

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATIONA1NM
BOEING
767-200 Series
Revision 1

April 10, 1984

TYPE CERTIFICATE DATA SHEET A1NM

This data sheet, which is part of Type Certificate No. A1NM, 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
Seattle, Washington

1 - Model 767-200 (approved July 30, 1982)

Engines: 2 Pratt and Whitney JT9D-7R4D or 2 General Electric CF6-80A or CF6-80A2
The General Electric CF6-80A engines may be intermixed with CF6-80A2 engines with appropriate limitations as noted in the FAA Approved Airplane Flight Manual.

Fuel: ASTM D1655 JET A, JET A1, JET B, JP4, JP5, JP8 Conforming to the latest revision of P&W Service Bulletin 2016 for P&W JT9D installations and GE Specification D50TF2 for the GE CF6 installation.

Engine Ratings:		<u>P&W JT9D-7R4D</u>	<u>GE CF6-80A</u>	<u>GE CF6-80A2</u>
Takeoff static thrust, standard day, sea level conditions (5 min) lb.		48,000	46,930	48,670
Maximum continuous static thrust, standard day, sea level conditions lb.		45,800	43,660	45,720

For engine operating limits see engine TC Data Sheet No. E3NE for the P&W JT9D-7R4D, TC Data Sheet E13NE for the GE CF6-80A or CF6-80A2, or the FAA Approved Airplane Flight Manual.

Airspeed Limits: $V_D = 420$ KCAS to 17,854 ft/.91M above 23,000 ft, linear variation between these points.
 $V_{FC} = 390$ KCAS to 17,600 ft/382 KCAS at 23,000 ft/.87M above 26,000 ft, linear variation between these points.
 $V_{MO} = 360$ KCAS/.86M
 $V_{LE} = 270$ KCAS/.82M
 $V_{LO} = 270$ KCAS/.82M

For other airspeed limits, see the appropriate FAA Approved Airplane Flight Manual listed below.

CG Range: See the appropriate FAA Approved Flight Manual listed below.

Maximum Weights: See the appropriate FAA Approved Flight Manual listed below.

<u>Model</u>	<u>Eligible Serial Numbers</u>	<u>FAA Approved Wt. & Bal Manual</u>	<u>FAA Approved Flight Manual</u>
767-222	21862-21891 22713-22721	D043T401	D6T11320.222
767-232	22213-22232	D043T402	D6T11321.232
767-233	22517-22521	D043T405	D6T11320.233

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AINM
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<u>Model</u>	<u>Eligible Serial Numbers</u>	<u>FAA Approved Wt. & Bal Manual</u>	<u>FAA Approved Flight Manual</u>
767-223	22307-22336	D043T403	D6T11321.223
767-231	22564-22572	D043T404	D6T11320.231
767-204	22980-22981 23072	D043T413	D6T11321.204
767-209	22681-22682	D043T406	D6T11320.209
767-258	22972-22975	D043T415	D6T11320.258
767-275	22683-22686	D043T408	D6T11320.275
767-277	22692-22696	D043T407	D6T11321.277
767-281	22785-22790 23016-23022	D043T409	D6T11321.281
767-204	22921-22923	D043T416	D6T11321.204

Minimum Crew: Two (2) pilot and copilot.

Maximum Passengers: 255 (2 pairs of Type A plus 1 pair Type III exits); or
290 (2 pairs of Type A plus 2 pairs of Type III exits).

Maximum Baggage/Cargo: See appropriate Weight and Balance Manual listed above.

Fuel and Oil Capacities: See appropriate Weight and Balance Manual listed above.

Minimum Required Fuel: See appropriate FAA Approved Flight Manual listed above.

Maximum Operating Altitude: 43,100 feet

Leveling Means: Two inclinometers, plumb bob support and target (scale), left main gear well.

Datum: Sta 0.0, located 92.5 in forward of airplane nose (B.S. 92.5).

MAC: 237.5 inches

Control Surface Movements: Control surfaces must be rigged in accordance with Boeing Drawings 251T1001, 251T2001, 251T3001, 251T4001, 254T7001, 257T4001, 256T1001, 256T2001, 256T3001.

Certification Basis: Type Certification Basis, Boeing Model 767.
Part 25 of the Federal Aviation Regulations, Amendment 25-1 through 25-37.
Part 36 of the Federal Aviation Regulations, Amendment 36-1 through 36-12.
Special Federal Aviation Regulation 27.
FAR 25.345 Amendment 46, FAR 25.351(a) Amendment 46, FAR 25.365(e), (1), (2)
Amendment 54, FAR 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.
FAR 25 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).

- Certification Basis (Cont.)** Equivalent safety findings exist with respect to the following regulations:
FAR 25.1093(b)(1) - Induction System Deicing and Anti-icing Provisions
FAR 25.1103(e) - Induction System Ducts and Air Duct Systems
FAR 25.1181(a)(6) - Designated Fire Zones; Regions Included
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 Plane of Forward and Rear Position Lights
FAR 25.1395 - Maximum Intensities in Overlapping Beams of Forward and Rear Position Lights
FAR 25.1549(b) - Powerplant and Auxiliary Power Unit Instruments
FAR 25.807(a)(7)(iv) and (c) Passenger Emergency Exits.
- Production Basis:** Production Certificate 700.
- Required Equipment:** The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft.
- Service Information:** Boeing Document D6347201 "Structural Repair Manual" is FAA Approved. Service Bulletins and other service information when FAA approved will carry a statement to that effect.
- Note 1.** A current Weight & Balance Report must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in the case of an operator having an FAA approved loading system for weight and balance control.
- Note 2.** Airplane operation must be in accordance with the FAA Approved AFM. All placards required in either the FAA Approved AFM, the applicable operating rules, or the Certification Basis must be installed in the airplane.
- Note 3.** Required structural inspections and the retirement times for safe-life parts are listed in the FAA approved Airworthiness Limitations Section (Section 9) of Boeing Document D622T001.
- Note 4.** Systems and powerplant certification maintenance requirements are included in the Model 767 Maintenance Review Board Report. The constraints on changes to these requirements are provided in Section B Paragraphs 5(b) and 5(c) of the Maintenance Review Report.
- Note 5.** Crew procedures identified as required by engineering failure analyses in Boeing Document D230T405 must not be changed unless approved by FAA Engineering.
- Note 6.** The following requirements apply to the design features at the required Type III overwing emergency exits:
1. There must be an unobstructed cross aisle at least 20 inches wide between main aisles in close proximity to the overwing exits.
 2. Emergency lighting for the cross aisle must be provided in accordance with FAR 25.812.
 3. The seat pitch at the seat row that provides access to each overwing exit from the main aisle must be not less than 36 inches.
 4. A maximum of 2 inches of seat cushion may encroach into the actual projected opening of the exit, provided the cushion can be readily compressed to clear the opening.

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