

January 5, 2024

Type Certificate Data Sheet
No. 39

This data sheet, which is part of Type Certificate No. 39, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Japan Civil Aeronautics Law and Regulations.

Type Certificate Holder: The Boeing Company
737 Logan Ave N
Renton, WA 98057-0000, U.S.A.

1. Model 767-300 (Approved July 24, 1998)

Engines:

2 Pratt and Whitney JT9D-7R4D; or 2 General Electric CF6-80C2-B2 or -B6, or CF6-80C2-B2F, -B4F, -B6F or -B7F

Fuel:

Pratt and Whitney Engines: Fuels conforming to the latest version of P & W Service Bulletin 2016
General Electric Engines: Fuel conforming to GE Specification D50TF2. (See Note 14)
All Engines: ASTM D-1655 grades Jet-A, Jet A-1 or Jet B. (See Note 14)
ASTM D 6615 grades Jet B (see Note 14)
MIL-T-5624 grades JP-4 or JP-5. (See Note 14)
MIL-T-83133 grades JP-8.

Refer to the FAA approved Airplane Flight Manual listed in Note 2 for fuel limitations

Engine Ratings & Operating Limits:

For engine ratings and operating limits see engine TC Data Sheet No. E3NE for the P&W JT9D-7R4D; JCAB Type Approval No. 578 for the GE CF6-80C2; or the JCAB approved Airplane Flight Manual.

Airspeed Limits:

VD = 420 KCAS to 17,854 ft/.91M above 23,000 ft, linear variation between these points.
VFC = 390 KCAS to 17,600 ft/382 KCAS at 23,000 ft/.87M above 26,000 ft, linear variation between these points.
VMO = 360 KCAS/.86M
VLE = 270 KCAS/.82M
VLO = 270 KCAS/.82M
For other airspeed limits, see the appropriate JCAB approved Airplane Flight Manual.

CG Range:

See the appropriate JCAB approved Flight Manual.

Maximum Weights:

See the appropriate JCAB approved Flight Manual.

Maximum Passengers:

290 with 2 pairs of Type A plus 2 pairs of Type III exits. (See Note 6 for Type III Exit requirements.)
351 with 3 pairs of Type A plus 1 pair of Type I exits.

[illegible]

<u>Model</u>	<u>Eligible Serial Numbers</u>
767-328	27135, 27136, 27212, 27427, 27428
767-346	23215-23217, 23645, 23961-23966, 24498, 24782, 24783, 27311-27313, 27658, 27659, 28553, 28837, 28838, 29863, 32886-32888, 33493-33497, 33845-33851, 35813-35815, 36131, 37547-37550, 40363-40569
767-381	23756-23759, 24002-24006, 24350, 24351, 24400, 24415-24417, 24632, 24755, 24756, 24880, 25055, 25136, 25293, 25616-25619, 25654-25662, 27050, 27339, 27444, 27445, 27942, 27943, 27944, 32972-32980, 33506-33508, 35876, 35877, 37719, 37720, 37872, 40564-40567, 40894-40898
767-36N	29898, 30107, 30109-30111, 30115, 30841, 30843, 30847, 30853, 30854
767-3Q8	24745, 24746, 27600, 27616-27618, 27686, 27993, 28132, 28206, 28207, 29390, 29383, 29386, 29387, 30048, 30301

Certification Basis:

Civil Aeronautics Regulations Annex 1

Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) dated April 7, 1973 (equivalent to Part 25 of the Federal Aviation Regulations Amendment 25-1 through 25-34)

Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-37, except where superseded by the following sections of Part 25 as amended by Amendments 25-1 through:

<u>Amendment</u>	<u>Sections</u>
25-38	25.101, 25.161, 25.397, 25.603, 25.675, 25.685, 25.775, 25.787, 25.815, 25.841, 25.941, 25.951, 25.979(a), (b), (c), 25.999, 25.1027, 25.1041, 25.1093(b), 25.1125, 25.1143(a), (b), (c), (d), 25.1167, 25.1303, 25.1305, 25.1322, 25.1355, 25.1385, 25.1403, 25.1439, 25.1515, 25.1533, 25.1557
25-39	25.807
25-40	25.901(a), (b)(1)(ii), (b)(2), (b)(3), (b)(4), (c), 25.903, 25.933, 25.939, 25.943, 25.945, 25.952, 25.959, 25.963, 25.965, 25.973, 25.995, 25.1091(a), (b), (c), (d), 25.1093(a), (c), 25.1121, 25.1123, 25.1141, 25.1145, 25.1197, 25.1199, 25.1207, 25.1337, 25.1549
25-41	25.831, 25.1309, 25.1321, 25.1325, 25.1331, 25.1333, 25.1335, 25.1351, 25.1401, 25.1421, 25.1435, 25.1447, 25.1450, 25.1457, 25.1459, 25.1461
25-42	25.21, 25.29, 25.107, 25.111, 25.143, 25.147, 25.149, 25.177, 25.181, 25.201, 25.207, 25.233, 25.237, 25.255, 25.703, 25.729, 25.1043, 25.1353, 25.1501, 25.1521, 25.1581, 25.1583, 25.1585, 25.1587
25-43	25.1326
25-44	25.1413
25-45	25.571, and 25.573
25-46	25.345, 25.351(a), 25.629, 25.697, 25.803, 25.901(d), 25.1103(a), (b)(2), (d), (e), (f), 25.1142, and 25.1522
25-49	25.733
25-54	25.365 (e)(1), (2)

