DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A2NM
Revision 15
BOEING
757-200 Series
757-200PF Series
757-200CB Series
September 1, 1998

TYPE CERTIFICATE DATA SHEET A2NM

This data sheet, which is part of Type Certificate No. A2NM, 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
PO Box 3707
Seattle, WA 98124

I - Model 757-200 (approved December 21, 1982)

Engines: 2 Rolls-Royce RB211-535C, 2 Rolls-Royce RB211-535E4, 2 Rolls-Royce RB211-535E4-B, 2 Pratt & Whitney PW2037, or 2 Pratt & Whitney PW2040; refer the FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Engine Ratings

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
RR RB211-535C	36,720	33,500
RR RB211-535E4	39,610	35,205
RR RB211-535E4-B	42,546	35,205
P&W PW2037	37,530	34,640
P&W PW2040	40,900	34,640

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535C, RB211-535E4, or RB211-535E4-B engine; TC Data Sheet No. E17NE for the P&W PW2037 or PW2040, or the FAA-Approved Airplane Flight Manual. Except for RR RB211-535C engine, the normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

I. Model 757-200 (cont'd):

Model	Eligible Serial Numbers
757-204	25623, 25626, 26266, 26267, 26962-26967, 27208, 27219, 27220, 27235-27238,
757-208	24739, 24760, 25085, 28989
757-212	23125-23128
757-222	24622-24627, 24743, 24744, 24763, 24780, 24799, 24809, 24810, 24839, 24840, 24860, 24861, 24871, 24872, 24890, 24891, 24931, 24932, 24977, 24978, 24994, 24995, 25018, 25019, 25042, 25043, 25072, 25073, 25129, 25130, 25156, 25157, 25222, 25223, 25252, 25253, 25272, 25276, 25322, 25323, 25367, 25368, 25396-25399, 25698, 26641, 26644, 26647, 26650, 26653, 26654, 26657, 26660, 26661, 26664, 26665, 26666, 26669, 26670, 26673, 26674, 26677, 26678, 26681, 26682, 26685, 26686, 26689, 26690, 26693, 26694, 26697, 26698, 26701, 26702, 26705, 26706, 26709, 26710, 26713, 26717, 28142-28145, 28707, 28708, 28748, 28749
757-223	24486-24491, 24524, 24525, 24526, 24577-24617, 25294-25301, 25333-25343, 25695, 25696, 25697, 25730, 25731, 26972-26980, 27051-27058, 27446, 27447, 29423, 29424, 29425
757-224	27291-27302, 27555-27565, 27567, 28966, 28967, 28968, 28969, 28970, 28971, 29281
757-225	22191-22211, 22611, 22612, 22688-22691, 27559
757-230	24737, 24738, 24747-24749, 25140, 25436-25441, 25901, 26433-26436
757-231	28479-28481, 28482, 28483
757-232	22808-22823, 22907-22920, 23612-23615, 23760-23763, 23993-23998, 24216-24218, 24372, 24389-24396, 24419-24422, 24972, 24991, 24992, 25012, 25013, 25034, 25035, 25141, 25142, 25331, 25332, 25977-25983, 26955-26958, 27103-27104, 27585, 27586, 27587, 27588, 27589
757-236	22172-22190, 23227, 23398-23400, 23492, 23493, 23532, 23533, 23710, 23975, 24072-24074, 24101, 24102, 24118-24122, 24266-24268, 24370, 24371, 24397, 24398, 24771, 24772, 24792, 24882, 25053, 25054, 25059, 25060, 25133, 25592, 25593, 25597, 25598, 25620, 25806-25808, 24793, 28665-28667, 29113, 29114, 29115
757-251	23190-23209, 23616-23620, 23842-23846, 24263-24265, 26482-26496
757-256	26239-26246
757-258	23917, 23918, 24254, 24884, 25036, 26053, 26054, 27622
757-260	25014, 25353, 26057, 26058
757-21B	24014-24016, 24330, 24331, 24401, 24402, 24714, 24758, 24774, 25083, 25258, 25259, 25884, 25888-25890
757-21K	28674
757-22K	28336, 28337
757-23A	24289-24293, 24527, 24528, 24566, 24567, 24636, 24923, 24924, 25287, 25487-25495
757-23N	27598, 27971- 27976
757-23P	28338
757-24Q	28463
757-25C	25898-25900, 27513, 27517
757-25F	28718
757-26D	24471-24473, 27152, 27183, 27342, 27681, 28446
757-27B	24135-24137, 24838
757-28A	23767, 23822, 24017, 24235, 24260, 24367-24369, 24543, 24544, 25621, 25622, 26269, 26274, 26275, 26276, 26277, 27621, 28164, 28166, 28171, 28203, 28833
757-28S	29215, 29216
757-29J	27203, 27204
757-2B6	23686,23687
757-2B7	25624, 25887, 26151, 26152, 26154, 26155, 26156, 26158, 26160, 26268, 26270-26273, 26633, 26634, 27122-27124, 27144-27147,27198-27201, 27244-27246, 27303, 27805-27811
757-2F8	23850
757-2G4	29025
757-2G5	23118, 23119, 23651, 23928, 23929, 23983, 24176, 24451, 24497, 26278, 28112
757-2G7	24233, 24522, 24523
757-2J4	25155, 25220
757-2K2	26330, 26633-26635
757-2M6	23452-23454
757-2Q8	24964, 24965, 25044, 25131, 25624, 26268, 26270-26273, 26332, 27351, 27599, 27620, 27623, 27624, 27625, 28160, 28162, 28163, 28165, 28167, 28168, 28169, 28170, 28172, 28173
757-2S7	23321-23323, 23566-23568
757-2T7	22780, 22781, 22960, 23293, 23770, 23895, 24104, 24105
757-2Y0	25240, 25268, 26151, 26152, 26153, 26156, 26158, 26160, 26161
757-2Z0	25885-25887, 27258, 27259, 27269, 27270, 27367, 27511, 27512

