TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.205

for

Boeing 757

Type Certificate Holder:

The Boeing Company

1901 Oakesdale Avenue SW
Renton, WA 98057-2623
United States of America

For Models: 757-200
757-200PF
757-300

TABLE OF CONTENTS

SECTION 1: 757-200

I. General

1. Type/Model

Type: 757

Model: 200

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A2NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class: A

3. Certifying Authority:

Federal Aviation Administration (FAA)
Seattle Aircraft Certification Office
2200 S. 216 St
Des Moines, WA 98198-6547
United States of America

4. Manufacturer

The Boeing Company
1901 Oakesdale Ave SW
Renton, WA 98057-2623
United States of America

5. FAA Certification Application Date: 28 February 1978

6. EASA Validation Application Date: In accordance with Regulation (EC) 1702/2003

7. FAA Type Certificate Date: 21 December 1982

8. EASA Type Certification Date: 03 February 1984

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

SECTION 1: 757-200 – continued

2. FAA Type Certification Data Sheet No.

Refer to FAA TCDS A2NM

3. FAA Certification Basis

Refer to FAA TCDS A2NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003.
FAA Certification Basis Refer to FAA TCDS A2NM

5. Special Conditions

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
Adopted FAA Special Conditions see FAA TCDS A2NM

Post-TC:

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

6. Exemptions

Adopted FAA Exemptions see FAA TCDS A2NM

7. Deviations

Adopted FAA Deviations see FAA TCDS A2NM

8. Equivalent Safety Findings

EASA Equivalent Safety Findings:

F-GEN9-1: Minimum Mass Flow of Supplemental Oxygen "Component Qualification"

F-GEN9-3: Crew Determination of Quantity of Oxygen in Passenger Oxygen System

ESF G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

SECTION 1: 757-200 – continued

9. Environmental Protection

Noise: ICAO Annex 16, Volume I

For noise records and values, refer to TCDSN No. EASA.IM.A.205

Fuel Venting & Emissions: ICAO Annex 16, Volume II

10. Part 26 compliance information

For all models, compliance with point 26.300(a) of Part 26 is demonstrated by complying with points:

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.305 Validity of the continuing structural integrity programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue critical structure
- 26.309 Repair Evaluation Guidelines

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Refer to FAA TCDS A2NM

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

3. Equipment

Refer to FAA TCDS A2NM

4. Dimensions

Length	47.32 m	(155 ft 3 ins)

SECTION 1: 757-200 – continued

Wing Span	38.02 m	(124 ft 10 ins)
Height	13.74 m	(45 ft 1 ins)

5. Engines

Two (2) Rolls-Royce RB211-535C-37 or RB211-535E4-37 or RB211-535E4-B-37 Turbofan Engines

Engine data sheet: FAA TCDS E12EU

Or

Two (2) Pratt and Whitney Turbofan Engines PW2040 or PW2037

Engine data sheet: FAA TCDS E17NE

For limitations see engine datasheet, airplane data sheet (A2NM) and Airplane Flight Manual

For engine operating limits see CAA-UK Engine Type Certificate Data Sheet No. 1044 for Rolls Royce RB211-535C-37, RB211-535E4-37, or RB211-535E4-B-37 engine; TC Data Sheet No. E17NE for the Pratt & Whitney PW2037, PW2037(M) or PW2040, or the EASA-approved Airplane Flight Manual. Except for Rolls Royce RB211-535-C-37 engine, the normal 5 minute take-off time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the EASA approved Airplane Flight Manual.

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER

Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

Reserved

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Refer to applicable approved manuals and FAA TCDS A2NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A2NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved Airplane Flight Manual.

SECTION 1: 757-200 – continued

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

13. Maximum Certified Masses

13.1 Aircraft Line Numbers 1 through 124*

	Kilograms	Pounds
MTW	109315	241000
MTOW	108862	240000
MLW	90000	198400
MZFW	83500	184100

13.2 Aircraft Line Numbers 125 through 209*

	Kilograms	Pounds
MTW	116119	256000
MTOW	115893	255500
MLW	90000	198400
MZFW	83500	184100

13.3 Aircraft Line Numbers 210 through 299 with Rolls Royce Engines*

	Kilograms	Pounds
MTW	116119	256000
MTOW	115893	255500
MLW	95254	210000
MZFW	84368	186000

SECTION 1: 757-200 – continued

13.4 Aircraft Line Numbers 210 through 299 with Pratt and Whitney Engines*

	Kilograms	Pounds
MTW	116119	256000
MTOW	115893	255500
MLW	95254	210000
MZFW	84368	186000

