</b>	<b>161,025</b>	<b>90.9</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119669	<b>181,436</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.3</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119670	<b>179,940</b>	<b>156,489</b>	<b>91.0</b>	<b>100.1</b>	<b>82.1</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B64G04, GEnx-1B64/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119671	<b>177,989</b>	<b>156,489</b>	<b>91.0</b>	<b>100.0</b>	<b>81.8</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A122409	<b>173,272</b>	<b>165,561</b>	<b>91.1</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A122403	<b>167,829</b>	<b>156,489</b>	<b>91.1</b>	<b>99.8</b>	<b>80.5</b>	<b>96.2</b>	<b>95.2</b>	<b>103.3</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120514	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120515	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120516	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120517	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120518	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122388	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A18900	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A18901	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A18902	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A120538	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120539	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119082	<b>227,930</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119083	<b>224,981</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119084	<b>223,122</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.0</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119085	<b>219,538</b>	<b>172,365</b>	<b>92.2</b>	<b>100.8</b>	<b>88.6</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119086	<b>208,652</b>	<b>167,829</b>	<b>92.2</b>	<b>100.6</b>	<b>87.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119087	<b>199,580</b>	<b>167,829</b>	<b>92.3</b>	<b>100.4</b>	<b>86.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119088	<b>190,508</b>	<b>161,025</b>	<b>92.4</b>	<b>100.3</b>	<b>85.1</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119089	<b>185,247</b>	<b>161,025</b>	<b>92.6</b>	<b>100.2</b>	<b>84.5</b>	<b>96.8</b>	<b>99.6</b>	<b>103.6</b>	-
A119090	<b>181,436</b>	<b>156,489</b>	<b>92.5</b>	<b>100.1</b>	<b>84.1</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119091	<b>177,989</b>	<b>156,489</b>	<b>92.5</b>	<b>100.0</b>	<b>83.7</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01, GEnx-1B67/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119714	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119715	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119716	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119717	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119718	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122412	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119719	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119720	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119721	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A119722	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01, GEnx-1B67/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119723	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GENx-1B67/P1G01, GENx-1B67/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119724	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119725	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119726	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119727	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119728	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122413	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119729	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119730	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119731	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A119732	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P1G01, GEnx-1B67/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119733	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119522	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.3</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119523	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119524	<b>223,122</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119525	<b>219,538</b>	<b>167,829</b>	<b>91.0</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119526	<b>208,652</b>	<b>167,829</b>	<b>91.1</b>	<b>100.6</b>	<b>84.7</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122389	<b>199,580</b>	<b>165,561</b>	<b>91.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119527	<b>199,580</b>	<b>161,025</b>	<b>91.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119528	<b>190,508</b>	<b>161,025</b>	<b>91.3</b>	<b>100.3</b>	<b>82.4</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119529	<b>185,247</b>	<b>161,025</b>	<b>91.4</b>	<b>100.2</b>	<b>81.7</b>	<b>96.8</b>	<b>93.9</b>	<b>103.6</b>	-
A119530	<b>181,436</b>	<b>156,489</b>	<b>91.4</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119531	<b>177,989</b>	<b>156,489</b>	<b>91.5</b>	<b>100.0</b>	<b>80.8</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119532	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.3</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119533	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119534	<b>223,122</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119535	<b>219,538</b>	<b>167,829</b>	<b>91.0</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119536	<b>208,652</b>	<b>167,829</b>	<b>91.1</b>	<b>100.6</b>	<b>84.7</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122390	<b>199,580</b>	<b>165,561</b>	<b>91.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119537	<b>199,580</b>	<b>161,025</b>	<b>91.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119538	<b>190,508</b>	<b>161,025</b>	<b>91.3</b>	<b>100.3</b>	<b>82.4</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119539	<b>185,247</b>	<b>161,025</b>	<b>91.4</b>	<b>100.2</b>	<b>81.7</b>	<b>96.8</b>	<b>93.9</b>	<b>103.6</b>	-
A119540	<b>181,436</b>	<b>156,489</b>	<b>91.4</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119541	<b>177,989</b>	<b>156,489</b>	<b>91.5</b>	<b>100.0</b>	<b>80.8</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B67G03**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18013	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A18014	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A18015	<b>223,122</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A18016	<b>219,538</b>	<b>172,365</b>	<b>90.9</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A18017	<b>208,652</b>	<b>167,829</b>	<b>91.0</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	<b>2</b>
A18018	<b>199,580</b>	<b>167,829</b>	<b>91.1</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	<b>2</b>
A18019	<b>190,508</b>	<b>161,025</b>	<b>91.2</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	<b>2</b>
A18020	<b>185,247</b>	<b>161,025</b>	<b>91.2</b>	<b>100.2</b>	<b>82.8</b>	<b>96.8</b>	<b>99.6</b>	<b>103.6</b>	<b>2</b>
A18021	<b>181,436</b>	<b>156,489</b>	<b>91.3</b>	<b>100.1</b>	<b>82.4</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A18022	<b>177,989</b>	<b>156,489</b>	<b>91.3</b>	<b>100.0</b>	<b>82.0</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</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> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G03, GEnx-1B67/P1G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119148	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119149	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119150	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119151	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119152	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119153	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119154	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119155	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.8</b>	<b>96.8</b>	<b>99.5</b>	<b>103.6</b>	-
A119156	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>82.4</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119157	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>82.0</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEEnx-1B67G03, GEEnx-1B67/P1G01**

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

**Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119138	<b>227,930</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119139	<b>224,981</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119140	<b>223,122</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.0</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119141	<b>219,538</b>	<b>172,365</b>	<b>92.2</b>	<b>100.8</b>	<b>88.6</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119142	<b>208,652</b>	<b>167,829</b>	<b>92.2</b>	<b>100.6</b>	<b>87.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119143	<b>199,580</b>	<b>167,829</b>	<b>92.3</b>	<b>100.4</b>	<b>86.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119144	<b>190,508</b>	<b>161,025</b>	<b>92.4</b>	<b>100.3</b>	<b>85.1</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119145	<b>185,247</b>	<b>161,025</b>	<b>92.5</b>	<b>100.2</b>	<b>84.5</b>	<b>96.8</b>	<b>99.6</b>	<b>103.6</b>	-
A119146	<b>181,436</b>	<b>156,489</b>	<b>92.5</b>	<b>100.1</b>	<b>84.1</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119147	<b>177,989</b>	<b>156,489</b>	<b>92.5</b>	<b>100.0</b>	<b>83.7</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G03, GEnx-1B67/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119608	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119609	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119610	<b>223,122</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>87.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119611	<b>219,538</b>	<b>167,829</b>	<b>91.0</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119612	<b>208,652</b>	<b>167,829</b>	<b>91.1</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119613	<b>199,580</b>	<b>161,025</b>	<b>91.2</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119614	<b>190,508</b>	<b>161,025</b>	<b>91.3</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119615	<b>185,247</b>	<b>156,489</b>	<b>91.4</b>	<b>100.2</b>	<b>82.8</b>	<b>96.8</b>	<b>99.5</b>	<b>103.6</b>	-
A119616	<b>181,436</b>	<b>156,489</b>	<b>91.4</b>	<b>100.1</b>	<b>82.4</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119617	<b>177,989</b>	<b>156,489</b>	<b>91.5</b>	<b>100.0</b>	<b>82.0</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **GEnx-1B67G03, GEnx-1B67/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119618	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119619	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119620	<b>223,122</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>87.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119621	<b>219,538</b>	<b>167,829</b>	<b>91.0</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119622	<b>208,652</b>	<b>167,829</b>	<b>91.1</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119623	<b>199,580</b>	<b>161,025</b>	<b>91.2</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119624	<b>190,508</b>	<b>161,025</b>	<b>91.3</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119625	<b>185,247</b>	<b>156,489</b>	<b>91.4</b>	<b>100.2</b>	<b>82.8</b>	<b>96.8</b>	<b>99.5</b>	<b>103.6</b>	-
A119626	<b>181,436</b>	<b>156,489</b>	<b>91.4</b>	<b>100.1</b>	<b>82.4</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119627	<b>177,989</b>	<b>156,489</b>	<b>91.5</b>	<b>100.0</b>	<b>82.0</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G03, GEnx-1B67G04**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119158	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119159	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119160	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119161	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.9</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119162	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119163	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119164	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>83.4</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119165	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.8</b>	<b>96.8</b>	<b>99.5</b>	<b>103.6</b>	-
A119166	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>82.4</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119167	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>82.0</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G03, GEnx-1B67G04**

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

**Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119128	<b>227,930</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119129	<b>224,981</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119130	<b>223,122</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.0</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119131	<b>219,538</b>	<b>172,365</b>	<b>92.2</b>	<b>100.8</b>	<b>88.6</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119132	<b>208,652</b>	<b>167,829</b>	<b>92.2</b>	<b>100.6</b>	<b>87.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119133	<b>199,580</b>	<b>167,829</b>	<b>92.3</b>	<b>100.4</b>	<b>86.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119134	<b>190,508</b>	<b>161,025</b>	<b>92.4</b>	<b>100.3</b>	<b>85.1</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119135	<b>185,247</b>	<b>161,025</b>	<b>92.5</b>	<b>100.2</b>	<b>84.5</b>	<b>96.8</b>	<b>99.6</b>	<b>103.6</b>	-
A119136	<b>181,436</b>	<b>156,489</b>	<b>92.5</b>	<b>100.1</b>	<b>84.1</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119137	<b>177,989</b>	<b>156,489</b>	<b>92.5</b>	<b>100.0</b>	<b>83.7</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEEx-1B67G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120519	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120520	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120521	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120522	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120523	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122391	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A120524	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A120525	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A120526	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A120527	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120528	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18148	<b>227,930</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.7</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A18149	<b>224,981</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.3</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A18150	<b>223,122</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>89.0</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A18151	<b>219,538</b>	<b>172,365</b>	<b>92.2</b>	<b>100.8</b>	<b>88.6</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A18152	<b>208,652</b>	<b>167,829</b>	<b>92.2</b>	<b>100.6</b>	<b>87.3</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A18153	<b>199,580</b>	<b>167,829</b>	<b>92.3</b>	<b>100.4</b>	<b>86.2</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A18154	<b>190,508</b>	<b>161,025</b>	<b>92.4</b>	<b>100.3</b>	<b>85.1</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A18155	<b>185,247</b>	<b>161,025</b>	<b>92.6</b>	<b>100.2</b>	<b>84.5</b>	<b>96.8</b>	<b>99.6</b>	<b>103.6</b>	-
A18156	<b>181,436</b>	<b>156,489</b>	<b>92.5</b>	<b>100.1</b>	<b>84.1</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A18157	<b>177,989</b>	<b>156,489</b>	<b>92.5</b>	<b>100.0</b>	<b>83.7</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04, GEnx-1B67/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119694	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119695	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119696	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119697	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119698	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122410	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119699	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119700	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119701	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A119702	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04, GEnx-1B67/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119703	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04, GEnx-1B67/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119704	<b>227,930</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.6</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119705	<b>224,981</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.2</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119706	<b>223,122</b>	<b>172,365</b>	<b>91.2</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119707	<b>219,538</b>	<b>167,829</b>	<b>91.3</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119708	<b>208,652</b>	<b>167,829</b>	<b>91.4</b>	<b>100.6</b>	<b>85.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122411	<b>199,580</b>	<b>165,561</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119709	<b>199,580</b>	<b>161,025</b>	<b>91.5</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119710	<b>190,508</b>	<b>161,025</b>	<b>91.6</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119711	<b>185,247</b>	<b>156,489</b>	<b>91.7</b>	<b>100.2</b>	<b>82.3</b>	<b>96.8</b>	<b>95.2</b>	<b>103.6</b>	-
A119712	<b>181,436</b>	<b>156,489</b>	<b>91.7</b>	<b>100.1</b>	<b>81.8</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B67G04, GEnx-1B67/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119713	<b>177,989</b>	<b>156,489</b>	<b>91.7</b>	<b>100.0</b>	<b>81.3</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120545	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120546	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120547	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120548	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120549	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122392	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A18920	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A18921	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A18922	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A18923	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18924	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P1G01**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18825	<b>227,930</b>	<b>172,365</b>	<b>92.6</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A18826	<b>224,981</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A18827	<b>223,122</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A18828	<b>219,538</b>	<b>167,829</b>	<b>92.7</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A18829	<b>208,652</b>	<b>167,829</b>	<b>92.8</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A18830	<b>199,580</b>	<b>161,025</b>	<b>92.9</b>	<b>100.4</b>	<b>85.6</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A18831	<b>190,508</b>	<b>161,025</b>	<b>93.0</b>	<b>100.3</b>	<b>84.6</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A18832	<b>181,436</b>	<b>156,489</b>	<b>93.0</b>	<b>100.1</b>	<b>83.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A18833	<b>179,985</b>	<b>172,365</b>	<b>93.0</b>	<b>100.1</b>	<b>83.5</b>	<b>96.6</b>	<b>99.6</b>	<b>103.5</b>	-
A18834	<b>177,989</b>	<b>156,489</b>	<b>93.0</b>	<b>100.0</b>	<b>83.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GENx-1B70/75/P1G01, GENx-1B70/75/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119778	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119779	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119780	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119781	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119782	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122420	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119783	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119784	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119785	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P1G01, GEnx-1B70/75/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119786	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119787	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119788	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GENx-1B70/75/P1G01, GENx-1B70/75/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119789	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119790	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119791	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119792	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119793	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122421	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119794	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119795	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119796	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P1G01, GEnx-1B70/75/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119797	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A119798	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119799	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119564	<b>227,930</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119565	<b>224,981</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119566	<b>223,122</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.1</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119567	<b>219,538</b>	<b>167,829</b>	<b>91.7</b>	<b>100.8</b>	<b>85.6</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119568	<b>208,652</b>	<b>167,829</b>	<b>91.8</b>	<b>100.6</b>	<b>84.2</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122393	<b>199,580</b>	<b>165,561</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119569	<b>199,580</b>	<b>161,025</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119570	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119571	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>81.9</b>	<b>96.9</b>	<b>93.9</b>	<b>103.7</b>	-
A119572	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119573	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A119574	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>80.4</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119575	<b>227,930</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119576	<b>224,981</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119577	<b>223,122</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.1</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119578	<b>219,538</b>	<b>167,829</b>	<b>91.7</b>	<b>100.8</b>	<b>85.6</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119579	<b>208,652</b>	<b>167,829</b>	<b>91.8</b>	<b>100.6</b>	<b>84.2</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122394	<b>199,580</b>	<b>165,561</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119580	<b>199,580</b>	<b>161,025</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119581	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119582	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>81.9</b>	<b>96.9</b>	<b>93.9</b>	<b>103.7</b>	-
A119583	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119584	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A119585	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>80.4</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120540	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120541	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A120542	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A120543	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A120544	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122395	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A120550	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A120551	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A120552	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A120553	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120554	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119072	<b>227,930</b>	<b>172,365</b>	<b>92.6</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119073	<b>224,981</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119074	<b>223,122</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119075	<b>219,538</b>	<b>167,829</b>	<b>92.7</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119076	<b>208,652</b>	<b>167,829</b>	<b>92.8</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119077	<b>199,580</b>	<b>161,025</b>	<b>92.9</b>	<b>100.4</b>	<b>85.6</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119078	<b>190,508</b>	<b>161,025</b>	<b>93.0</b>	<b>100.3</b>	<b>84.6</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119079	<b>181,436</b>	<b>156,489</b>	<b>93.0</b>	<b>100.1</b>	<b>83.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119080	<b>179,985</b>	<b>172,365</b>	<b>93.0</b>	<b>100.1</b>	<b>83.5</b>	<b>96.6</b>	<b>99.6</b>	<b>103.5</b>	-
A119081	<b>177,989</b>	<b>156,489</b>	<b>93.0</b>	<b>100.0</b>	<b>83.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119745	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119746	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119747	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119748	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119749	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122416	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119750	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119751	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119752	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A119753	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119754	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119755	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119767	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119768	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119769	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119770	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119771	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122417	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119772	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119773	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119774	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A119775	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P1G01, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119776	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119777	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119542	<b>227,930</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119543	<b>224,981</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119544	<b>223,122</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.1</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119545	<b>219,538</b>	<b>167,829</b>	<b>91.7</b>	<b>100.8</b>	<b>85.6</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119546	<b>208,652</b>	<b>167,829</b>	<b>91.8</b>	<b>100.6</b>	<b>84.2</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122396	<b>199,580</b>	<b>165,561</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119547	<b>199,580</b>	<b>161,025</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119548	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119549	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>81.9</b>	<b>96.9</b>	<b>93.9</b>	<b>103.7</b>	-
A119550	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P2G01**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119551	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A119552	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>80.4</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119553	<b>227,930</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>94.2</b>	<b>104.3</b>	-
A119554	<b>224,981</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.3</b>	<b>97.9</b>	<b>94.2</b>	<b>104.3</b>	-
A119555	<b>223,122</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.1</b>	<b>97.9</b>	<b>94.2</b>	<b>104.2</b>	-
A119556	<b>219,538</b>	<b>167,829</b>	<b>91.7</b>	<b>100.8</b>	<b>85.6</b>	<b>97.8</b>	<b>94.2</b>	<b>104.2</b>	-
A119557	<b>208,652</b>	<b>167,829</b>	<b>91.8</b>	<b>100.6</b>	<b>84.2</b>	<b>97.5</b>	<b>94.2</b>	<b>104.0</b>	-
A122397	<b>199,580</b>	<b>165,561</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>94.1</b>	<b>103.9</b>	-
A119558	<b>199,580</b>	<b>161,025</b>	<b>91.9</b>	<b>100.4</b>	<b>83.1</b>	<b>97.2</b>	<b>93.9</b>	<b>103.9</b>	-
A119559	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>93.9</b>	<b>103.7</b>	-
A119560	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>81.9</b>	<b>96.9</b>	<b>93.9</b>	<b>103.7</b>	-
A119561	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.8</b>	<b>96.7</b>	<b>93.8</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/P2G02**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119562	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-
A119563	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>80.4</b>	<b>96.6</b>	<b>93.8</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-8**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70G03**

