Civil Aviation Authority United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00086

for

Boeing 767

Type Certificate Holder

The Boeing Company

737 Logan Ave N

Renton

WA 98057-0000

USA

Model(s):	767-200 767-300 767-300F (767-300BCF) 767-400ER
Issue:	2
Date of issue:	19 December 2024

TABLE OF CONTENTS

Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.IM.A.035 at Issue 09 dated 24 February 2021 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2 Boeing 767-200

I. General

1. Type / Variant / Model

a) Type: Boeing 767

b) Model: Boeing 767-200

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A1NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Category

A

3. Certifying Authority

Federal Aviation Administration (FAA)

Seattle Aircraft Certification Office

2200S. 216 St

Des Moines, WA98198-6547

United States of America

4. Manufacturer

The Boeing Company

737 Logan Ave N

Renton, WA 98057-0000

United States of America

5. EASA Validation Application Date

In accordance with Regulation (EC) 1702/2003

6. FAA Type Certification Date

30 July 1982

7. EASA Type Validation Date

03 February 1984

(First TC issued within EU MS by CAA UK)

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

2. FAA Type Certification Data Sheet No.

Refer to FAA TCDS A1NM

3. FAA Certification Basis

Refer to FAA TCDS A1NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003

FAR Part 25 at Amendment 25-1 through 25-37.

Part 25 of the Federal Aviation Regulations:

Amendment 25-38 through 25-45, except portions of Amendment 25-38

(Section 25.979(d) and (e) and Section 25.1143(e));

Amendment 40	(Sections 25.901(b)(1)(i), 25.1091(e) and 25.1093(b));
Amendment 41	(Section 25.1438);
Amendment 42	(Section 25.109),
Amendment 46	(Sections 25.345, 25.351(a), 25.629, 25.697, 25.803, 25.901(d), 25.1103(a), (b)(2),(d), (e), (f), 25.1142, 25.1522)
Amendment 49	(Section 25.733)
Amendment 54	(Section 25.365(e)(1), (2))

5. Special Conditions

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

D-GEN02 PTC	Heat Release and Smoke Density

(Note: to be applied to new seat installations after January 2011)

H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

Adopted FAA Special Conditions:

- Special Condition No. 25-ANM-18 on Lightning Protection, Protection from Unwanted Effects of Radio Frequency (RF) Energy and Propulsion Control System for Pratt and Whitney PW4000 series engines, General Electric CF6-80C2 FADEC engine, and Rolls Royce RB211-524H-36 engine installations.
- Special Condition No. 25-ANM-20 for installation of a longitudinal partition.

Compliance with the following optional requirements has been established:

- Ditching Provisions 25.801 (Over- water operation can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801)
- Ice Protection Provisions 25.1419

6. Exemptions

Adopted FAA Exemptions granted:

Exemption from FAR 25: Exemption No. 4725 - Exemption from 25.785(h) - Allows one seat for a required flight attendant to be located near the overwing Type III exits.

7. Elect to Comply

None

8. Equivalent Safety Findings

Adopted FAA Equivalent Safety Findings:

Equivalent Safety Findings exist with respect to the following regulations:

FAR 25.1093(b)(1)	Induction System De-Icing and Anti-icing Protection
FAR 25.1103(d)	Induction System Ducts and Air Duct Systems
FAR 25.1103(e)	Induction System Ducts and Air Duct Systems RB211-524H Installation only.

Generic ESF:

G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

FAR 25.1181(a)(6)	Designated Fire Zones; Regions Included
FAR 25.1203	Fire Detector System for Compartment Surrounding the Turbine and Jetpipe (Zone 4A/4B) RB211-524H Installation only.
FAR 25.1305(a)(4), (a)(6),	Powerplant Instruments
(c)(1) and (c)(3)	
FAR 25.1387(b) and (c)	Position Light System Dihedral Angles
FAR 25.1393	Minimum Intensities in Any Vertical Plan of Forward and Rear Position Lights
FAR 25.1395	Maximum Intensities in Overlapping Beams of Forward and Rear Position Lights
FAR 25.1415(d)	Emergency Locator Transmitter (ELT)
FAR 25.1549(b)	Powerplant and Auxiliary Power Unit Instruments
FAR 25.365(e)(2)	Pressurized Cabin Loads
FAR 25.803(c)(8)	Emergency Evacuation Demonstration
FAR 25.807(a)(7)(iv)and (c)	Passenger Emergency Exits
FAR 25.809	Emergency Exit Arrangement
FAR 25.813(c)	Emergency Exit Access
FAR 25.811(f)(2)	Exit Band Contrast
FAR 25.853(c)	Compartment Interiors
FAR 25.791	Passenger Information Signs and Placards

FAR 25 (Several) Use of 1-g stall speed (non-structural Sections) for some increased gross weight 767-200 aeroplanes

9. Environmental Protection Requirements

Noise: ICAO Annex 16, Volume I

Fuel Venting & Emissions: ICAO Annex 16, Volume II

Special Federal Aviation Regulation 27.

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

Boeing Top Collector Drawing No. 012T000

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

3. Equipment

Refer to FAA TCDS A1NM

4. Dimensions

Length	48.51 m	(159 ft 2 in)
Wing Span	47.57 m	(156 ft 1 in)
Height	15.85 m	(52 ft)

5. Engines

Two (2) General Electric CF6-80A or 80C2 Turbofan Engines
Models installed: -80A, -80A2, 80C2B2, -80C2B4, -80C2B4F, -80C2B6F, -80C2B7F, -80C2B2F.
For limitations see FAA data sheet no E13NE or Aeroplane Flight Manual

Two (2) Pratt and Whitney JT9D-7R Turbofan Engines
Models Installed: -7R4D, -7R4E, -7R4E4.
For limitations see FAA data sheet no E3NE or Aeroplane Flight Manual.

Two (2) Pratt and Whitney PW4000 Turbofan Engines
Models Installed: PW4056, PW4060A
For limitations see FAA data sheet no E24NE or Aeroplane Flight Manual

WARNING: To prevent unsafe aeroplane handling characteristics, PW4000 series engines with electronic engine control (EEC) part number 791100-14-102 (Pratt & Whitney part number 54D043) must not be installed on the same aeroplane as PW4000 series engines that have the ring case compressor configuration. This combination of engine configurations is not approved because of a significant difference in engine acceleration rates and the effect of that difference on aeroplane handling characteristics. Ring case compressor equipped engines were approved with the same engine model number as previously approved PW4000 configurations, and must be identified by the presence of a “/A5” marked at the end of the “INSTL ARR” block on the engine data plate.

6. Auxiliary Power Unit

Garrett GTCP 331-200

Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

N/A

8. Fluids (Fuel, oil, Additives, Hydraulics)

Refer to applicable approved manuals and FAA TCDS A1NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A1NM

10. Airspeed Limitations

For airspeed limits see the FAA TCDS A1NM and appropriate FAA Approved Aeroplane Flight Manual.