II - Model 757-200PF (approved September 3, 1987)

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. Major configuration changes from the Model 757-200 are as follows:

One main cargo compartment door, with an opening 134 inches wide and 86.5 inches high, is installed in the left side of the forward fuselage.

All passenger doors are deleted and a new crew entry door is added to the forward left side.

All passenger windows are deleted.

Passenger floor is modified for cargo pallets or containers.

A 9G cargo barrier is installed behind the flight deck.

The Maximum Zero Fuel Weight and Maximum Landing Weight are increased.

Engines: 2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2040, or 2 Rolls-Royce RB211-535E4; refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	**Maximum continuous static thrust, standard day, sea level conditions lbs.**
P&W PW2037	37,530	34,640
P&W PW2040	40,900	34,640
RR RB211-535E4	39,610	35,205

For engine operating limits see engine TC Data Sheet No. E17NE for the P&W PW2037 or PW2040, engine TC Data Sheet No. E12EU for RR RB211-535E4 or the FAA-Approved Airplane Flight Manual. Except for RR RB211-535C engines, the normal takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-23APF	24456, 24635, 24868, 24971
757-24APF	23723-23732, 23851-23855, 23903-23907, 25281, 25324, 25325, 25369, 25370, 25457, 25459-25486, 27386-27390, 27735-27739, 28265-28269, 28842, 28843
757-260PF	24845

III - Model 757-200CB (approved September 7, 1988)

The Model 757-200CB (Combi) is a derivative of the Model 757-200 and is designed for commercial transportation of passengers and a maximum of two cargo pallets.

A partition is installed between the passenger and main deck cargo.

Engines: 2 Rolls-Royce RB211-535E4 engines.

III. Model 757-200CB (cont'd):

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day sea level conditions lb.
RR RB211-535E4	39,610	35,205

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535E4 or the FAA-Approved Airplane Flight Manual. Except for RR RB211-535C engines, the normal takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-2F8CB	23863

Data Pertinent To All Models:

Minimum Crew: Two (2) pilot and co-pilot.

For 757-200CB: The airplane minimum crew must include an individual who is dedicated, trained cargo fire fighter when cargo is carried in the main deck Class "B" cargo compartment. This required crew member is in addition to those required by FAR 121.385 and 121.391.

Maximum Passengers: For 757-200 and 757-200CB airplanes the total passenger capacity is limited to:
219 (Four pair of Type I exits)
239 (Three pair of Type I exits plus one pair of improved Type I exits at Door No. 2). See Note 5.
224 (Three pair of Type I exits plus two pair of Type III exits)
164 (757-200CB in two pallet main deck cargo configuration), limited by 25.807(c)
0 passengers (757-200PF) 2 crew, 5 persons per Exemption No. 4808

Maximum Baggage/Cargo: See Weight and Balance Manual Boeing Document No. D043N302.

Fuel and Oil Capacities: See Weight and Balance Manual Boeing Document No. D043N302.

Maximum Operating Altitude: 42,000 ft.

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

Datum: Sta. 0.0, located 159 inches forward of airplane nose (B.S.159)

MAC: 199.7 inches

Control Surface Movements: Control surfaces must be rigged in accordance with Boeing Drawings 251N1001, 251N2001, 251N3001, 251N4001, 251N5001, 254N1001, and 275N2001.

Data Pertinent to All Models (cont'd):

Certification Basis: For 757-200:
Federal Aviation Regulations (FAR) Part 25 with Amendments 25-1 through 25-45 effective December 1, 1978, except Section 25.109 Amendment 25-42, 25.345 Amendment 25-46, 25.351(a) Amendment 25-46, 25.365(e)(1) and (2) Amendment 25-54, 25.571 Amendment 25-45, 25.629 Amendment 25-46, 25.697 Amendment 25-46, 25.733 Amendment 25-49, 25.803(c) and (d) Amendment 25-46, 25.901(d), 25.1103(a),(b)(2),(d), (e), and (f) Amendment 25-46, 25.1142 and 25.1522 Amendment 25-46.