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

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18023	<b>227,930</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A18024	<b>224,981</b>	<b>172,365</b>	<b>91.5</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	<b>2</b>
A18025	<b>223,122</b>	<b>172,365</b>	<b>91.6</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A18026	<b>219,538</b>	<b>167,829</b>	<b>91.6</b>	<b>100.8</b>	<b>86.3</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	<b>2</b>
A18027	<b>208,652</b>	<b>167,829</b>	<b>91.7</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	<b>2</b>
A18028	<b>199,580</b>	<b>161,025</b>	<b>91.8</b>	<b>100.4</b>	<b>83.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	<b>2</b>
A18029	<b>190,508</b>	<b>161,025</b>	<b>91.8</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	<b>2</b>
A18030	<b>181,436</b>	<b>156,489</b>	<b>91.9</b>	<b>100.1</b>	<b>81.9</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	<b>2</b>
A18031	<b>177,989</b>	<b>156,489</b>	<b>91.9</b>	<b>100.0</b>	<b>81.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</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> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P1G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119186	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119187	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119188	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119189	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>86.3</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119190	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119191	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119918	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119192	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.8</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-
A119193	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.9</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119921	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P1G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119194	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEEx-1B70G03, GEEx-1B70/P1G01**

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

**Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119168	<b>227,930</b>	<b>172,365</b>	<b>92.6</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119169	<b>224,981</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119170	<b>223,122</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119171	<b>219,538</b>	<b>167,829</b>	<b>92.7</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119172	<b>208,652</b>	<b>167,829</b>	<b>92.8</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119173	<b>199,580</b>	<b>161,025</b>	<b>92.9</b>	<b>100.4</b>	<b>85.6</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119174	<b>190,508</b>	<b>161,025</b>	<b>93.0</b>	<b>100.3</b>	<b>84.6</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119175	<b>181,436</b>	<b>156,489</b>	<b>93.0</b>	<b>100.1</b>	<b>83.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119858	<b>179,985</b>	<b>172,365</b>	<b>93.0</b>	<b>100.1</b>	<b>83.5</b>	<b>96.6</b>	<b>99.6</b>	<b>103.5</b>	-
A119176	<b>177,989</b>	<b>156,489</b>	<b>93.0</b>	<b>100.0</b>	<b>83.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119628	<b>227,930</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119629	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119630	<b>223,122</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119631	<b>219,538</b>	<b>167,829</b>	<b>90.1</b>	<b>100.8</b>	<b>86.3</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119632	<b>208,652</b>	<b>167,829</b>	<b>89.1</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119633	<b>199,580</b>	<b>161,025</b>	<b>88.2</b>	<b>100.4</b>	<b>83.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119634	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119635	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.8</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-
A119636	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>81.9</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119637	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>81.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119638	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>81.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119800	<b>227,930</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119640	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119641	<b>223,122</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119642	<b>219,538</b>	<b>167,829</b>	<b>90.1</b>	<b>100.8</b>	<b>86.3</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119643	<b>208,652</b>	<b>167,829</b>	<b>89.1</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119644	<b>199,580</b>	<b>161,025</b>	<b>88.2</b>	<b>100.4</b>	<b>83.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119645	<b>190,508</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119646	<b>189,964</b>	<b>161,025</b>	<b>92.0</b>	<b>100.3</b>	<b>82.8</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-
A119647	<b>181,436</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>81.9</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119648	<b>179,985</b>	<b>156,489</b>	<b>92.1</b>	<b>100.1</b>	<b>81.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119649	<b>177,989</b>	<b>156,489</b>	<b>92.1</b>	<b>100.0</b>	<b>81.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70G04**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119195	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119196	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119197	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119198	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>86.3</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119199	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119200	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.9</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119929	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119201	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.8</b>	<b>96.9</b>	<b>99.6</b>	<b>103.7</b>	-
A119202	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.9</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119932	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.8</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **GEnx-1B70G03, GEnx-1B70G04**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119203	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.6</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70G04**

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

**Engine intermix, Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119177	<b>227,930</b>	<b>172,365</b>	<b>92.6</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A119178	<b>224,981</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A119179	<b>223,122</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A119180	<b>219,538</b>	<b>167,829</b>	<b>92.7</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A119181	<b>208,652</b>	<b>167,829</b>	<b>92.8</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A119182	<b>199,580</b>	<b>161,025</b>	<b>92.9</b>	<b>100.4</b>	<b>85.6</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A119183	<b>190,508</b>	<b>161,025</b>	<b>93.0</b>	<b>100.3</b>	<b>84.6</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A119184	<b>181,436</b>	<b>156,489</b>	<b>93.0</b>	<b>100.1</b>	<b>83.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A119868	<b>179,985</b>	<b>172,365</b>	<b>93.0</b>	<b>100.1</b>	<b>83.5</b>	<b>96.6</b>	<b>99.6</b>	<b>103.5</b>	-
A119185	<b>177,989</b>	<b>156,489</b>	<b>93.0</b>	<b>100.0</b>	<b>83.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEEx-1B70G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17991	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A17992	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A17993	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A17994	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A17995	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122398	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A17996	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A17997	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A17998	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-
A17999	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G04**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18000	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **GEnx-1B70G04**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17320	<b>227,930</b>	<b>172,365</b>	<b>92.6</b>	<b>100.9</b>	<b>89.0</b>	<b>98.0</b>	<b>99.6</b>	<b>104.3</b>	-
A17321	<b>224,981</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.6</b>	<b>97.9</b>	<b>99.6</b>	<b>104.3</b>	-
A17322	<b>223,122</b>	<b>172,365</b>	<b>92.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>99.6</b>	<b>104.2</b>	-
A17323	<b>219,538</b>	<b>167,829</b>	<b>92.7</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>99.6</b>	<b>104.2</b>	-
A17324	<b>208,652</b>	<b>167,829</b>	<b>92.8</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>99.6</b>	<b>104.0</b>	-
A17325	<b>199,580</b>	<b>161,025</b>	<b>92.9</b>	<b>100.4</b>	<b>85.6</b>	<b>97.2</b>	<b>99.6</b>	<b>103.9</b>	-
A17326	<b>190,508</b>	<b>161,025</b>	<b>93.0</b>	<b>100.3</b>	<b>84.6</b>	<b>97.0</b>	<b>99.6</b>	<b>103.7</b>	-
A17327	<b>181,436</b>	<b>156,489</b>	<b>93.0</b>	<b>100.1</b>	<b>83.7</b>	<b>96.7</b>	<b>99.5</b>	<b>103.5</b>	-
A17328	<b>179,985</b>	<b>172,365</b>	<b>93.0</b>	<b>100.1</b>	<b>83.5</b>	<b>96.6</b>	<b>99.6</b>	<b>103.5</b>	-
A17329	<b>177,989</b>	<b>156,489</b>	<b>93.0</b>	<b>100.0</b>	<b>83.3</b>	<b>96.6</b>	<b>99.5</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119734	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119735	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119736	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119737	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119738	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122414	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119739	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119740	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119741	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A119742	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G01**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119743	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119744	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119756	<b>227,930</b>	<b>172,365</b>	<b>91.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A119757	<b>224,981</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>95.7</b>	<b>104.3</b>	-
A119758	<b>223,122</b>	<b>172,365</b>	<b>91.9</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.7</b>	<b>104.2</b>	-
A119759	<b>219,538</b>	<b>167,829</b>	<b>91.9</b>	<b>100.8</b>	<b>85.9</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A119760	<b>208,652</b>	<b>167,829</b>	<b>92.1</b>	<b>100.6</b>	<b>84.6</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A122415	<b>199,580</b>	<b>165,561</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.6</b>	<b>103.9</b>	-
A119761	<b>199,580</b>	<b>161,025</b>	<b>92.2</b>	<b>100.4</b>	<b>83.6</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A119762	<b>190,508</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.4</b>	<b>103.7</b>	-
A119763	<b>189,964</b>	<b>161,025</b>	<b>92.3</b>	<b>100.3</b>	<b>82.4</b>	<b>96.9</b>	<b>95.4</b>	<b>103.7</b>	-
A119764	<b>181,436</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.4</b>	<b>96.7</b>	<b>95.2</b>	<b>103.5</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G02**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119765	<b>179,985</b>	<b>156,489</b>	<b>92.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-
A119766	<b>177,989</b>	<b>156,489</b>	<b>92.4</b>	<b>100.0</b>	<b>81.0</b>	<b>96.6</b>	<b>95.2</b>	<b>103.5</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A**

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

**None**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16614	<b>227,930</b>	<b>172,365</b>	<b>89.6</b>	<b>100.9</b>	<b>89.1</b>	<b>98.0</b>	<b>96.9</b>	<b>104.3</b>	-
A16615	<b>224,981</b>	<b>172,365</b>	<b>89.7</b>	<b>100.9</b>	<b>87.3</b>	<b>97.9</b>	<b>96.9</b>	<b>104.3</b>	-
A16616	<b>223,122</b>	<b>172,365</b>	<b>89.8</b>	<b>100.9</b>	<b>87.0</b>	<b>97.9</b>	<b>96.9</b>	<b>104.2</b>	-
A16617	<b>219,538</b>	<b>172,365</b>	<b>89.9</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A16692	<b>219,538</b>	<b>167,829</b>	<b>89.9</b>	<b>100.8</b>	<b>86.5</b>	<b>97.8</b>	<b>96.9</b>	<b>104.2</b>	-
A16618	<b>212,054</b>	<b>167,829</b>	<b>90.0</b>	<b>100.7</b>	<b>85.5</b>	<b>97.6</b>	<b>96.9</b>	<b>104.1</b>	-
A16952	<b>211,963</b>	<b>172,365</b>	<b>90.0</b>	<b>100.7</b>	<b>85.5</b>	<b>97.6</b>	<b>96.9</b>	<b>104.1</b>	-
A16619	<b>209,967</b>	<b>161,025</b>	<b>90.0</b>	<b>100.6</b>	<b>85.2</b>	<b>97.5</b>	<b>96.9</b>	<b>104.0</b>	-
A16620	<b>199,580</b>	<b>156,489</b>	<b>90.1</b>	<b>100.4</b>	<b>84.0</b>	<b>97.2</b>	<b>96.8</b>	<b>103.9</b>	-
A16953	<b>192,958</b>	<b>172,365</b>	<b>90.2</b>	<b>100.3</b>	<b>83.3</b>	<b>97.0</b>	<b>96.9</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A**

