UNITED KINGDOM
CIVIL AVIATION AUTHORITY

FA33
Issue 4
July 2003
BOEING 767-200
767-300
767-400ER

TYPE CERTIFICATE DATA SHEET NO. FA33

This data sheet which is part of CAA Type Certificate No. FA33, 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. A1NM.

TYPE CERTIFICATE HOLDER:	Boeing Commercial Airplane Group P O Box 3707 Seattle Washington 98124-2207 U S A
MANUFACTURER:	Boeing Commercial Airplane Group P O Box 3707 Seattle Washington 98124-2207 U S A
AIRCRAFT TYPE DESIGNATIONS:	B767-200 B767-300
VARIANT DESIGNATIONS:	B767-204 B767-336 B767-39H B767-31K

TYPE DESIGN DEFINITION:

Design Standard identified as the basis for this Type Certificate is defined by Top Collector Drawing 012T000-14 for the B767-200 and 012T000-635 for the B767-300 and 012T2000-656 for the -39H.

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 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).

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.

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 25.803(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 1.2 (Abbreviations and symbols); FAR's 25.21, 25.103, 25.107, 25.119, 25.121, 25.125, 25.145, 25. 147, 25.149, 25.161, 25.175, 25.177, 25.201, 25.207, 25.735, 25.773, 25.1323,25.1325; FAR 36 Appendix C - Use of the 1g Stall Speed instead of Minimum Speed in the stall as a basis for determining compliance.

Equivalent safety findings which apply only to the Model 767-300 series exist with respect to the following regulations;

FAR 25.107(d), (e)(1)(iv), (e)(4) - Minimum unstick speed

Compliance with these special conditions has been shown for the General Electric CF6-80C2 FADEC engine installations.

Lightning Protection
Protection from Unwanted Effects of Radio Frequency (RF) Energy
Propulsion Control System

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	

UK Additional Requirements for Certification in the Private or Transport Categories, Boeing 767-200 with GE CF6-80A Engines and Boeing 767-200 with GE CF6-80C2F Engines, Issue 3 dated 14 May 1991.

UK Additional Requirements for Certification in the Private or Transport Categories, Boeing 767-300ER with Rolls Royce RB211-524H and Boeing 767-300ER with GE CF6-80C2F Engines, Issue 3 dated 14 May 1991.

CERTIFICATION CATEGORY UK - Transport Category (Passenger)

PERFORMANCE CATEGORY: UK Group A

FLIGHT MANUAL

B767-204, FAA Approved Flight Manual D6T11321.204
B767-336, FAA Approved Flight Manual D6T11322.336
B767-39H, FAA Approved Flight Manual D6T11321.39H
B767-31K, FAA Approved Flight Manual D6T11321.31K/31K1

These Flight Manuals are approved by the FAA on behalf of the CAA.

ENGINES:

General Electric CF6-80A Engines
CAA Validated 20 December 1983

General Electric CF6-80C2F Engines
CAA Validated 22 April 1991

Rolls Royce RB211-524H Engines

CAA Engine Type Certificate Data Sheet No. 1048.

APU:

Garrett	GTCP 331-200	
CAA Validated	21 January 1983	

MAXIMUM WEIGHTS:

B767-200		
Taxying	302,000 lb	(136,985 kg)
Take off	300,000 lb	(136,077 kg)
Landing	270,000 lb	(122,470 kg)
Zero Fuel	248,000 lb	(112,490 kg)
B767-204 S/N 24457 only		
Taxying	361,000 lb	(163,746 kg)
Max Take Off	360,000 lb	(163,293 kg)
Max Landing	278,000 lb	(126,098 kg)
Max Zero Fuel	253,000 lb	(114,758 kg)
B767-336		
Taxying	380,959 lb	(172,800 kg)
Take-off	379,857 lb	(172,300 kg)
Landing	299829 lb	(136,000 kg)
Zero Fuel	277,783 lb	(126,000 kg)
B767-39H		
Taxying	409,000 lb	(185,519 kg)
Take off	407,000 lb	(184,612 kg)
Landing	320,000 lb	(145,149 kg)
Zero Fuel	288,000 lb	(130,634 kg)

DIMENSIONS:

B767-200		
Length	159 ft 2 in	(48.51m)
Wingspan	156 ft 4 in	(47.65m)
Height	52 ft 0 in	(15.85m)
B767-300		
Length	180 ft 3 in	(54.94m)
Wingspan	156 ft 1 in	(47.57m)
Height	52 ft 0 in	(15.85m)

MINIMUM CREW: Two pilots.

