



## ***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET**

No. IM.A.205

**for**  
Boeing 757

**Type Certificate Holder:**  
The Boeing Company

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

**Airworthiness Category: Large Aeroplanes**

For Models: 757-200  
757-200PF  
757-300

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## **SECTION 1: 757-200**

### **I. General**

- |                                       |   |
|---------------------------------------|---|
| 1. Type/ Model/ Variant               | 757-200   |
| 2. Performance Class                  | A   |
| 3. Certifying Authority               | Federal Aviation Administration (FAA)<br>Seattle Aircraft Certification Office<br>1601 Lind Avenue S.W.<br>Seattle, Washington 98055-4056<br>United States of America |
| 4. Manufacturer                       | The Boeing Company<br>P.O. Box 3707<br>Seattle, Washington 98124-2207<br>United States of America   |
| 5. FAA Certification Application Date | 28 February 1978  |
| 6. EASA Validation Application Date   | In accordance with Regulation<br>(EC) 1702/2003   |
| 7. FAA Type Certification Date        | 21 December 1982  |
| 8. EASA Type Validation Date          | 03 February 1984  |

### **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 A2NM
3. FAA Certification Basis  
Refer to FAA TCDS A2NM
4. EASA Airworthiness Requirements  
In accordance with Regulation (EC) 1702/2003.  
FAA Certification Basis Refer to FAA TCDS A2NM
5. Special Conditions  
Adopted FAA Special Conditions see FAA TCDS A2NM

SECTION 757-200 - continued

6. Exemptions

Adopted FAA Exemptions see FAA TCDS A2NM

7. Deviations

Adopted FAA Deviations see FAA TCDS A2NM

8. Equivalent Safety Findings

Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

9. Environmental Protection Requirements

Noise: ICAO Annex 16, Volume I

Fuel Venting & Emissions: ICAO Annex 16, Volume II

**III. Technical Characteristics and Operating Limitations**

1. Type Design Definition

Refer to FAA TCDS A2NM

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 A2NM

4. Dimensions

|           |         |                 |
|-----------|---------|-----------------|
| Length    | 47.32 m | (155 ft 3 ins)  |
| Wing Span | 38.02 m | (124 ft 10 ins) |
| Height    | 13.74 m | (45 ft 1 ins)   |

5. Engines

Two (2) Rolls-Royce Turbofan Engines RB211-535C-37 or RB211-535E4-37  
or RB211-535E4-B-37

Engine data sheet: FAA TCDS E12EU

Or

Two (2) Pratt and Whitney Turbofan Engines PW2040 or PW2037

Engine data sheet: FAA TCDS E17NE

SECTION 757-200 - continued

For limitations see engine datasheet, airplane data sheet (A2NM) and Airplane Flight Manual

For engine operating limits see CAA-UK Engine Type Certificate Data Sheet No. 1044 for Rolls Royce RB211-535C-37, RB211-535E4-37, or RB211-535E4-B-37 engine; TC Data Sheet No. E17NE for the Pratt & Whitney PW2037, PW2037(M) or PW2040, or the EASA-approved Airplane Flight Manual. Except for Rolls Royce RB211-535-C-37 engine, the normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the EASA approved Airplane Flight Manual.

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER  
Limitations: Refer to the APU TCDS / TSO

7. Reserved

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

Refer to applicable approved manuals and FAA TCDS A2NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A2NM

10. Airspeed Limitations

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved Airplane Flight Manual.

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

13. Maximum Certified Masses

13.1 Aircraft Line Numbers 1 through 124\*

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 109315           | 241000        |
| MTOW | 108862           | 240000        |
| MLW  | 90000            | 198400        |
| MZFW | 83500            | 184100        |

SECTION 757-200 - continued

13.1 Aircraft Line Numbers 125 through 209\*

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 116119           | 256000        |
| MTOW | 115893           | 255500        |
| MLW  | 90000            | 198400        |
| MZFW | 83500            | 184100        |

13.2 Aircraft Line Numbers 210 through 299 with Rolls Royce Engines\*

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 116119           | 256000        |
| MTOW | 115893           | 255500        |
| MLW  | 95254            | 210000        |
| MZFW | 84368            | 186000        |

13.3 Aircraft Line Numbers 210 through 299 with Pratt and Whitney Engines\*

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 116119           | 256000        |
| MTOW | 115893           | 255500        |
| MLW  | 95254            | 210000        |
| MZFW | 84368            | 186000        |

13.4 Aircraft Line Numbers 300 and above\*

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 116119           | 256000        |
| MTOW | 115893           | 255500        |
| MLW  | 95254            | 210000        |
| MZFW | 90718            | 200000        |

\*Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

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

15. Datum

Refer to FAA TCDS A2NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

SECTION 757-200 - continued

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2): Pilot and Co-pilot

19. Maximum Seating Capacity

Refer to FAA TCDS A2NM

20. Baggage/Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

22. Reserved

**IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

Boeing Document No. D631N001 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by RB211-535C-37 engines.