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

**None**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16954	<b>189,964</b>	<b>172,365</b>	<b>90.3</b>	<b>100.3</b>	<b>83.1</b>	<b>96.9</b>	<b>96.9</b>	<b>103.7</b>	-
A16955	<b>171,956</b>	<b>171,956</b>	<b>90.4</b>	<b>99.9</b>	<b>81.4</b>	<b>96.4</b>	<b>96.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Rolls-Royce SB 73-H046 (Enhanced thrust rating (Trent 1000-AE)),  
Valid for aircraft with main landing gear plugs (Line 79 and after, or  
pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18949	<b>227,930</b>	<b>172,365</b>	<b>88.9</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120564	<b>225,208</b>	<b>172,365</b>	<b>89.0</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120565	<b>224,981</b>	<b>172,365</b>	<b>89.0</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120566	<b>223,122</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120567	<b>219,538</b>	<b>172,365</b>	<b>89.1</b>	<b>100.8</b>	<b>86.1</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A120562	<b>212,054</b>	<b>167,829</b>	<b>89.3</b>	<b>100.7</b>	<b>85.1</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120568	<b>211,963</b>	<b>167,829</b>	<b>89.3</b>	<b>100.7</b>	<b>85.0</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A18956	<b>209,967</b>	<b>161,025</b>	<b>89.3</b>	<b>100.6</b>	<b>84.8</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A18957	<b>199,580</b>	<b>156,489</b>	<b>89.5</b>	<b>100.4</b>	<b>83.4</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A18958	<b>192,958</b>	<b>172,365</b>	<b>89.6</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Rolls-Royce SB 73-H046 (Enhanced thrust rating (Trent 1000-AE)),  
Valid for aircraft with main landing gear plugs (Line 79 and after, or  
pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18959	<b>189,964</b>	<b>172,365</b>	<b>89.6</b>	<b>100.3</b>	<b>82.1</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A18960	<b>177,309</b>	<b>172,365</b>	<b>89.8</b>	<b>100.0</b>	<b>80.5</b>	<b>96.5</b>	<b>94.9</b>	<b>103.5</b>	-
A18961	<b>171,956</b>	<b>171,956</b>	<b>89.9</b>	<b>99.9</b>	<b>79.8</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Rolls-Royce SB 73-H046 (Enhanced thrust rating (Trent 1000-AE)),  
Valid for aircraft without main landing gear plugs (pre Line 79  
without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A118983	<b>227,930</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>91.5</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A118984	<b>225,208</b>	<b>172,365</b>	<b>91.1</b>	<b>100.9</b>	<b>89.5</b>	<b>97.9</b>	<b>96.8</b>	<b>104.3</b>	-
A118985	<b>224,981</b>	<b>172,365</b>	<b>91.1</b>	<b>100.9</b>	<b>89.4</b>	<b>97.9</b>	<b>96.8</b>	<b>104.3</b>	-
A118986	<b>223,122</b>	<b>172,365</b>	<b>91.1</b>	<b>100.9</b>	<b>89.2</b>	<b>97.9</b>	<b>96.8</b>	<b>104.2</b>	-
A118987	<b>219,538</b>	<b>172,365</b>	<b>91.2</b>	<b>100.8</b>	<b>88.7</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A118988	<b>212,054</b>	<b>167,829</b>	<b>91.3</b>	<b>100.7</b>	<b>87.7</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A118989	<b>211,963</b>	<b>167,829</b>	<b>91.3</b>	<b>100.7</b>	<b>87.7</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A118990	<b>209,967</b>	<b>161,025</b>	<b>91.3</b>	<b>100.6</b>	<b>87.4</b>	<b>97.5</b>	<b>96.8</b>	<b>104.0</b>	-
A118991	<b>199,580</b>	<b>156,489</b>	<b>91.4</b>	<b>100.4</b>	<b>86.0</b>	<b>97.2</b>	<b>96.8</b>	<b>103.9</b>	-
A118992	<b>192,958</b>	<b>172,365</b>	<b>91.5</b>	<b>100.3</b>	<b>85.4</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Rolls-Royce SB 73-H046 (Enhanced thrust rating (Trent 1000-AE)),  
Valid for aircraft without main landing gear plugs (pre Line 79  
without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A118993	<b>189,964</b>	<b>172,365</b>	<b>91.5</b>	<b>100.3</b>	<b>85.1</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-
A118994	<b>177,808</b>	<b>172,365</b>	<b>91.7</b>	<b>100.0</b>	<b>84.0</b>	<b>96.6</b>	<b>96.8</b>	<b>103.5</b>	-
A118995	<b>171,956</b>	<b>171,956</b>	<b>91.7</b>	<b>99.9</b>	<b>83.4</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18937	<b>227,930</b>	<b>172,365</b>	<b>88.7</b>	<b>100.9</b>	<b>87.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A18938	<b>224,981</b>	<b>172,365</b>	<b>88.9</b>	<b>100.9</b>	<b>87.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A18939	<b>223,122</b>	<b>172,365</b>	<b>89.0</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120563	<b>219,538</b>	<b>172,365</b>	<b>89.1</b>	<b>100.8</b>	<b>86.2</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A120555	<b>212,054</b>	<b>167,829</b>	<b>89.2</b>	<b>100.7</b>	<b>85.1</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120556	<b>211,963</b>	<b>167,829</b>	<b>89.2</b>	<b>100.7</b>	<b>85.1</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120557	<b>209,967</b>	<b>161,025</b>	<b>89.2</b>	<b>100.6</b>	<b>84.8</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A120558	<b>199,580</b>	<b>156,489</b>	<b>89.4</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A120559	<b>192,958</b>	<b>172,365</b>	<b>89.5</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A120560	<b>189,964</b>	<b>172,365</b>	<b>89.5</b>	<b>100.3</b>	<b>82.2</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120561	<b>177,309</b>	<b>172,365</b>	<b>89.8</b>	<b>100.0</b>	<b>80.6</b>	<b>96.5</b>	<b>94.9</b>	<b>103.5</b>	-
A18948	<b>171,956</b>	<b>171,956</b>	<b>89.8</b>	<b>99.9</b>	<b>79.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16956	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>91.2</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A16957	<b>224,981</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>89.6</b>	<b>97.9</b>	<b>96.8</b>	<b>104.3</b>	-
A16958	<b>223,122</b>	<b>172,365</b>	<b>91.1</b>	<b>100.9</b>	<b>89.2</b>	<b>97.9</b>	<b>96.8</b>	<b>104.2</b>	-
A16959	<b>219,538</b>	<b>172,365</b>	<b>91.1</b>	<b>100.8</b>	<b>88.7</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A16960	<b>219,538</b>	<b>167,829</b>	<b>91.1</b>	<b>100.8</b>	<b>88.7</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A16961	<b>211,963</b>	<b>167,829</b>	<b>91.2</b>	<b>100.7</b>	<b>87.7</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A16962	<b>209,967</b>	<b>161,025</b>	<b>91.2</b>	<b>100.6</b>	<b>87.4</b>	<b>97.5</b>	<b>96.8</b>	<b>104.0</b>	-
A16963	<b>199,580</b>	<b>156,489</b>	<b>91.4</b>	<b>100.4</b>	<b>86.1</b>	<b>97.2</b>	<b>96.8</b>	<b>103.9</b>	-
A16964	<b>192,958</b>	<b>172,365</b>	<b>91.4</b>	<b>100.3</b>	<b>85.5</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-
A16965	<b>189,964</b>	<b>172,365</b>	<b>91.5</b>	<b>100.3</b>	<b>85.2</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16966	<b>171,956</b>	<b>171,956</b>	<b>91.6</b>	<b>99.9</b>	<b>83.5</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A), Trent 1000-A2**

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

**Engine intermix, enhanced thrust rating (Trent 1000-AE), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120248	<b>227,930</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120249	<b>225,208</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120250	<b>224,981</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120251	<b>223,122</b>	<b>172,365</b>	<b>89.2</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120252	<b>219,538</b>	<b>172,365</b>	<b>89.2</b>	<b>100.8</b>	<b>86.1</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A120253	<b>212,054</b>	<b>167,829</b>	<b>89.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120254	<b>211,963</b>	<b>167,829</b>	<b>89.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120255	<b>209,967</b>	<b>161,025</b>	<b>89.4</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A120256	<b>199,580</b>	<b>156,489</b>	<b>89.5</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A/01(A), Trent 1000-A2**

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

**Engine intermix, enhanced thrust rating (Trent 1000-AE), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120257	<b>192,958</b>	<b>172,365</b>	<b>89.7</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A120258	<b>189,964</b>	<b>172,365</b>	<b>89.7</b>	<b>100.3</b>	<b>82.3</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A120259	<b>177,808</b>	<b>172,365</b>	<b>89.9</b>	<b>100.0</b>	<b>80.7</b>	<b>96.6</b>	<b>94.9</b>	<b>103.5</b>	-
A120260	<b>171,956</b>	<b>171,956</b>	<b>90.0</b>	<b>99.9</b>	<b>79.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A2**

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

**Enhanced thrust rating (Trent 1000-AE), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120207	<b>227,930</b>	<b>172,365</b>	<b>89.0</b>	<b>100.9</b>	<b>87.4</b>	<b>98.0</b>	<b>94.8</b>	<b>104.3</b>	-
A120208	<b>225,208</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A120209	<b>224,981</b>	<b>172,365</b>	<b>89.1</b>	<b>100.9</b>	<b>86.9</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A120210	<b>223,122</b>	<b>172,365</b>	<b>89.2</b>	<b>100.9</b>	<b>86.6</b>	<b>97.9</b>	<b>94.8</b>	<b>104.2</b>	-
A120211	<b>219,538</b>	<b>172,365</b>	<b>89.2</b>	<b>100.8</b>	<b>86.1</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A120212	<b>212,054</b>	<b>167,829</b>	<b>89.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.6</b>	<b>94.7</b>	<b>104.1</b>	-
A120213	<b>211,963</b>	<b>167,829</b>	<b>89.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.6</b>	<b>94.7</b>	<b>104.1</b>	-
A120214	<b>209,967</b>	<b>161,025</b>	<b>89.4</b>	<b>100.6</b>	<b>84.9</b>	<b>97.5</b>	<b>94.5</b>	<b>104.0</b>	-
A120215	<b>199,580</b>	<b>156,489</b>	<b>89.5</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>94.4</b>	<b>103.9</b>	-
A120216	<b>192,958</b>	<b>172,365</b>	<b>89.7</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>94.8</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-A2**

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

**Enhanced thrust rating (Trent 1000-AE), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120217	<b>189,964</b>	<b>172,365</b>	<b>89.7</b>	<b>100.3</b>	<b>82.3</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A120218	<b>177,808</b>	<b>172,365</b>	<b>89.9</b>	<b>100.0</b>	<b>80.7</b>	<b>96.6</b>	<b>94.8</b>	<b>103.5</b>	-
A120219	<b>171,956</b>	<b>171,956</b>	<b>90.0</b>	<b>99.9</b>	<b>79.9</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-AE3**

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

**Trent 1000-AE3 (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121734	<b>227,930</b>	<b>172,365</b>	<b>89.7</b>	<b>100.9</b>	<b>88.0</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121735	<b>225,208</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>87.6</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121736	<b>224,981</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>87.5</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121737	<b>223,122</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>87.3</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121738	<b>219,538</b>	<b>172,365</b>	<b>90.0</b>	<b>100.8</b>	<b>86.8</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A121739	<b>212,054</b>	<b>167,829</b>	<b>90.1</b>	<b>100.7</b>	<b>85.7</b>	<b>97.6</b>	<b>95.5</b>	<b>104.1</b>	-
A121740	<b>211,963</b>	<b>167,829</b>	<b>90.1</b>	<b>100.7</b>	<b>85.7</b>	<b>97.6</b>	<b>95.5</b>	<b>104.1</b>	-
A121741	<b>209,967</b>	<b>161,025</b>	<b>90.1</b>	<b>100.6</b>	<b>85.5</b>	<b>97.5</b>	<b>95.4</b>	<b>104.0</b>	-
A121742	<b>199,580</b>	<b>156,489</b>	<b>90.3</b>	<b>100.4</b>	<b>84.2</b>	<b>97.2</b>	<b>95.3</b>	<b>103.9</b>	-
A121743	<b>192,958</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>83.3</b>	<b>97.0</b>	<b>95.6</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-AE3**

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

**Trent 1000-AE3 (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121744	<b>189,964</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>82.8</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121745	<b>177,808</b>	<b>172,365</b>	<b>90.6</b>	<b>100.0</b>	<b>81.2</b>	<b>96.6</b>	<b>95.6</b>	<b>103.5</b>	-
A121746	<b>171,956</b>	<b>171,956</b>	<b>90.7</b>	<b>99.9</b>	<b>80.4</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A)**

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

**Rolls-Royce SB 73-H093 (Enhanced thrust rating (Trent 1000-CE)),  
Valid for aircraft with main landing gear plugs (Line 79 and after, or  
pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119051	<b>227,930</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A119052	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A119053	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A119054	<b>219,538</b>	<b>167,829</b>	<b>90.7</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A119055	<b>211,963</b>	<b>172,365</b>	<b>90.8</b>	<b>100.7</b>	<b>83.7</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A119056	<b>209,967</b>	<b>172,365</b>	<b>90.8</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.9</b>	<b>104.0</b>	-
A119057	<b>199,580</b>	<b>161,025</b>	<b>91.0</b>	<b>100.4</b>	<b>82.2</b>	<b>97.2</b>	<b>94.7</b>	<b>103.9</b>	-
A119058	<b>192,958</b>	<b>156,489</b>	<b>91.1</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>94.5</b>	<b>103.7</b>	-
A119059	<b>189,964</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A119060	<b>187,016</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.7</b>	<b>96.8</b>	<b>94.9</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A)**

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

**Rolls-Royce SB 73-H093 (Enhanced thrust rating (Trent 1000-CE)),  
Valid for aircraft with main landing gear plugs (Line 79 and after, or  
pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119061	<b>171,956</b>	<b>171,956</b>	<b>91.3</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18001	<b>227,930</b>	<b>172,365</b>	<b>90.5</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A18002	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.4</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A18003	<b>223,122</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A18004	<b>219,538</b>	<b>172,365</b>	<b>90.6</b>	<b>100.8</b>	<b>84.7</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A18005	<b>211,963</b>	<b>167,829</b>	<b>90.7</b>	<b>100.7</b>	<b>83.8</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A18006	<b>209,967</b>	<b>161,025</b>	<b>90.8</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A18007	<b>199,580</b>	<b>156,489</b>	<b>90.9</b>	<b>100.4</b>	<b>82.2</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A18008	<b>192,958</b>	<b>172,365</b>	<b>91.0</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A18009	<b>189,964</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A18010	<b>187,016</b>	<b>172,365</b>	<b>91.1</b>	<b>100.2</b>	<b>80.7</b>	<b>96.8</b>	<b>94.9</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18011	<b>171,956</b>	<b>171,956</b>	<b>91.3</b>	<b>99.9</b>	<b>79.0</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-C/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A16967	<b>227,930</b>	<b>172,365</b>	<b>92.1</b>	<b>100.9</b>	<b>88.5</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A16968	<b>224,981</b>	<b>172,365</b>	<b>92.2</b>	<b>100.9</b>	<b>88.1</b>	<b>97.9</b>	<b>96.8</b>	<b>104.3</b>	-
A16969	<b>223,122</b>	<b>172,365</b>	<b>92.2</b>	<b>100.9</b>	<b>87.9</b>	<b>97.9</b>	<b>96.8</b>	<b>104.2</b>	-
A16971	<b>219,538</b>	<b>167,829</b>	<b>92.2</b>	<b>100.8</b>	<b>87.4</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A16972	<b>211,963</b>	<b>167,829</b>	<b>92.3</b>	<b>100.7</b>	<b>86.5</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A16973	<b>209,967</b>	<b>161,025</b>	<b>92.3</b>	<b>100.6</b>	<b>86.2</b>	<b>97.5</b>	<b>96.8</b>	<b>104.0</b>	-
A16974	<b>199,580</b>	<b>156,489</b>	<b>92.4</b>	<b>100.4</b>	<b>85.1</b>	<b>97.2</b>	<b>96.8</b>	<b>103.9</b>	-
A16975	<b>192,958</b>	<b>172,365</b>	<b>92.5</b>	<b>100.3</b>	<b>84.5</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-
A16976	<b>189,964</b>	<b>172,365</b>	<b>92.5</b>	<b>100.3</b>	<b>84.3</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-
A16977	<b>171,956</b>	<b>171,956</b>	<b>92.7</b>	<b>99.9</b>	<b>82.9</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A), Trent 1000-C2**

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

**Engine intermix, Rolls-Royce SB 73-H093 (Enhanced thrust rating (Trent 1000-CE)), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120272	<b>227,930</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120273	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120274	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120275	<b>219,538</b>	<b>167,829</b>	<b>90.8</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A120276	<b>211,963</b>	<b>172,365</b>	<b>90.9</b>	<b>100.7</b>	<b>83.8</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A120277	<b>209,967</b>	<b>172,365</b>	<b>90.9</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.9</b>	<b>104.0</b>	-
A120278	<b>199,580</b>	<b>161,025</b>	<b>91.1</b>	<b>100.4</b>	<b>82.3</b>	<b>97.2</b>	<b>94.7</b>	<b>103.9</b>	-
A120279	<b>192,958</b>	<b>156,489</b>	<b>91.2</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.5</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C/01(A), Trent 1000-C2**

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

**Engine intermix, Rolls-Royce SB 73-H093 (Enhanced thrust rating (Trent 1000-CE)), Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120280	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A120281	<b>187,016</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.8</b>	<b>96.8</b>	<b>94.9</b>	<b>103.6</b>	-
A120282	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C2**

