

European Aviation Safety Agency

EASA TYPE-CERTIFICATE DATA SHEET

Boeing 767

Manufacturer: Boeing

The Boeing Company
P.O. Box 3707
Seattle, WA 98124-2207
USA

For variants:

767-200
767-300
767-300F
767-400ER

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SECTION 1: GENERAL (ALL VARIANTS)

1. **Data Sheet No:** IM.A.035
2. **Airworthiness Category:** Large Transport Airplanes
3. **Performance Category:** A
4. **Certifying Authority:** Federal Aviation Administration (USA)
(Address) Seattle Aircraft Certification Office,
1601 Lind Avenue S.W.
Renton, WA 98055-4056
United States of America
5. **Type Certificate Holder:** The Boeing Company
(Address) P.O. Box 3707
Seattle, WA 98124-2207
United States of America

6. **ETOPS:**

6.1 767-200 / -300 / -300F

The type design reliability and performance of this airplane 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 and -300 is determined by NAA operating policies.

6.2 767-400ER

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.

7 **NOTE:**

The 767-200 and -300 series were not subject to a validation by JAA prior to EASA, therefore they are accepted by EASA under the provisions of EU Regulation 1702/2003.

The 767-400ER was the subject of a JAA validation; this TCDS replaces JAA TCDS JAA/25/00-24.

SECTION 2 (-200 VARIANT)

I. General

1. **Aircraft:** Boeing 767-200
2. **EASA Validation Date:** 3 February 1984
(First TC issued within EU MS by CAA UK)

II. Certification Basis

1. **FAA Certification Date:** 30 July 1982
2. **FAA Certification Basis:** Refer FAA Type Certificate Data Sheet No. A1NM
3. **EASA Validation Basis:**

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); and Amendment 42 (Section 25.109). 25.345 Amendment 46,
25.351(a) Amendment 46, 25.629 Amendment 46, FAR 25.697 Amendment 46,
FAR 25.733 Amendment 49, FAR 25.803, Amendment 46, FAR 25.901(d)
Amendment 46, FAR 25.1103(a), (b)(2),(d), (e), (f) Amendment 46, FAR 25.1142
Amendment 46, FAR 25.1522 Amendment 46, 25.365(e)(1), (2) Amendment 54.

Noise ICAO Annex 16, Volume I
Special Federal Aviation Regulation 27.

4. **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

5. **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.

6. 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
 - 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 (Several) Use of 1-g stall speed (non-structural Sections) for some increased gross weight 767-200 airplanes

III. Technical Characteristics and Operational 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. **Dimensions:**

Length	48.51 m	(159 ft 2 in)
Span	47.57 m	(156 ft 1 in)
Height	15.85 m	(52 ft)
4. **Engines:**

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

Two (2) Pratt and Whitney PW4000 Turbofan Engines

Models Installed: PW4056, PW4060A

For limitations see FAA data sheet no E24NE or Airplane Flight Manual

- 5. **Auxiliary Power Unit:** Garrett GTCP 331-200
Limitations: Refer to the APU TCDS / TSO.
- 6. **Propellers:** N/A
- 7. **Fuel:** Refer to applicable approved manuals
- 8. **Oil:** Refer to applicable approved manuals
- 9. **Air Speeds:** See Airplane Flight Manual
- 10. **Maximum Operating Altitude:** 13,140 m (43,100 ft) pressure altitude
- 11. **All Weather Capability:** Cat 3
- 12. **Maximum Certified Weights:** (At Type Certification)

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

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

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

- 13. **Centre of Gravity:** See Airplane Flight Manual
- 14. **Datum:** See Weights and Balance Manual
- 15. **Mean Aerodynamic Cord.** See Weights and Balance Manual
- 16. **Levelling Means:** See Airplane Flight Manual
- 17. **Minimum Flight Crew:** Two (2): Pilot and Co-pilot, for all types of flight
- 18. **Maximum Seating Capacity:** Maximum Passenger Capacity 0 (Zero) Passengers
Note: The maximum number of passengers approved for emergency evacuation is dependant on door configuration, see 19 below. See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.
- 19. **Exits:**

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

20. **Baggage/Cargo Compartment: See Weights and 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

21. **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

IV Operating and Service Instructions

1. **Flight Manual:**

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. **Mandatory Maintenance Instructions:**

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.

4. **Required Equipment:**

All equipment as prescribed in Section II (Certification Basis) above must be installed in the aircraft.