11. Flight Envelope

13,140m (43,100 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

12.2 Other Limitations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

13. Maximum Certified Masses (at Type Certification)

	Kilograms	Pounds
MTW	175,994	388,000
MTOW	175,540	387,000
MLW	129,274	285,000
MZFW	117,934	260,000

The following increased weights have been certified for the 767-200 post TC:

	Kilograms	Pounds
MTW	179,622	396,000
MTOW	179,169	395,000
MLW	136,078	300,000
MZFW	117,934	260,000

14. Centre of Gravity Range

See the appropriate FAA Approved Aeroplane Flight Manual and Weight and Balance Manual

15. Datum

See Weights and Balance Manual and refer to FAA TCDS A1NM

16. Means Aerodynamic Chord (MAC)

See Weights and Balance Manual and refer to FAA TCDS A1NM

17. Levelling Means

See Aeroplane Flight Manual and Refer to FAA TCDS A1NM

18. Minimum Flight Crew

Two (2): Pilot and Co-pilot, for all type of flight

19. Maximum Seating Capacity

Maximum Passenger Capacity 0 (Zero) Passengers.

Note: The maximum number of passengers approved for emergency evacuation is dependent on door configuration, see 20. Exits below. See interior layout drawing
for the maximum passenger capacities approved for each aeroplane delivered.

20. Exits

Type	Maximum Passenger
A-III-A	255
A-III-III-A	290

21. Baggage/Cargo Compartment

See Weight & Balance Manual

Location	Class	Usable Volume (m^3)
Fwd	C	1945 cu. ft. = 55.04 m^3
Aft	C	1623 cu. ft. = 45.93 m^3
Bulk	C	430 cu. ft. = 12.17 m^3

22. Wheels and Tyres

Nose Assy (Qty 2)
Main Assy (Qty 8)
Speed Rating: 235 MPH

Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing 160T0001 for further details

23. ETOPS

The type design reliability and performance of this aeroplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for extended range operations when configured in accordance with Boeing Document D6T11604 “CONFIGURATION, MAINTENANCE AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION”. This finding does not constitute approval to conduct extended range operations. ETOPS approval for the –200 is determined by NAA operating policies.

24. Fuel Tank Flammability Reduction System (FRS)

Aircraft which have made their first flight after 31 December 2011 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10).

Flammability Reduction Systems have been installed on aircraft line numbers 993 and on or as modification per Service Bulletin 767-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

IV. Operating and Service Instructions

1. Aeroplane Flight Manual (AFM)

Since validation of the 767-200 model was conducted by individual NAAs and not under JAA process, there is no generic JAA AFM format. It is the responsibility of the State of Registry to establish that the AFM for an individual aircraft contains appropriate and relevant data and limitations.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

CMRs

Model 767 MRB Report

Life Limited Parts and required inspection intervals are listed in the FAA approved Airworthiness Limitations

Section (Section 9) of the Boeing Maintenance Planning Data Document D622T001.

Structural Repair Manual – Boeing Document D634T201

3. Service Letters and Service Bulletins:

As published by Boeing and approved by FAA

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

a. Master Minimum Equipment List (MMEL reference D630T002-ESEM) approved at revision 6 dated 12 December 2022, or later approved revision, as per the defined Operational Suitability Data Certification Basis recorded in CRI A-MMEL.

b. Required for entry into service by EU operator.

2. Flight Crew Data

a. The Flight Crew data D6-85798, revision New dated 15 December 2015, as per the defined Operational Suitability Data Certification Basis recorded in document D6-5798, or later recorded CRI A-FCD.

b. Required for entry into service by EU operator.

c. Pilot Type Rating: “B757/767”.

Note: These data cover the models B757-200 and -300 series and the B767-200, -300, -300F and -400ER series aircraft. Differences are addressed in D6-85798.

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

Required for 767s (passenger versions), built after 27 January 2014.

VI. Notes

1. Cabin Interior and Seating Configurations must be approved
2. Additional information is provided in FAA Type Certificate Data Sheet A1NM.

Section 3 767-300

I. General

1. Type/ Model

a) Type: Boeing 767

b) Model: Boeing 767-300

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A1NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class

A

3. Certifying Authority

Federal Aviation Administration (FAA)

Seattle Aircraft Certification Office

2200S. 216 St

Des Moines, WA98198-6547

United States of America

4. Manufacturer

The Boeing Company

737 Logan Ave N

Renton, WA 98057-0000

United States of America

5. EASA Validation Application Date

In accordance with Regulation (EC) 1702/2003

6. FAA Type Certificate Date

22 September 1986

7. EASA Tyre Validation Date

30 April 1988

(First TC issued within EU MS by Austro Control)

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

2. FAA Type Certification Data Sheet No.

FAA TCDS – A1NM

3. FAA Type Certification Data Sheet No.

FAA TCDS – A1NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003 FAR Part 25 at Amendment 25-1 through 25-37.

Part 25 of the Federal Aviation Regulations:

Amendment 25-38 through 25-45, except portions of Amendment 25-38 (Section 25.979(d) and (e) and Section 25.1143(e));

Amendment 40	(Sections 25.901(b)(1)(i), 25.1091(e) and 25.1093(b));
Amendment 41	(Section 25.1438);
Amendment 42	(Section 25.109),
Amendment 46	(Sections 25.345; 25.351(a), 25.629, 25.697, 25.803, 25.901(d), 25.1103(a), (b)(2),(d), (e), (f), 25.1142, 25.1522,
Amendment 49	(Section 25.733)
Amendment 54	(Section 25.365(e)(1), (2))

5. Special Conditions

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

D-GEN02 PTC	Heat Release and Smoke Density (Note: to be applied to new seat installations after January 2011)
H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

Adopted FAA Special Conditions:

- Special Condition No. 25-ANM-18 on Lightning Protection, Protection from Unwanted Effects of Radio Frequency (RF) Energy and Propulsion Control System for Pratt and Whitney PW4000 series engines, General Electric CF6-80C2 FADEC engine, and Rolls Royce RB211-524H-36 engine installations.
- Special Condition No. 25-ANM-20 for installation of a longitudinal partition.

Compliance with the following optional requirements has been established:

- Ditching Provisions 25.801 (Over- water operation can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801)
- Ice Protection Provisions 25.1419

6. Exemptions

Adopted FAA Exemptions:

Exemption from FAR 25: Exemption No. 4725 - Exemption from 25.785(h) - Allows one seat for a required flight attendant to be located near the overwing Type III exits.

