

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A2NM
Revision 32
BOEING
757-200 Series
757-200PF Series
757-200CB Series
757-300 Series
February 16, 2016

TYPE CERTIFICATE DATA SHEET A2NM

This data sheet, which is part of Type Certificate No. A2NM, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: The Boeing Company
1901 Oakesdale Avenue SW
Renton, WA 98057-2623

I - Model 757-200 (approved December 21, 1982)

Engines: 2 Rolls-Royce RB211-535-C-37, 2 Rolls-Royce RB211-535-E4-37, 2 Rolls-Royce RB211-535-E4-B-37, 2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2037(M) or 2 Pratt & Whitney PW2040; refer to the FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Engine Ratings	Takeoff static thrust standard day, sea level <u>conditions (5 min) lb.</u>	Maximum continuous static thrust, standard day, <u>sea level conditions lb.</u>
RR RB211-535-C-37	36,720	33,500
RR RB211-535-E4-37	39,610	35,205
RR RB211-535-E4-B-37	42,540	35,205
P&W PW2037	37,530	34,640
P&W 2037(M)	37,530	34,640C
P&W PW2040	40,900	34,640

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535-C-37, RB211-535-E4-37, or RB211-535E4-B-37 engine; TC Data Sheet No. E17NE for the P&W PW2037, P&W2037 (M) or PW2040, or the FAA-Approved Airplane Flight Manual. Except for RR 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 FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M
For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

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I. Model 757-200 (cont'd):

Maximum Weights: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

<u>Model</u>	<u>Eligible Serial Numbers</u>
757-204 28836	25623, 25626, 26266, 26267, 26962-26967, 27208, 27219, 27220, 27234-27238, 28834,
757-208	24739, 24760, 25085, 28989, 29436, 30423, 30424
757-212	23125-23128
757-222	24622-24627, 24743, 24744, 24763, 24780, 24799, 24809, 24810, 24839, 24840, 24860, 24861, 24871, 24872, 24890, 24891, 24931, 24932, 24977, 24978, 24994, 24995, 25018, 25019, 25042, 25043, 25072, 25073, 25129, 25130, 25156, 25157, 25222, 25223, 25252, 25253, 25276, 25277, 25322, 25323, 25367, 25368, 25396-25399, 25698, 26641, 26644, 26647, 26650, 26653, 26654, 26657, 26660, 26661, 26664, 26665, 26666, 26669, 26670, 26673, 26674, 26677, 26678, 26681, 26682, 26685, 26686, 26689, 26690, 26693, 26694, 26697, 26698, 26701, 26702, 26705, 26706, 26709, 26710, 26713, 26717, 28142-28145, 28707, 28708, 28748-28751
757-223	24486-24491, 24524-24526, 24577-24617, 25294-25301, 25333-25343, 25695-25697, 25730, 25731, 26972-26977, 26980, 27051-27058, 27446, 27447, 29423-29428, 29589-29594, 31308, 32379-32400
757-224	27291-27302, 27555-27567, 28966-28971, 29281-29285, 30229, 30351-30354
757-225	22191-22211, 22611, 22612, 22688-22691
757-230	24737, 24738, 24747-24749, 25140, 25436-25441, 25901, 26433-26436
757-231	28479-28488, 29378, 29385, 29954, 30319, 30338-30340
757-232	22808-22823, 22907-22920, 23612-23615, 23760-23763, 23993-23998, 24216-24218, 24372, 24389-24396, 24419-24422, 24972, 24991, 24992, 25012, 25013, 25034, 25035, 25141, 25142, 25331, 25332, 25977-25983, 26955-26958, 27103, 27104, 27585-27589, 29724- 29728, 29911, 29970, 30187, 30188, 30234, 30318, 30337, 30395-30397, 30422, 30480- 30486, 30777, 30838, 30839
757-236	22172-22190, 23227, 23398-23400, 23492, 23493, 23532, 23533, 23710, 23975, 24072- 24074, 24101, 24102, 24118-24122, 24266-24268, 24370, 24371, 24397, 24398, 24771, 24772, 24792-24794, 24882, 25053, 25054, 25059, 25060, 25133, 25592, 25593, 25597, 25598, 25620, 25806-25808, 28665-28667, 29113-29115, 29941-29946
757-251	23190-23209, 23616-23620, 23842-23846, 24263-24265, 26482-26501, 33391-33393
757-256	26239-26254, 29306-29312, 30052
757-258	23917, 23918, 24254, 24884, 25036, 26053, 26054, 27622
757-260	25014, 25353, 26057, 26058
757-21B	24014-24016, 24330, 24331, 24401, 24402, 24714, 24758, 24774, 25083, 25258, 25259, 25884, 25888-25890
757-21K	28674
757-22K	28336, 28337, 30863
757-22L	29304, 29305, 30834
757-23A	24289-24293, 24527, 24528, 24566, 24567, 24636, 24923, 24924, 25345, 25487-25495
757-23N	27598, 27971- 27976, 29330, 30232, 30233, 30548, 30735, 30886, 30887
757-23P	28338, 30060, 30061
757-24Q	28463
757-25C	25898-25900, 27513, 27517, 32941, 32942, 34008, 34009
757-25F	28718, 30757, 30758
757-26D	24471-24473, 27152, 27183, 27342, 27681, 28446, 33959-33961, 33966, 33967
757-27A	29607-29611
757-27B	24135-24137, 24838
757-28A	23767, 23822, 24017, 24235, 24260, 24367-24369, 24543, 24544, 25621, 25622, 26269, 26274-26277, 27621, 28161, 28164, 28166, 28171, 28174, 28203, 28833, 28835, 29381, 30043, 32446- 32449, 33098-33101
757-28S	29215-29217, 32341-32343
757-29J	27203, 27204