Boeing Document No. D631N002 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by PW 2037 and PW 2040 engines.

Boeing Document No. D631N005 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by RB211-535E4-37 and RB211-535E4-B-37 engines.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document

3. Weight and Balance Manual (WBM)

Boeing Document No. D043N302, Weight and Balance Manual

**V. Notes**

Refer to FAA TCDS A2NM for applicable notes

## **SECTION 2: 757-200PF**

### **I. General**

- |                                       |   |
|---------------------------------------|---|
| 1. Type/ Model/ Variant               | 757-200PF   |
| 2. Performance Class                  | A   |
| 3. Certifying Authority               | Federal Aviation Administration (FAA)<br>Seattle Aircraft Certification Office<br>1601 Lind Avenue S.W.<br>Seattle, Washington 98055-4056<br>United States of America |
| 4. Manufacturer                       | The Boeing Company<br>P.O. Box 3707<br>Seattle, Washington 98124-2207<br>United States of America   |
| 5. FAA Certification Application Date | 23 April 1985   |
| 6. EASA Validation Application Date   | In accordance with Regulation (EC)<br>1702/2003   |
| 7. FAA Type Certification Date        | 03 September 1987   |
| 8. EASA Type Validation Date          | 17 September 1991   |

### **II. Certification Basis**

- Reference Date for determining the applicable requirements  
In accordance with Regulation (EC) 1702/2003
- FAA Type Certification Data Sheet No.  
FAA TCDS – A2NM
- FAA Certification Basis  
Refer to FAA TCDS A2NM
- EASA Airworthiness Requirements  
In accordance with Regulation (EC) 1702/2003  
Refer to FAA TCDS A2NM
- Special Conditions  
Adopted FAA Special Conditions see FAA TCDS A2NM

SECTION 2: 757-200PF - continued

6. Exemptions

Adopted FAA Exemptions see FAA TCDS A2NM

7. Reserved

8. Equivalent Safety Findings

Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

9. Environmental Protection Requirements

Noise: ICAO Annex 16, Volume I

Fuel Venting & Emissions: ICAO Annex 16, Volume II

**III. Technical Characteristics and Operating Limitations**

1. Type Design Definition

Refer to FAA TCDS A2NM

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. The Model 757-200PF (Package Freighter) is a derivative of the Model 757-200 and is designed for commercial transportation of palletized and bulk cargo

3. Equipment

Refer to FAA TCDS A2NM

4. Dimensions

|           |         |                |
|-----------|---------|----------------|
| Length    | 47.32 m | (155 ft 3 ins) |
| Wing Span | 38.02 m | (124 ft 0 ins) |
| Height    | 13.74 m | (45 ft 1 ins)  |

5. Engines

2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2040

Engine data sheet: FAA TCDS E17NE

Or

2 Rolls-Royce RB211-535E4-37, 2 Rolls Royce RB211-535E4-B-37

Engine data sheet: FAA TCDS E12EU

Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility

SECTION 2: 757-200PF - continued

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER  
Limitations: Refer to the APU TCDS / TSO

7. Reserved

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

Refer to applicable approved manuals and FAA TCDS A2NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A2NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved Airplane Flight Manual

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

13. Maximum Certified Masses

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 116119           | 256000        |
| MTOW | 115892           | 255500        |
| MLW  | 95254            | 210000        |
| MZFW | 90718            | 200000        |

Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

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

15. Datum

Refer to FAA TCDS A2NM

SECTION 2: 757-200PF - continued

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2) pilot and co-pilot

19. Maximum Seating Capacity

Refer to FAA TCDS A2NM

20. Baggage/ Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

22. Reserved

**IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

Boeing Document No. D631N002 is the basic FAA-Approved Flight Manual for Model 757-200PF airplanes powered by Pratt &Whitney PW2037 and PW2040 engines.