7. Elect to Comply

None

8. Equivalent Safety Findings

Adopted FAA Equivalent Safety Findings:

Equivalent Safety Findings exist with respect to the following regulations:

FAR 25.1093(b)(1) Induction System Deicing and Anti-icing Protection

FAR 25.1103(d) Induction System Ducts and Air Duct Systems

Generic ESF:

D-GEN7, Flammability Testing Hierarchy (JAR/CS 25.853(a) refers)

G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

FAR 25.1103(e)	Induction System Ducts and Air Duct Systems RB211-524H Installation only.
FAR 25.1181(a)(6)	Designated Fire Zones; Regions Included
FAR 25.1203	Fire Detector System for Compartment Surrounding the Turbine and Jetpipe (Zone 4A/4B) RB211-524H Installation only.
FAR 25.1305(a)(4), (a)(6), (c)(1) and (c)(3)	Powerplant Instruments
FAR 25.1387(b) and (c)	Position Light System Dihedral Angles
FAR 25.1393	Minimum Intensities in Any Vertical Plan of Forward and Rear Position Lights
FAR 25.1395	Maximum Intensities in Overlapping Beams of Forward and Rear Position Lights
FAR 25.1415(d)	Emergency Locator Transmitter (ELT)
FAR 25.1549(b)	Powerplant and Auxiliary Power Unit Instruments
FAR 25.365(e)(2)	Pressurized Cabin Loads
FAR 25.803(c)(8)	Emergency Evacuation Demonstration
FAR 25.807(a)(7)(iv)and (c)	Passenger Emergency Exits
FAR 25.809	Emergency Exit Arrangement
FAR 25.813(c)	Emergency Exit Access
FAR 25.811(f)(2)	Exit Band Contrast
FAR 25.853(c)	Compartment Interiors
FAR 25.791	Passenger Information Signs and Placards
FAR 25.107(d), (e)(1)(iv), (e)(4)	Minimum unstick speed
FAR 25.853(d), Amendment 23-32	Folding Waste Trolley
FAR 25 (Several)	Use of 1-g stall speed (non-structural Sections)

9. Environmental Protection Requirements

Noise: ICAO Annex 16, Volume I, chapter 3

Note: for aircraft powered by PW4000 Ph3 NRI series engines, the noise requirements are those of ICAO

Annex 16, Volume I, chapter 4.

Fuel Venting & Emissions: ICAO Annex 16, Volume II

Special Federal Aviation Regulation 27.

10. Type Design Definition

Boeing Top Collector Drawing No. 012T000

Manufactured under Production Certificate 700

11. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings

12. Equipment

Refer to FAA TCDS A1NM

13. Dimensions

Length	54.94 m	(180 ft 3 in)
Wing Span	47.57 m	(156 ft 1 in)
Height	15.85 m	(52 ft 0 in)

14. Engines

Two (2) Pratt & Whitney JT9D-7 Turbofan Engines
Models installed JT9D-7R4D, -7R4E, -7R4E4
For Limitations see FAA Engine TCDS E3NE or Aeroplane Flight Manual.

Two (2) Pratt & Whitney PW4000 Turbofan Engines
Models installed: PW4056, 4060 or 4062
For Limitations: See FAA Engine Data Sheet E24NE or Aeroplane Flight Manual

WARNING: To prevent unsafe aeroplane handling characteristics, PW4000 series engines with electronic engine control (EEC) part number 791100-14-102 (Pratt & Whitney part number 54D043) must not be installed on the same aeroplane as PW4000 series engines that have the ring case compressor configuration. This combination of engine configurations is not approved because of a significant difference in engine acceleration rates and the effect of that difference on aeroplane handling characteristics. Ring case compressor equipped engines were approved with the same engine model number as previously approved PW4000 configurations, and must be identified by the presence of a “/A5 marked at the end of the “INSTL ARR” block on the engine data plate

Two (2) General Electric CF6-80 Turbofan Engines
Models installed: CF6-80A2, -80C2B2, C2B4, C2B4F, C2B6, C2B6F, C2B7F
For Limitations: See FAA Engine Data Sheet E13NE or Aeroplane Flight Manual

Two (2) Rolls Royce RB211-524H Turbofan Engines
Models installed: RB211-524H36, 524H-T-36
For Limitations see UK CAA Engine Data Sheet 1048 or Aeroplane Flight Manual

15. Auxiliary Power Unit

Allied Signal Model 331-200

Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

16. Propellers

N/A

17. Fluids (Fuel, Oil, Additives, Hydraulics)

Refer to applicable approved manuals and FAA TCDS A1NM

18. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A1NM

19. Airspeed Limits

For airspeed limits see the FAA TCDS A1NM and appropriate FAA Approved Aeroplane Flight Manual

20. Flight Envelope

13,140 m (43,100 ft) pressure altitude

21. Operating Limitations

21.1 Approved Operations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

21.2 Other Limitations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

22. Maximum Certified Masses (at Type Certification)

	Kilograms	Pounds
MTW	185,519	409,000
MTOW	184,612	407,000
MLW	145,149	320,000
MZFW	130,634	288,000

The following increased weights have been certified for the 767-300 post TC

	Kilograms	Pounds
MTW	187,333	413,000
MTOW	186,880	412,000
MLW	145,149	320,000
MZFW	133,809	295,000

23. Centre of Gravity Range

See the appropriate FAA Approved Aeroplane Flight Manual and Weight and Balance Manual

24. Datum

Refer to FAA TCDS A1NM

25. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A1NM

26. Levelling Means

Refer to FAA TCDS A1NM

27. Minimum Flight Crew

Two (2) Pilot and Co-pilot for all types of flight

28. Maximum Seating Capacity

Maximum Passenger Capacity 0 (Zero) Passengers

Note: The maximum number of passengers approved for emergency evacuation is dependent on door configuration, see 29. Exits below. See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

29. Exits

Type	Maximum Passengers
A-III-III-A or A-A-III-A	290
A-A-I-A	351

30. Baggage/ Cargo Compartment

Location	Class	Usable Volume (m^3)
Forward	C	2500 cu. ft. = 70.75 m^3
Aft	C	2270 cu. ft. = 64.24 m^3
Bulk	C	341 cu. ft. = 9.65 m^3

31. Wheels and Tyres

Nose Assy (Qty 2)
Main Assy (Qty 8)
Speed Rating: 235 MPH

Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing 160T0001 for further details

32. ETOPS

The type design reliability and performance of this aeroplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for extended range operations when configured in accordance with Boeing Document D6T11604 “CONFIGURATION, MAINTENANCE AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION”. This finding does not constitute approval to conduct extended range operations. ETOPS approval for the –300 is determined by NAA operating policies.

33. Fuel Tank Flammability Reduction System (FRS)

Aircraft which have made their first flight after 31 December 2011 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10).

Flammability Reduction Systems have been installed on aircraft line numbers 993 and on or as modification per Service Bulletin 767-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

III. Operating and Service Instructions

1. Aeroplane Flight Manual (AFM)

Since validation of the 767–300 model was conducted by individual NAAs and not under JAA process, there is no generic JAA AFM format. It is the responsibility of the State of Registry to establish that the AFM for an individual aircraft contains appropriate and relevant data and limitations.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

CMRs

Model 767 MRB Report

Life Limited Parts and required inspection intervals are listed in the FAA approved Airworthiness Limitations Section (Section 9) of the Boeing Maintenance Planning Data Document D622T001.