I. Model 757-200 (cont'd):

757-2B6	23686,23687
757-2B7	27122-27124, 27144-27148, 27198-27201, 27244-27246, 27303, 27805-27811
757-2F8	23850
757-2G4	29025-29028
757-2G5	23118, 23119, 23651, 23928, 23929, 23983, 24176, 24451, 24497, 26278, 28112, 29379, 29488, 29489, 30394
757-2G7	24233, 24522, 24523
757-2J4	25155, 25220
757-2K2	26330, 26633-26635
757-2M6	23452-23454
757-2Q8	24964, 24965, 25044, 25131, 25624, 26268, 26270-26273, 26332, 27351, 27599, 27620, 27623-27625, 28160, 28162, 28163, 28165, 28167-28170, 28172, 28173, 29377, 29380, 29382, 29442, 29443, 30044-30046
757-2S7	23321-23323, 23566-23568
757-2T7	22780, 22781, 22960, 23293, 23770, 23895, 24104, 24105
757-2Y0	25240, 25268, 26151-26156, 26158, 26160, 26161
757-2Z0	25885-25887, 27258-27260, 27269, 27270, 27367, 27511, 27512, 29792, 29793

II - Model 757-200PF (approved September 3, 1987)

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. Major configuration changes from the Model 757-200 are as follows:

One main cargo compartment door, with an opening 134 inches wide and 86.5 inches high, is installed in the left side of the forward fuselage.

All passenger doors are deleted and a new crew entry door is added to the forward left side.

All passenger windows are deleted.

Passenger floor is modified for cargo pallets or containers.

A 9G cargo barrier is installed behind the flight deck.

The Maximum Zero Fuel Weight and Maximum Landing Weight are increased.

Engines: 2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2037(M), 2 Pratt & Whitney PW2040, or 2 Rolls-Royce RB211-535-E4-37, 2 Rolls Royce RB211-535-E4-B-37; refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lbs.
P&W PW2037	37,530	34,640
P&W PW2037 (M)	37,530	34,640
P&W PW2040	40,900	34,640
RR RB211-535-E4-37	39,610	35,205
RR RB211-535-E4-B-37	42,540	35,205

For engine operating limits, see engine TC Data Sheet No. E17NE for the P&W PW2037, PW2037(M) or PW2040; engine TC Data Sheet No. E12EU for RR RB211-535-E4-37, RB211-535-E4-B-37; or the FAA-Approved Airplane Flight Manual. 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 FAA approved Airplane Flight Manual.