Compliance with the following optional requirements has been established with respect to the following sections of 14 CFR Part 25:

§ 25.801 - Ditching Provisions (Over- water operation can be approved when the aircraft has been equipped and installation has been approved according to 14 CFR 25.801)

§ 25.1419 - Ice Protection Provisions

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 and Amendment 26-1: 26.43, 26.45, 26.47, 26.49 and Amendment 26-3: 26.39

Exemption from FAR 25:

<u>Exemption</u>	<u>Title</u>	<u>Issued Date</u>	<u>Expiration Date</u>
4725	Exemption from 25.785 (h) - Allows one seat for a required flight attendant to be located near the overwing Type III exits.	3 November, 1986	Permanent
8119	Partial Exemption from §25.901(c), Single Failures resulting in Uncontrollable High Thrust Conditions	11 June, 2003	Permanent
9791C	Partial Time-Limited Exemption from FAR 25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels (Expired Exemption No. 9791, November 28, 2010, Exemption No. 9791B, 28 February, 2011)	28 November, 2008	28 November, 2011
10767C	Time-limited exemption from 14 CFR 25.901(c) and 25.981(a)(3), fuel tank ignition prevention associated with the FQIS is limited to the replacement of the ARINC 429 chip within the fuel quantity processor unit's IOC cards and the BITE card (Expired Exemption No. 10767, 17 May, 2016, Exemption No. 10767A, 17 May, 2016)	17 December, 2015	17 May, 2016
14593	Exemption from SFAR 88, and §§ 25.901(c) and 25.981(a)(3), as they pertain to fuel-tank-ignition prevention associated with the fuel-quantity indication system and fuel-overfill-shutoff surge tank wiring installation, limited to in-service 767-300 (freighter only)	25 January, 2016	Permanent

Equivalent Safety Findings (ESF's) exist with respect to the following sections of 14 CFR Part 25:

<u>ELOS IP</u>	<u>Title</u>	<u>14 CFR</u>
AT00010BA-T-S-1	Powerplant and Auxiliary Power Unit Instruments	25.1549(b)
AT0328ST-T-C-5	"No Smoking" limitation in the passenger compartment	25.791, 25.853, CAR 4b.3 81
AT1736SE-T-C-14	Door Sill Reflectance	25.811
AT2251SE-T-F-1	Use of the 1-g stall Speed Instead of Minimum Speed in the Stall as a Basis for Determining Compliance (non-structural Sections)	1.2, 25.21(b), 25.103(a), (a)(1), (a)(3-6), (b)(c), 25.107(b)(1), (b)(2), (c)(3), (g), 25.111(a), 25.119(b), 25.121(c), (d), (d)(3), 25.125(a)(2), 25.143(g), 25.145(a), (a)(1), (b)(1-4), (b)(6), (c), 25.147 (a), (a)(2), (c), (d), 25.149 (c), 25.161(b), (c)(1), (c)(2), (c)(3)(d), (e)(3), 25.175(a)(2), (b)(1), (b)(2), (b)(2)(ii), (b)(3), (c), (c)(4), (d), (d)(5), 25.177(c), 25.181(a), (b), 25.201(a)(2), (b)(4), 25.207(b), (c), (d), (e), (f), 25.231(a)(2), 25.233(a), 25.237(a), (b)(1), (b)(2), 25.735(f)(2), (g), 25.773(b)(1)(i), 25.1001(c)(1), (c)(3), 25.1323(c)(1), (c)(2), 25.1325(e), 25.1587(b)(2)
PS05-0177-P-2	Fuel tank Flammability Rule (see Note 17)	25.981 (Amdt 25-125)
PS-05-0123-P-1	Ground Fault Interrupter Relays	25.981(a)(3)
PS06-0496-F-18	Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design	25.1555(d)(1)