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

**Trent 1000-CE (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120231	<b>227,930</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.8</b>	<b>104.3</b>	-
A120232	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A120233	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.8</b>	<b>104.2</b>	-
A120234	<b>219,538</b>	<b>167,829</b>	<b>90.8</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.7</b>	<b>104.2</b>	-
A120235	<b>211,963</b>	<b>172,365</b>	<b>90.9</b>	<b>100.7</b>	<b>83.8</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120236	<b>209,967</b>	<b>172,365</b>	<b>90.9</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.8</b>	<b>104.0</b>	-
A120237	<b>199,580</b>	<b>161,025</b>	<b>91.1</b>	<b>100.4</b>	<b>82.3</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A120238	<b>192,958</b>	<b>156,489</b>	<b>91.2</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.4</b>	<b>103.7</b>	-
A120239	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A120240	<b>187,469</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>94.7</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-C2**

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

**Trent 1000-CE (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120241	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-CE3**

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

**Trent 1000-CE3 (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121758	<b>227,930</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121759	<b>224,981</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>86.0</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121760	<b>223,122</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>85.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121761	<b>219,538</b>	<b>167,829</b>	<b>91.4</b>	<b>100.8</b>	<b>85.3</b>	<b>97.8</b>	<b>95.5</b>	<b>104.2</b>	-
A121762	<b>211,963</b>	<b>172,365</b>	<b>91.5</b>	<b>100.7</b>	<b>84.3</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121763	<b>209,967</b>	<b>172,365</b>	<b>91.5</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A121764	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>82.9</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A121765	<b>192,958</b>	<b>156,489</b>	<b>91.8</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>95.3</b>	<b>103.7</b>	-
A121766	<b>189,964</b>	<b>172,365</b>	<b>91.8</b>	<b>100.3</b>	<b>81.7</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121767	<b>187,469</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.3</b>	<b>96.9</b>	<b>95.6</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-CE3**

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

**Trent 1000-CE3 (enhanced) thrust rating, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121768	<b>171,956</b>	<b>171,956</b>	<b>92.0</b>	<b>99.9</b>	<b>79.3</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120323	<b>227,930</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120324	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120325	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120326	<b>219,538</b>	<b>167,829</b>	<b>90.7</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A120327	<b>211,963</b>	<b>172,365</b>	<b>90.8</b>	<b>100.7</b>	<b>83.7</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A120328	<b>209,967</b>	<b>172,365</b>	<b>90.8</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.9</b>	<b>104.0</b>	-
A120329	<b>199,580</b>	<b>161,025</b>	<b>91.0</b>	<b>100.4</b>	<b>82.2</b>	<b>97.2</b>	<b>94.7</b>	<b>103.9</b>	-
A120330	<b>192,958</b>	<b>156,489</b>	<b>91.1</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>94.5</b>	<b>103.7</b>	-
A120331	<b>189,964</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A120332	<b>187,016</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.7</b>	<b>96.8</b>	<b>94.9</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120333	<b>171,956</b>	<b>171,956</b>	<b>91.3</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A), Trent 1000-D2**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120376	<b>227,930</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120377	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120378	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120379	<b>219,538</b>	<b>167,829</b>	<b>90.8</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A120380	<b>211,963</b>	<b>172,365</b>	<b>90.9</b>	<b>100.7</b>	<b>83.8</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A120381	<b>209,967</b>	<b>172,365</b>	<b>90.9</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.9</b>	<b>104.0</b>	-
A120382	<b>199,580</b>	<b>161,025</b>	<b>91.1</b>	<b>100.4</b>	<b>82.3</b>	<b>97.2</b>	<b>94.7</b>	<b>103.9</b>	-
A120383	<b>192,958</b>	<b>156,489</b>	<b>91.2</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.5</b>	<b>103.7</b>	-
A120384	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A), Trent 1000-D2**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120385	<b>187,016</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.8</b>	<b>96.8</b>	<b>94.9</b>	<b>103.6</b>	-
A120386	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A), Trent 1000-D3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121954	<b>227,930</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>86.3</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121955	<b>224,981</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>85.9</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121956	<b>223,122</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>85.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121957	<b>219,538</b>	<b>167,829</b>	<b>91.4</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>95.5</b>	<b>104.2</b>	-
A121958	<b>211,963</b>	<b>172,365</b>	<b>91.5</b>	<b>100.7</b>	<b>84.3</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121959	<b>209,967</b>	<b>172,365</b>	<b>91.6</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A121960	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>82.9</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A121961	<b>192,958</b>	<b>156,489</b>	<b>91.8</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>95.3</b>	<b>103.7</b>	-
A121962	<b>189,964</b>	<b>172,365</b>	<b>91.9</b>	<b>100.3</b>	<b>81.7</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D/01(A), Trent 1000-D3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121963	<b>187,787</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.4</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121964	<b>187,469</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.3</b>	<b>96.9</b>	<b>95.6</b>	<b>103.6</b>	-
A121965	<b>171,956</b>	<b>171,956</b>	<b>92.1</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120365	<b>227,930</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.7</b>	<b>98.0</b>	<b>94.8</b>	<b>104.3</b>	-
A120366	<b>224,981</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A120367	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>85.1</b>	<b>97.9</b>	<b>94.8</b>	<b>104.2</b>	-
A120368	<b>219,538</b>	<b>167,829</b>	<b>90.8</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.7</b>	<b>104.2</b>	-
A120369	<b>211,963</b>	<b>172,365</b>	<b>90.9</b>	<b>100.7</b>	<b>83.8</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120370	<b>209,967</b>	<b>172,365</b>	<b>90.9</b>	<b>100.6</b>	<b>83.5</b>	<b>97.5</b>	<b>94.8</b>	<b>104.0</b>	-
A120371	<b>199,580</b>	<b>161,025</b>	<b>91.1</b>	<b>100.4</b>	<b>82.3</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A120372	<b>192,958</b>	<b>156,489</b>	<b>91.2</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.4</b>	<b>103.7</b>	-
A120373	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A120374	<b>187,469</b>	<b>171,956</b>	<b>91.2</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>94.7</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120375	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>78.9</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D2, Trent 1000-D3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121867	<b>227,930</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>86.3</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121868	<b>224,981</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>85.9</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121869	<b>223,122</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>85.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121870	<b>219,538</b>	<b>167,829</b>	<b>91.4</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>95.5</b>	<b>104.2</b>	-
A121871	<b>211,963</b>	<b>172,365</b>	<b>91.5</b>	<b>100.7</b>	<b>84.3</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121872	<b>209,967</b>	<b>172,365</b>	<b>91.6</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A121873	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>82.9</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A121874	<b>192,958</b>	<b>156,489</b>	<b>91.8</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>95.3</b>	<b>103.7</b>	-
A121875	<b>189,964</b>	<b>172,365</b>	<b>91.9</b>	<b>100.3</b>	<b>81.7</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121876	<b>187,787</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.4</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D2, Trent 1000-D3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121877	<b>187,469</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.3</b>	<b>96.9</b>	<b>95.6</b>	<b>103.6</b>	-
A121878	<b>171,956</b>	<b>171,956</b>	<b>92.1</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D3**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121769	<b>227,930</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>86.3</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121770	<b>224,981</b>	<b>172,365</b>	<b>91.3</b>	<b>100.9</b>	<b>85.9</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121771	<b>223,122</b>	<b>172,365</b>	<b>91.4</b>	<b>100.9</b>	<b>85.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121772	<b>219,538</b>	<b>167,829</b>	<b>91.4</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>95.5</b>	<b>104.2</b>	-
A121773	<b>211,963</b>	<b>172,365</b>	<b>91.5</b>	<b>100.7</b>	<b>84.3</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121774	<b>209,967</b>	<b>172,365</b>	<b>91.6</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>95.6</b>	<b>104.0</b>	-
A121775	<b>199,580</b>	<b>161,025</b>	<b>91.7</b>	<b>100.4</b>	<b>82.9</b>	<b>97.2</b>	<b>95.4</b>	<b>103.9</b>	-
A121776	<b>192,958</b>	<b>156,489</b>	<b>91.8</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>95.3</b>	<b>103.7</b>	-
A121777	<b>189,964</b>	<b>172,365</b>	<b>91.9</b>	<b>100.3</b>	<b>81.7</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121778	<b>187,787</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.4</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-D3**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121779	<b>187,469</b>	<b>171,956</b>	<b>91.9</b>	<b>100.2</b>	<b>81.3</b>	<b>96.9</b>	<b>95.6</b>	<b>103.6</b>	-
A121780	<b>171,956</b>	<b>171,956</b>	<b>92.1</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-E/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18962	<b>192,958</b>	<b>172,365</b>	<b>86.8</b>	<b>100.3</b>	<b>85.3</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A18963	<b>190,145</b>	<b>167,829</b>	<b>87.0</b>	<b>100.3</b>	<b>84.8</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A18964	<b>189,964</b>	<b>161,025</b>	<b>87.0</b>	<b>100.3</b>	<b>84.7</b>	<b>96.9</b>	<b>94.7</b>	<b>103.7</b>	-
A18965	<b>172,954</b>	<b>156,489</b>	<b>87.3</b>	<b>99.9</b>	<b>82.3</b>	<b>96.4</b>	<b>94.5</b>	<b>103.4</b>	-
A18966	<b>171,956</b>	<b>171,956</b>	<b>87.3</b>	<b>99.9</b>	<b>82.1</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-E/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 5 / Amendment 9**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A17910	<b>192,958</b>	<b>172,365</b>	<b>89.2</b>	<b>100.3</b>	<b>88.1</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-
A17911	<b>190,145</b>	<b>171,956</b>	<b>89.4</b>	<b>100.3</b>	<b>87.7</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-
A17912	<b>189,964</b>	<b>161,025</b>	<b>89.4</b>	<b>100.3</b>	<b>87.6</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-
A17913	<b>172,954</b>	<b>172,365</b>	<b>89.6</b>	<b>99.9</b>	<b>85.6</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-
A17914	<b>171,956</b>	<b>156,489</b>	<b>89.6</b>	<b>99.9</b>	<b>85.5</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18925	<b>227,930</b>	<b>172,365</b>	<b>89.8</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A18926	<b>224,981</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>86.0</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A18927	<b>223,122</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>85.7</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A18928	<b>219,538</b>	<b>172,365</b>	<b>89.9</b>	<b>100.8</b>	<b>85.2</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A18929	<b>211,963</b>	<b>167,829</b>	<b>90.0</b>	<b>100.7</b>	<b>84.3</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A18930	<b>209,967</b>	<b>161,025</b>	<b>90.1</b>	<b>100.6</b>	<b>84.0</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A18931	<b>199,580</b>	<b>156,489</b>	<b>90.2</b>	<b>100.4</b>	<b>82.7</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A18932	<b>192,958</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>81.8</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A18933	<b>189,964</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>81.4</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-
A18934	<b>182,843</b>	<b>172,365</b>	<b>90.5</b>	<b>100.1</b>	<b>80.5</b>	<b>96.7</b>	<b>94.9</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18935	<b>171,956</b>	<b>171,956</b>	<b>90.6</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 5 / Amendment 9**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18814	<b>227,930</b>	<b>172,365</b>	<b>91.7</b>	<b>100.9</b>	<b>89.1</b>	<b>98.0</b>	<b>96.8</b>	<b>104.3</b>	-
A18815	<b>224,981</b>	<b>172,365</b>	<b>91.7</b>	<b>100.9</b>	<b>88.7</b>	<b>97.9</b>	<b>96.8</b>	<b>104.3</b>	-
A18816	<b>223,122</b>	<b>172,365</b>	<b>91.7</b>	<b>100.9</b>	<b>88.4</b>	<b>97.9</b>	<b>96.8</b>	<b>104.2</b>	-
A18817	<b>219,538</b>	<b>172,365</b>	<b>91.8</b>	<b>100.8</b>	<b>88.0</b>	<b>97.8</b>	<b>96.8</b>	<b>104.2</b>	-
A18818	<b>211,963</b>	<b>167,829</b>	<b>91.9</b>	<b>100.7</b>	<b>87.0</b>	<b>97.6</b>	<b>96.8</b>	<b>104.1</b>	-
A18819	<b>209,967</b>	<b>161,025</b>	<b>91.9</b>	<b>100.6</b>	<b>86.7</b>	<b>97.5</b>	<b>96.8</b>	<b>104.0</b>	-
A18820	<b>199,580</b>	<b>156,489</b>	<b>92.0</b>	<b>100.4</b>	<b>85.4</b>	<b>97.2</b>	<b>96.8</b>	<b>103.9</b>	-
A18821	<b>192,958</b>	<b>172,365</b>	<b>92.1</b>	<b>100.3</b>	<b>84.9</b>	<b>97.0</b>	<b>96.8</b>	<b>103.7</b>	-
A18822	<b>189,964</b>	<b>172,365</b>	<b>92.1</b>	<b>100.3</b>	<b>84.6</b>	<b>96.9</b>	<b>96.8</b>	<b>103.7</b>	-
A18823	<b>182,843</b>	<b>156,489</b>	<b>92.2</b>	<b>100.1</b>	<b>84.0</b>	<b>96.7</b>	<b>96.8</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A)**