Model 757-200PF (cont'd):

Airspeed Limits: VMO = 350 KCAS/.86 M
 VLE = 270 KCAS/.82 M
 VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

<u>Model</u>	<u>Eligible Serial Numbers</u>
757-23APF	24456, 24635, 24868, 24971
757-24APF	23723-23732, 23851-23855, 23903-23907, 25281, 25324, 25325, 25369, 25370, 25457-25486, 27386-27390, 27735-27739, 28265-28269, 28842-28846
757-260PF	24845

III - Model 757-200CB (approved September 7, 1988)

The Model 757-200CB (Combi) is a derivative of the Model 757-200 and is designed for commercial transportation of passengers and a maximum of two cargo pallets.

A partition is installed between the passenger and main deck cargo.

Engines: 2 Rolls-Royce RB211-535-E4-37 engines.

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:	Takeoff static thrust standard day, sea level <u>conditions (5 min) lb.</u>	Maximum continuous static thrust, standard day <u>sea level conditions lb.</u>
RR RB211-535-E4-37	39,610	35,205

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535-E4-37 or the FAA-Approved Airplane Flight Manual. 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 FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
 VLE = 270 KCAS/.82 M
 VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

<u>Model</u>	<u>Eligible Serial Number</u>
757-2F8CB	23863

IV - Model 757-300 (approved January 22, 1999)

Engines: 2 Rolls-Royce RB211-535E4-37 or 2 Rolls-Royce RB211-535E4-B-37 or 2 Rolls-Royce RB211-535E4-C-37. Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2040, or 2 Pratt & Whitney PW2043. Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Engine Ratings:	Takeoff static thrust, standard day, sea level <u>conditions, (5 min), lbs.</u>	Maximum continuous static thrust, standard day, sea <u>level conditions, lb.</u>
RR RB211-535E4-37	39,610	35,205
RR RB211-535E4-B-37	42,540	35,205
RR RB211-535E4-C-37	42,540	35,205
P & W PW2037	37,530	34,640
P & W PW2040	40,900	34,640
P & W PW2043	43,000	36,420

For engine operating limits, see engine TC Data Sheet No. E12EU for the RB211-535E4-37, RB211-535E4-B-37 or RB211-535E4-C-37 engine or FAA-approved Airplane Flight Manual. 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 FAA approved Airplane Flight Manual.

For PW2037, PW2040 and PW2043 engine operating limits see engine TC Data Sheet E17NE or the FAA-Approved Airplane Flight Manual. 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 FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

<u>Model</u>	<u>Eligible Serial Numbers</u>
757-308	29434
757-324	32810-32818
757-330	29012-29023, 30030
757-351	32981-32996
757-3CQ	32241, 32242
757-3E7	30178, 30179
757-33N	32584-32593, 33525, 33526

Data Pertinent to all Models:

Production Basis: Production Certificate No. 700

Data Pertinent to All Models (cont'd):

Minimum Crew: Two (2): pilot and co-pilot.

For 757-200CB: The airplane minimum crew must include an individual who is dedicated, trained cargo fire fighter when cargo is carried in the main deck Class "B" cargo compartment. This required crew member is in addition to those required by FAR 121.385 and 121.391.

Maximum
Passengers:

For 757-200 and 757-200CB airplanes the total passenger capacity is limited to:

219 (Four pair of Type I exits)

239 (Three pair of Type I exits plus one pair of improved Type I exits at Door No. 2). See Note 5.

224 (Three pair of Type I exits plus two pair of Type III exits)

164 (757-200CB in two pallet main deck cargo configuration), limited by 25.807(c)

0 (757-200PF) 2 crew, 5 persons per Exemption No. 4808

For 757-300 airplanes, the total passenger capacity is limited to:

275 (Three pair of Type C exits, one pair of Type I exits and two pair of Type III exits).