V Notes

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

SECTION 3 (- 300 VARIANT)

I. General

1. **Aircraft:** Boeing 767-300
2. **EASA Validation Date:** 30 April 1988
(First TC issued within EU MS by Austro Control)

II. Certification Basis

1. **FAA Certification Date:** 22 September 1986
2. **FAA Certification Basis:** Refer to FAA Type Certificate Data Sheet No. A1NM
3. **EASA Validation Basis**

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); and Amendment 42 (Section 25.109).
25.345 Amendment 46, 25.351(a) Amendment 46, 25.629 Amendment 46, FAR
25.697 Amendment 46, FAR 25.733 Amendment 49, FAR 25.803, Amendment 46,
FAR 25.901(d) Amendment 46, FAR 25.1103(a), (b)(2), (d), (e), (f) Amendment
46, FAR 25.1142 Amendment 46, FAR 25.1522 Amendment 46, 25.365(e)(1), (2)
Amendment 54.

Noise ICAO Annex 16, Volume I
Special Federal Aviation Regulation 27.

4. **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

5. 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.

6. 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
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)

III. Technical Characteristics and Operational Limitations

1. **Production Basis:** Manufactured under Production Certificate 700
2. **Design Standard:** Boeing Top Collector Drawing No. 012T000
3. **Description:** Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.
4. **Dimensions:**

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

5. **Engines:** Two (2) Pratt & Whitney JT9D-7 Turbofan Engines
Models installed JT9D-7R4D, -7R4E, -7R4E4
 For Limitations see FAA Engine TCDS E3NE or Airplane Flight manual.
- Two (2) Pratt & Whitney PW4000 Turbofan Engines
Models installed: PW4056, 4060 or 4062
 For Limitations: See FAA Engine Data Sheet E24NE or Airplane Flight Manual
- 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 Airplane 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 Airplane Flight Manual
6. **Auxiliary Power Unit:** Allied Signal Model 331-200
 Limitations: Refer to the APU TCDS / TSO
7. **Propellers:** N/A
8. **Fuel:** Refer to applicable approved manuals
9. **Oil:** Refer to applicable approved manuals
10. **Air Speeds:** See Airplane Flight Manual
11. **Maximum Operating Altitude:** 13,140 m (43,100 ft) pressure altitude
12. **All Weather Capability:** Cat 3
13. **Maximum Certified Weights:** (At Type Certification)
- | | <u>Pounds</u> | <u>Kilograms</u> |
|------|---------------|------------------|
| MTW | 409,000 | 185,519 |
| MTOW | 407,000 | 184,612 |
| MLW | 320,000 | 145,149 |
| MZFW | 288,000 | 130,634 |
- The following increased weights have been certified for the 767-300 post TC
- | | | |
|------|---------|---------|
| MTW | 413,000 | 187,333 |
| MTOW | 412,000 | 186880 |
| MLW | 320,000 | 145149 |
| MZFW | 295,000 | 133809 |
14. **Centre of Gravity:** See Airplane Flight Manual
15. **Datum:** See Weights and Balance Manual
16. **Mean Aerodynamic Cord (MAC):** See Weights and Balance Manual
17. **Levelling Means:** See Airplane Flight Manual

18. **Minimum Flight Crew:** Two (Pilot and Co-pilot) for all types of flight
19. **Maximum Seating Capacity:** Maximum Passenger Capacity 0 (Zero) Passengers
Note: The maximum number of passengers approved for emergency evacuation is dependant on door configuration, see 20 below. See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

20. **Exits:**

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

21. **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

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

IV. Operating and Servicing Instructions

1. **Flight Manual:**

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. **Mandatory Maintenance Instructions:**

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.
4. **Required Equipment:** All equipment as prescribed in Section II (Certification Basis) above must be installed in the aircraft.

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 (- 300F VARIANT)

I. General

1. **Aircraft:** Boeing 767-300F
2. **EASA Validation Date:** 17 August 2009

II. Certification Basis

1. **FAA Certification Date:** 22 September 1986
2. **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 airplane 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.

3. EASA Validation Basis

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 3

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

4. **All weather operation:**

JAR AWO change I plus:

- Orange paper AWO 91/1,
- NPA JAR AWO 3,
- NPA JAR AWO 8

5. **EASA Special Condition:**

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)]
H-01	Instructions for Continued Airworthiness for Electrical Wiring Interconnection Systems (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

6. **EASA "Elect to Comply" Airworthiness Standards:**

None.

7. **EASA Exemptions:**

None.

8. **EASA 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

9. **EASA Environmental Standards:**

- Noise: ICAO Annex 16 Volume I,
- Fuel venting and Emissions: ICAO Annex 16 Volume II,

III. Technical Characteristics and Operational Limitations

1. **Production Basis:** Manufactured under Production Certificate 7002.