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

**Valid for aircraft without main landing gear plugs (pre Line 79 without Service Bulletin B787-81205-SB320006-00)**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 5 / Amendment 9** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A18824	<b>171,956</b>	<b>171,956</b>	<b>92.2</b>	<b>99.9</b>	<b>83.1</b>	<b>96.4</b>	<b>96.8</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A), Trent 1000-G2**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120261	<b>227,930</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>94.9</b>	<b>104.3</b>	-
A120262	<b>224,981</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>86.0</b>	<b>97.9</b>	<b>94.9</b>	<b>104.3</b>	-
A120263	<b>223,122</b>	<b>172,365</b>	<b>90.0</b>	<b>100.9</b>	<b>85.8</b>	<b>97.9</b>	<b>94.9</b>	<b>104.2</b>	-
A120264	<b>219,538</b>	<b>172,365</b>	<b>90.0</b>	<b>100.8</b>	<b>85.3</b>	<b>97.8</b>	<b>94.9</b>	<b>104.2</b>	-
A120265	<b>211,963</b>	<b>167,829</b>	<b>90.1</b>	<b>100.7</b>	<b>84.4</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120266	<b>209,967</b>	<b>161,025</b>	<b>90.1</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>94.7</b>	<b>104.0</b>	-
A120267	<b>199,580</b>	<b>156,489</b>	<b>90.3</b>	<b>100.4</b>	<b>82.8</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A120268	<b>192,958</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>82.9</b>	<b>97.0</b>	<b>94.9</b>	<b>103.7</b>	-
A120269	<b>189,964</b>	<b>172,365</b>	<b>90.5</b>	<b>100.3</b>	<b>81.6</b>	<b>96.9</b>	<b>94.9</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A), Trent 1000-G2**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120270	<b>182,843</b>	<b>172,365</b>	<b>90.6</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.9</b>	<b>103.6</b>	-
A120271	<b>171,956</b>	<b>171,956</b>	<b>90.7</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A), Trent 1000-G3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121943	<b>227,930</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>87.1</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121944	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121945	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121946	<b>219,538</b>	<b>172,365</b>	<b>90.7</b>	<b>100.8</b>	<b>86.0</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A121947	<b>211,963</b>	<b>167,829</b>	<b>90.8</b>	<b>100.7</b>	<b>85.0</b>	<b>97.6</b>	<b>95.5</b>	<b>104.1</b>	-
A121948	<b>209,967</b>	<b>161,025</b>	<b>90.8</b>	<b>100.6</b>	<b>84.7</b>	<b>97.5</b>	<b>95.4</b>	<b>104.0</b>	-
A121949	<b>199,580</b>	<b>156,489</b>	<b>91.0</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>95.3</b>	<b>103.9</b>	-
A121950	<b>192,958</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>95.6</b>	<b>103.7</b>	-
A121951	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>82.2</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G/01(A), Trent 1000-G3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121952	<b>182,843</b>	<b>172,365</b>	<b>91.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.7</b>	<b>95.6</b>	<b>103.6</b>	-
A121953	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>79.7</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120220	<b>227,930</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>94.8</b>	<b>104.3</b>	-
A120221	<b>224,981</b>	<b>172,365</b>	<b>89.9</b>	<b>100.9</b>	<b>86.0</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A120222	<b>223,122</b>	<b>172,365</b>	<b>90.0</b>	<b>100.9</b>	<b>85.8</b>	<b>97.9</b>	<b>94.8</b>	<b>104.2</b>	-
A120223	<b>219,538</b>	<b>172,365</b>	<b>90.0</b>	<b>100.8</b>	<b>85.3</b>	<b>97.8</b>	<b>94.8</b>	<b>104.2</b>	-
A120224	<b>211,963</b>	<b>167,829</b>	<b>90.1</b>	<b>100.7</b>	<b>84.4</b>	<b>97.6</b>	<b>94.7</b>	<b>104.1</b>	-
A120225	<b>209,967</b>	<b>161,025</b>	<b>90.1</b>	<b>100.6</b>	<b>84.1</b>	<b>97.5</b>	<b>94.5</b>	<b>104.0</b>	-
A120226	<b>199,580</b>	<b>156,489</b>	<b>90.3</b>	<b>100.4</b>	<b>82.8</b>	<b>97.2</b>	<b>94.4</b>	<b>103.9</b>	-
A120227	<b>192,958</b>	<b>172,365</b>	<b>90.4</b>	<b>100.3</b>	<b>81.9</b>	<b>97.0</b>	<b>94.8</b>	<b>103.7</b>	-
A120228	<b>189,964</b>	<b>172,365</b>	<b>90.5</b>	<b>100.3</b>	<b>81.6</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A120229	<b>182,843</b>	<b>172,365</b>	<b>90.6</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.8</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120230	<b>171,956</b>	<b>171,956</b>	<b>90.7</b>	<b>99.9</b>	<b>79.2</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G2, Trent 1000-G3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121845	<b>227,930</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>87.1</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121846	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121847	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121848	<b>219,538</b>	<b>172,365</b>	<b>90.7</b>	<b>100.8</b>	<b>86.0</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A121849	<b>211,963</b>	<b>167,829</b>	<b>90.8</b>	<b>100.7</b>	<b>85.0</b>	<b>97.6</b>	<b>95.5</b>	<b>104.1</b>	-
A121850	<b>209,967</b>	<b>161,025</b>	<b>90.8</b>	<b>100.6</b>	<b>84.7</b>	<b>97.5</b>	<b>95.4</b>	<b>104.0</b>	-
A121851	<b>199,580</b>	<b>156,489</b>	<b>91.0</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>95.3</b>	<b>103.9</b>	-
A121852	<b>192,958</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>95.6</b>	<b>103.7</b>	-
A121853	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>82.2</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121854	<b>182,843</b>	<b>172,365</b>	<b>91.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.7</b>	<b>95.6</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G2, Trent 1000-G3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121855	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>79.7</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G3**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121747	<b>227,930</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>87.1</b>	<b>98.0</b>	<b>95.6</b>	<b>104.3</b>	-
A121748	<b>224,981</b>	<b>172,365</b>	<b>90.6</b>	<b>100.9</b>	<b>86.7</b>	<b>97.9</b>	<b>95.6</b>	<b>104.3</b>	-
A121749	<b>223,122</b>	<b>172,365</b>	<b>90.7</b>	<b>100.9</b>	<b>86.4</b>	<b>97.9</b>	<b>95.6</b>	<b>104.2</b>	-
A121750	<b>219,538</b>	<b>172,365</b>	<b>90.7</b>	<b>100.8</b>	<b>86.0</b>	<b>97.8</b>	<b>95.6</b>	<b>104.2</b>	-
A121751	<b>211,963</b>	<b>167,829</b>	<b>90.8</b>	<b>100.7</b>	<b>85.0</b>	<b>97.6</b>	<b>95.5</b>	<b>104.1</b>	-
A121752	<b>209,967</b>	<b>161,025</b>	<b>90.8</b>	<b>100.6</b>	<b>84.7</b>	<b>97.5</b>	<b>95.4</b>	<b>104.0</b>	-
A121753	<b>199,580</b>	<b>156,489</b>	<b>91.0</b>	<b>100.4</b>	<b>83.5</b>	<b>97.2</b>	<b>95.3</b>	<b>103.9</b>	-
A121754	<b>192,958</b>	<b>172,365</b>	<b>91.1</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>95.6</b>	<b>103.7</b>	-
A121755	<b>189,964</b>	<b>172,365</b>	<b>91.2</b>	<b>100.3</b>	<b>82.2</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121756	<b>182,843</b>	<b>172,365</b>	<b>91.3</b>	<b>100.1</b>	<b>81.2</b>	<b>96.7</b>	<b>95.6</b>	<b>103.6</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-G3**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121757	<b>171,956</b>	<b>171,956</b>	<b>91.4</b>	<b>99.9</b>	<b>79.7</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-H/01(A)**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A119071	<b>213,188</b>	<b>172,365</b>	<b>87.6</b>	<b>100.7</b>	<b>87.2</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A119070	<b>206,883</b>	<b>167,829</b>	<b>87.9</b>	<b>100.6</b>	<b>85.9</b>	<b>97.4</b>	<b>94.8</b>	<b>104.0</b>	-
A119069	<b>197,312</b>	<b>161,025</b>	<b>88.1</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>94.7</b>	<b>103.8</b>	-
A119068	<b>189,964</b>	<b>156,489</b>	<b>88.2</b>	<b>100.3</b>	<b>83.4</b>	<b>96.9</b>	<b>94.5</b>	<b>103.7</b>	-
A119067	<b>172,954</b>	<b>172,365</b>	<b>88.5</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-
A119066	<b>171,956</b>	<b>171,956</b>	<b>88.5</b>	<b>99.9</b>	<b>81.0</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-H/01(A), Trent 1000-H2**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120242	<b>213,188</b>	<b>172,365</b>	<b>87.7</b>	<b>100.7</b>	<b>87.2</b>	<b>97.6</b>	<b>94.9</b>	<b>104.1</b>	-
A120243	<b>206,883</b>	<b>167,829</b>	<b>88.0</b>	<b>100.6</b>	<b>85.9</b>	<b>97.4</b>	<b>94.8</b>	<b>104.0</b>	-
A120244	<b>197,312</b>	<b>161,025</b>	<b>88.2</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>94.7</b>	<b>103.8</b>	-
A120245	<b>189,964</b>	<b>156,489</b>	<b>88.3</b>	<b>100.3</b>	<b>83.5</b>	<b>96.9</b>	<b>94.5</b>	<b>103.7</b>	-
A120246	<b>172,954</b>	<b>172,365</b>	<b>88.6</b>	<b>99.9</b>	<b>81.2</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-
A120247	<b>171,956</b>	<b>171,956</b>	<b>88.6</b>	<b>99.9</b>	<b>81.0</b>	<b>96.4</b>	<b>94.9</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-H/01(A), Trent 1000-H3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121937	<b>213,188</b>	<b>172,365</b>	<b>88.4</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121938	<b>206,883</b>	<b>167,829</b>	<b>88.8</b>	<b>100.6</b>	<b>86.5</b>	<b>97.4</b>	<b>95.5</b>	<b>104.0</b>	-
A121939	<b>197,312</b>	<b>161,025</b>	<b>89.0</b>	<b>100.4</b>	<b>85.2</b>	<b>97.2</b>	<b>95.4</b>	<b>103.8</b>	-
A121940	<b>189,964</b>	<b>156,489</b>	<b>89.1</b>	<b>100.3</b>	<b>84.1</b>	<b>96.9</b>	<b>95.3</b>	<b>103.7</b>	-
A121941	<b>172,954</b>	<b>172,365</b>	<b>89.3</b>	<b>99.9</b>	<b>81.6</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A121942	<b>171,956</b>	<b>171,956</b>	<b>89.4</b>	<b>99.9</b>	<b>81.4</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-H2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120201	<b>213,188</b>	<b>172,365</b>	<b>87.7</b>	<b>100.7</b>	<b>87.1</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A120202	<b>206,883</b>	<b>167,829</b>	<b>88.0</b>	<b>100.6</b>	<b>85.9</b>	<b>97.4</b>	<b>94.7</b>	<b>104.0</b>	-
A120203	<b>197,312</b>	<b>161,025</b>	<b>88.2</b>	<b>100.4</b>	<b>84.5</b>	<b>97.2</b>	<b>94.5</b>	<b>103.8</b>	-
A120204	<b>189,964</b>	<b>156,489</b>	<b>88.3</b>	<b>100.3</b>	<b>83.5</b>	<b>96.9</b>	<b>94.4</b>	<b>103.7</b>	-
A120205	<b>172,954</b>	<b>172,365</b>	<b>88.6</b>	<b>99.9</b>	<b>81.1</b>	<b>96.4</b>	<b>94.8</b>	<b>103.4</b>	-
A120206	<b>171,956</b>	<b>171,956</b>	<b>88.6</b>	<b>99.9</b>	<b>81.0</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-H2, Trent 1000-H3**

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

**Engine intermix, Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

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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	
A121839	<b>213,188</b>	<b>172,365</b>	<b>88.4</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121840	<b>206,883</b>	<b>167,829</b>	<b>88.8</b>	<b>100.6</b>	<b>86.5</b>	<b>97.4</b>	<b>95.5</b>	<b>104.0</b>	-
A121841	<b>197,312</b>	<b>161,025</b>	<b>89.0</b>	<b>100.4</b>	<b>85.2</b>	<b>97.2</b>	<b>95.4</b>	<b>103.8</b>	-
A121842	<b>189,964</b>	<b>156,489</b>	<b>89.1</b>	<b>100.3</b>	<b>84.1</b>	<b>96.9</b>	<b>95.3</b>	<b>103.7</b>	-
A121843	<b>172,954</b>	<b>172,365</b>	<b>89.3</b>	<b>99.9</b>	<b>81.6</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A121844	<b>171,956</b>	<b>171,956</b>	<b>89.4</b>	<b>99.9</b>	<b>81.4</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup>      **787-8**

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

Engine Type Designation<sup>1</sup>      **Trent 1000-H3**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121728	<b>213,188</b>	<b>172,365</b>	<b>88.4</b>	<b>100.7</b>	<b>87.8</b>	<b>97.6</b>	<b>95.6</b>	<b>104.1</b>	-
A121729	<b>206,883</b>	<b>167,829</b>	<b>88.8</b>	<b>100.6</b>	<b>86.5</b>	<b>97.4</b>	<b>95.5</b>	<b>104.0</b>	-
A121730	<b>197,312</b>	<b>161,025</b>	<b>89.0</b>	<b>100.4</b>	<b>85.2</b>	<b>97.2</b>	<b>95.4</b>	<b>103.8</b>	-
A121731	<b>189,964</b>	<b>156,489</b>	<b>89.1</b>	<b>100.3</b>	<b>84.1</b>	<b>96.9</b>	<b>95.3</b>	<b>103.7</b>	-
A121732	<b>172,954</b>	<b>172,365</b>	<b>89.3</b>	<b>99.9</b>	<b>81.6</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-
A121733	<b>171,956</b>	<b>171,956</b>	<b>89.4</b>	<b>99.9</b>	<b>81.4</b>	<b>96.4</b>	<b>95.6</b>	<b>103.4</b>	-

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



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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-L2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121591	<b>227,930</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>85.6</b>	<b>98.0</b>	<b>94.8</b>	<b>104.3</b>	-
A121592	<b>224,981</b>	<b>172,365</b>	<b>90.9</b>	<b>100.9</b>	<b>85.3</b>	<b>97.9</b>	<b>94.8</b>	<b>104.3</b>	-
A121593	<b>223,122</b>	<b>172,365</b>	<b>91.0</b>	<b>100.9</b>	<b>85.0</b>	<b>97.9</b>	<b>94.8</b>	<b>104.2</b>	-
A121594	<b>219,538</b>	<b>167,829</b>	<b>91.0</b>	<b>100.8</b>	<b>84.6</b>	<b>97.8</b>	<b>94.7</b>	<b>104.2</b>	-
A121595	<b>211,963</b>	<b>172,365</b>	<b>91.1</b>	<b>100.7</b>	<b>83.7</b>	<b>97.6</b>	<b>94.8</b>	<b>104.1</b>	-
A121596	<b>209,967</b>	<b>172,365</b>	<b>91.1</b>	<b>100.6</b>	<b>83.4</b>	<b>97.5</b>	<b>94.8</b>	<b>104.0</b>	-
A121597	<b>199,580</b>	<b>161,025</b>	<b>91.3</b>	<b>100.4</b>	<b>82.2</b>	<b>97.2</b>	<b>94.5</b>	<b>103.9</b>	-
A121598	<b>192,958</b>	<b>156,489</b>	<b>91.4</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>94.4</b>	<b>103.7</b>	-
A121599	<b>189,964</b>	<b>172,365</b>	<b>91.5</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-
A121600	<b>189,374</b>	<b>172,365</b>	<b>91.5</b>	<b>100.2</b>	<b>81.0</b>	<b>96.9</b>	<b>94.8</b>	<b>103.7</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-8**

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

Engine Type Designation<sup>1</sup> **Trent 1000-L2**

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

**Valid for aircraft with main landing gear plugs (Line 79 and after, or pre Line 79 with Service Bulletin B787-81205-SB320006-00)**