295 (Two pair of Type C exits, one pair of Type B exits, one pair of Type I exits, and two pair of Type III exits).

Maximum
Baggage/Cargo:

See Weight and Balance Manual Boeing Document No. D043N302.

Fuel and Oil
Capacities:

See Weight and Balance Manual Boeing Document No. D043N302.

Maximum Operating
Altitude:

42,000 ft.

Leveling Means:

Two inclinometers, plumb bob support and target (scale), right main gear well.

Datum:

Sta. 0.0, located 159 inches forward of airplane nose (B.S.159)

MAC:

199.7 inches

Control Surface
Movements:

757-200 Series: Control surfaces must be rigged in accordance with Boeing Drawings 251N1001, 251N2001, 251N3001, 251N4001, 251N5001, 254N1001, and 275N2001.

757-300 Series: Control surfaces must be rigged in accordance with Boeing Drawings: Lateral and Speedbrake Control 251N1018; Elevator Control System 251N2007; Rudder Control System 251N3038; Stabilizer Trim Control 251N2001

Compliance with the following optional requirements has been established for all Models:

Ditching Provision 25.801 (Overwater operation can be approved when the aircraft has been equipped and has been approved according to FAR 25.801)

Ice Protection Provisions 25.1419

Data Pertinent to All Models (cont'd):

Required Equipment: The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft.

Service Information: The following Boeing "Structural Repair Manual" Documents are FAA-approved:

757-200	D634N201
757-200CB	D634N211
757-200PF	D634N210
757-300	D634N230

Compliance with 14 CFR §26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Compliance has been found for the following regulations at Amendment 26-0: 26.11

Compliance has been found for the following regulations at Amendment 26-1: 26.43, 26.45, 26.47, and 26.49

Compliance has been found for the following regulations at Amendment 26-3: 26.33

Exemptions from 14 CFR part 25:

Partial Time-Limited Exemption from 14 CFR §25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)

Service Bulletins and other service information when FAA-approved will carry a statement to that effect.

Certification Basis for 757-200/200CB/-200PF:

Federal Aviation Regulations (FAR) Part 25 with Amendments 25-1 through 25-45 effective December 1, 1978, except Section 25.109 Amendment 25-42, 25.345 Amendment 25-46, 25.351(a) Amendment 25-46, 25.365(e)(1) and (2) Amendment 25-54 (aft cargo compartment); 25.365(e)(1) and (2) Amendment 25-0 (forward cargo compartment) (See Note 11); 25.571 Amendment 25-45, 25.629 Amendment 25-46, 25.697 Amendment 25-46, 25.733 Amendment 25-49, 25.803(c) and (d) Amendment 25-46, 25.901(d), 25.1103(a),(b)(2),(d), (e), and (f) Amendment 25-46, 25.1142 and 25.1522 Amendment 25-46.

Federal Aviation Regulations (FAR) Part 36 with Amendments 36-1 through 36-12 effective August 1, 1981.

Stage 3 or Stage 4 Noise Compliance: Stage 4 Amendment 28 noise compliance with the appropriate Service Bulletin, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Special Federal Aviation Regulation 27.

Equivalent safety findings exist with respect to the following regulations:

- 25.251 Vibration and buffeting (documented in TAD ELOS Memo 10336-1-F-1)
- 25.791 Passenger Information Signs and Placards
- 25.803(c)(8) Emergency Evacuation Demonstration
- 25.807(c) Passenger Emergency Exits
- 25.809(f)(1)(ii) Escape Slide Automatic Erection
- 25.811(e)(3) Amdt 25-46, Type III Exit Handle Illumination
- 25.811(f) (2) Exit Band Contrast

Certification Basis for 757-200/200CB/200PF (cont'd):