Design Standard:

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) SB nr. TBD.
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. SB nr tbd.
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.). SB nr. TBD.

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

4. **Dimensions:**
- | | | |
|--------|---------|---------------|
| Length | 54.94 m | (180 ft 3 in) |
| 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 Airplane Flight Manual

6. **Auxiliary Power Unit:** Honeywell (formerly Allied Signal)
Model GTCP 331-200
Limitations: Refer to the APU TCDS / TSO
7. **Propellers:** N/A
8. **Fuel:** Refer to applicable approved manuals
9. **Oil:** Refer to applicable approved manuals
10. **Air Speeds:** See Airplane Flight Manual
11. **Maximum Operating Altitude:** 13,140 m (43,100 ft) pressure altitude
12. **All Weather Capability:** Cat 3
13. **Maximum Certified Weights:** (At Type Certification)

	<u>Pounds</u>	<u>Kilograms</u>
MTW	413,000	187,333
MTOW	412,000	186,880
MLW	326,000	147.871
MZFW	309.000	140.160
14. **Centre of Gravity:** See Airplane Flight Manual
15. **Datum:** See Weights and Balance Manual
16. **Mean Aerodynamic Cord (MAC):** See Weights and Balance Manual
17. **Levelling Means:** See Airplane Flight Manual
18. **Minimum Flight Crew:** Two (Pilot and Co-pilot) for all types of flight
19. **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 (lefthand 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

IV. Operating and Servicing Instructions

1. **Flight Manual:** D6T11321.3JHF

2. **Mandatory Maintenance Instructions:**

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.
4. **Required Equipment:** All equipment as prescribed in Section II (Certification Basis) above must be installed in the aircraft.

V Notes

SECTION 5 (-400ER VARIANT)

I. General

1. **Aircraft:** Boeing 767-400ER
2. **JAA Validation Application Date:** 14 January 1997
(Reference date for EASA validation)
3. **EASA Validation Date:** 24 July 2000
(TC issued by ENAC Italy, JAA recommendation 24 July 2000)

II. Certification Basis

1. **Reference Date for FAA Certification:** 14 January 1997
2. **FAA Certification Date:** 20 July 2000
FAA Type Certificate Data Sheet No. 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 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

6. 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

7. JAA Special Conditions:

The following 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

8. JAA 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)

9. JAA 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)

10. JAA Environmental Standards:

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

III. Technical Characteristics and Operational Limitations

1. **Production Basis:** Manufactured under Production Certificate 700
2. **Design Standard:** Defined by Boeing Top Drawing No. 967T0001, Rev. BF, dated 19 May 2000.
3. **Description:** Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.
4. **Dimensions:**

Length	51.9 m	(170 ft 4 in)
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 Airplane Flight Manual
6. **Auxiliary Power Unit:** Allied Signal Model 331-400B
Limitations: Refer to the APU TCDS / TSO
7. **Propellers:** N/A
8. **Fuel:** Refer to applicable approved manuals
9. **Oil:** Refer to applicable approved manuals
10. **Air Speeds:** See Airplane Flight Manual

- 11. **Maximum Operating Altitude:** 13,140 m (43,100 ft) pressure altitude
- 12. **All Weather Capability:** Cat IIIB
- 13. **Maximum Certified Weights:**

	<u>Pounds</u>	<u>Kilograms</u>
MTW	451,000	204,569
MTOW	450,000	204,116
MLW	350,000	158,757
MZFW	330,000	149,685
- 14. **Centre of Gravity:** See Airplane Flight Manual
- 15. **Datum:** See Weights and Balance Manual
- 16. **Mean Aerodynamic Cord (MAC):** 6.03 m (273.47 in)
- 17. **Levelling Means:** See Airplane Flight Manual
- 18. **Minimum Flight Crew:** Two (Pilot and Co-pilot) for all types of flight
- 19. **Maximum Passenger 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 Entry/Service Doors- Left & Right Side (Aft Cabin)	A	1067x1880 (42x74)

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)
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21. **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.

22. **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

IV. Operating and Servicing Instructions

1. **Flight Manual:**

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. **Mandatory Maintenance Instructions:**

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.
4. **Required Equipment:** All equipment as prescribed in Section II (Certification Basis) above must be installed in the aircraft.

V Notes

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

SECTION 6: ADMINISTRATIVE

Change Record

Issue	Date	Changes	TC issue
Issue 03	10/03/2011	Inclusion of B767-300F (Section 4)	