PS08-0670-C-1	Adhesives Used in Interior Panel Bent Joint Potting Applications	25.853(a)
PS13-0901-ES-1	Oxygen Quantity Indication of the Lavatory Supplemental Oxygen System	25.1441(c)
PS13-1000-C-5	Flammability Testing Hierarchy	25.853(a)(d), part 25 appendix F parts I and IV
SA06091WI-T-P-1	Power plant and Auxiliary Power Unit Instruments	25.1549(b), (c)
T4173NM-DS-C-1	Emergency Exit Arrangement and Cross-Aisle Proximity	25.813
T4173NM-DS-CI-1	Emergency Exit Arrangement	25.807, 25.809 and 25.813
T4173NM-DS-CI-2	Emergency Exit Access	25.813(c)
TC6918SE-T-G -8	Formatting of Boeing Instructions for Continued Airworthiness Manuals- Airworthiness Limitations	25.1529(25-54), 25.1729(25-123), Appendix H (25-132)
TC6918SE-T-F-6	Minimum Unstick Speed (VMU)	25.107(e)(1)(iv)
TD1637SE-T-C-1	Folding Waste Trolley	25.853(d)
TD1990SE-T-C-1	Emergency Locator Transmitter (ELT)	25.1415(d)
TD2695SE-T-C-1	Exterior Exit Marking	25.811(f)
TD7075SE-T-C-1	Type III Exit Access	25.803, 25.807(c), 25.813(c)
TS13-0005-S-1	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	25.1443(c)

Special Conditions with respect to the following subjects apply:

<u>Special Condition</u>	<u>Title</u>	<u>Effective Date</u>
25-ANM-18	Lightning Protection, Protection from Unwanted Effects of Radio Frequency (RF) Energy and Propulsion Control System for General Electric CF6-80C2 FADEC engine installations	29 April, 1988
25-ANM-20	Installation of a longitudinal partition in the cabins	23 August, 1988
25-369-SC	Seats with Non-Traditional, Large, Non-Metallic Panels	March 17, 2008
25-454-SC	Seats with Inflatable Lapbelts	5 January, 2012
25-630-SC	Non-Rechargeable Lithium Batteries	22 April, 2017

JCAB Special Requirement for Model 767 series airplane regarding “Sudden Release of Pressure”:

Any structure, component or part, internal or external to the aft pressure bulkhead, the failure of which could interfere with continued safe flight and landing, must be designed to withstand the effects of a sudden release of pressure through an opening of 20 square feet at any location in the aft pressure bulkhead at any operating altitude. The differential pressure loads must be combined in a rational and conservative manner with l-g level flight loads and any loads arising from the emergency depressurization conditions. These may be considered as ultimate conditions, however any deformations associated with these conditions must not interfere with continued safe flight and landing.

Civil Aeronautics Regulations Annex 2 Chapter 2 (equivalent to ICAO Annex 16 Volume 1 Chapter 3) for Noise Requirements

Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2 Amendment 9*) for Fuel Venting and Exhaust Emissions Requirements

* Amendment 2 for aircraft equipped with Pratt and Whitney JT9D-7R4D, and Amendment 7 for aircraft equipped with General Electric CF6-80C2-B2 and -B6, and CF6-80C2-B2F and -B4F

2. 767-300BCF Major Design Change

767-300BCF (Boeing Converted Freighter) is a 767-300 series passenger airplane that has been modified in accordance with FAA approved Boeing Service Bulletin(s) 767-00-0039 to operate in a freighter configuration. These aircraft remain 767-300 series aircraft for documentation purposes on this TCDS and with regard to the applicability of airworthiness directives. Because of the magnitude of this design change, the certification basis for the changed aspects was required to be established and documented in accordance with FAR 21.101 (Changed Product Rule).