25.811(f) Emergency Exit Marking (documented in ELOS Memo TD6444SE-T-C-1)
 25.812(b)(1)(i) Emergency Exit Locator and Marking Signs
 25.813(c) Type III Emergency Exit Access (documented in TAD ELOS Memo CT1192NW-D-C-1)
 25.853(a) Adhesives used in interior panel bent joint potting applications (documented in TAD ELOS Memo PS08-0670-C-1)
 25.853(c) Compartment Interiors
 25.901(d) Auxiliary Power Unit Installation
 25.981(a)(3) Amdt 25-102, Installation of Ground Fault Interrupter (GFI) Relays (documented in ELOS Memos PS05-0123-P-1 and PS-05-0123-P-1, Revision 1)
 25.981(b)(2) Amdt 25-125, Fuel Tank Flammability Rule (FTFR) (Documented in ELOS Memo PS05-0177-P-2)
 25.1301 Model 757 Instrument Switching
 25.1305(a)(4), (a)(6), (c)(1), and (c)(3) - Auxiliary Power Unit Instruments
 25.1309(a) Model 757 Instrument Switching
 25.1415(c) Survival Equipment
 25.1415(d) Emergency Locator Transmitter (ELT)
 25.1441(c) Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles (documented in ELOS Memo PS13-0901-ES-1)
 25.1443(c) Minimum mass flow of supplemental oxygen (documented in TAD ELOS Memo TS13-0005-S-1)
 25.1522 Auxiliary Power Unit Limitations
 25.1549(b) Powerplant and Auxiliary Power Unit Instruments
 25.1555(d)(1) Control markings (documented in TAD ELOS Memorandum PS06-0496-F-18)

Exemption from FAR Part 25:

Exemption No. 5613 was granted on March 5, 1993
 Exemption from FAR 25.1415(c) for survival kit attachment requirements. (Subject to Operational Procedures)
 Partial Exemption No. 9405 granted on July 18, 2007 – Partial Exemption from 25.901(c), Thrust Control Malfunction Accommodation and Single Failures of Thrust Levers. See note 14
 Partial Time-Limited Exemption from 14 CFR §25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)
 Exemption No. 13180 granted on October 9, 2015- Exemption from SFAR 88, and §§ 25.901(c) and 25.981(a)(3), as they pertain to fuel-tank-ignition prevention associated with the FQIS, limited to in-service 757-200 (freighter only) and 757-200PF center wing tank (CWT) Fuel Quantity Indication System (FQIS) fuselage-wiring installation.

For 757-200PF: Same as 757-200 airplane plus FAR 25.783, as amended by Amendment 25-54, applicable only to the main deck cargo door, the crew entry door, and the flight deck first officer's No. 2 window; and FAR 25.723(a), Amendment 25-46.

Equivalent Safety Findings exist with respect to the following Regulations (for 757-200PF):

FAR 25.855(e) Cargo and Baggage Compartments
 FAR 25.1447(c)(1) and (3) Equipment Standards for Oxygen Dispensing Units.

Exemption from FAR Part 25 (for 757-200PF):

Exemption No. 4808 was granted on June 9, 1987 - Exemption from FAR's 25.783(g), 25.807(c)(1), 25.809(f), and 25.813(b) - to allow the carriage in the flight deck of not more than five persons other than flight crew members.

Exemption No. 4808A granted on April 17, 1997 in addition allowed the removal of the escape slides and permitted the installation of inertia reels and harness for each occupant in lieu of a rope as the escape means as specified in Exemption 4808.

Certification Basis for 757-200/200CB/200PF (cont'd):

Exemption No. 4808B granted on November 5, 1998 clarified condition 3 in Exemption 4808A allowing that “initial and recurrent training may be via an oral briefing”.

For 757-200CB: Same as 757-200 airplane plus 25.783 Amendment 25-54, applicable only to the main deck cargo door and FAR 25.783(a), Amendment 25-46.