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121601	<b>187,469</b>	<b>171,956</b>	<b>91.5</b>	<b>100.2</b>	<b>80.7</b>	<b>96.9</b>	<b>94.7</b>	<b>103.6</b>	-
A121602	<b>171,956</b>	<b>171,956</b>	<b>91.6</b>	<b>99.9</b>	<b>78.8</b>	<b>96.4</b>	<b>94.7</b>	<b>103.4</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B67/P2G01**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120692	<b>249,475</b>	<b>192,776</b>	<b>90.4</b>	<b>101.3</b>	<b>91.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120693	<b>247,207</b>	<b>192,776</b>	<b>90.4</b>	<b>101.2</b>	<b>90.5</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120694	<b>238,498</b>	<b>188,240</b>	<b>90.7</b>	<b>101.1</b>	<b>88.7</b>	<b>98.2</b>	<b>95.2</b>	<b>104.5</b>	-
A120695	<b>238,135</b>	<b>183,704</b>	<b>90.7</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120696	<b>226,796</b>	<b>183,704</b>	<b>90.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120697	<b>215,456</b>	<b>179,168</b>	<b>91.0</b>	<b>100.7</b>	<b>85.5</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120698	<b>204,116</b>	<b>179,168</b>	<b>91.1</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-
A120699	<b>192,776</b>	<b>174,633</b>	<b>91.2</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120700	<b>188,240</b>	<b>174,633</b>	<b>91.3</b>	<b>100.2</b>	<b>82.0</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120701	<b>181,436</b>	<b>174,633</b>	<b>91.4</b>	<b>100.1</b>	<b>81.2</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B67/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120702	<b>249,475</b>	<b>192,776</b>	<b>90.4</b>	<b>101.3</b>	<b>91.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120703	<b>247,207</b>	<b>192,776</b>	<b>90.4</b>	<b>101.2</b>	<b>90.5</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120704	<b>238,498</b>	<b>188,240</b>	<b>90.7</b>	<b>101.1</b>	<b>88.7</b>	<b>98.2</b>	<b>95.2</b>	<b>104.5</b>	-
A120705	<b>238,135</b>	<b>183,704</b>	<b>90.7</b>	<b>101.1</b>	<b>88.6</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120706	<b>226,796</b>	<b>183,704</b>	<b>90.8</b>	<b>100.9</b>	<b>87.0</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120707	<b>215,456</b>	<b>179,168</b>	<b>91.0</b>	<b>100.7</b>	<b>85.5</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120708	<b>204,116</b>	<b>179,168</b>	<b>91.1</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-
A120709	<b>192,776</b>	<b>174,633</b>	<b>91.2</b>	<b>100.3</b>	<b>82.6</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120710	<b>188,240</b>	<b>174,633</b>	<b>91.3</b>	<b>100.2</b>	<b>82.0</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120711	<b>181,436</b>	<b>174,633</b>	<b>91.4</b>	<b>100.1</b>	<b>81.2</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/75/P2G01**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120736	<b>254,011</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>90.3</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120737	<b>252,650</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>90.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120738	<b>250,836</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>89.7</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A121223	<b>248,069</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.3</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A122316	<b>247,207</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120739	<b>247,207</b>	<b>188,240</b>	<b>91.3</b>	<b>101.2</b>	<b>89.1</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A120740	<b>238,135</b>	<b>183,704</b>	<b>91.4</b>	<b>101.1</b>	<b>87.8</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120741	<b>226,796</b>	<b>183,704</b>	<b>91.5</b>	<b>100.9</b>	<b>86.3</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120742	<b>215,456</b>	<b>179,168</b>	<b>91.7</b>	<b>100.7</b>	<b>84.9</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120743	<b>204,116</b>	<b>179,168</b>	<b>91.8</b>	<b>100.5</b>	<b>83.5</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-9**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G01**

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

**None**

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

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**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	
A120744	<b>192,776</b>	<b>174,633</b>	<b>91.9</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120745	<b>188,240</b>	<b>174,633</b>	<b>92.0</b>	<b>100.2</b>	<b>81.5</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120746	<b>181,436</b>	<b>174,633</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

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



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/75/P2G02**

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

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

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120747	<b>254,011</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>90.3</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120748	<b>252,650</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>90.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120749	<b>250,836</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>89.7</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120750	<b>248,069</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.3</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A122317	<b>247,207</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120751	<b>247,207</b>	<b>188,240</b>	<b>91.3</b>	<b>101.2</b>	<b>89.1</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A120752	<b>238,135</b>	<b>183,704</b>	<b>91.4</b>	<b>101.1</b>	<b>87.8</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120753	<b>226,796</b>	<b>183,704</b>	<b>91.5</b>	<b>100.9</b>	<b>86.3</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120754	<b>215,456</b>	<b>179,168</b>	<b>91.7</b>	<b>100.7</b>	<b>84.9</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120755	<b>204,116</b>	<b>179,168</b>	<b>91.8</b>	<b>100.5</b>	<b>83.5</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-

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

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

Aircraft Type Designation<sup>1</sup> **787-9**

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

Engine Type Designation<sup>1</sup> **GEnx-1B70/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

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EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120756	<b>192,776</b>	<b>174,633</b>	<b>91.9</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120757	<b>188,240</b>	<b>174,633</b>	<b>92.0</b>	<b>100.2</b>	<b>81.5</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120758	<b>181,436</b>	<b>174,633</b>	<b>92.1</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120976	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A120977	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A120978	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120979	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120980	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A120981	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A120982	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A120983	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A120984	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A120985	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120986	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A120987	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P1G01, GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engine intermix**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120988	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A120989	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A120990	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120991	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120992	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A120993	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A120994	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A120995	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A120996	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A120997	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GE<sub>nx</sub>-1B70/P1G01, GE<sub>nx</sub>-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

**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	
A120998	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A120999	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P1G01, GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engine intermix**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121000	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A121001	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A121002	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121003	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121004	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A121005	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A121006	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A121007	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A121008	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A121009	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEEx-1B70/P1G01, GEEx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121010	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121011	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120712	<b>254,011</b>	<b>192,776</b>	<b>91.1</b>	<b>101.3</b>	<b>90.4</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120713	<b>252,650</b>	<b>192,776</b>	<b>91.1</b>	<b>101.3</b>	<b>90.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120714	<b>250,836</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>89.8</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120715	<b>247,343</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.2</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A121251	<b>247,207</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.2</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120716	<b>247,207</b>	<b>188,240</b>	<b>91.3</b>	<b>101.2</b>	<b>89.2</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A120717	<b>238,135</b>	<b>183,704</b>	<b>91.4</b>	<b>101.1</b>	<b>87.9</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120718	<b>226,796</b>	<b>183,704</b>	<b>91.5</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120719	<b>215,456</b>	<b>179,168</b>	<b>91.6</b>	<b>100.7</b>	<b>85.0</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120720	<b>204,116</b>	<b>179,168</b>	<b>91.7</b>	<b>100.5</b>	<b>83.5</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120721	<b>192,776</b>	<b>174,633</b>	<b>91.9</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120722	<b>188,240</b>	<b>174,633</b>	<b>91.9</b>	<b>100.2</b>	<b>81.6</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120723	<b>181,436</b>	<b>174,633</b>	<b>92.0</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120724	<b>254,011</b>	<b>192,776</b>	<b>91.1</b>	<b>101.3</b>	<b>90.4</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120725	<b>252,650</b>	<b>192,776</b>	<b>91.1</b>	<b>101.3</b>	<b>90.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120726	<b>250,836</b>	<b>192,776</b>	<b>91.2</b>	<b>101.3</b>	<b>89.8</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120727	<b>247,343</b>	<b>192,776</b>	<b>91.3</b>	<b>101.2</b>	<b>89.2</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120728	<b>247,207</b>	<b>188,240</b>	<b>91.3</b>	<b>101.2</b>	<b>89.2</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A120729	<b>238,135</b>	<b>183,704</b>	<b>91.4</b>	<b>101.1</b>	<b>87.9</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120730	<b>226,796</b>	<b>183,704</b>	<b>91.5</b>	<b>100.9</b>	<b>86.4</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120731	<b>215,456</b>	<b>179,168</b>	<b>91.6</b>	<b>100.7</b>	<b>85.0</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120732	<b>204,116</b>	<b>179,168</b>	<b>91.7</b>	<b>100.5</b>	<b>83.5</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-
A120733	<b>192,776</b>	<b>174,633</b>	<b>91.9</b>	<b>100.3</b>	<b>82.1</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120734	<b>188,240</b>	<b>174,633</b>	<b>91.9</b>	<b>100.2</b>	<b>81.6</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120735	<b>181,436</b>	<b>174,633</b>	<b>92.0</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120938	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>90.8</b>	<b>98.6</b>	<b>97.7</b>	<b>104.7</b>	-
A120939	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.6</b>	<b>98.6</b>	<b>97.7</b>	<b>104.6</b>	-
A120940	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.2</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120941	<b>247,343</b>	<b>192,776</b>	<b>92.0</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120942	<b>247,207</b>	<b>188,240</b>	<b>92.0</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A120943	<b>238,135</b>	<b>183,704</b>	<b>92.1</b>	<b>101.1</b>	<b>88.3</b>	<b>98.2</b>	<b>97.4</b>	<b>104.5</b>	-
A120944	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>97.4</b>	<b>104.3</b>	-
A120945	<b>215,456</b>	<b>179,168</b>	<b>92.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.7</b>	<b>97.2</b>	<b>104.1</b>	-
A120946	<b>204,116</b>	<b>179,168</b>	<b>92.5</b>	<b>100.5</b>	<b>83.8</b>	<b>97.3</b>	<b>97.2</b>	<b>103.9</b>	-
A120947	<b>192,776</b>	<b>174,633</b>	<b>92.6</b>	<b>100.3</b>	<b>82.4</b>	<b>97.0</b>	<b>97.0</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120948	<b>188,240</b>	<b>174,633</b>	<b>92.7</b>	<b>100.2</b>	<b>81.8</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-
A120949	<b>181,436</b>	<b>174,633</b>	<b>92.7</b>	<b>100.1</b>	<b>81.0</b>	<b>96.7</b>	<b>97.0</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121036	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>90.8</b>	<b>98.6</b>	<b>97.7</b>	<b>104.7</b>	-
A121037	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.6</b>	<b>98.6</b>	<b>97.7</b>	<b>104.6</b>	-
A121038	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.2</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A121039	<b>247,343</b>	<b>192,776</b>	<b>92.0</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A121040	<b>247,207</b>	<b>188,240</b>	<b>92.0</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A121041	<b>238,135</b>	<b>183,704</b>	<b>92.1</b>	<b>101.1</b>	<b>88.3</b>	<b>98.2</b>	<b>97.4</b>	<b>104.5</b>	-
A121042	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>97.4</b>	<b>104.3</b>	-
A121043	<b>215,456</b>	<b>179,168</b>	<b>92.4</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>97.2</b>	<b>104.1</b>	-
A121044	<b>204,116</b>	<b>179,168</b>	<b>92.5</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>97.2</b>	<b>103.9</b>	-
A121045	<b>192,776</b>	<b>174,633</b>	<b>92.6</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>97.0</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121046	<b>188,240</b>	<b>174,633</b>	<b>92.7</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-
A121047	<b>181,436</b>	<b>174,633</b>	<b>92.7</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>97.0</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120951	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>90.8</b>	<b>98.6</b>	<b>97.7</b>	<b>104.7</b>	-
A120952	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.6</b>	<b>98.6</b>	<b>97.7</b>	<b>104.6</b>	-
A120953	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.2</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120954	<b>247,343</b>	<b>192,776</b>	<b>92.0</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120955	<b>247,207</b>	<b>188,240</b>	<b>92.0</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A120956	<b>238,135</b>	<b>183,704</b>	<b>92.1</b>	<b>101.1</b>	<b>88.3</b>	<b>98.2</b>	<b>97.4</b>	<b>104.5</b>	-
A120957	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>97.4</b>	<b>104.3</b>	-
A120958	<b>215,456</b>	<b>179,168</b>	<b>92.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.7</b>	<b>97.2</b>	<b>104.1</b>	-
A120959	<b>204,116</b>	<b>179,168</b>	<b>92.5</b>	<b>100.5</b>	<b>83.8</b>	<b>97.3</b>	<b>97.2</b>	<b>103.9</b>	-
A120960	<b>192,776</b>	<b>174,633</b>	<b>92.6</b>	<b>100.3</b>	<b>82.4</b>	<b>97.0</b>	<b>97.0</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120961	<b>188,240</b>	<b>174,633</b>	<b>92.7</b>	<b>100.2</b>	<b>81.8</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-
A120962	<b>181,436</b>	<b>174,633</b>	<b>92.7</b>	<b>100.1</b>	<b>81.0</b>	<b>96.7</b>	<b>97.0</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120963	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>90.8</b>	<b>98.6</b>	<b>97.7</b>	<b>104.7</b>	-
A120964	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.6</b>	<b>98.6</b>	<b>97.7</b>	<b>104.6</b>	-
A120965	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.2</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120966	<b>247,343</b>	<b>192,776</b>	<b>92.0</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A120967	<b>247,207</b>	<b>188,240</b>	<b>92.0</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A120968	<b>238,135</b>	<b>183,704</b>	<b>92.1</b>	<b>101.1</b>	<b>88.3</b>	<b>98.2</b>	<b>97.4</b>	<b>104.5</b>	-
A120969	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>86.7</b>	<b>98.0</b>	<b>97.4</b>	<b>104.3</b>	-
A120970	<b>215,456</b>	<b>179,168</b>	<b>92.4</b>	<b>100.7</b>	<b>85.2</b>	<b>97.7</b>	<b>97.2</b>	<b>104.1</b>	-
A120971	<b>204,116</b>	<b>179,168</b>	<b>92.5</b>	<b>100.5</b>	<b>83.8</b>	<b>97.3</b>	<b>97.2</b>	<b>103.9</b>	-
A120972	<b>192,776</b>	<b>174,633</b>	<b>92.6</b>	<b>100.3</b>	<b>82.4</b>	<b>97.0</b>	<b>97.0</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120973	<b>188,240</b>	<b>174,633</b>	<b>92.7</b>	<b>100.2</b>	<b>81.8</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-
A120974	<b>181,436</b>	<b>174,633</b>	<b>92.7</b>	<b>100.1</b>	<b>81.0</b>	<b>96.7</b>	<b>97.0</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70G04**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121282	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>90.8</b>	<b>98.6</b>	<b>97.7</b>	<b>104.7</b>	-
A121283	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.6</b>	<b>98.6</b>	<b>97.7</b>	<b>104.6</b>	-
A121284	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>90.2</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A121285	<b>247,343</b>	<b>192,776</b>	<b>92.0</b>	<b>101.2</b>	<b>89.6</b>	<b>98.5</b>	<b>97.7</b>	<b>104.6</b>	-
A121286	<b>247,207</b>	<b>188,240</b>	<b>92.0</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.5</b>	<b>104.6</b>	-
A121287	<b>238,135</b>	<b>183,704</b>	<b>92.1</b>	<b>101.1</b>	<b>88.3</b>	<b>98.2</b>	<b>97.4</b>	<b>104.5</b>	-
A121288	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>97.4</b>	<b>104.3</b>	-
A121289	<b>215,456</b>	<b>179,168</b>	<b>92.4</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>97.2</b>	<b>104.1</b>	-
A121290	<b>204,116</b>	<b>179,168</b>	<b>92.5</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>97.2</b>	<b>103.9</b>	-
A121291	<b>192,776</b>	<b>174,633</b>	<b>92.6</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>97.0</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G03, GEnx-1B70G04**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121292	<b>188,240</b>	<b>174,633</b>	<b>92.7</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>97.0</b>	<b>103.7</b>	-
A121293	<b>181,436</b>	<b>174,633</b>	<b>92.7</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>97.0</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B70G04**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121270	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A121271	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A121272	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121273	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121274	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A121275	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A121276	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A121277	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A121278	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A121279	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G04**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup>