All general information in TCDS No. 39 for the 767-300 Series remains applicable to an airplane operating in the 767-300BCF configuration, with the following exceptions:

Maximum Passengers: There are no provisions for the carriage of passengers. A maximum of four supernumeraries can occupy the flight deck as given in Exemption 9696A

The 767-300BCF certification basis was established according to the requirements given in FAR 21.101 and FAA AC 21.101-1, and was determined in accordance with FAA Order 8110.48. The 767-300BCF consists of the following product level change which is considered significant per FAA AC 21.101-1:

Significant Product Level Change - Passenger to Freighter Conversion:

Certification basis: Noise requirements: Unchanged under the “No Acoustical Change” Provisions of § 21.93(b)

Fuel venting and exhaust emission requirements: Unchanged from 767-300 Series

Part 26, Amendments 26-0 through 26-1

Part 25 of the FAR, effective February 1, 1965, as amended by Amendments 25-1 through 25-117 with the following exceptions per FAR 21.101(b):

<u>SECTION NO</u>	<u>TITLE</u>	<u>AT AMDT 25</u>
25.365(e)(2)	Pressurized Compartment Loads	25-54 (for compartments outside of the pressurized area)
25.561(c)(2)	General	25-64
25.571	Damage-tolerance and Fatigue Evaluation of Structure	25-54
25.831(g)	Ventilation	25-41
25.841(a)	Pressurized Cabins	25-38

Changed Areas: The following is a high level description of the listing of changes incorporated as part of the passenger to BCF conversion:

- Installed strengthened floor beams and fuselage frames
- Installed main deck cargo door
- Installed rigid cargo/smoke barrier
- Revised cargo ventilation system
- Removal of passenger windows and installation of window plugs
- Installed main deck cargo fire protection system and smoke detection system
- Installed aural and visual alerts in the main deck Class E cargo compartment
- Installation of seats and provisions to the flight deck for four supernumeraries

The certification basis for the following changes incorporated as part of the passenger to BCF conversion remains at the original certification basis for the Model 767-300 shown on TCDS No. 39:

- Rerouting and some minor changes to hardware associated with flight controls, landing gear, and wheel brake cables
- Rerouting of air data tubing, hydraulic tubing, certain electrical wiring
- Changes to performance characteristics associated with static and dynamic loads
- Forward lavatory with recirculating waste system, including flush motor and related timer and

- circuit breaker
- Re-use of passenger airplane interior mounting hardware and attach points to accommodate cargo compartment equipment like sidewall panels and ceilings.
- Installation of a floor-mounted first observer seat
- Revision to the Ditching and Flotation analysis document as affected by the BCF modification
- Revision of the EICAS to the 767-300BCF configuration
- Incorporation of the 767-300 production stabilizer electric alternate trim control system
- Optional installation of English and foreign language placards in appropriate exterior and interior locations
- Optional modification of lower lobe air conditioning
- Strengthening of landing gear to accommodate differences in weight and CG
- Revision of Door 1L counterbalance associated with slide removal

The certification basis for areas not affected by the change will remain at the original certification basis for the Model 767-300 shown on TCDS No. 39.

Special Conditions: Special conditions that are part of the certification basis for the 767-300 Series apply to the airplane operating in the 767-300BCF configuration.

Exemptions: All exemptions from FAR Part 25 listed in TCDS No. 39 for the 767-300 Series apply to the 767-300BCF configuration, except those listed below:

Exemption No. 4725 - Exemption from 25.785(h) -Allows one seat for a required flight attendant to be located near the over wing Type III exits. Does not apply.

Exemption 9696, dated May 14, 2008 and corrected on May 22, 2008 provides relief from the requirements of Sections 25.785(j), 25.807(d), 25.807(g)(1), 25.807(i)(1), 25.809(a), 25.810(a)(1), 25.812(e), 25.813(b), 25.857(e), and 25.1447(c)(1) to allow for the carriage of supernumeraries on the 767- 300BCF.

Exemption 9696A, dated November 14, 2008 provides relief from the requirements of Sections 25.785(j);25.807(d), (g)(1), (i)(1); 25.809(a); 25.810(a)(1); 25.812(e); 25.813(b); 25.857(e); and 25.1447(c)(1) to allow for the carriage of supernumeraries on the 767-300BCF.

Equivalent Safety Findings: All existing Equivalent Safety Findings listed in TCDS No. 39 for the 767-300 Series apply to the 767-300 operated in the 767-300BCF configuration, except those listed below:

- Test Subjects for Emergency Evacuation Demonstration, Section 25.803(c)(8). Does not apply
- Passenger Emergency Exits, Section 25.807(a)(7)(iv) and (c). Does not apply
- Type III Exit Access, 25.803, 25.807(c) and 25.813(c). Does not apply
- Emergency Exit Access, 25.807, 25.809 and 25.813. Does not apply
- Exterior Exit Markings, 25.811(f)(2). Does not apply
- "No Smoking" limitation in passenger compartment, 25.791 and 25.853(c). Does not apply
- Type A Exit Passageway Dimensions, 25.807 and 25.811. Does not apply
- Cross-Aisle Between Type III Exits, 25.807 and 25.813. Does not apply
- Oxygen Quantity Indication of the Lavatory Supplemental Oxygen System, 25.1441(c). Does not apply

Equivalent Safety Findings (ESF's) exist with respect to the following sections of 14 CFR Part 25:
§ 25.855(e) - Cargo Compartment Smoke Detection

TCDS Notes: All Notes in TCDS No. 39 that apply to the 767-300 Series also apply to an airplane operated in the 767-300BCF configuration.