13.5 Aircraft Line Numbers 300 and above*

	Kilograms	Pounds
MTW	116119	256000
MTOW	115893	255500
MLW	95254	210000
MZFW	90718	200000

*Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual

15. Datum

Refer to FAA TCDS A2NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2): Pilot and Co-pilot

19. Maximum Seating Capacity

SECTION 1: 757-200 – continued

Refer to FAA TCDS A2NM

20. Baggage/ Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

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 Model 757-200PF 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.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document

3. Weight and Balance Manual (WBM)

Boeing Document No. D043N302, Weight and Balance Manual

SECTION 1: 757-200 – continued

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

No EASA MMEL available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

2. Flight Crew Data

a. The Flight Crew data D6-85798, Revision New, as per the defined Operational Suitability Data Certification Basis recorded in document D6-85798, or later recorded CRI A-FCD.
b. Required for entry into service by EU operator.
c. Pilot Type Rating: “B757/767”.

Note: These data cover the models B757-300 and -300 series and the B767-200, -300, -300F and -400ER series aircraft. Differences are addressed in D6-85798.

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

VI. Notes

Refer to FAA TCDS A2NM for applicable notes

SECTION 2: 757-200PF

I. General

1. Type/Model

Type: 757

Model: 200PF

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A2NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class	A
3. Certifying Authority	Federal Aviation Administration (FAA) Seattle Aircraft Certification Office 2200 S. 216 St Des Moines, WA 98198-6547 United States of America
4. Manufacturer	The Boeing Company 1901 Oakesdale Ave SW Renton, WA 98057-2623 United States of America
5. FAA Certification Application Date	23 April 1985
6. EASA Validation Application Date	In accordance with Regulation (EC) 1702/2003
7. FAA Type Certificate Date	03 September 1987
8. EASA Type Certification Date	17 September 1991

II. Certification Basis

1. Reference Date for determining the applicable requirements

In accordance with Regulation (EC) 1702/2003

2. FAA Type Certification Data Sheet No.

SECTION 2: 757-200PF – continued

Refer to FAA TCDS A2NM

3. FAA Certification Basis

Refer to FAA TCDS A2NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003.
FAA Certification Basis Refer to FAA TCDS A2NM

5. Special Conditions

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
Adopted FAA Special Conditions see FAA TCDS A2NM

Post-TC:

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

6. Exemptions

Adopted FAA Exemptions see FAA TCDS A2NM

7. Deviations

Adopted FAA Deviations see FAA TCDS A2NM

8. Equivalent Safety Findings

F-GEN9-1: Minimum Mass Flow of Supplemental Oxygen "Component Qualification"

F-GEN9-3: Crew Determination of Quantity of Oxygen in Passenger Oxygen System

ESF G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)
Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

SECTION 2: 757-200PF – continued

9. Environmental Protection

Noise: ICAO Annex 16, Volume I
For noise records and values, refer to TCDSN No. EASA.IM.A.205

Fuel Venting & Emissions: ICAO Annex 16, Volume II

10. Part 26 compliance information

For all models, compliance with point 26.300(a) of Part 26 is demonstrated by complying with points:

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.305 Validity of the continuing structural integrity programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue critical structure
- 26.309 Repair Evaluation Guidelines

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Refer to FAA TCDS A2NM

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings. 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

3. Equipment

Refer to FAA TCDS A2NM

4. Dimensions

SECTION 2: 757-200PF – continued

Length	47.32 m	(155 ft 3 ins)
Wing Span	38.02 m	(124 ft 10 ins)
Height	13.74 m	(45 ft 1 ins)

5. Engines

2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2040
Engine data sheet: FAA TCDS E17NE
Or
2 Rolls-Royce RB211-535E4-37, 2 Rolls Royce RB211-535E4-B-37
Engine data sheet: FAA TCDS E12EU
Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER
Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

Reserved

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Refer to applicable approved manuals and FAA TCDS A2NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A2NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved Airplane Flight Manual.

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

SECTION 2: 757-200PF – continued

12. Operating Limitations

12.1 Approved Operations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations

See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

13. Maximum Certified Masses

	Kilograms	Pounds
MTW	116119	256000
MTOW	115892	255500
MLW	95254	210000
MZFW	90718	200000

Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual

15. Datum

Refer to FAA TCDS A2NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2): Pilot and Co-pilot

19. Maximum Seating Capacity

SECTION 2: 757-200PF – continued

Refer to FAA TCDS A2NM

20. Baggage/ Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Boeing Document No. D631N002 is the basic FAA-Approved Flight Manual for Model 757-200PF airplanes powered by Pratt &Whitney PW2037 and PW2040 engines.