Structural Repair Manual – Boeing Document D634T201

3. Service Letters and Service Bulletins:

As published by Boeing and approved by FAA.

IV. Operational Suitability Data (OSD)

1. Master Minimum Equipment List

a. (see B767-200)

b. Required for entry into service by EU operator.

2. Flight Crew Data

a. (see B767-200)

b. Required for entry into service by EU operator.

c. Pilot Type Rating: “B757/767”.

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

Required for 767s (passenger versions), built after 27 January 2014.

V. Notes

1. Cabin Interior and Seating Configuration must be approved.
2. Additional information is provided in FAA Type Certificate Data Sheet A1NM

Section 4 767-300F

I. General

1. Type/ Model

a) Type: Boeing 767

b) Model: Boeing 767-300F

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A1NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class

A

3. Certifying Authority

Federal Aviation Administration (FAA)

Seattle Aircraft Certification Office

1601 Lind Avenue S.W.

Seattle, Washington 98055-4056

United States of America

4. Manufacturer

The Boeing Company

737 Logan Ave N

Renton, WA 98057-0000

United States of America

5. EASA Validation Application Date

In accordance with Regulation (EC) 1702/2003

6. FAA Type Certificate Date

22 September 1986

7. EASA Type Validation Date

17 August 2009

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

2. State of Design Airworthiness Authority Type Certification Data Sheet No.

FAA TCDS A1NM

3. FAA Certification Basis

The 767-300F Type Certification Basis includes the following requirements in addition to the 767-300 certification basis detailed above:

25.561 Amendment 25-64	Applies to seats for supernumeraries, galley and rigid barrier.
25.783 Amendment 25-72	Applies to main deck cargo door.

Exemption from FAR 25:

Exemption No. 5993	Exemption from 25.807(c)(1) and 25.857(e) - Allows for the carriage of up to seven persons including the flight crew members, when the aeroplane is equipped with a floor level exit with escape slide, and a right hand flight crew window emergency exit that is operable from the outside.
Exemption No. 5993A	Exemption from 25.809(f)(1) - Allows for the carriage of persons other than flight crew members. In lieu of an escape slide, the emergency evacuation assist means at the entry door shall be an inertial reel descent device and harness provided for each occupant. See Note below.

Equivalent Safety Findings exist with respect to the following regulations:

FAR 25.1447(c)(1) and 25.1447(c)(3) - Equipment Standards for Oxygen Dispensing Units.

Note: Exemption 5993A for the 767-300F requires that the procedures found to be acceptable during the emergency evacuation demonstration be incorporated into the approved operator's procedures. Any deviation requires coordination with FAA Seattle Aircraft Certification Office.

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003

For secondary changes, not affected areas and unrelated changes and/or features/functions, plus those requirements that are applicable to affected areas but do not contribute materially to the level of safety for the affected change (Part 21.101(b)):

EASA Validation Basis 767-300 as defined in EASA TCDS IM.A.035 Section 2

For Significant Changes/ Related Changes and/ or affected features/ functions, following Part 21.A.101, the following requirements at JAR 25 Change 13 plus Orange Papers 25/90-1 and 25/91-1 are applicable:

Main Deck Cargo Door and aft lobe large cargo door (Changed Areas only):

25.783 (Main Deck Cargo Door only)

New Strengthened Main Deck Floor, sections 41, 43, 45 & 46

FAR 25.561 (c) (2) Amendment [25-64] instead of JAR 25.561(c)(2) Change 13 for APU fuel line Section 38

For cargo barrier wall

None

Wing, local Monocoque, Keel & Wheel Well Pressure Deck Reinforcement and Landing Gear (Changed Areas only):

None

Loads and Flutter (Changed Areas only):

None

Oxygen System (Changed Areas only):

25.1439, 25.1439(a), 25.1439(b), 25.1439(b)(1) (Access to Main Deck Class E see also CRI D-2), 25.1439(b)(2) (Access to Main Deck Class E see also CRI D-2), 25.1439(b)(3), 25.1439(b)(4) (Access to

Main Deck Class E see also CRI D-2), 25.1441(b), 25.1441(c) (False indication of Flight Crew O2 availability see also
CRI D-5), 25.1441(d) (Flight Crew Mask), 25.1443, 24.1443(b), 25.1443(e) (Access to Main Deck Class E see also CRI D-2), 25.1447(a), 25.1447 (c)(1) (Courier Compt CRI

D-04), 25.1447(c)(2), 25.1447(c)(3) (Courier Compt CRI D-04, oxygen outlets
CRI F-3), 25.1449, 25.1451, 25.1453

Escape Systems (Changed Areas only):

25.801(a), 25.801(b), 25.801(d), 25.803(a), 25.803(b), 25.803(c), 25.807(a), 25.807(b), 25.807(c), 25.807(d), 25.809 (a), 25.809 (b), 25.809 (f) (1), 25.809 (f) (1) (i), 25.809 (f) (1) (ii), 25.809 (f) (1) (iii), 25.809 (h), 25.1411 (c), 25.1411 (d) (4)

Water Waste System (Changed Areas only):

25.1455, 25.607 (c), 25.611, 25.787 (c), 25.855 (a) (see also SC S-2), 25.855 (b), 25.855 (c), 25.855 (d), 25.857 (c) (3), 25.857 (e) (4), 25.1541 (a) (b), 25.1557 (a)

Environmental Control System (Changed Areas only):

25.858 (a), 25.858 (b), 25.858 (c), 25.858 (d)

Cargo System (Changed Areas only):

25.607 (c), 25.611, 25.787 (c), 25.855 (a), 25.855 (b), 25.855 (c), 25.855 (d), 25.857 (c) (3), 25.857 (e) (4), 25.1541 (a) (b), 25.1557 (a)

Galley (Changed Areas only):

25.301, 25.303, 25.305 (a), 25.305 (b), 25.305 (c), 25.307 (a), 25.365 (e), 25.365 (f), 25.365 (g), 25.561, 25.601, 25.603, 25.605, 25.609, 25.787 (a), 25.787 (b), 25.789

Fire Containment/Flammability (Changed Areas only):

25.853 (a), 25.853 (b), 25.853 (b) (1), 25.853 (b) (2), 25.853 (b) (3), 25.853 (c), 25.856 (a) (see ESF D-3),

Supernumerary seats

25.301, 25.303, 25.305 (a), 25.305 (b), 25.305 (c), 25.307 (a), 25.561 (a) (b) (c) (d), 25.562 (b), 25.562 (c), 25.562 (c) (5), 25.562 (c) (6), , 25.601, 25.603 (A), 25.603 (b), 25.605 (a), 25.605 (b), 25.609, 25.613 (a), 25.613 (b), 25.613 (c), 25.613 (e), 25.621, 25.625, 25.785 (a), 25.785 (i) (1), 25.785 (i) (3), 25.787 (a), 25.787 (b), 25.789 (a),

Payloads (Changed Areas only)