Certification Basis For 757-300:

Part 25 as amended by Amendments 25-1 through 25-85 for the complete airplane with the exceptions listed below;

<u>SECTION NO.</u>	<u>TITLE</u>	<u>AT AMDT. 25.-</u>
25.101	General	92
25.105	Takeoff	92
25.109	Accelerate-stop distance	92
25.113	Takeoff distance and takeoff run	92
25.115	Takeoff flight path	92
25.365	Pressurized cabin load	54
25.519	Jacking and Tie-Down Provisions.	not part of the TC basis
25.562	Emergency Landing Dynamic Conditions.	85*
25.571	Damage Tolerance and Fatigue Evaluation of Structure.	45
25.735	Brakes	92
25.783	Doors.	23, 85**
25.807	Emergency exits	88
25.810	Emergency egress assist means and escape routes	88
25.813	Emergency exit access	75, 88***
25.853(d)(3)	Improved Flammability Standards for Material Used in Compartment Interiors	72
25.858(a)	Cargo Compartment Fire Detection System	not part of the TC basis
25.1316	System Lightning Protection	85**
25.1419(c)	Ice Protection Flight Deck Indication	23
25.1533	Additional operating limitations	92

* Flight attendant seats are qualified to Technical Standard Order C127. Passenger and flight deck seats comply with 25.562(a), (b), ((c (1), (2), (3), (4), (7), and (8))). Flight deck seats also comply with § 25.562(c)(5). Stretchers are not required to comply with §25.562, for transporting non-ambulatory occupants.

** Applicable to new and significantly modified structure and systems and portions of the airplane affected by these changes. Where two amendment levels are shown for the same paragraph, the number without the asterisk (*) applies to structures, systems and portions of the airplane, which are not new or significantly modified. The structure, systems, and components, which comply with the later amendment, will be identified in a Boeing drawing approved by the FAA and JAA.

*** Boeing has complied with §25.813 at Amendment 25-88 except for §25.813(c), which used Amendment 25-75. In addition, Boeing is providing a 13 inch aisle with a 6½ inch offset with 2 inches of cushion compression to clear the exit opening. Or, two 6 inch wide passageways that lead to an unobstructed space adjacent to each exit. Also, Boeing has complied with the placarding requirements of §25.813(c)(3) at Amendment 25-88. (Reference Issue Paper C-5)

Part 34, through Amendment 34-1, effective July 31, 1995

Part 36, with Amendments 36-1 through 36-21, effective December 28, 1995

Certification Basis For 757-300 (cont'd):

Stage 3 or Stage 4 Noise Compliance: Stage 4 Amendment 28 noise compliance with the appropriate Service Bulletin, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Special Conditions for the following subjects were issued in Renton, Washington and are applicable to the 757-300.

1. High Intensity Radiated Fields (HIRF)
2. Engine Torque Loads for Sudden Engine Stoppage

Equivalent Safety Findings: The equivalent Safety findings were proposed in accordance with §21.21. The following Equivalent Safety Findings have been identified for the 757-300 airplane:

25.21(b)	Proof of compliance
25.103	Stalling speed.
25.107(b)(1), (C)(3) & (g)	Takeoff speeds
25.111(a)	Takeoff path
25.119(b)	Landing climb: All-[engines]-operating
25.121(c), (d), & (d)(3)	Climb: One-engine-inoperative
25.125(a)(2)	Landing
25.143(g)	General
25.145(a), (a)(1), (b)(1) - (4), (b)(6), & (c)	Longitudinal control
25.147(a), (a)(2), (c), (d)	Directional and lateral control
25.149(c)	Minimum control speed
25.161(b), (c)(1), (c)(2), (c)(3), (d), & (e)(3)	Trim
25.175	Demonstration of static longitudinal stability
25.177(c)	Static directional and lateral stability
25.181(a), (b)	Dynamic stability
25.201(a)(2), & (b)(4)	Stall demonstration
25.207(b), (c), (d), (e), & (f)	Stall warning
25.231(a)(2)	Longitudinal stability and control
25.233(a)	Directional stability and control
25.237(a), (b)(1) and (b)(2)	Wind velocities
25.561	General
25.562	Emergency landing dynamic conditions
25.571	Damage Tolerance & Fatigue evaluation of structure
25.613	Material Strength Properties and Design Values
25.735(f)(2), (g)	Brakes
25.773(b)(1)(i)	Pilot compartment view
25.791 & 25.853	No ashtrays/Passenger Information Signs
25.810(a)(1)(ii)	Escape Slides-Manual Inflation at Low Sill Heights
25.811(f)	Emergency exit marking (documented in ELOS Memo TD6444SE-T-C-1)
25.812(b)(1)(i)	Emergency Lighting-Text Height to Stroke-Width Ratio
25.813(c)(1)	Emergency Exits/Emergency Exit Access-Cushion compression
25.853(a)	Adhesives used in interior panel bent joint potting applications (documented in TAD ELOS Memo PS08-0670-C-1)
25.901(d)	Installation (Auxiliary Power Unit)
25.933(a)(1)(ii)	Reversing Systems
25.981(a)(3) Amdt 102	Installation of Ground Fault Interrupter (GFI) Relays (documented in ELOS Memos PS05-0123-P-1 and PS-05-0123-P-1, Revision 1)
25.981(b)(2) Amdt 125	Fuel Tank Flammability Rule (FTFR) (documented in TAD ELOS Memo PS05-0177-P-2).

