Civil Aviation Authority
United Kingdom

FA5
Issue 4
October 1995
BOEING 747
747-100 & 200

TYPE CERTIFICATE DATA SHEET NO. FA5

This data sheet, which is part of CAA Type Certificate No.FA5, prescribes conditions and limitations under which the product, for which the type certificate was issued, meets the airworthiness requirements of the Civil Aviation Authority.

In this case of a foreign manufactured type, the CAA type certification is based on the U.S Federal Aviation Administration certification as issued under FAA Type Certificate No. A20WE.

Type Certificate Holder: BOEING COMMERCIAL AIRPLANES
P.O Box 3707
Seattle
Washington 98124-2207
USA.

Manufacturer: BOEING COMMERCIAL AIRPLANES

Aircraft Type / Model Number(s). Boeing 747-100 & 200 Series

Model Variants: 100 Series
Model 747-123, -132SF, -136, -148.

200 Series
Model 747-211B, -212B, -230B, -236B, -236B(Combi), -236F, -238B, -243B, -283B, -287B, -2B4B, -2D3B.

Type Design Definition: Design standard identified as the basis for this Type Certificate is defined by Boeing Top Drawings Nos. 65B00003-5914,-5006,-5906,-5020,-5016,-5903, -5049,-5122,-5027,-5100,-5128,-5019,-5133,-5081,-5012,-5022,-5907,-5090, -5082,-5912,-5024,-5093,-5018,-5026,-5089,-5032,-5910.

Certification Basis: The following requirements were the basis of certification of the type design:-
FAR Part 1, FAR Part 21, FAR Part 36, FAR Part 25 effective February, 1 1965, Amendments 25-1 through 25-8 plus 25-15, 25-17, 25-18, 25-20, and Amendment 25-39 transmitted by FAA letter dated February 4, 1977 and Special Conditions as enclosed with FAA letter to Boeing dated February 20, 1970.

Special Conditions 4A revised as transmitted with FAA letter to Boeing dated May 12, 1971.
Amendment 25-46, Section 25.803(d) transmitted by FAA letter to Boeing dated September 2, 1983.
Special Conditions No 25-61-NW-1 transmitted by FAA letter to Boeing Dated February 26,1975.
Special Conditions No 25-71-NW-3 transmitted by FAA letter to Boeing dated September 8, 1976.
Modification of Special Conditions No 25-71-NW-3 transmitted by FAA to Boeing dated August 3, 1981.
Special Conditions No 25-77-NW-4 transmited by FAA letter to Boeing dated July 8, 1977.
Special Conditions No 25-ANM-16.

Exemption from FAR Part 25:- No 1013A dated December 24, 1969.
Exemption from FAR 25.471(b).

Compliance with the following option requirements has been established:-
FAR 25.801
FAR 25.1419

Equivalent safety findings exist with respect to FAR 25.815.

UK requirements, in addition to the above FAA requirements, as stated in "Boeing 747-100, -100SF, -200B and -200F series UK Additional Requirements for Certification in the Transport Category".

Certification Category: Transport Category (Passenger). All models except 747-132SF.
Transport Category (Cargo). Model 747-132SF.

Performance Category: UK Group A

Flight Manuals: The limitations, recommended procedures and information required are contained in the following Flight Manuals:-

100 Series	
Model 747-123	AFM D6-13703.423
Model 747-132SF	AFM D6-13703.10C
Model 747-136	AFM D6-13703.136
200 Series	
Model 747-211B	AFM D6-33747.299
Model 747-212B	AFM D6-13703.4Q0
Model 747-230B	AFM D6-13703.299
Model 747-236B	AFM D6-35747.236
Model 747-236B(Combi)	AFM D6-35747.236
Model 747-236F	AFM D6-35747.236F
Model 747-238B	AFM D6-13703.3Q0
Model 747-243B	AFM D6-13703.3Q0
Model 747-283B	AFM D6-13703.4B4
Model 747-287B	AFM D6-13703.2Q0
Model 747-2B4B	AFM D6-13703.4B4
Model 747-2D3B	AFM D6-33747.2D3

The Flight Manuals were approved by the FAA on behalf of the CAA

Engines

100 Series
Four Pratt & Whitney JT9D turbofan engines

JT9D-3	CAA Validated 28 April 1970
JT9D-3A	CAA Validated 13 April 1973
JT9D-7	CAA Validated 17 December 1971
JT9D-7A	CAA Validated 17 December 1971
JT9D-7AH	CAA Validated 30 April 1990

200 Series
Four Pratt & Whitney JT9D turbofan engines

JT9D-7A	CAA Validated 17 December 1971
JT9D-7J	CAA Validated 11 June 1985
JT9D-7Q	CAA Validated 4 May 1989

or
Four General Electric CF6 turbofan engines

CF6-50E2 CAA Validated 20 May 1982
or
Four Rolls Royce RB211-524 turbofan engines

RB211-524B or RB211-524C2.
CAA Engine Type Certificate Data Sheet No. 1043

APU:

Garrett Turbine Engine Co. Model GTCP660-4 and -4R.
TCDS or Equivalent: TSO-C77.

Maximum Weights:

100 Series - Passenger

Taxying	738000 lb	(334750 kg)
Take Off	734000 lb	(332937 kg)
Landing	585000 lb	(265350 kg)
Zero Fuel	526500 lb	(238816 kg)

100 series Freighter

Taxying	753000 lb	(341554 kg)
Take Off	750000 lb	(340194 kg)
Landing	585000 lb	(265350 kg)
Zero Fuel	545000 lb	(247207 kg)

200 Series - Passenger

Taxying	836000 lb	(379202 kg)
Take Off	833000 lb	(377842 kg)
Landing	630000 lb	(285762 kg)
Zero Fuel	545000 lb	(247207 kg)

200 Series - Freighter

Taxying	836000 lb	(379202 kg)
Take Off	833000 lb	(377842 kg)
Landing	630000 lb	(285762 kg)
Zero Fuel	600000 lb	(272154 kg)

200 Series - Pasenger/Cargo (Combi)

Taxying	836000 lb	(379202 kg)
Take Off	833000 lb	(377842 kg)
Landing	630000 lb	(285762 kg)
Zero Fuel	565000 lb	(256279 kg)

Dimensions	Length	225 ft 2 ins	(68.63 m)
	Wing Span	195 ft 8 ins	(59.64 m)
	Height	63 ft 5 ins	(19.33 m)

Minimum Flight Crew

UK: 2 Pilots and 1 Flight Engineer

Maximum Occupants/ Passengers

The maximum number of passengers shall not exceed 550 nor the number for which seating accommodation, approved for take off and landing, is provided. This maximum number is limited by the number and type of emergency exits.

Operating Limitations:

Refer to the appropriate FAA Approved Flight Manual.

Mandatory Maintenance Instructions

Scheduled Maintenance Checks:DOT/FAA Maintenance Review Board Report Boeing 747/747SP (MRB) July 1978.

Life Limited Parts: Note 4 of FAA Type Certificate Data Sheet A20WE Rev 24.

Structural Repairs: "Structural Repair Manual" Boeing Document D6-13592.

Noise:

Compliance with the Noise Requirements of FAR Part 36 is accepted on the basis of equivalence with BCAR Section N

-END-