Federal Aviation Regulations (FAR) Part 36 with Amendments 36-1 through 36-12 effective August 1, 1981.

Special Federal Aviation Regulation 27.

Equivalent safety findings exist with respect to the following regulations:
25.791 Passenger Information Signs and Placards
25.803(c)(8) Emergency Evacuation Demonstration
25.807(c) Passenger Emergency Exits
25.809(f)(1)(ii) Escape Slide Automatic Erection
25.811(e)(1) Type III Exit Handle Illumination
25.811(f)(2) Exit Band Contrast
25.811(f) Door Sill Reflectance
25.813(C) Emergency Exit Access
25.812(b)(1)(i) Emergency Exit Signs
25.853(c) Compartment Interiors
25.1103(e) Auxiliary Power Unit Inlet Construction
25.1305(a)(4), (a)(6), (c)(1), and (c)(3) - Auxiliary Power Unit Instruments
25.1415(c) Survival Equipment
25.1415(d) Emergency Locator Transmitter (ELT)
25.1549(b) Powerplant and Auxiliary Power Unit Instruments

Exemption from FAR Part 25:
Exemption No. 5613 was granted on March 5, 1993

For 757-200PF: Same as 757-200 airplane plus FAR 25.783, as amended by Amendment 25-54, applicable only to the main deck cargo door, the crew entry door, and the flight deck first officer's No. 2 window; and FAR 25.723(a), Amendment 25-46.

Equivalent Safety Findings exist with respect to the following Regulations:
FAR 25.855(e) Cargo and Baggage Compartments
FAR 25.1447(c)(1) and (3) Equipment Standards for Oxygen Dispensing Units.

Exemption from FAR Part 25:
Exemption No. 4808 was granted on June 9, 1987 - Exemption from FAR's 25.783(g), 25.807(c)(1), 25.809(f), and 25.813(b) - to allow the carriage in the flight deck of not more than five persons other than flight crew members.

For 757-200PF: Exemption No. 4808A was granted on April 17, 1997 - Exemption from FAR 25.809(f)(1) to allow the removal of the escape slides, as Amended by Amendment 25-34 and to permit the installation of inertia reels and harness for each occupant in lieu of a rope as the escape means as specified in Exemption 4808.

Exemption No. 5613 was granted on March 5, 1993
Exemption from FAR 25.1415(c) for survival kit attachment requirements. (Subject to Operational Procedures)

For 757-200CB: Same as 757-200 airplane plus 25.783 Amendment 25-54, applicable only to the main deck cargo door and FAR 25.783(a), Amendment 25-46.

Data Pertinent to All Models (cont'd):

Compliance with the following optional requirements has been established for all Models:

Ditching Provision	25.801 (Overwater operation can be approved when the aircraft has been equipped and has been approved according to FAR 25.801)
Ice Protection Provisions	25.1419

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 "Structural Repair Manual" Document No. D634N201 is FAA-approved. Service Bulletins and other service information when FAA-approved will carry a statement to that effect.

Note 1. A current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system.

The aircraft must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions.

Note 2. The aircraft must be operated in accordance with the FAA-Approved Airplane Flight Manual. All placards required in either the FAA-Approved Airplane Flight Manual, the applicable operating rules or the Certification Basis must be installed in the airplane.

Boeing Document No. D631N001 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by RB211-535C 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 RB211-535E4 and RB211-535E4-B engines, and for Models 757-200PF and 757-200CB powered by RB211-535E4 engines.

Note 3. The FAA-approved Airworthiness Limitations Section (Section 9) of the Boeing Document D622N001-9 lists the required inspection thresholds for certain structural items, the retirement times for safe-life parts, and the Certification Management Requirements. All Boeing Model 757 airplanes must fully comply with this section. However, regarding the damage tolerance structural inspections contained in Chapter (B) of this section, all Boeing 757's, production line number 765 and on, must comply with a particular revision of this section, namely Revision May 1997, or later FAA-approved revision. FAA intend to issue an Airworthiness Directive (AD) mandating compliance with the May 1997 Revision (or later FAA-approved revisions), applicable to all 757 aircraft with production line numbers lower than 765.

Note 4. Crew procedures identified as required by engineering failure analyses in Document D230N405 must not be changed unless approved by FAA engineering.

Note 5. Door No. 2 must meet the requirements of FAR 25.807(a)(7)(ii) through (viii).

Note 6. Certification Maintenance Requirements (CMR): The CMRs are listed in either the FAA-approved Section 9 of the Maintenance Planning Data document D622N001-9 (Airworthiness Limitations and Certification Maintenance Requirements), or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

Note 7. 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 D624N001 titled "Service Bulletin 757". The records of airplanes imported into the United States should be reviewed to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

Data Pertinent to All Models (cont'd):

Note 8. Airplane line numbers 182, 189, and on, were manufactured on or after August 20, 1988, and airplane line numbers 258, 306 and on, were manufactured on or after August 20, 1990. Reference FAR 121.312(a)(1) and (2), Amendment 121-198. Airplanes 306 through 317 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

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