Certification Basis For 757-300 (cont'd):

25.1001(c)(1) & (c)(3)	Fuel jettisoning system
25.1103(e)	Induction system ducts and air duct systems - (APU)
25.1303(c)(1)	Airplane Overspeed Warning-unique aural warning
25.1305	Powerplant instruments
25.1323(c)(1), & (c)(2)	Airspeed indicating system
25.1325(e)	Static pressure systems
25.1337	Powerplant instruments
25.1389(b)(3)	Position light distribution and intensities
25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles (documented in ELOS Memo PS13-0901-ES-1)
25.1443(c)	Minimum mass flow of supplemental oxygen (documented in TAD ELOS Memo TS13-0005-S-1)
25.1522	Auxiliary power unit limitations
25.1549	Powerplant and auxiliary power unit instruments
25.1555(d)(1)	Control markings (documented in TAD ELOS Memorandum PS06-0496-F-18)
25.1587(b)(2)	Performance information

Exemptions: Exemptions were requested in accordance with Paragraph 11.25. The following exemptions have been granted for the 757-300:

Floor Warpage for Flight Deck Seats Exemption from FAR 25.562(b)(2), (Exemption No. 6600, issued April 8, 1997).

Partial exemption from FAR 25.1435(b)(1), Hydraulic Proof Pressure Test (Exemption No. 6577, issued February 25, 1997).

Ditching Equipment FAR 25.1415(c) Exemption No. 5613A, issued August 5, 1998).
Exemption from 14 CFR Paragraph 25.961(a)(5) to allow a temperature limitation of 85 °F for JP-4 and Jet B Type fuels (with RB211-535E4 series engines: Exemption No. 6867, issued February 24, 1999; with PW2037, PW2040, and PW2043 engines: Exemption No. 7790, issued June 3, 2002).

Exemption from 14 CFR Paragraph 25.901(c) as it relates to single failures resulting in uncontrollable high thrust conditions with Pratt & Whitney PW2037, PW2040 and PW2043 engines. (Exemption No. 7798, issued June 4, 2002). See Note 14.

Partial Exemption No. 9405 granted on July 18, 2007 – Partial Exemption from 25.901(c), Thrust Control Malfunction Accommodation and Single Failures of Thrust Levers. In the interest of standardization, as of the date of issuance this Partial grant of Exemption should be used in lieu of Exemption No. 7798. See note 14

Partial Time-Limited Exemption from 14 CFR §25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)

NOTES APPLY TO ALL MODELS UNLESS OTHERWISE SPECIFIED:

Note 1. A current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system.

NOTES APPLY TO ALL MODELS UNLESS OTHERWISE SPECIFIED (*cont'd*):

The aircraft must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions.

Note 2. The aircraft must be operated in accordance with the FAA-Approved Airplane Flight Manual. All placards required in either the FAA-Approved Airplane Flight Manual, the applicable operating rules or the Certification Basis must be installed in the airplane.