25.562 (c) (5), 25.562(c)(6), 25.562(c)(8), 25.601, 25.783 (g), 25.783 (h), 25.783 (h) (1) (2), 25.783 (j), 25.785 (a), 25.785 (b), 25.785 (c), 25.785 (d), 25.785 (e), 25.785 (g), 25.785 (h), 25.785 (k), 25.787 (a), 25.787 (b), 25.793, 25.801 (a), 25.801 (b), 25.809 (a), 25.809 (b), 25.809 (c), 25.811 (a) (courier compartment CRI D-4), 25.811 (b), 25.811 (c), 25.811 (e) (courier compartment CRI D-4), 25.811 (f), 25.811 (g), 25.812 (a) (1), 25.812 (b) (2), 25.812 (e), 25.851 (a) (5) (6), 25.853 (c), 25.853 (e), 25.853 (f), 25.857 (e) (5), 25.1411 (a), 25.1411 (b), 25.1411 (c), 25.1411 (d), 25.1411 (e), 25.1411 (f), 25.1413 (d), 25.1415 (a), 25.1415 (b), 25.1415 (c), 25.1415 (d), 25.1439 (a), 25.1447 (a), 25.1447 (c) (Courier Compartment see also CRI D-4), 25.1447 (c) (1) (Courier Compartment see also CRI D-4), 25.1541, 25.1557 (a), 25.1557 (c), 25.1561,

AFM (Changed areas only):

25.1591, 25X1591

5. All weather operation:

JAR AWO change I plus:

- Orange paper AWO 91/1,

- NPA JAR AWO 3,

- NPA JAR AWO 8

6. Special Conditions

S-02	Class E Cargo Compartment Fire Protection of Essential Systems JAR 25.Appendix F part III, JAR 25.855, FAR 25.1309
D-02	Access to Class E Cargo compartments in Flight JAR 25.855, JAR 25.857, JAR 25.1309, JAR 25.1439, JAR 25.1443
D-04	Courier Compartment JAR 25.857(e), [JAR 25.1447 (c) (1)], [JAR 25.1447 (c) (3)]
D-GEN02 PTC	Heat Release and Smoke Density (Note: to be applied to new seat installations after January 2011)
H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
	Part 21A.16(b)(3), 21A.21(c)(3), CS 25.1529 & Appendix H
INT/POL 25/7	Rapid Decompression (Structures) JAR 25.365
INT/POL 25/9	Fuel Tank Crashworthiness (Structures) JAR 25.963
NPA 25B 242	Landing Data Extrapolation
NPA 25G 255	Flight Manuals
AMJ 25X1591	Wet and Contaminated Runways

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

7. Exemptions

None

8. Elect to Comply

None

9. Equivalent Safety Findings

D-07 *	Exterior Markings JAR 25.811(f)(1)(2)
D-03	Flammability standard for thermal /acoustic insulation materials FAR 25.856(a)
F-03 *	Oxygen outlets in working areas JAR 24.1447(c)(3)

* Boeing has agreed with EASA to utilize existing EASA CRI F-03 Issue 2 and CRI D-07, both applicable to 767-400ER, for the 767-300F project

Generic ESF:

D-GEN7, Flammability Testing Hierarchy (JAR/CS 25.853(a) refers)

G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

10. Environmental Protection Requirements

Fuel Venting & Emissions: ICAO Annex 16, Volume II, chapter 3

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

The general definition of the baseline Boeing Model 767-300 is defined in the Boeing Document D019T002 Rev I dated 12/12/2008 “configuration Specification 767-300F” and in the Major Drawing Index document (also known as the Top Collector Drawing) 012T000 Rev B.

The baseline EASA validated Type Certification Configurations of the 767-300F model aircraft are the:

“General Market Freighter” aircraft LN980 VT541 defined by ASCT Revision A, Sequence 378 – ID# PAP0000001854

“Package Freighter” configuration aircraft LN979, VR266, defined by ASCT Revision B, Sequence 1 - ID#PAP0000001853

Following the EASA validation of these configurations, the EASA specific changes as included in CP6048 are required. These changes include:

1) Placard installations to address position 1st observer seat in take-off and landing (BAC27TFDE714 (qty 1) and BAC27TFDE715 (qty 2).

2) Full face oxygen mask and appropriate bottle for main cargo deck access during flight: mask p/n 10800C1F, bag p/n 232T4146-1, bottle p/n 9800-2D1A-BF23A, qty 3 Velcro straps p/n 416U1000-1000.

3) Alerting system (flashing light) on main cargo deck: increase of alerting time from 10 sec. to 20 sec or more; installation of part nr. TDH-8120-3002 (30 sec.) or TDH-8120-2002 (20sec.).

Manufactured under Production Certificate 7002.

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

3. Equipment

Refer to FAA TCDS A1NM

4. Dimensions

Length	54.94 m	(180 ft 3 in)
Wing Span	47.57 m	(156 ft 1 in)
Height	15.85 m	(52 ft 0 in)

5. Engines

Two (2) General Electric CF6-80 Turbofan Engines
Models installed: C2B6For C2B7F
For Limitations: See FAA Engine Data Sheet. E13NE or Aeroplane Flight Manual

6. Auxiliary Power Unit

Honeywell (formerly Allied Signal)
Model GTCP 331-200
Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

N/A

8. Fluids (Fuel, Oil, Additives, Hydraulics)

See approved Aeroplane Flight Manual and FAA TCDS A1NM

9. Fluid Capacities

See approved Aeroplane Flight Manual and FAA TCDS A1NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A1NM and appropriate FAA Approved Aeroplane Flight Manual

11. Flight Envelope

13,140 m (43,100 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations
All Weather Capability: Cat 3
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

12.2 Other Limitations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

13. Maximum Certified Masses (at Type Certification)

	Kilograms	Pounds
MTW	187,333	413,000
MTOW	186,880	412,000
MLW	147.871	326,000
MZFW	140.160	309.000

14. Centre of Gravity Range

See the appropriate FAA Approved Aeroplane Flight Manual and Weight and Balance Manual

15. Datum

Refer to FAA TCDS A1NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A1NM

17. Levelling Means

Refer to FAA TCDS A1NM

18. Minimum Flight Crew

Two (Pilot and Co-pilot) for all types of flight

19. Maximum Seating Capacity

Main Deck Occupancy: The total number of persons carried, including flight crew, is limited to 6.