Optional Requirements: All optional requirements in TCDS No. 39 that apply to the 767-300 Series also apply to an airplane operated in the 767-300BCF configuration.

3. Model 767-300F (Freighter) (Approved December 2, 2004)

Engines:

2 General Electric Turbofan Engine CF6-80C2-B6F or B7F

Fuel:

General Electric Engines: Fuel conforming to GE Specification D50TF2
 All Engines: ASTM D-1655 grades Jet-A, Jet A-1 or Jet B
 ASTM D 6615 grades Jet B
 MIL-T-5624 grades JP-4 or JP-5
 MIL-T-83133 grades JP-8.

Engine Ratings & Operating Limits:

For engine ratings and operating limits see JCAB Type Approval No. 578 for the GE CF6-80C2; or the JCAB approved Airplane Flight Manual.

Airspeed Limits:

VD = 420 KCAS to 17,854 ft/.91M above 23,000 ft, linear variation between these points.
 VFC = 390 KCAS to 17,600 ft/382 KCAS at 23,000 ft/.87M above 26,000 ft, linear variation between these points.
 VMO = 360 KCAS/.86M
 VLE = 270 KCAS/.82M
 VLO = 270 KCAS/.82M
 For other airspeed limits, see the appropriate JCAB approved Airplane Flight Manual.

CG Range:

See the appropriate JCAB approved Flight Manual.

Maximum Weights:

See the appropriate JCAB approved Flight Manual.

Maximum Passengers:

0 passengers (767-300F) 2 crew, 4 persons with one floor level exit equipped with inertia reels and right hand flightcrew exit operable from outside. (Exemption No. 5993A)

<u>Model</u>	<u>Eligible Serial Numbers</u>
767-316F	29881, 30780, 30842, 32572, 32573, 34245, 34246, 34627
767-346F	35816, 35817, 35818
767-381F	33404, 33509, 33510, 35709

Certification Basis:

Civil Aeronautics Regulations Annex 1

Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) dated April 7, 1973 (equivalent to Part 25 of the Federal Aviation Regulations Amendment 25-1 through 25-34)

Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-37, except where superseded by the following sections of Part 25 as amended by Amendments 25-1 through:

<u>Amendment</u>	<u>Sections</u>
25-38	25.101, 25.161, 25.397, 25.603, 25.675, 25.685, 25.775, 25.787, 25.815, 25.841, 25.941, 25.951, 25.979(a), (b), (c), 25.999, 25.1027, 25.1041, 25.1093(b), 25.1125, 25.1143(a), (b), (c), (d), 25.1167, 25.1303, 25.1305, 25.1322, 25.1355, 25.1385, 25.1403, 25.1439, 25.1515, 25.1533, 25.1557
25-39	25.807
25-40	25.901(a), (b)(1)(ii), (b)(2), (b)(3), (b)(4), (c), 25.903, 25.933, 25.939, 25.943, 25.945, 25.952, 25.959, 25.963, 25.965, 25.973, 25.995, 25.1091(a), (b), (c), (d), 25.1093(a), (c), 25.1121, 25.1123, 25.1141, 25.1145, 25.1197, 25.1199, 25.1207, 25.1337, 25.1549

25-41	25.831, 25.1309, 25.1321, 25.1325, 25.1331, 25.1333, 25.1335, 25.1351, 25.1401, 25.1421, 25.1435, 25.1447, 25.1450, 25.1457, 25.1459, 25.1461
25-42	25.21, 25.29, 25.107, 25.111, 25.143, 25.147, 25.149, 25.177, 25.181, 25.201, 25.207, 25.233, 25.237, 25.255, 25.703, 25.729, 25.1043, 25.1353, 25.1501, 25.1521, 25.1581, 25.1583, 25.1585, 25.1587
25-43	25.1326
25-44	25.1413
25-45	25.571, and 25.573
25-46	25.345, 25.351(a), 25.629, 25.697, 25.803, 25.901(d), 25.1103(a), (b)(2), (d), (e), (f), 25.1142, and 25.1522
25-49	25.733
25-54	25.365 (e)(1), (2)
25-64	25.561 Applies to seats for supernumeraries, galley and rigid barrier
25-72	25.783 Applies to main deck cargo door