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

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

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

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.

Note 3. The FAA-approved Airworthiness Limitations and Certification Maintenance Requirements (Section 9) of Boeing document D622N001-9 lists the required inspection thresholds for certain structural items, the retirement times for safe-life parts, and the Certification Maintenance Requirements (CMR). All Boeing model 757 airplanes must fully comply with the appropriate revision of this section. However, regarding the damage tolerance structural inspections contained in Subsection (B) of this section, all Boeing Model 757-200 airplanes production line number 765 and on, must comply with Revision May 1997, or a later FAA approved revisions. Applicable to all 757-200 airplanes with production numbers lower than 765, the FAA issued Airworthiness Directive AD 2001-20-12, mandating compliance with Revision May 1997 or Revision November 1998 of Section 9. For all 757-200 airplanes equipped with PW2000 series engines, Airworthiness Directive AD 94-01-10 mandated compliance with certain inspections that are now contained within Section 9 as CMRs. For airplanes affected by these ADs, each subsequent revision to Section 9 must be approved as an alternative method of compliance (AMOC). All 757-300 airplanes equipped with Rolls-Royce RB211-535E4 series engines must comply with Revision November 1998 (or later FAA-approved revisions). All 757-300 airplanes equipped with W2000 series engines must comply with Revision May 2002 (or later FAA approved revisions).

Note 4. Crew procedures identified as required by engineering failure analyses in Document D230N405 must not be changed unless approved by FAA engineering.

Note 5. Door No. 2 must meet the requirements of FAR 25.807(a)(7)(ii) through (viii).

Note 6. Certification Maintenance Requirements (CMR): The CMRs are listed in either the FAA-approved Section 9 of the Maintenance Planning Data document D622N001-9 (Airworthiness Limitations and Certification Maintenance Requirements), or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

NOTES APPLY TO ALL MODELS UNLESS OTHERWISE SPECIFIED (cont'd):

- Note 7. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D624N001 titled "Service Bulletin 757". The records of airplanes imported into the United States should be reviewed to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.
- Note 8. Airplane line numbers 182, 189, and on, were manufactured on or after August 20, 1988, and airplane line numbers 258, 306 and on, were manufactured on or after August 20, 1990. Reference FAR 121.312(a)(1) and (2), Amendment 121-198. Airplanes 306 through 317 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.
- Note 9. The type design reliability and performance of the Model 757-200, -200PF, -200CB, and -300 series airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D011N002 "Configuration, Maintenance, and Procedures for Extended Range (ER) Operation Model 757".
- Note 10. The Model 757-300 series has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to draft Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."
- Note 11. The aft cargo compartment is certified for a 6.2 square foot opening. The forward cargo compartment is certified for a 5.7 square foot opening. (Reference FAA Letter ANW-120S: 8110-5, dated December 17, 1980.
- Note 12. The location of the flight attendant seats demonstrated to comply with the direct view requirements of FAR 25.785(h)(1); for the Boeing 757-300, are shown on the manufacturers "Interior Certification Diagram".
- Note 13. For 757-300 with RB211-535E4 series engines only; For non-flight operations, static engine thrust is limited to 1.2 EPR when the ambient air temperature is 110°F or more.
- Note 14. The FAA has concluded that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed in Boeing Document D332N402, "may endanger the safe operation of an airplane" and hence are reportable under §121.703(c), 125.409(c) and 135.415(c). A copy of D332N402 or a listing of reportable failures shall be provided in the Limitations Section, Section 9, of the Maintenance Planning Document.
- Note 15: Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 757 Maintenance Planning Data Document D622N001-9, Revision January 2006 or later FAA-approved revision.
- Note 16: Certification Basis for §14 CFR 25.981 at Amendment 25-125, and Equivalent Safety Finding P-2, dated May 25, 2010, for the Flammability Reduction System (FRS), is applied if fuel tank inerting is installed as a modification on existing in service aircraft per Boeing Service Bulletin 757-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

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