**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	
A121280	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121281	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121012	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A121013	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A121014	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121015	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121016	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A121017	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A121018	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A121019	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A121020	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A121021	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121022	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121023	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121024	<b>254,011</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.7</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A121025	<b>252,650</b>	<b>192,776</b>	<b>91.4</b>	<b>101.3</b>	<b>90.5</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A121026	<b>250,836</b>	<b>192,776</b>	<b>91.5</b>	<b>101.3</b>	<b>90.1</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121027	<b>247,343</b>	<b>192,776</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A121028	<b>247,207</b>	<b>188,240</b>	<b>91.6</b>	<b>101.2</b>	<b>89.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A121029	<b>238,135</b>	<b>183,704</b>	<b>91.7</b>	<b>101.1</b>	<b>88.2</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A121030	<b>226,796</b>	<b>183,704</b>	<b>91.8</b>	<b>100.9</b>	<b>86.8</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A121031	<b>215,456</b>	<b>179,168</b>	<b>91.9</b>	<b>100.7</b>	<b>85.4</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A121032	<b>204,116</b>	<b>179,168</b>	<b>92.0</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A121033	<b>192,776</b>	<b>174,633</b>	<b>92.2</b>	<b>100.3</b>	<b>82.7</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B70G04, GEnx-1B70/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121034	<b>188,240</b>	<b>174,633</b>	<b>92.2</b>	<b>100.2</b>	<b>82.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121035	<b>181,436</b>	<b>174,633</b>	<b>92.3</b>	<b>100.1</b>	<b>81.3</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120975	<b>254,011</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.4</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A120594	<b>252,650</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.2</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A120595	<b>250,836</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.0</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120596	<b>247,207</b>	<b>188,240</b>	<b>92.7</b>	<b>101.2</b>	<b>88.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A120597	<b>238,135</b>	<b>183,704</b>	<b>92.8</b>	<b>101.1</b>	<b>87.3</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A120598	<b>226,796</b>	<b>183,704</b>	<b>92.9</b>	<b>100.9</b>	<b>86.0</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A120599	<b>215,456</b>	<b>179,168</b>	<b>93.0</b>	<b>100.7</b>	<b>84.6</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A120600	<b>204,116</b>	<b>179,168</b>	<b>93.1</b>	<b>100.5</b>	<b>83.3</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A120601	<b>192,776</b>	<b>174,633</b>	<b>93.3</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-
A120602	<b>188,240</b>	<b>174,633</b>	<b>93.3</b>	<b>100.2</b>	<b>81.5</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B74/75/P1G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120603	<b>181,436</b>	<b>174,633</b>	<b>93.4</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P1G01, GEnx-1B74/75/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engine intermix**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121703	<b>254,011</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.4</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A120574	<b>252,650</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.2</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A120575	<b>250,836</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.0</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120576	<b>247,207</b>	<b>188,240</b>	<b>92.7</b>	<b>101.2</b>	<b>88.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A120577	<b>238,135</b>	<b>183,704</b>	<b>92.8</b>	<b>101.1</b>	<b>87.3</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A120578	<b>226,796</b>	<b>183,704</b>	<b>92.9</b>	<b>100.9</b>	<b>86.0</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A120579	<b>215,456</b>	<b>179,168</b>	<b>93.0</b>	<b>100.7</b>	<b>84.6</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A120580	<b>204,116</b>	<b>179,168</b>	<b>93.1</b>	<b>100.5</b>	<b>83.3</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A120581	<b>192,776</b>	<b>174,633</b>	<b>93.3</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GENx-1B74/75/P1G01, GENx-1B74/75/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120582	<b>188,240</b>	<b>174,633</b>	<b>93.3</b>	<b>100.2</b>	<b>81.5</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A120583	<b>181,436</b>	<b>174,633</b>	<b>93.4</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P1G01, GEnx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engine intermix**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121704	<b>254,011</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.4</b>	<b>98.6</b>	<b>97.0</b>	<b>104.7</b>	-
A120584	<b>252,650</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.2</b>	<b>98.6</b>	<b>97.0</b>	<b>104.6</b>	-
A120585	<b>250,836</b>	<b>192,776</b>	<b>92.7</b>	<b>101.3</b>	<b>89.0</b>	<b>98.5</b>	<b>97.0</b>	<b>104.6</b>	-
A120586	<b>247,207</b>	<b>188,240</b>	<b>92.7</b>	<b>101.2</b>	<b>88.5</b>	<b>98.5</b>	<b>96.8</b>	<b>104.6</b>	-
A120587	<b>238,135</b>	<b>183,704</b>	<b>92.8</b>	<b>101.1</b>	<b>87.3</b>	<b>98.2</b>	<b>96.7</b>	<b>104.5</b>	-
A120588	<b>226,796</b>	<b>183,704</b>	<b>92.9</b>	<b>100.9</b>	<b>86.0</b>	<b>98.0</b>	<b>96.7</b>	<b>104.3</b>	-
A120589	<b>215,456</b>	<b>179,168</b>	<b>93.0</b>	<b>100.7</b>	<b>84.6</b>	<b>97.7</b>	<b>96.5</b>	<b>104.1</b>	-
A120590	<b>204,116</b>	<b>179,168</b>	<b>93.1</b>	<b>100.5</b>	<b>83.3</b>	<b>97.3</b>	<b>96.5</b>	<b>103.9</b>	-
A120591	<b>192,776</b>	<b>174,633</b>	<b>93.3</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GENx-1B74/75/P1G01, GENx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

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**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120592	<b>188,240</b>	<b>174,633</b>	<b>93.3</b>	<b>100.2</b>	<b>81.5</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A120593	<b>181,436</b>	<b>174,633</b>	<b>93.4</b>	<b>100.1</b>	<b>80.7</b>	<b>96.7</b>	<b>96.3</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120690	<b>254,011</b>	<b>192,776</b>	<b>92.3</b>	<b>101.3</b>	<b>89.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120292	<b>252,650</b>	<b>192,776</b>	<b>92.4</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120293	<b>250,836</b>	<b>192,776</b>	<b>92.4</b>	<b>101.3</b>	<b>88.6</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A122029	<b>247,207</b>	<b>192,776</b>	<b>92.4</b>	<b>101.2</b>	<b>88.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120294	<b>247,207</b>	<b>188,240</b>	<b>92.4</b>	<b>101.2</b>	<b>88.1</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A121611	<b>245,000</b>	<b>192,776</b>	<b>92.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-
A120295	<b>238,135</b>	<b>183,704</b>	<b>92.5</b>	<b>101.1</b>	<b>87.0</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120296	<b>226,796</b>	<b>183,704</b>	<b>92.6</b>	<b>100.9</b>	<b>85.6</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120297	<b>215,456</b>	<b>179,168</b>	<b>92.7</b>	<b>100.7</b>	<b>84.2</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120298	<b>204,116</b>	<b>179,168</b>	<b>92.8</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B74/75/P2G01**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120299	<b>192,776</b>	<b>174,633</b>	<b>93.0</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120300	<b>188,240</b>	<b>174,633</b>	<b>93.0</b>	<b>100.2</b>	<b>80.9</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-
A120301	<b>181,436</b>	<b>174,633</b>	<b>93.1</b>	<b>100.1</b>	<b>80.1</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P2G01, Genx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>      **Engine intermix**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A122028	<b>247,207</b>	<b>192,776</b>	<b>92.4</b>	<b>101.2</b>	<b>88.1</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A121610	<b>245,000</b>	<b>192,776</b>	<b>92.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **GEnx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120691	<b>254,011</b>	<b>192,776</b>	<b>92.3</b>	<b>101.3</b>	<b>89.1</b>	<b>98.6</b>	<b>95.4</b>	<b>104.7</b>	-
A120302	<b>252,650</b>	<b>192,776</b>	<b>92.4</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>95.4</b>	<b>104.6</b>	-
A120303	<b>250,836</b>	<b>192,776</b>	<b>92.4</b>	<b>101.3</b>	<b>88.6</b>	<b>98.5</b>	<b>95.4</b>	<b>104.6</b>	-
A120304	<b>247,207</b>	<b>188,240</b>	<b>92.4</b>	<b>101.2</b>	<b>88.1</b>	<b>98.5</b>	<b>95.2</b>	<b>104.6</b>	-
A120305	<b>238,135</b>	<b>183,704</b>	<b>92.5</b>	<b>101.1</b>	<b>87.0</b>	<b>98.2</b>	<b>95.0</b>	<b>104.5</b>	-
A120306	<b>226,796</b>	<b>183,704</b>	<b>92.6</b>	<b>100.9</b>	<b>85.6</b>	<b>98.0</b>	<b>95.0</b>	<b>104.3</b>	-
A120307	<b>215,456</b>	<b>179,168</b>	<b>92.7</b>	<b>100.7</b>	<b>84.2</b>	<b>97.7</b>	<b>94.8</b>	<b>104.1</b>	-
A120308	<b>204,116</b>	<b>179,168</b>	<b>92.8</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>94.8</b>	<b>103.9</b>	-
A120309	<b>192,776</b>	<b>174,633</b>	<b>93.0</b>	<b>100.3</b>	<b>81.5</b>	<b>97.0</b>	<b>94.6</b>	<b>103.7</b>	-
A120310	<b>188,240</b>	<b>174,633</b>	<b>93.0</b>	<b>100.2</b>	<b>80.9</b>	<b>96.9</b>	<b>94.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **General Electric**

Engine Type Designation<sup>1</sup> **GEnx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120311	<b>181,436</b>	<b>174,633</b>	<b>93.1</b>	<b>100.1</b>	<b>80.1</b>	<b>96.7</b>	<b>94.6</b>	<b>103.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**      Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **General Electric**      Engine Type Designation<sup>1</sup>      **Genx-1B74/75/P2G02**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121612	<b>245,000</b>	<b>192,776</b>	<b>92.4</b>	<b>101.2</b>	<b>87.9</b>	<b>98.4</b>	<b>95.4</b>	<b>104.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**

Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**

Engine Type Designation<sup>1</sup>      **Trent 1000-A2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Trent 1000-AE2 (enhanced) thrust rating**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121093	<b>231,876</b>	<b>192,776</b>	<b>88.9</b>	<b>101.0</b>	<b>87.9</b>	<b>98.1</b>	<b>95.7</b>	<b>104.4</b>	-
A121094	<b>226,796</b>	<b>183,704</b>	<b>89.0</b>	<b>100.9</b>	<b>87.1</b>	<b>98.0</b>	<b>95.4</b>	<b>104.3</b>	-
A121095	<b>215,456</b>	<b>179,168</b>	<b>89.2</b>	<b>100.7</b>	<b>85.5</b>	<b>97.7</b>	<b>95.3</b>	<b>104.1</b>	-
A121096	<b>204,116</b>	<b>174,633</b>	<b>89.4</b>	<b>100.5</b>	<b>84.0</b>	<b>97.3</b>	<b>95.1</b>	<b>103.9</b>	-
A121097	<b>192,776</b>	<b>192,776</b>	<b>89.5</b>	<b>100.3</b>	<b>82.5</b>	<b>97.0</b>	<b>95.7</b>	<b>103.7</b>	-
A121098	<b>189,964</b>	<b>188,240</b>	<b>89.6</b>	<b>100.3</b>	<b>82.1</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121099	<b>189,148</b>	<b>188,240</b>	<b>89.6</b>	<b>100.2</b>	<b>82.0</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121100	<b>188,240</b>	<b>188,240</b>	<b>89.6</b>	<b>100.2</b>	<b>81.9</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **The Boeing Company**

Aircraft Type Designation<sup>1</sup>      **787-9**

Engine Manufacturer<sup>1</sup>      **Rolls-Royce**

Engine Type Designation<sup>1</sup>      **Trent 1000-AE3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Trent 1000-AE3 (enhanced) thrust rating**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **Edition 6 / Amendment 10**      Chapter<sup>1</sup>      **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121781	<b>231,876</b>	<b>192,776</b>	<b>89.7</b>	<b>101.0</b>	<b>88.6</b>	<b>98.1</b>	<b>96.4</b>	<b>104.4</b>	-
A121782	<b>226,796</b>	<b>183,704</b>	<b>89.7</b>	<b>100.9</b>	<b>87.8</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121783	<b>215,456</b>	<b>179,168</b>	<b>89.9</b>	<b>100.7</b>	<b>86.2</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121784	<b>204,116</b>	<b>174,633</b>	<b>90.1</b>	<b>100.5</b>	<b>84.6</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121785	<b>192,776</b>	<b>192,776</b>	<b>90.3</b>	<b>100.3</b>	<b>83.1</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-
A121786	<b>189,964</b>	<b>188,240</b>	<b>90.3</b>	<b>100.3</b>	<b>82.7</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121787	<b>189,148</b>	<b>188,240</b>	<b>90.3</b>	<b>100.2</b>	<b>82.6</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121788	<b>188,240</b>	<b>188,240</b>	<b>90.3</b>	<b>100.2</b>	<b>82.5</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121256	<b>254,011</b>	<b>192,776</b>	<b>90.1</b>	<b>101.3</b>	<b>89.6</b>	<b>98.6</b>	<b>95.7</b>	<b>104.7</b>	-
A121257	<b>252,650</b>	<b>192,776</b>	<b>90.2</b>	<b>101.3</b>	<b>89.2</b>	<b>98.6</b>	<b>95.7</b>	<b>104.6</b>	-
A121258	<b>251,063</b>	<b>192,776</b>	<b>90.3</b>	<b>101.3</b>	<b>88.8</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A121259	<b>250,836</b>	<b>192,776</b>	<b>90.3</b>	<b>101.3</b>	<b>88.8</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A121260	<b>247,207</b>	<b>192,776</b>	<b>90.3</b>	<b>101.2</b>	<b>88.2</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A121261	<b>238,135</b>	<b>192,776</b>	<b>90.4</b>	<b>101.1</b>	<b>87.0</b>	<b>98.2</b>	<b>95.7</b>	<b>104.5</b>	-
A121262	<b>226,796</b>	<b>183,704</b>	<b>90.6</b>	<b>100.9</b>	<b>85.5</b>	<b>98.0</b>	<b>95.4</b>	<b>104.3</b>	-
A121263	<b>215,456</b>	<b>179,168</b>	<b>90.7</b>	<b>100.7</b>	<b>84.1</b>	<b>97.7</b>	<b>95.3</b>	<b>104.1</b>	-
A121264	<b>204,116</b>	<b>174,633</b>	<b>90.9</b>	<b>100.5</b>	<b>82.7</b>	<b>97.3</b>	<b>95.1</b>	<b>103.9</b>	-
A121265	<b>192,776</b>	<b>192,776</b>	<b>91.1</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>95.7</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121266	<b>189,964</b>	<b>188,240</b>	<b>91.1</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121267	<b>189,148</b>	<b>188,240</b>	<b>91.1</b>	<b>100.2</b>	<b>81.0</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A121268	<b>188,240</b>	<b>188,240</b>	<b>91.1</b>	<b>100.2</b>	<b>80.9</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D2, Trent 1000-D3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121887	<b>254,011</b>	<b>192,776</b>	<b>90.7</b>	<b>101.3</b>	<b>90.3</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121888	<b>252,650</b>	<b>192,776</b>	<b>90.8</b>	<b>101.3</b>	<b>89.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121889	<b>251,063</b>	<b>192,776</b>	<b>90.9</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121890	<b>250,836</b>	<b>192,776</b>	<b>90.9</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121891	<b>247,207</b>	<b>192,776</b>	<b>90.9</b>	<b>101.2</b>	<b>89.0</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121892	<b>238,135</b>	<b>192,776</b>	<b>91.1</b>	<b>101.1</b>	<b>87.7</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121893	<b>226,796</b>	<b>183,704</b>	<b>91.2</b>	<b>100.9</b>	<b>86.1</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121894	<b>215,456</b>	<b>179,168</b>	<b>91.4</b>	<b>100.7</b>	<b>84.7</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121895	<b>204,116</b>	<b>174,633</b>	<b>91.5</b>	<b>100.5</b>	<b>83.3</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121896	<b>192,776</b>	<b>192,776</b>	<b>91.7</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D2, Trent 1000-D3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121897	<b>189,964</b>	<b>188,240</b>	<b>91.7</b>	<b>100.3</b>	<b>81.6</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121898	<b>189,148</b>	<b>188,240</b>	<b>91.8</b>	<b>100.2</b>	<b>81.6</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121899	<b>188,240</b>	<b>188,240</b>	<b>91.8</b>	<b>100.2</b>	<b>81.4</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121789	<b>254,011</b>	<b>192,776</b>	<b>90.7</b>	<b>101.3</b>	<b>90.3</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121790	<b>252,650</b>	<b>192,776</b>	<b>90.8</b>	<b>101.3</b>	<b>89.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121791	<b>251,063</b>	<b>192,776</b>	<b>90.9</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121792	<b>250,836</b>	<b>192,776</b>	<b>90.9</b>	<b>101.3</b>	<b>89.6</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121793	<b>247,207</b>	<b>192,776</b>	<b>90.9</b>	<b>101.2</b>	<b>89.0</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121794	<b>238,135</b>	<b>192,776</b>	<b>91.1</b>	<b>101.1</b>	<b>87.7</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121795	<b>226,796</b>	<b>183,704</b>	<b>91.2</b>	<b>100.9</b>	<b>86.1</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121796	<b>215,456</b>	<b>179,168</b>	<b>91.4</b>	<b>100.7</b>	<b>84.7</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121797	<b>204,116</b>	<b>174,633</b>	<b>91.5</b>	<b>100.5</b>	<b>83.3</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121798	<b>192,776</b>	<b>192,776</b>	<b>91.7</b>	<b>100.3</b>	<b>82.0</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-D3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121799	<b>189,964</b>	<b>188,240</b>	<b>91.7</b>	<b>100.3</b>	<b>81.6</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121800	<b>189,148</b>	<b>188,240</b>	<b>91.8</b>	<b>100.2</b>	<b>81.6</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121801	<b>188,240</b>	<b>188,240</b>	<b>91.8</b>	<b>100.2</b>	<b>81.4</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121092	<b>254,011</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>88.1</b>	<b>98.6</b>	<b>95.7</b>	<b>104.7</b>	-
A120190	<b>252,650</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>88.0</b>	<b>98.6</b>	<b>95.7</b>	<b>104.6</b>	-
A120191	<b>250,836</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>87.7</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A120192	<b>247,207</b>	<b>192,776</b>	<b>91.4</b>	<b>101.2</b>	<b>87.2</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A120193	<b>238,135</b>	<b>192,776</b>	<b>91.5</b>	<b>101.1</b>	<b>86.1</b>	<b>98.2</b>	<b>95.7</b>	<b>104.5</b>	-
A120672	<b>227,930</b>	<b>192,776</b>	<b>91.6</b>	<b>100.9</b>	<b>84.9</b>	<b>98.0</b>	<b>95.7</b>	<b>104.3</b>	-
A120194	<b>226,796</b>	<b>183,704</b>	<b>91.6</b>	<b>100.9</b>	<b>84.7</b>	<b>98.0</b>	<b>95.4</b>	<b>104.3</b>	-
A120195	<b>215,456</b>	<b>179,168</b>	<b>91.8</b>	<b>100.7</b>	<b>83.4</b>	<b>97.7</b>	<b>95.3</b>	<b>104.1</b>	-
A120196	<b>204,116</b>	<b>174,633</b>	<b>91.9</b>	<b>100.5</b>	<b>82.2</b>	<b>97.3</b>	<b>95.1</b>	<b>103.9</b>	-
A120197	<b>192,776</b>	<b>192,776</b>	<b>92.1</b>	<b>100.3</b>	<b>81.0</b>	<b>97.0</b>	<b>95.7</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120198	<b>189,964</b>	<b>188,240</b>	<b>92.1</b>	<b>100.3</b>	<b>80.6</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A120199	<b>189,148</b>	<b>188,240</b>	<b>92.2</b>	<b>100.2</b>	<b>80.5</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A120200	<b>188,240</b>	<b>188,240</b>	<b>92.2</b>	<b>100.2</b>	<b>80.4</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J2, Trent 1000-J3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