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

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document

3. Weight and Balance Manual (WBM)

Boeing Document No. D043N302

SECTION 2: 757-200PF – continued

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

No EASA MMEL available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

2. Flight Crew Data

a. The Flight Crew data D6-85798, Revision New, as per the defined Operational Suitability Data Certification Basis recorded in document D6-85798, or later recorded CRI A-FCD.
b. Required for entry into service by EU operator.
c. Pilot Type Rating: “B757/767”.

Note: These data cover the models B757-300 and -300 series and the B767-200, -300, -300F and -400ER series aircraft. Differences are addressed in D6-85798.

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

VI. Notes

Refer to FAA TCDS A2NM for applicable notes

SECTION 3: 757-300

I. General

1. Type/Model

Type:	757
Model:	300

A discontinued Boeing practice allocated - for aeroplanes manufactured before 2016 - customer-specific codes to denote the aeroplane's original customer. The customer-specific codes are in the form of two letters and/or numbers that are appended to the aircraft's model designator.

Refer to FAA TCDS A2NM for correlation between the aeroplane's original customer code and Eligible Serial Numbers.

2. Performance Class	A
3. Certifying Authority	Federal Aviation Administration (FAA) Seattle Aircraft Certification Office 2200 S. 216 St Des Moines, WA 98198-6547 United States of America
4. Manufacturer	The Boeing Company 1901 Oakesdale Ave SW Renton, WA 98057-2623 United States of America
5. FAA Certification Application Date	21 February 1996
6. EASA Validation Application Date	In accordance with Regulation (EC) 1702/2003
7. FAA Type Certificate Date	22 January 1999
8. EASA Type Certification Date	25 January 1999

II. Certification Basis

1. Reference Date for determining the applicable requirements

21 February 1996

SECTION 3: 757-300 – continued

2. FAA Type Certification Data Sheet No.

Refer to FAA TCDS A2NM

3. FAA Certification Basis

Refer to FAA TCDS A2NM

4. EASA Airworthiness Requirements

In accordance with Regulation (EC) 1702/2003.
JAA Airworthiness Requirements
JAR 25 Change 14, effective 27 May 1994
JAR AWO Change 2

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 25BCD-236 Vibration, Buffet and Aeroelastic Stability
- NPA 25-240 Landing in Abnormal Configuration
- NPA 25BDG-244 Accelerate Stop Distances and Related Performance
- NPA 25B-261 Control Forces, Manoeuvre Stability, Minimum Control Speeds and Stalling
- NPA 25C-260 Loads – General
- NPA 25C-276 Brake Roll Condition
- NPA 25C-279 Shock Absorption Tests
- NPA 25 FD-243 Autopilot

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

- Reversion from JAR 25.571, Damage Tolerance and Fatigue Evaluation.
- Reversion from JAR 25.901(b)(1)(ii) 25.901(c), Engine Controls, Electronic.
- Reversion from JAR 25.783, Doors
- Reversion from JAR 25.562(c)(5),(c)(6) Emergency Landing Conditions
- Reversion from JAR 25.365(e)(2), Pressurised Compartment Loads-Equipment Bays
- Reversion from JAR 25X519(b), Static Ground Load Conditions – Jacking
- Reversion from JAR 25.1419, Ice Protection Flight Deck Indication
- Reversion from JAR 25.901(c) 25A901(c), Engine, APU, Fuel Systems
- Reversion from JAR 25.775, Windshield and Windows

SECTION 3: 757-300 – continued

- Reversion from JAR 25.773(b)(2), Pilot Compartment View
- Reversion from JAR 25.1438, ECS Compartment Proof and Burst Test Pressure
- Reversion from JAR 25.1309, Equipment, Systems and Installation
- Reversion from JAR 25.963(g)(1), Fuel Tank Access Cover
- Reversion from JAR 25X745(d), Nose Wheel Steering
- Reversion from JAR 25.729(f), Tyre and Wheel Threat
- Reversion from JAR 25.903(d)(1), Uncontained Engine Rotor Failures

5. Special Conditions

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

JAA Special Conditions

The following Special Conditions have been applied:

- JAA/757-300/ND/CRI F-08 MMR Qualification and Installation
- JAA/757-300/ND/CRI F-11 EGPWS
- JAA/757-300/ND/CRI F-15 FANS-1
- JAA/757-300/SC/CRI D-02 Worn Brakes
- JAA/757-300/SC/CRI D-20 Towbarless Towing, Nose Wheel Steering
- JAA/757-300/SC/CRI E-02 Engine Type Certification
- JAA/757-300/SC/CRI F-01 Protection from the effects of HIRF
- JAA/757-300/SC/CRI F-02 Lightning Protection - Directs Effects
- JAA/757-300/SC/CRI F-03 Lightning Protection - Indirect Effects
- JAA/757-300/SC/CRI G-01 Computerised AFM
- JAA/757-300/SC/CRI G-02 Aeroplane Flight Manual

Adopted FAA Special Conditions see FAA TCDS A2NM

Post-TC:

Generic SC F-GEN-11, Non-rechargeable Lithium Batteries Installations, effective to design changes applied for after 10 November 2016. See the Notes of these special conditions for more information on which design changes must meet them. (CS 25.601, 25.863, 25.1353(c) refers)

6. Exemptions

The following exemptions have been granted:

- JAA/757-300/EX/CRI D-12 Partial Exemption from JAR 25.1435(b)(1)
- JAA/757-300/EX/CRI E-06 Exemption from JAR 25.961(a)(5), JAR25.1521

Adopted FAA Exemptions see FAA TCDS A2NM

SECTION 3: 757-300 – continued

7. Deviations

Adopted FAA Deviations see FAA TCDS A2NM

8. Equivalent Safety Findings

JAA Equivalent Safety Findings

The following Equivalent Safety findings have been granted:

- JAA/757-300/ES/CRI B-04 Equivalent Safety with JAR 25.1303(c)
- JAA/757-300/ES/CRI D-05 Equivalent Safety with JAR 25.791 & 853
- JAA/757-300/ES/CRI D-06 Equivalent Safety with JAR 25.807 & 813
- JAA/757-300/ES/CRI D-07 Equivalent Safety with JAR 25.807 & 809
- JAA/757-300/ES/CRI D-08 Equivalent Safety with JAR 25.810
- JAA/757-300/ES/CRI D-10 Equivalent Safety with JAR 25.812
- JAA/757-300/ES/CRI D-16 Equivalent Safety with JAR 25.810(a)(1)(iii)
- JAA/757-300/ES/CRI D-17 Equivalent Safety with JAR 25X1436
- JAA/757-300/ES/CRI D-19 Equivalent Safety with JAR 25.811(f)
- JAA/757-300/ES/CRI E-01 Equivalent Safety with JAR 25.933(a)
- JAA/757-300/ES/CRI F-10 Equivalent Safety with JAR 25.1389(b)(3)
- JAA/757-300/ES/CRI J-01 Equivalent Safety with JAR Subpart J as required by JAR 25.A901(b)(1)

F-GEN9-1: Minimum Mass Flow of Supplemental Oxygen "Component Qualification"

F-GEN9-3: Crew Determination of Quantity of Oxygen in Passenger Oxygen System

ESF G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design (CS 25.1555(d)(1) refers)

Adopted FAA Equivalent Safety Findings see FAA TCDS A2NM

9. Environmental Protection

Noise: ICAO Annex 16, Volume I

For noise records and values, refer to TCDSN No. EASA.IM.A.205

Fuel Venting & Emissions: ICAO Annex 16, Volume II

10. Part 26 compliance information

For all models, compliance with point 26.300(a) of Part 26 is demonstrated by complying with points:

- 26.301 Compliance Plan for (R)TC holders

SECTION 3: 757-300 – continued

- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.305 Validity of the continuing structural integrity programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue critical structure
- 26.309 Repair Evaluation Guidelines

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Refer to FAA TCDS A2NM

2. Description

Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings

3. Equipment

Refer to FAA TCDS A2NM

4. Dimensions

Length	54.4 m	(178 ft 7 ins)
Wing Span	38.02 m	(124 ft 10 ins)
Height	13.6 m	(45 ft 1 ins)

5. Engines

2 Rolls-Royce RB211-535E4-37 or 2 Rolls-Royce RB211-535E4-B-37 or 2 Rolls-Royce RB211-535E4-C-37

Engine data sheet: FAA TCDS E12EU

Or

2 Pratt & Whitney PW2037, PW2040 or PW2043

Engine data sheet: FAA TCDS E17NE

Refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility

SECTION 3: 757-300 – continued

6. Auxiliary Power Unit

Garrett GTCP 331-200A or Garrett GTCP 331-200ER
Limitations: Refer to the APU TSOA or Aeroplane Flight Manual
Allied Signal Model 331-200
Limitations: Refer to the APU TSOA or Aeroplane Flight Manual

7. Propellers

Reserved

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Refer to applicable approved manuals and FAA TCDS A2NM

9. Fluid Capacities

Refer to applicable approved manuals and FAA TCDS A2NM

10. Airspeed Limits

For airspeed limits see the FAA TCDS A2NM and appropriate FAA Approved Airplane Flight Manual.