Boeing Document No. D631N005 is the basic FAA-Approved Flight Manual for Model 757-200PF powered by RB211-535E4-37 engines.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document

3. Weight and Balance Manual (WBM)

Boeing Document No. D043N302

**V. Notes**

Refer to FAA TCDS A2NM for applicable notes

### **SECTION 3: 757-300**

#### **I. General**

- |                                       |   |
|---------------------------------------|---|
| 1. Type/ Model/ Variant               | 757-300   |
| 2. Performance Class                  | A   |
| 3. Certifying Authority               | Federal Aviation Administration (FAA)<br>Seattle Aircraft Certification Office<br>1601 Lind Avenue S.W.<br>Seattle, Washington 98055-4056<br>United States of America |
| 4. Manufacturer                       | The Boeing Company<br>P.O. Box 3707<br>Seattle, Washington 98124-2207<br>United States of America   |
| 5. FAA Certification Application Date | 21 February 1996  |
| 6. EASA Validation Application Date   | In accordance with Regulation<br>(EC) 1702/2003   |
| 7. FAA Type Certification Date        | 22 January 1999   |
| 8. EASA Type Validation Date          | 25 January 1999   |

#### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
21 February 1996
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
FAA TCDS - A2NM
3. State of Design Airworthiness Authority Certification Basis  
Refer to FAA TCDS A2NM
4. EASA Airworthiness Requirements  
In accordance with Regulation (EC) 1702/2003  
JAA Airworthiness Requirements  
JAR 25 Change 14, effective 27 May 1994  
JAR AWO Change 2

SECTION 3: 757-300 - continued

The following NPA's have been applied:

- NPA 25C-199 Interaction of Systems and Structure
- NPA 25B-215 Stall and Stall Warning Speeds and Manoeuvre Capability
- NPA 25BCD-236 Vibration, Buffet and Aeroelastic Stability
- NPA 25-240 Landing in Abnormal Configuration
- NPA 25BDG-244 Accelerate Stop Distances and Related Performance
- NPA 25B-261 Control Forces, Manoeuvre Stability, Minimum Control Speeds and Stalling
- NPA 25C-260 Loads – General
- NPA 25C-276 Brake Roll Condition
- NPA 25C-279 Shock Absorption Tests
- NPA 25 FD-243 Autopilot

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

- Reversion from JAR 25.571, Damage Tolerance and Fatigue Evaluation.
- Reversion from JAR 25.901(b)(1)(ii) 25.901(c), Engine Controls, Electronic.
- Reversion from JAR 25.783, Doors
- Reversion from JAR 25.562(c)(5),(c)(6) Emergency Landing Conditions
- Reversion from JAR 25.365(e)(2), Pressurised Compartment Loads-Equipment Bays
- Reversion from JAR 25X519(b), Static Ground Load Conditions – Jacking
- Reversion from JAR 25.1419, Ice Protection Flight Deck Indication
- Reversion from JAR 25.901(c) 25A901(c), Engine, APU, Fuel Systems
- Reversion from JAR 25.775, Windshield and Windows
- Reversion from JAR 25.773(b)(2), Pilot Compartment View
- Reversion from JAR 25.1438, ECS Compartment Proof and Burst Test Pressure
- Reversion from JAR 25.1309, Equipment, Systems and Installation
- Reversion from JAR 25.963(g)(1), Fuel Tank Access Cover
- Reversion from JAR 25X745(d), Nose Wheel Steering
- Reversion from JAR 25.729(f), Tyre and Wheel Threat
- Reversion from JAR 25.903(d)(1), Uncontained Engine Rotor Failures

## 5. Special Conditions

### JAA Special Conditions

The following Special Conditions have been applied:

- JAA/757-300/ND/CRI F-08 MMR Qualification and Installation
- JAA/757-300/ND/CRI F-11 EGPWS
- JAA/757-300/ND/CRI F-15 FANS-1
- JAA/757-300/SC/CRI D-02 Worn Brakes
- JAA/757-300/SC/CRI D-20 Towbarless Towing, Nose Wheel Steering
- JAA/757-300/SC/CRI E-02 Engine Type Certification
- JAA/757-300/SC/CRI F-01 Protection from the effects of HIRF
- JAA/757-300/SC/CRI F-02 Lightning Protection - Directs Effects
- JAA/757-300/SC/CRI F-03 Lightning Protection - Indirect Effects
- JAA/757-300/SC/CRI G-01 Computerised AFM
- JAA/757-300/SC/CRI G-02 Aeroplane Flight Manual

Adopted FAA Special Conditions see FAA TCDS A2NM

SECTION 3: 757-300 - continued

6. Exemptions

The following exemptions have been granted:

- JAA/757-300/EX/CRI D-12 Partial Exemption from JAR 25.1435(b)(1)
- JAA/757-300/EX/CRI E-06 Exemption from JAR 25.961(a)(5), JAR25.1521

Adopted FAA Exemptions see FAA TCDS A2NM

7. Reserved

8. Equivalent Safety Findings

JAA Equivalent Safety Findings

The following Equivalent Safety findings have been granted:

- JAA/757-300/ES/CRI B-04 Equivalent Safety with JAR 25.1303(c)
- JAA/757-300/ES/CRI D-05 Equivalent Safety with JAR 25.791 & 853
- JAA/757-300/ES/CRI D-06 Equivalent Safety with JAR 25.807 & 813
- JAA/757-300/ES/CRI D-07 Equivalent Safety with JAR 25.807 & 809
- JAA/757-300/ES/CRI D-08 Equivalent Safety with JAR 25.810
- JAA/757-300/ES/CRI D-10 Equivalent Safety with JAR 25.812
- JAA/757-300/ES/CRI D-16 Equivalent Safety with JAR 25.810(a)(1)(iii)
- JAA/757-300/ES/CRI D-17 Equivalent Safety with JAR 25X1436
- JAA/757-300/ES/CRI D-19 Equivalent Safety with JAR 25.811(f)
- JAA/757-300/ES/CRI E-01 Equivalent Safety with JAR 25.933(a)
- JAA/757-300/ES/CRI F-10 Equivalent Safety with JAR 25.1389(b)(3)
- JAA/757-300/ES/CRI J-01 Equivalent Safety with JAR Subpart J as required by JAR 25.A901(b)(1)

Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

9. Environmental Protection Requirements

Noise; ICAO Annex 16, Volume I

Fuel Venting & Emissions: ICAO Annex 16, Volume II

**III. Technical Characteristics and Operating Limitations**

1. Type Design Definition

See FAA TCDS A2NM

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 A2NM

SECTION 3: 757-300 - continued

4. Dimensions

|           |        |                 |
|-----------|--------|-----------------|
| Length    | 54.4 m | (178 ft 7 ins)  |
| Wing Span | 38.0 m | (124 ft 10 ins) |
| Height    | 13.6 m | (66 ft 6 ins)   |

5. Engines

2 Rolls-Royce RB211-535E4-37 or 2 Rolls-Royce RB211-535E4-B-37 or  
2 Rolls-Royce RB211-535E4-C-37

Engine data sheet: FAA TCDS E12EU

Or

2 Pratt & Whitney PW2037, PW2040 or PW2043

Engine data sheet: FAA TCDS E17NE

Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER

Limitations: Refer to the APU TCDS / TSO

Allied Signal Model 331-200

Limitations: Refer to the APU TCDS / TSO

7. Reserved

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

See approved Airplane Flight Manual and FAA TCDS A2NM

9. Fluid Capacities

See approved Airplane Flight Manual and FAA TCDS A2NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved  
Airplane Flight Manual

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

SECTION 3: 757-300 - continued

13. Maximum Certified Masses

|      | <u>Kilograms</u> | <u>Pounds</u> |
|------|------------------|---------------|
| MTW  | 124057           | 273500        |
| MTOW | 123830           | 273000        |
| MLW  | 101605           | 224000        |
| MZFW | 95254            | 210000        |

Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

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

15. Datum

Refer to FAA TCDS A2NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2) pilot and co-pilot

19. Maximum Seating Capacity

Refer to FAA TCDS A2NM

20. Baggage/ Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

22. Reserved

SECTION 3: 757-300 - continued

**IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

Boeing Document No. D631N007.F00 is the basic FAA-Approved Flight Manual for Model 757-300 airplanes powered by RB211-535E4-37, RB211-535E4-B-37, or RB211-535E4-C-37 engines.

Boeing Document No. D631N007.F01 is the basic FAA-Approved Flight Manual for Model 757-300 airplanes powered by PW2037, PW2040 or PW2043 engines.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document.

3. Weight and Balance Manual (WBM)

See Weight and Balance Manual Boeing Document No. D043N302

**V. Notes**

Refer to FAA TCDS A2NM for applicable notes

**SECTION: ADMINISTRATIVE**

**I. Acronyms and Abbreviations**

|       |   |
|-------|---|
| AWO   | All Weather Operations                    |
| CFR   | Code of Federal Regulations               |
| CRI   | Certification Review Item                 |
| EASA  | European 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 Organization |
| 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**

The Boeing Company  
P.O. Box 3707  
Seattle, Washington 98124-2207  
United States of America

**III. Change Record**

| <b>Issue</b> | <b>Date</b>     | <b>Changes</b> | <b>TC issue</b>                   |
|--------------|-----------------|----------------|-----------------------------------|
| Issue 01     | 23 January 2012 | Initial Issue  | Initial Issue,<br>23 January 2012 |
|              |                 |                |                                   |
|              |                 |                |                                   |
|              |                 |                |                                   |
|              |                 |                |                                   |

-END-