Under the Special Condition CRI D-04, 4 persons may occupy the area just aft of the flight deck provided a seating configuration is installed that is approved for occupancy during taxi, takeoff, flight and landing. In conjunction with an approved seating configuration and the provisions of the Special Condition CRI D-04, these persons may be authorized to occupy the main deck

20. Exits

One Type A (left hand side)

21. Baggage/ Cargo Compartment

Location	Class **	Usable Volume (m^3)
Main Deck	E	11.884 cu.ft = 438.2 m^3
Lower Forward	C/E	1920 cu. ft. = 54.4 m^3
Lower Aft	C/E	2110 cu. ft. = 59.8 m^3

** VT541: Lower Compartments are Class C; unpressurized dispatch is not permitted with cargo for both Lower Compartments

VR266: Lower Compartments are Class E; unpressurized dispatch is not permitted with cargo for Main Deck and Forward Lower Compartment

22. Wheels and Tyres

Nose Assy (Qty 2)
Main Assy (Qty 8)
Speed Rating: 235 MPH

Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing 160T0001 for further details

23. ETOPS

The type design reliability and performance of this aeroplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for extended range operations when configured in accordance with Boeing Document D6T11604 “CONFIGURATION, MAINTENANCE AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION”. This finding does not constitute approval to conduct extended range operations.

24. Fuel Tank Flammability Reduction System (FRS)

Aircraft which have made their first flight after 31 December 2011 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10).

Flammability Reduction Systems have been installed on aircraft line numbers 993 and on or as modification per Service Bulletin 767-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

IV. Operating and Service Instructions

1. Aeroplane Flight Manual (AFM)

D6T11321.3JHF

2. Instructions for Continued Airworthiness and Airworthiness Limitations

CMRs

Model 767 MRB Report Document D622T001-MRBR

Life Limited Parts and required inspection intervals are listed in the FAA approved Airworthiness Limitations Section (Section 9) of the Boeing Maintenance Planning Data Document D622T001, latest revision

Structural Repair Manual – Boeing Document D634T215. rev. 44 April 15, 2009 or later

3. Service Letters and Service Bulletins:

As published by Boeing and approved by FAA.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

a. (see B767-200)

b. Required for entry into service by EU operator.

2. Flight Crew Data

a. (see B767-200)

b. Required for entry into service by EU operator.

c. Pilot Type Rating: “B757/767”.

3. Cabin Crew Data

Not applicable

VI. Notes

None

Section 5 767-300BCF (Major Design Change)

I. General

The 767-300BCF (Boeing Converted Freighter) is a 767-300 series passenger aeroplane that has been modified in accordance with FAA-approved Boeing Service Bulletins767-00-0039 to operate in a freighter configuration. These aircraft remain 767-300 series aircraft for documentation purposes on this TCDS and with regard to the applicability of airworthiness directives. Because of the magnitude of this design change, the certification basis for the changed aspects was required to be established and documented in accordance with section 21.101 (Changed Product Rule).

Paragraph numbering is consistent with that of section 2. Any paragraph not included in this section for the B767-300BCF is therefore unchanged from the B767-300 (including noise and emissions requirements).

VN191 through VN197 are not compliant to the EASA Approved Type Design, these a/c do not meet the requirements of CRI D-03 (Class E Cargo Compartments Fire Protection of Essential Systems), therefore these a/c cannot be registered in an EASA Member State without further modification.

1. Type/ Model

a) Type: Boeing 767

b) Model: Boeing 767-300BCF

2. Performance Class

A

3. Certifying Authority

Federal Aviation Administration (FAA)

Seattle Aircraft Certification Office

2200S. 216 St

Des Moines, WA98198-6547

United States of America

4. Manufacturer

The Boeing Company

737 Logan Ave N

Renton, WA 98057-0000

United States of America

5. EASA Validation Application Date

17 November 2008

In accordance with Regulation (EC) 1702/2003

6. FAA Type Certification Date

13 June 2008

7. EASA Type Validation Date

15 February 2013

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

2. FAA Type Certification Data Sheet No.

FAA TCDS A1NM

3. FAA Certification Basis

Refer to FAA TCDS A1NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003

The passenger to freighter modification is a significant product level change and the certification basis was established per Regulation (EC) 1702/2003 (21.101). For Significant Related Changes and/ or affected features/ functions CS 25-0 (Initial Issue) applies. CS-AWO also applies.

Requirements at CS 25-0

25.29	25.305	25.365	25.561	25.562	25.571
25.581	25.601	25.603	25.603	25.605	25.607
25.609	25.611	25.613	25.772	25.783	25.785
25.787	25.789	25.791	25.793	25.795	25.803
25.807	25.809	25.810	25.811	25.812	25.813
25.815	25.817	25.820	25.831	25.841	25.843
25.851	25.853	25.854	25.855	25.856	25.857
25.858	25.901	25.963(g)	25.1301	25.1307	25.1309
25.1316	25.1322	25.1351	25.1353	25.1357	25.1411
25.1415	25.1423	25.1431	25.1438	25.1439	25.1441
25.1443	25.1445	25.1447	25.1449	25.1450	25.1453
25.1529	25.1541	25.1557	25.1561	25.1581	APP F

For Secondary Changes, Not Affected Areas and Unrelated Changes and/ or affected features/ functions the EASA 767-300 TCDS (EASA TCDS IM.A.035) applies.

5. Special Conditions

C-01	Fuel tank Structural Integrity/ Fuel Tank Access Covers
D-GEN02 PTC	Heat Release and Smoke Density (Note: to be applied to new seat installations after January 2011)
D-02	Courier Compartment
D-03	Class E Cargo Compartments Fire Protection of Essential Systems
D-04	Fire Resistance of Thermal Insulation Material
F-01	Access to Class E Cargo Compartment in Flight
H-01	Enhanced Airworthiness Programme for Aeroplane Systems -ICA on EWIS

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

6. Elect to Comply Airworthiness Standards

Boeing has elected to comply with a later amendment of CS25 for the B767-300BCF for the requirements listed below.

Requirements at CS 25 amendment 4

25.783 Doors and Mechanical Systems

7. Equivalent Safety Findings

D-05Smoke Detection in Lower Lobe Cargo Compartment

Generic ESF:

D-GEN7, Flammability Testing Hierarchy (JAR/CS 25.853(a) refers)

G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

8. Reversions

C-03Emergency Landing Conditions (APU Fuel Line)

C-04Residual Strength Evaluation of Pressurised Cabins

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

FAA-approved Boeing Service Bulletins767-00-0039

2. Maximum Certified Masses (at Type Certification)

The following increased weights have been certified for the 767-300 Boeing Converted Freighter (BCF)

	Kilograms	Pounds
MTW	187,333	413,000
MTOW	186,880	412,000
MLW	147,871	326,000
MZFW	140,160	309,000

3. Maximum Seating Capacity

Maximum Passenger Capacity 0 (Zero) Passengers. Up to 4 (four) Supernumeraries within the Extended Flight Deck.