11. Flight Envelope

12,800 m (42,000 ft) pressure altitude

12. Operating Limitations

12.1 Approved Operations
See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

12.2 Other Limitations
See the appropriate FAA Approved Airplane Flight Manual and FAA TCDS A2NM

13. Maximum Certified Masses

	Kilograms	Pounds

SECTION 3: 757-300 – continued

MTW	124057	273500
MTOW	123830	273000
MLW	101605	224000
MZFW	95254	210000

Refer to the Weight & Balance Manual for eligible serial numbers and restrictions

14. Centre of Gravity Range

See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual

15. Datum

Refer to FAA TCDS A2NM

16. Mean Aerodynamic Chord (MAC)

Refer to FAA TCDS A2NM

17. Levelling Means

Refer to FAA TCDS A2NM

18. Minimum Flight Crew

Two (2): Pilot and Co-pilot

19. Maximum Seating Capacity

Refer to FAA TCDS A2NM

20. Baggage/ Cargo Compartment

See Weight & Balance Manual

21. Wheels and Tyres

See appropriate Airplane Flight Manual and FAA TCDS A2NM for details

SECTION 3: 757-300 – continued

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

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.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Boeing Document No. D332N402, Maintenance Planning Document.

3. Weight and Balance Manual (WBM)

See Weight and Balance Manual Boeing Document No. D043N302

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

No EASA MMEL available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

2. Flight Crew Data

a. The Flight Crew data D6-85798, Revision New, as per the defined Operational Suitability Data Certification Basis recorded in document D6-85798, or later recorded CRI A-FCD.
b. Required for entry into service by EU operator.
c. Pilot Type Rating: “B757/767”.

Note: These data cover the models B757-300 and -300 series and the B767-200, -300, -300F and -400ER series aircraft. Differences are addressed in D6-85798.

SECTION 3: 757-300 – continued

3. Cabin Crew Data

No CCD available (not required per COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014).

VI. Notes

Refer to FAA TCDS A2NM for applicable notes

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

APU:	Auxiliary Power Unit
AWO:	All Weather Operation
CRI:	Certification Review Item
CS:	Certification Specification
EASA:	European Aviation Safety Agency
ESF:	Equivalent Safety Finding
FAA:	Federal Aviation Administration
ICAO:	International Civil Aviation Organization
JAR:	Joint Aviation Requirement
MMEL:	Master Minimum Equipment List
MEL:	Minimum Equipment List
NPA:	Notice of Proposed Amendment
INT/POL:	JAA Interim Policy
RVSM:	Reduced Vertical Separation Minima
SB:	Cessna Service Bulletin
SC:	Special Condition
S/N:	Serial Number
TCDS:	Type Certificate Data Sheet
TCDSN:	Type Certificate Data Sheet for Noise

II. Type Certificate Holder Record

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III. Change Record

Issue	Date	Changes
Issue 01	23 January 2012	Initial Issue
Issue 02	30 April 2012	Addition of SC H-01 ICA on EWIS (Sections 1.II.5, 2.II.5, 3.II.5)
Issue 03	17 December 2015	Introduction of new Chapters 'V. Operational Suitability Data (OSD)' and renumbering of 'VI. Notes' to Sections I, II and III.
Issue 04	24 February 2021	Boeing and FAA physical addresses updated. Annotation about customer-specific codes added in

Issue	Date	Changes
		Type/Model paragraphs. Post-TC Special Condition (SC) F-GEN-11, non-rechargeable Lithium Batteries Installations, added for 757-200 series, 757-200(PF) series and -300 series aeroplanes. ESF G-GEN2, Engine and Auxiliary Power Unit (APU) Fire Switch Handle Design added for 757-200 series, 757-200(PF) series and -300 series aeroplanes Reference to EASA TCDSN added Reference to TCDS for APU deleted
Issue 05	22 August 2024	Corrected typo in TCDS Number (front page)
Issue 06	06 November 2024	Added ESF information to the certification basis description for all models. Added information related to Part 26 compliance for all models

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