MAXIMUM NUMBER OF OCCUPANTS: The maximum number of passengers shall not exceed 330 and shall not exceed 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 FAA Approved Flight Manuals for all Operating Limitations.

MANDATORY MAINTENANCE INSTRUCTIONS:

Certification Maintenance Requirements are included in the Model 767 Maintenance Review Board Report.

Life Limited Parts are listed in the FAA approved Airworthiness Limitations Section (Section 9) of the Boeing Document D622T001.

Structural Repair Manual - Boeing Document D634T201.

NOISE: CAA Noise Type Certificate No.126 Issue 1.

BOEING 767-400ER

The CAA Type Certification has been granted on the basis of a recommendation from the Joint Airworthiness Authorities (JAA) following an investigation carried out in accordance with the JAA Joint Certification Procedures. Accordingly, the attached JAA Data Sheet No. JAA/25/00-24, Issue 2, dated 07 August 2000, has been accepted by the CAA for the Boeing 767-400ER.

- END -

Joint Aviation Authorities

JAA DATA SHEET

Boeing 767-400ER Series

Manufacturer:

The Boeing Company
Boeing Commercial Airplane Group
P.O. Box 3707
Seattle
WA 98124-2207
United States of America

JAA/25/00-24

Issue 2
7 August 2000

For Model B767-400ER

Content

I. General

II. Certification Basis

III. Technical Characteristics and Operational Limitations

IV. Operating and Service Instructions

I. General

1. Airworthiness Category: Large Transport Airplane, JAR 25

2. Authority: Federal Aviation Authority (USA)
Seattle Aircraft Certification Office
1601 Lind Avenue SW
Renton WA 98055-4056, USA

3. Manufacturer:
(Type Certification Holder) The Boeing Company
Boeing Commercial Airplane Group
P.O. Box 3707
Seattle, WA 98124-2207, USA

4. Performance Category: A

5. JAA Validation Application Date: 14 January 1997

6. JAA Validation date: 24 July 2000

II Certification Basis

1. Reference Date for FAA Certification: 14 January 1997

2. Certification date: 20 July 2000

3. EAA Certification Basis: FAR 25 Amendment 25-89 except where modified by the FAA Issue Paper G-1.

4. JAA Certification Basis:

4.1 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 listed in 4.2.

- JAR-AWO Change 2 (Effective 1 August 1996)

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 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

4.2 Reversions

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

JAR 25.365(e)(2), Pressurised Compartment Loads Reversion to FAR 25.365(e)(2) Amdt 25-54	A-11-01
JAR 25X519(b)(2), Static Ground Load Conditions (Jacking) Reversion to FAR 25.519(b)(2) Amdt 25-0	A-11-02
JAR 25.562(c)(5) and (6), Front Row HIC (Emergency Landing Dynamic Conditions) Reversion to FAR 25.562(c)(5) and (6) Amdt 25-64	A-11-03
JAR 25.571, Damage Tolerance Reversion to FAR 25.571 Amdt 25-45	A-11-04
JAR 25.783, Doors Reversion to FAR 25.783 Amdt 25-23	A-11-08
JAR 25.901(c)/25A901(c), Powerplant and APU Safety Assessments Reversion to FAR 25.901(c), Amdt 25-46	A-11-11
JAR 25.903(d), Engine Rotor Non-Containment Reversion to FAR 25.903(d) Amdt 25-40	A-11-12
JAR 25.963(g), Fuel Tank Access Covers Reversion to FAR 25.963(e) Amdt 25-69	A-11-13
JAR 25.1309, Equipment, Systems and Installations Reversion to FAR 25.1309 Amdt 25-41	A-11-14
JAR 25.1316, Systems Lightning Protection Reversion to FAR 25.1316 Amdt 25-80	A-11-15
JAR 25.1419(c), Ice Protection, Flight Deck Indication Reversion to FAR 25.1419(c) Amdt 25-23	A-11-16
JAR 25.1438, Pressurisation and Low Pressure Pneumatic System Reversion to FAR 25.1438 Amdt 25-41	A-11-17

4.3 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

4.4 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) Reference CRI E-01
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)

4.5 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) Reference CRI D-03

4.6 JAA Environmental Standards:

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

5. Additional National Design Requirements:

Additional National Design Requirements for the Type Certification is per CRI A-02.