4. Baggage/ Cargo Compartment

Location	Class	Usable Volume (m^3)
Main Deck	E	16000 cu. ft = 453.07 m^3
Forward	E	2500 cu. ft. = 70.75 m^3
Aft	E	2270 cu. ft. = 64.24 m^3
Bulk	E	341 cu. ft. = 9.65 m^3

Section 6 767-400ER

I. General

1. Type/ Model

a) Type: Boeing 767

b) Model: Boeing 767-400ER

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A1NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class

A

3. Certifying Authority

Federal Aviation Administration (FAA)

Seattle Aircraft Certification Office

2200S. 216 St

Des Moines, WA98198-6547

United States of America

4. Manufacturer

The Boeing Company

737 Logan Ave N

Renton, WA 98057-0000

United States of America

5. FAA Certification Application Date

14 January 1997

6. JAA Validation Application Date

14 January 1997

(Reference date for EASA validation)

7. FAA Type Certification Date

20 July 2000

8. EASA Type Validation Date

24 July 2000

(TC issued by ENAC Italy, JAA recommendation 24 July 2000)

II. Certification Basis

1. Reference Date for determining the applicable requirements

14 January 1997

2. FAA Type Certification Data Sheet No.

FAA TCDS A1NM

3. FAA Certification Basis

Refer to FAA Type Certification Data Sheet No. A1NM

4. JAA Airworthiness Requirements

Applicable JAR Requirements at the Reference Date

JAR-25 Change 14 (Effective 27 May 1994)

Orange Paper 96/1 (Effective 19 April 1996)

except for the reversions to earlier requirements as listed below

JAR-AWO Change 2 (Effective 1 August 1996)

5. JAA Elect to Comply Airworthiness Standards:

Boeing has elected to comply with the following NPA's:

NPA 25C-199:	Interaction of Systems and Structure
NPA 25B-215:	Stall and Stall Warning Speeds and Manoeuvre Capability
NPA 25D-218	Doors
NPA 25F-219	Flight in Icing Conditions
NPA 25B, C, D-236:	Vibration, Buffet and Aeroelastic Stability
NPA 25B-240	Landing in Abnormal Configurations
NPA 25B,D,G-244	Accelerate Stop Distances and Related Performance Matters
NPA 25J-246	APU Instruments and Limitations
NPA 25C-247:	Yawing Manoeuvring Conditions
NPA 25G-255	Aeroplane Flight Manual
NPA 25C-260 & 282	Loads
NPA 25C-271	Fatigue Safe-life Scatter Factors
NPA 25D-275:	Towbarless Towing, Nose Wheel Steering
NPA AWO-2:	Autoland Distance
NPA AWO 5:	CAT II Go-Around Performance
NPA AWO 8	Longitudinal Touchdown Performance Limit and Deletion of MABH
NPA AWO 10	Flight Manual RVR Limits and Structural Limit Loads

Special Conditions

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

D-GEN02 PTC	Heat Release and Smoke Density (Note: to be applied to new seat installations after January 2011)

H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

The following JAA Special Conditions have been applied.

JAA/767-400ER/SC/CRI D-09	Towbarless Towing, Nose Wheel Steering (INT/POL/25/6 Issue 1)
JAA/767-400ER/SC/CRI F-01	Protection from the effects of HIRF (JAA Interim Policy INT/POL/25/2 Iss1)
JAA/767-400ER/SC/CRI F-02	Lightning Protection, Direct Effects (JAA Interim Policy INT/POL/25/3)
JAA/767-400ER/ND/CRI F-05	EGPWS

6. Exemptions

The following exemption has been granted.

JAA/767-400ER/EX/CRI D-03	Hydraulic System Proof Pressure Testing Partial Exemption from JAR 25.1435(b)(1)

7. Reversions

The following reversions from the defined certification basis have been granted:

A-11-01	Pressurised Compartment Loads JAR 25.365(e)(2), Reversion to FAR 25.365(e)(2) Amdt 25-54
A-11-02	Static Ground Load Conditions (Jacking) JAR 25X519(b)(2), Reversion to FAR 25.519(b)(2) Amdt 25-0
A-11-03	Front Row HIC (Emergency Landing Dynamic Conditions) JAR 25.562(c)(5), (6), Reversion to FAR 25.562(c)(5), (6) Amdt 25-64
A-11-04	Damage Tolerance JAR 25.571, Reversion to FAR 25.571 Amdt 25-45
A-11-08	Doors JAR 25.783, Reversion to FAR 25.783 Amdt 25-23
A-11-11	Powerplant and APU Safety Assessments JAR 25.901(c)/25A901(c), Reversion to FAR 25.901(c), Amdt 25-46
A-11-12	Engine Rotor Non-Containment JAR 25.903(d), Reversion to FAR 25.903(d) Amdt 25-40
A-11-13	Fuel Tank Access Covers JAR 25.963(g), Reversion to FAR 25.963(e) Amdt 25-69
A-11-14	Equipment, Systems and Installations JAR 25.1309, Reversion to FAR 25.1309 Amdt 25-41
A-11-15	Systems Lightning Protection JAR 25.1316, Reversion to FAR 25.1316 Amdt 25-80
A-11-16	Ice Protection, Flight Deck Indication

	JAR 25.1419(c), Reversion to FAR 25.1419(c) Amdt 25-23
A-11-17	Pressurisation and Low Pressure Pneumatic System
	JAR 25.1438, Reversion to FAR 25.1438 Amdt 25-41

8. Equivalent Safety Findings

The following Equivalent Safety Findings have been granted:

JAA/767-400ER/ES/CRI B-01	Overspeed Warning
	Equivalent Safety with JAR 25.1303(c)(1)
JAA/767-400ER/ES/CRI B-04	Take-off Speeds, Vmu
	Equivalent Safety with JAR 25.1078(d)(e)(1)(iv)
JAA/767-400ER/ES/CRI C-08	Material Strength Properties and Design Values
	Equivalent Safety with JAR 25.613
JAA/767-400ER/ES/CRI D-07	Exterior Exit Markings
	Equivalent Safety with JAR 25.811 (f)
JAA/767-400ER/ES/CRI D-08	Pneumatic Systems - High Pressure
	Equivalent Safety with JAR 25X1436
JAA/767-400ER/ES/CRI E-01	Engine FADEC
	Equivalent Safety with JAR 25.901(b)(1)(ii)
JAA/767-400ER/ES/CRI E-02	Thrust Reversers
	Equivalent Safety with JAR 25.901(c) and 933(a)
JAA/767-400ER/ES/CRI E-04	Fan Cowl Flammable Fluid Zone
	Equivalent Safety with JAR 25.1181(a)(6)
JAA/767-400ER/ES/CRI F-03	Oxygen Outlets in Work Areas
	Equivalent Safety with JAR 25.1447(c)(3)
JAA/767-400ER/ES/CRI F-04	Maximum Intensities in Overlapping Beams, Forward and Rear Position Lights
	Equivalent Safety with JAR 25.1395
JAA/767-400ER/ES/CRI F-11	FMCS Hazardously Misleading Navigation Information
	Equivalent Safety with JAR 25.1309 (AMJ25-11)
JAA/767-400ER/ES/CRI J-01	APU Instruments and Limitations
	Equivalent Safety with JAR 25A1305(a)(2), 25D1305(a)(1), (a)(2), (a)(3), 25A1521, 25.1522 and 25A1549
JAA/767-400ER/ES/CRI J-02	APU Compartment Cowlings
	Equivalent Safety with JAR 25A1193(e)(3)

Generic ESF:

D-GEN7, Flammability Testing Hierarchy (JAR/CS 25.853(a) refers)

G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

9. Environmental Protection Requirements

Noise: ICAO Annex 16, Volume I (Third Edition)

Fuel: ICAO Annex 16, Volume II (Second Edition)

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

Defined by Boeing Top Drawing No. 967T0001, Rev. BF, dated 19 May 2000

Manufactured under Production Certificate 700

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

3. Equipment

Refer to FAA TCDS A1NM

4. Dimensions

Length	51.9 m	(170 ft 4 in)
Wing Span	61.4 m	(201 ft 4 in)
Height	16.8 m	(55 ft 1 in)
Wing Area	291 m^2	(3130 ft^2)

5. Engines

Two (2) General Electric CF6-80C2B8F Turbofan Engines

Models installed: CF6-80C2B8F

Limitations: See FAA Engine Data Sheet No. E13NE or Aeroplane Flight Manual

6. Auxiliary Power Unit

Allied Signal Model 331-400B

Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

N/A

8. Fluids (Fuel, Oil, Additives, Hydraulics)

See approved Aeroplane Flight Manual and FAA TCDS A1NM

9. Fluid Capacities

See approved Aeroplane Flight Manual and FAA TCDS A1NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A1NM and appropriate FAA Approved Aeroplane Flight Manual

11. Flight Envelope

13,140 m (43,100 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations
All Weather Capability: Cat IIIB
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

12.2 Other Limitations
See the appropriate FAA Approved Aeroplane Flight Manual and FAA TCDS A1NM

13. Maximum Certified Masses (at Type Certification)

	Kilograms	Pounds
MTW	204,569	451,000
MTOW	204,116	450,000
MLW	158,757	350,000
MZFW	149,685	330,000

14. Centre of Gravity Range

See the appropriate FAA Approved Aeroplane Flight Manual and Weight and Balance Manual

15. Datum

Refer to FAA TCDS A1NM

16. Mean Aerodynamic Chord (MAC)

6.03 m (273.47 in)

17. Levelling Means

Refer to FAA TCDS A1NM

18. Minimum Flight Crew

Two (Pilot and Co-pilot) for all types of flight

19. Maximum Seating Capacity

0 (Zero) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 375.
See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

20. Exits

	Type	Size mm (inches)
1. Two Passenger Entry/Service Doors- Left & Right Side (Forward Cabin)	A	1067x1880 (42x74)
2. Two Passenger Entry/Service Doors- Left & Right Side (Mid Cabin)	A	1067x1880 (42x74)
3. Two Emergency Exits -Left & Right Side	Type I	610x1524 (24 x 60)
4. Two Passenger	A	1067x1880 (42x74)

Entry/Service Doors- Left & Right Side (Aft Cabin)		

Additionally, for crew emergency evacuation purposes, the following exits are available on both sides:

Openable Flight deck Window	Flight Crew Emergency Exit	Approximate Size; 451 mm X 635 mm X 559 mm 17.75 in X 25 inches (top) X 22 in (bottom)

Baggage/ Cargo Compartment

Location	Class	Usable Volume (m^3)
Forward	C	88.4.
Aft	C, Not approved by JAA	79.9.
Bulk	C	9.6.

21. Wheels and Tyres

Nose Assy (Qty 2)
Tyre: H37x14-15/22 PR and 24 PR
Wheel:S160T200-31 (ALS)

Main Assy (Qty 12)
Tyre: 50 x 22-R22 / 32 PR
Wheel: S294W511-270(ALS) /-370(BFG)

Speed Rating: 235 MPH

22. ETOPS

ETOPS capability of the Type Design for 180 minutes has been accepted by the JAA team (CRI G-01 refers) if compliance is demonstrated with the configuration requirements of Boeing Document number D6T11604.

23. Fuel Tank Flammability Reduction System (FRS)

Aircraft which have made their first flight after 31 December 2011 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10).

Flammability Reduction Systems have been installed on aircraft line numbers 993 and on or as modification per Service Bulletin 767-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

IV. Operating and Service Instructions

1. Aeroplane Flight Manual (AFM)

The JAA approved AFM at the time of Type Certification was Boeing Document D631T001.J00, Amendment 5, dated 14 July 2000. Individual aircraft versions of the document D631T001.J00 will be identified with a 3 digit suffix code. For aeroplanes delivered to EASA standards these versions of the AFM are approved by

the EASA using post TC Procedures, and will contain a statement that they are EASA approved.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Maintenance Manual, Document No. D634T101.

Maintenance Review Board Report, Rev E3 of report released 2 August 1999, and any later approved revision.

Airworthiness Limitations and Certification Maintenance Requirements:

767-400ER Maintenance Planning Document (MPD) Section 9 Ref: D622T001-9, April 2000, and any later revisions thereof.

Structural Repair Manual, Document, D634T225, Rev. New, and any later approved revision.

3. Service Letters and Service Bulletins:

As published by Boeing and approved by FAA.

V. Operating Suitability Data (OSD)

1. Master Minimum Equipment List

a. (see B767-200)

b. Required for entry into service by EU operator.

2. Flight Crew Data

a. (see B767-200)

b. Required for entry into service by EU operator.

c. Pilot Type Rating: “B757/767”.

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

Required for 767s (passenger versions), built after 27 January 2014.

VI. Notes

1. Cabin Interior and Seating Configuration must be approved.
2. Additional information is provided in FAA Type Certificate Data Sheet A1NM

Section 7 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AWO	All Weather Operations
CFR	Code of Federal Regulations
EASA	European Union Aviation Safety Agency
EC	European Commission
ES	Equivalent Safety Finding
EWIS	Enhanced Wiring Interconnection System
EX	Exemption
FAA	Federal Aviation Administration
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organisation
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
NPA	Notice of Proposed Amendment
PW	Pratt & Whitney
RR	Rolls Royce
SC	Special Condition
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise

II. Type Certificate Holder Record

TCH Record	Period
The Boeing Company 737 Logan Ave N Renton, WA 98057-0000 United States of America	Present.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	24 November 2023	Incorporation of EASA TCDS EASA.IM.A.035 at revision 08 dated 15 December 2015. Boeing and FAA physical addresses updated. Annotation about customer-specific codes added in Type/Model paragraphs. Post-TC Special Condition (SC) F-GEN-11, non-rechargeable Lithium Batteries Installations, added for 767-200 series, -300() series and -400 series aeroplanes. ESF G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design added for 767-200 series, -300() series and -400 series aeroplanes. ESF D-GEN7, Flammability Testing Hierarchy added for 767-300 series. Warning about unapproved combination of engine configurations for PW4000 series engines added for 767-200 series, -300 series and -400 series aeroplanes. Reference to MMEL Rev.6 added. Reference to TCDS for APU deleted.	Issue 1 24 November 2023
2	19 December 2024	Section 2.III.5 added engine type CF6-80C2B2F applicability with 767-200.	Issue 1 24 November 2023

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