Compliance with the following optional requirements has been established with respect to the following sections of 14 CFR Part 25:

- § 25.801 - Ditching Provisions (Over- water operation can be approved when the aircraft has been equipped and installation has been approved according to 14 CFR 25.801)
- § 25.1419 - Ice Protection Provisions

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 and Amendment 26-1: 26.43, 26.45, 26.47, 26.49 and Amendment 26-3: 26.39

Exemption from FAR 25:

<u>Exemption</u>	<u>Title</u>	<u>Issued Date</u>	<u>Expiration Date</u>
5993	Partial Exemption from 25.807(c)(1) and 25.857(e) – Allows for the carriage of up to seven persons including the flight crew members, when the airplane is equipped with a floor level exit with escape slide, and a right hand flight crew window emergency exit that is operable from the outside.	23 November 1994	Permanent
5993A	Partial Exemption from 25.809(f)(1) – Allows for the carriage of persons other than flight crew members. In lieu of an escape slide, the emergency evacuation assist means at the entry door shall be an inertial reel descent device and harness provided for each occupant. See Note 12.	9 August 1995	Permanent
8119	Partial Exemption from §25.901(c), Single Failures resulting in Uncontrollable High Thrust Conditions	11 June, 2003	Permanent
9791C	Partial Time-Limited Exemption from 14 CFR §25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels (Expired Exemption No. 9791, November 28, 2010, Exemption No. 9791B, 28 February, 2011	28 November, 2008	28 November, 2011
10767D	Time-limited exemption from 14 CFR 25.901(c) and 25.981(a)(3), fuel tank ignition prevention associated with to the latent-plus-single failures for the FQIS processor, and fuel-quantity-system wiring that is co-routed with airplane wiring carrying electrical power exceeding intrinsically safe levels. (Expired Exemption No. 10767, 17 May, 2016, Exemption No. 10767A, 17	17 December, 2015	31 December, 2027

May, 2016, Exemption 10767C, 31 December, 2019)

14593	Exemption from SFAR 88, and §§ 25.901(c) and 25.981(a)(3), as they pertain to fuel-tank-ignition prevention associated with the fuel-quantity indication system and fuel-overfill-shutoff surge tank wiring installation, limited to in-service 767-300 (freighter only)	25 January, 2016	Permanent
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Equivalent Safety Findings (ESF's) exist with respect to the following sections of 14 CFR Part 25:

<u>ELOS IP</u>	<u>Title</u>	<u>14 CFR</u>
AT00010BA-T-S-1	Powerplant and Auxiliary Power Unit Instruments	25.1549(b)
AT0141SE-T-S-1	Supplemental Oxygen Equipment	25.1447(c)(1) and (3)
AT0328ST-T-C-5	"No Smoking" limitation in the passenger compartment	25.791, 25.853, CAR 4b.3 81
AT1736SE-T-C-14	Door Sill Reflectance	25.811
PS05-0123-P-1	Ground Fault Interrupter Relays	25.981(a)(3)
PS05-0177-P-2	Fuel tank Flammability Rule (see Note 17)	25.981 (Amdt 25-125)
PS06-0496-F-18	Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design	25.1555(d)(1)
PS08-0670-C-1	Adhesives Used in Interior Panel Bent Joint Potting Applications	25.853(a)
PS13-1000-C-5	Flammability Testing Hierarchy	25.853(a)(d), part 25 appendix F parts I and IV
SA06091WI-T-P-1	Power plant and Auxiliary Power Unit Instruments	25.1549(b), (c)
TC6918SE-T-G -8	Formatting of Boeing Instructions for Continued Airworthiness Manuals- Airworthiness Limitations	25.1529(25-54), 25.1729(25-123), Appendix H (25-132)
TD1990SE-T-C-1	Emergency Locator Transmitter (ELT)	25.1415(d)
TD2695SE-T-C-1	Exterior Exit Marking	25.811(f)
TS13-0005-S-1	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	25.1443(c)

Special Conditions with respect to the following subjects apply:

<u>Special Condition</u>	<u>Title</u>	<u>Effective Date</u>
25-ANM-18	Lightning Protection, Protection from Unwanted Effects of Radio Frequency (RF) Energy and Propulsion Control System for General Electric CF6-80C2 FADEC engine installations	29 April, 1988
25-630-SC	Non-Rechargeable Lithium Batteries	22 April, 2017

JCAB Special Requirement for Model 767 series airplane regarding "Sudden Release of Pressure":

Any structure, component or part, internal or external to the aft pressure bulkhead, the failure of which could interfere with continued safe flight and landing, must be designed to withstand the effects of a sudden release of pressure through an opening of 20 square feet at any location in the aft pressure bulkhead at any operating altitude. The differential pressure loads must be combined in a rational and conservative manner with 1-g level flight loads and any loads arising from the emergency depressurization conditions. These may be considered as ultimate conditions, however any deformations associated with these conditions must not interfere with continued safe flight and landing.