III Technical Characteristics and Operational Limitations

1. Production under Type Certificate

2. 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: 767-400ER

Span	51.9 m	170 ft. 4 in
Length	61.4 m	201 ft. 4 in
Height	16.8 m	44 ft. 6 in
Wing Area	291 m^2	3130 ft^2

5. Engines: Two GE CF6-80C2B8F Engines

5.1 Engine Limits:

For full details of engine rating and operating limits, see engine Type Certificate Data Sheet E13NE.

GE CF6-80C2B8F

Operating Conditions	Rotor Speed (%) N1	Rotor Speed (%) N2	Temperature Limits (^oC) EGT
Take Off (5 minutes)	117.5	112.5	960 ^0C *
Maximum Continuous	117.5	112.5	925 ^0C (No limit)
Starting	n/a	n/a	750°C **

* 2 minutes maximum transient during take-off, 965 ^0C .
** 40 seconds maximum transient during starting, 870 ^0C.

6. Auxiliary Power Unit (APU): Allied Signal Model 331-400B

FAA TSO Approval has been granted, reference LAACO letter 3 August 1999

APU Standard Operating Speed (RPM): 100 %, (41,730) (all operations)

7. Propellers: N/A

8. Fuel:

8.1: Eligible Fuels:
Fuel conforming to GE Specification D50TF2, and / or
ASTM D-1655 grades JET A, JET A1, or JET B
MIL-T-5624 grades JP-4 or JP-5
MIL-T-83133 grades JP-8

8.2: Useable Fuel Capacity: 90773 litres (23980 US gallons) consisting of two wing tanks, each of 22750 litres (6010 US gallons) capacity, and one centre tank, capacity 45273 litres (11960 US gallons).

9. Oil:

9.1: Eligible Oils: See GE Operating Instructions D50TF1 classes A and B for engines installed on the Boeing 767-400ER.

9.2: Oil Capacity: 13.63 Litres useable.

10. Air Speeds: Refer to approved Airplane Flight Manual

11. Maximum Operating Altitude: 13,137 m (43,100 ft) Pressure Altitude

12. All Weather Capability: CAT III B

13. Maximum Weights:

Phase	B767-400ER	
Taxi and Ramp	451,000 lb	204,569 Kg
Take Off	450, 000 lb	204,116 Kg
Landing	350, 000 lb	158,757 Kg
Zero Fuel	330. 000 lb	149,685 Kg

14. Center of Gravity Range: Approved Airplane Flight Manual

15. Datum: Weight and Balance Manual

16. Mean Aerodynamic Chord (MAC): 6.03 m (273.47 in)

17. Levelling Means: Weight and Balance 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 42 x 74
2. Two Passenger Entry/Service Doors - Left & Right Side (Mid Cabin)	A	1067x1880 42 x 74
3. Two Passenger Entry/Service Doors- Left & Right Side (Aft Cabin)	A	1067x1880 42 x 74
4. Two Emergency Exits - Left & Right Side	Type I	610 x1524 24 x 60

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)

21. Baggage/Cargo Compartments: Total Cargo Volume 143 m^3 (5057 ft^3)

Location	Class	Volume m^3 (ft^3)
Fwd Hold	C	88.4 (3126)
Aft Hold	Not approved by JAA	

22. Wheels and Tyres: Nose Assy (Qty 2)
Tyre: H37x14-15 / 22 PR and 24 PR
Wheel: S160T200-31 (ALS)

Main Assy (Qty 8)
Tyre: 50x20-R22 / 32 PR
Wheel: S294W511-270 (ALS) /-370 (BFG)

Speed: 235 MPH

23. Required Equipment: Listed in the Type Design definition, Boeing Top Drawing 967T0001, Rev. BF, dated 19 May 2000

IV Operating and Service Instructions

1. Operation Information:

   1.1 The JAA approved AFM at the time of Type Certification is 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 JAA standards these versions of the AFM are approved by the JAA using post TC Procedures, and will contain a statement that they are JAA approved.

   1.2 ETOPS capability of the Type Design for 180 minutes has been accepted if compliance is demonstrated with the configuration requirements of Boeing Document number D6T11604 Rev. P.

2. Service Information:

   2.1 Maintenance Manual, Document No. D634T101.
   2.2 Maintenance Review Board Report, Rev E3 of report released 2 August 1999.
   2.3 Airworthiness Limitations and Certification Maintenance Requirements: 767-400ER Maintenance Planning Document (MPD) Section 9 Ref: D622T001-9, April 2000, and any later versions thereof
   2.4 Service Letters and Service Bulletins
   2.5 Structural Repair Manual, Document, D634T225, Rev. New