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Chapter<sup>1</sup> **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	
A121900	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121901	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121902	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.4</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121903	<b>247,207</b>	<b>192,776</b>	<b>91.9</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121904	<b>238,135</b>	<b>192,776</b>	<b>92.0</b>	<b>101.1</b>	<b>86.8</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121905	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>85.4</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121906	<b>215,456</b>	<b>179,168</b>	<b>92.3</b>	<b>100.7</b>	<b>84.0</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121907	<b>204,116</b>	<b>174,633</b>	<b>92.5</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121908	<b>192,776</b>	<b>192,776</b>	<b>92.7</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-
A121909	<b>189,964</b>	<b>188,240</b>	<b>92.7</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J2, Trent 1000-J3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121910	<b>189,148</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>80.9</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121911	<b>188,240</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121802	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121803	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A122228	<b>251,743</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.6</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121804	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.4</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A122004	<b>249,475</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.3</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121805	<b>247,207</b>	<b>192,776</b>	<b>91.9</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121806	<b>238,135</b>	<b>192,776</b>	<b>92.0</b>	<b>101.1</b>	<b>86.8</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121807	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>85.4</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121808	<b>215,456</b>	<b>179,168</b>	<b>92.3</b>	<b>100.7</b>	<b>84.0</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121809	<b>204,116</b>	<b>174,633</b>	<b>92.5</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-J3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121810	<b>192,776</b>	<b>192,776</b>	<b>92.7</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-
A121811	<b>189,964</b>	<b>188,240</b>	<b>92.7</b>	<b>100.3</b>	<b>81.0</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121812	<b>189,148</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>80.9</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121813	<b>188,240</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121224	<b>254,011</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>88.1</b>	<b>98.6</b>	<b>95.7</b>	<b>104.7</b>	-
A120353	<b>252,650</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>88.0</b>	<b>98.6</b>	<b>95.7</b>	<b>104.6</b>	-
A120354	<b>250,836</b>	<b>192,776</b>	<b>91.3</b>	<b>101.3</b>	<b>87.7</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A120355	<b>247,207</b>	<b>192,776</b>	<b>91.4</b>	<b>101.2</b>	<b>87.2</b>	<b>98.5</b>	<b>95.7</b>	<b>104.6</b>	-
A120356	<b>238,135</b>	<b>192,776</b>	<b>91.5</b>	<b>101.1</b>	<b>86.1</b>	<b>98.2</b>	<b>95.7</b>	<b>104.5</b>	-
A120357	<b>226,796</b>	<b>183,704</b>	<b>91.6</b>	<b>100.9</b>	<b>84.7</b>	<b>98.0</b>	<b>95.4</b>	<b>104.3</b>	-
A120358	<b>215,456</b>	<b>179,168</b>	<b>91.8</b>	<b>100.7</b>	<b>83.4</b>	<b>97.7</b>	<b>95.3</b>	<b>104.1</b>	-
A120359	<b>204,116</b>	<b>174,633</b>	<b>91.9</b>	<b>100.5</b>	<b>82.2</b>	<b>97.3</b>	<b>95.1</b>	<b>103.9</b>	-
A120360	<b>192,776</b>	<b>192,776</b>	<b>92.1</b>	<b>100.3</b>	<b>81.0</b>	<b>97.0</b>	<b>95.7</b>	<b>103.7</b>	-
A120361	<b>189,964</b>	<b>188,240</b>	<b>92.1</b>	<b>100.3</b>	<b>80.6</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K2**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A120362	<b>189,148</b>	<b>188,240</b>	<b>92.2</b>	<b>100.2</b>	<b>80.5</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-
A120363	<b>188,240</b>	<b>188,240</b>	<b>92.2</b>	<b>100.2</b>	<b>80.4</b>	<b>96.9</b>	<b>95.6</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K2, Trent 1000-K3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121912	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121913	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121914	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.4</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121915	<b>247,207</b>	<b>192,776</b>	<b>91.9</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121916	<b>238,135</b>	<b>192,776</b>	<b>92.0</b>	<b>101.1</b>	<b>86.8</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121917	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>85.4</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121918	<b>215,456</b>	<b>179,168</b>	<b>92.3</b>	<b>100.7</b>	<b>84.0</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121919	<b>204,116</b>	<b>174,633</b>	<b>92.5</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121920	<b>192,776</b>	<b>192,776</b>	<b>92.7</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-
A121921	<b>189,964</b>	<b>188,240</b>	<b>92.7</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K2, Trent 1000-K3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**Engine intermix**

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment **Edition 6 / Amendment 10** Chapter<sup>1</sup> **4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121922	<b>189,148</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>81.0</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121923	<b>188,240</b>	<b>188,240</b>	<b>92.8</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121814	<b>254,011</b>	<b>192,776</b>	<b>91.8</b>	<b>101.3</b>	<b>88.9</b>	<b>98.6</b>	<b>96.4</b>	<b>104.7</b>	-
A121815	<b>252,650</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.7</b>	<b>98.6</b>	<b>96.4</b>	<b>104.6</b>	-
A121816	<b>250,836</b>	<b>192,776</b>	<b>91.9</b>	<b>101.3</b>	<b>88.4</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121817	<b>247,207</b>	<b>192,776</b>	<b>91.9</b>	<b>101.2</b>	<b>87.9</b>	<b>98.5</b>	<b>96.4</b>	<b>104.6</b>	-
A121818	<b>238,135</b>	<b>192,776</b>	<b>92.0</b>	<b>101.1</b>	<b>86.8</b>	<b>98.2</b>	<b>96.4</b>	<b>104.5</b>	-
A121819	<b>226,796</b>	<b>183,704</b>	<b>92.2</b>	<b>100.9</b>	<b>85.4</b>	<b>98.0</b>	<b>96.2</b>	<b>104.3</b>	-
A121820	<b>215,456</b>	<b>179,168</b>	<b>92.3</b>	<b>100.7</b>	<b>84.0</b>	<b>97.7</b>	<b>96.0</b>	<b>104.1</b>	-
A121821	<b>204,116</b>	<b>174,633</b>	<b>92.5</b>	<b>100.5</b>	<b>82.8</b>	<b>97.3</b>	<b>95.9</b>	<b>103.9</b>	-
A121822	<b>192,776</b>	<b>192,776</b>	<b>92.7</b>	<b>100.3</b>	<b>81.4</b>	<b>97.0</b>	<b>96.4</b>	<b>103.7</b>	-
A121823	<b>189,964</b>	<b>188,240</b>	<b>92.7</b>	<b>100.3</b>	<b>81.1</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-

<sup>1</sup> See Note 1.

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Type Certificate Holder<sup>1</sup> **The Boeing Company**

Aircraft Type Designation<sup>1</sup> **787-9**

Engine Manufacturer<sup>1</sup> **Rolls-Royce**

Engine Type Designation<sup>1</sup> **Trent 1000-K3**

Additional modifications essential to meet the requirements or needed to attain the certificated noise levels<sup>1</sup>

**None**

Noise Certification Basis **ICAO Annex 16, Volume I**

Edition / Amendment

**Edition 6 / Amendment 10**

Chapter<sup>1</sup>

**4**

EASA Record No.	Maximum Mass		Lateral EPNL		Flyover EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing <sup>1</sup> (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
A121824	<b>189,148</b>	<b>188,240</b>	<b>92.7</b>	<b>100.2</b>	<b>81.0</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</b>	-
A121825	<b>188,240</b>	<b>188,240</b>	<b>92.8</b>	<b>100.2</b>	<b>80.8</b>	<b>96.9</b>	<b>96.3</b>	<b>103.7</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
Corresponding CS-36 Amendment level	Initial	1	2	3	4	5

### **TCDSN EASA.IM.A.115 Notes**

1. In cases where it is appropriate to issue a noise certificate, items so marked shall be included on EASA Form 45.
2. Valid for aircraft with or without main landing gear plugs and with or without Service Bulletin B787-81205-SB320006-00



## Change Record

Issue	Date	Changes
Issue 1	26 August 2011	Initial Issue
Issue 2	30 March 2012	Addition of Trent 1000-C/01, GENx-1B64 and GENx-1B70 Engine models.
Issue 3	05 November 2012	Added Trent 1000-E, removed Trent 1000-C and GENx-1B70 Engine models, added new MTOM
Issue 4	13 November 2012	Record A16952: Lateral noise level revised
Issue 5	15 April 2013	Added Configurations fitted with Trent 1000-AE/01 and Trent 1000-C/01. Added Configurations with Landing gear plug.
Issue 6	15 May 2013	Revised
Issue 7	14 June 2013	Added Trent 1000-C and Trent 1000-G
Issue 8	25 June 2013	Added GENx-intermix configurations
Issue 9	24 February 2014	Added records for GENx-1B/P2G01 and intermix configurations.
Issue 10	13 June 2014	Added Model 787-9.
Issue 11	30 September 2014	787-8 : Added Trent 1000-A2, -C2, -D, -G2, -H, -H2 787-9 : Added Trent 1000-A2, -K2 and GENx-1B4/75/P2
Issue 12	15 April 2015	Trent 1000-D2 engine for 787-8 added
Issue 13	19 June 2015	Added Rolls Royce engine intermix configurations for 787-8
Issue 14	01 September 2015	Harmonized records regarding MTOM and MLM, added record A120672
Issue 15	05 April 2016	Added A121093-A121100
Issue 16	10 May 2016	Added GENx-1B67/P2 and GENx-1B70/75/P2 engine models
Issue 17	17 June 2016	Noise levels revised for 787-8 and 787-9 fitted with Trent 1000-()2 engines; Engine designations harmonized; GENx-1B70G03, GENx-1B70G04, GENx-1B70(C)/P1G01, GENx-1B70(C)/P2G01, GENx-1B70(C)/P2G02 engines and intermix configurations added.
Issue 18	14 November 2016	Added Trent 1000-D2 and GENx-1B74/75P1 engine models for the 787-9
Issue 19	28 April 2017	Added Trent 1000-L2 engine model for the 787-8
Issue 20	13 July 2017	Added records for the 787-9 at MTOM=254.011 kg. (including engine intermix configurations)
Issue 21	16 November 2017	For 787-8: Introduction of Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, and Trent 1000-H3; For 787-9: Introduction of Trent 1000-AE3, Trent 1000-D3, Trent 1000-J3, and Trent 1000-K3
Issue 22	28 February 2018	Added model 787-10
Issue 23	10 April 2018	Added engine intermix configurations for models 787-8 and 787-9 fitted with RR Trent 1000 engines
Issue 24	13 April 2018	Removed engine intermix configurations for models 787-8 and 787-9 fitted with RR Trent 1000 engines at AE2/AE3 and CE2/CE3 ratings; Revised engine designation of RR Trent 1000-AE2 and -CE2 to RR Trent 1000-A2 and -C2
Issue 25	15 November 2018	Added records A122028 and A122029
Issue 26	19 June 2019	For 787-10: Introduction of GENx-1B76 and GENx-1B76A engine models (-1B76/P2G01, -1B76A/P2G02, -1B76A/P2G01, -1B76A/P2G02) and intermix of -/P2G01 and -/P2G02 engines)
Issue 27	24 April 2020	Added records A122316, A122317, A122416, A122417, A122380-A122398 and A122402-A122421; removed records with GENx-1B70C
Issue 28	26 April 2021	For 787: Harmonized Service Bulletin number to SB320006