Civil Aeronautics Regulations Annex 2 Chapter 2 (equivalent to ICAO Annex 16 Volume 1 Chapter 3) for

Noise Requirements

Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2 Amendment 9) for Fuel Venting and Exhaust Emissions Requirements

DATA PERTINENT TO ALL MODELS

Maximum Baggage/Cargo:

See appropriate Weight & Balance Manual.

Fuel and Oil Capacities:

See appropriate Weight and Balance Manual.

Minimum Crew:

Two (2); pilot and copilot

Minimum Required Fuel:

See appropriate JCAB approved Flight Manual.

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.

Required Equipment:

The basic required equipment as prescribed in the applicable Japan Civil Aeronautics Law and Regulations must be installed in the aircraft.

Service Information:

Boeing Document D634T201 "Structural Repair Manual" is FAA-approved. Service Bulletins and other service information when FAA-approved shall carry a statement to that effect. This statement may be interpreted as "JCAB-approved".

NOTES:

- 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 a JCAB approved loading system for weight and balance control.
- Note 2. Airplane operation must be in accordance with the JCAB Approved Airplane Flight Manual. All placards required by either JCAB approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the airplane.
- Boeing Document No. D6T11320 is the basic FAA Approved Airplane Flight Manual for Pratt and Whitney powered Model 767-300 airplanes.
- Boeing Document No. D6T11321 is the basic FAA Approved Airplane Flight Manual for GE powered Model 767-300 airplanes.
- Note 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Maintenance Planning Data Document (MPD) Section 9 - Airworthiness Limitations and Certification Maintenance Requirements; Boeing Document D622T001-9. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR §§ 43.16 and 91.403, unless an alternative program has been FAA approved.
- The operational limitations and maintenance tasks set forth in the following documents constitute the

Airworthiness Limitations of the Boeing 767-300/300F model airplanes. For airplanes delivered after April 5, 2019, the applicable revision level of each of these documents is listed on the airplane-specific Revision Effectivity Report (RER) MPE-RER-767-LNXXXX letter of each airplane. Airplane operators are required to observe the limitations and perform the maintenance tasks per the specified revision level or a later FAA-approved revision of the documents.

The following documents are the FAA approved requirements to comply with 14 CFR §§ 25.571, 25.981, 25.1529, 43.16 and 91.403:

Boeing Document	Title	Description
D622T001-9-01	767-300/300F Airworthiness Limitations (AWLs)	Contains required structural inspections and the retirement times for structural safe-life and life-limited parts. Also contains required retirement times for systems life-limited parts and other systems limitations.
D622T001-9-02	767-300/300F/ Airworthiness Limitations – Line Number Specific	Existing structures AWLs that were impacted by airplane production non-conformances may result in airplane specific revised inspection requirements and/or inspection intervals.
D622T001-9-03	767-300/300F Certification Maintenance Requirements (CMRs)	Required periodic tasks to specific Systems installations.
D622T001-9-04	767-300/300F Special Compliance Items/ Airworthiness Limitations	This document lists and provides instructions for Airworthiness Limitation Instructions (ALIs) and Critical Design Configuration Control Limitations (CDCCLs) required to comply with 14 CFR Part 25.981
D622T001-DTR	767-300/300F/ Damage Tolerance Rating (DTR) Check Form Document	This document contains completed (filled) DTR Check Forms. These forms were used to develop a suggested Supplemental Structural Inspection Program (SSIP) which is part of the SSIP in the Maintenance Planning Data document D622T001. These completed DTR Check Forms also serve as examples to assist operators while completing their own DTR Check Forms.

Note 4. Systems and Powerplant Certification Maintenance Requirements (CMR): The CMRs are listed in either the FAA-approved Certification Maintenance Requirements (CMRs) Document D622T001-9-03 or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

Note 5. Crew procedures identified as required by engineering failure analyses in Boeing Document D230T405 must not be changed unless approved by FAA Seattle Aircraft Certification Office.

Note 6. The following requirements apply to the design features at the required Type III overwing emergency exits:

1. With one pair of Type III exits there must be an unobstructed cross-aisle at least 20 inches wide between main aisles in close proximity to the overwing exit pair. With two pair of Type III exits, the cross-aisle must be in close proximity to both exit pairs.
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 two inches of seat cushion may encroach into the actual projected opening of the exit, provided that the cushion can be readily compressed

Note 7. The type design reliability and performance of this airplane has been evaluated in accordance with FAA Advisory Circular 120- 42A and found suitable for extended operations when configured in accordance with Boeing Document D6T11604 "CONFIGURATION, MAINTENANCE AND PROCEDURES FOR

EXTENDED RANGE(ER) OPERATION". This finding does not constitute approval to conduct extended operations.

The type-design reliability and performance of the Models 767-300BCF have been evaluated under 14 CFR §25.1535 and found suitable for up to 180 minutes extended operations (ETOPS) when the configuration, maintenance, and procedures standard contained in Boeing Document D6T11604 "CONFIGURATION, MAINTENANCE AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" are met. The actual maximum approved diversion time for this airplane may be less based on its most limiting system time capability. This finding does not constitute operational approval to conduct ETOPS.

Note 8. 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 D624T001 "Service Bulletin 767". The records of airplanes imported into Japan should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

Note 9. The Engine Indication and Crew Alerting System (EICAS) provides displays of engine parameters, crew messages of non-normal conditions, system status maintenance data. EICAS messages are divided into the following categories:

WARNING - Red message, immediate crew action required.

CAUTION - Amber message, subsequent crew action required.

ADVISORY - Indented amber message, possible subsequent crew action required.

STATUS - White message appears on EICAS Status page, provides readiness for dispatch information which require crew awareness prior to dispatch.

MAINTENANCE - White message appears on ECS/MSG page of EICAS, for use of maintenance personnel only.

Note 10. Airplane line numbers 231 and subsequent were manufactured after August 20, 1988, and Airplane line numbers 322 and subsequent were manufactured after August 20, 1990 (Reference FAR 121.312(a)(1) and (2), Amendment 121-198). Airplanes 322 through 326 are exempt (Exemption No. 5176A). See Boeing Service Bulletin Index, D6-30300, for cross reference of line number to serial number to block number.

Note 11. The General Electric CF6-80C2 FADEC series engine type certificate data sheets define allowable dispatch criteria with certain faults present in the engine control system. The three fault categories defined in the engine type data sheets correspond to the following Boeing EICAS messages.

Engine Fault Level

CF6-80C2 FADEC	EICAS Boeing Message Category
C	ENG CONTROL-ADVISORY
C1	ENG EEC C1 – STATUS
C2	ENG EEC C2 - MAINTENANCE

Note 12. Exemption 5993A for the 767-300F requires that the procedures found to be acceptable during the emergency evacuation demonstration be incorporated into the approved operator's procedures. Any deviation requires coordination with JCAB.

Note 13. (Reserve)

Note 14. CF6-80C2 series engines incorporating Dribble Flow Fuel Nozzles PN9331M72P33, P34 and P41 are prohibited from the use of JP-4 and Jet B (wide cut) fuel.

Note 15. (Reserve)

Note 16. 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 Special Compliance Items (SCIs)/Airworthiness Limitations Document D622T001-9-04.

- Note 17. An Equivalent Safety Finding for the Flammability Reduction System (FRS), 14 CFR 25.981 at Amendment 25-125 is applied if fuel tank inerting is installed in new airplane production (starting with line # 993) or as a modification on existing in service aircraft per Boeing Service Bulletin 767-47-0001. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.
- Note 18. The JCAB has determined that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed within Boeing Document D332N402, “may endanger the safe operation of an airplane” and hence is reportable under JCAB Circular No.6-001.
- Note 19. (Reserve)
- Note J1 This Type Certificate Data Sheet (TCDS) is based on FAA TCDS No. A1NM revision 40 dated June 13, 2023.
- Note J2 Dates of application for FAA and JCAB Type Certification for Model 767-300, -300F are as follows.

Model	FAA TC No. A1NM	JCAB TC No. 39
767-300	December 19, 1982	January 26, 1998
767-300F	March 26, 1992	January 28, 2002

- Note J3 Import Requirements/Import Eligibility
- To be considered eligible for operation in Japan, each aircraft manufactured under this Type Certificate must be accompanied by a Certificate of Airworthiness for Export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states the following (in the English language).
- “This aircraft has been examined, tested and found to conform to the type design approved under JCAB Type Certificate No. 39-2 and to be in a condition for safe operation.”

...END...