

中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0008A

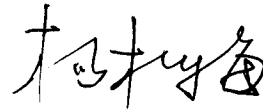
版次/Revision: 0

型号/Type:

767-200

767-300

批准人/Approved By: Yang Zhenmei



职务/Title: Deputy Director General
of CAAC-AAD

日期/Date: 2016 年 1 月 4 日

本数据单是型号认可证(编号: VTC0008A)的组成部分, 它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0008A), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

The Boeing Company
1901 Oakesdale Avenue SW
Seattle, WA 98057-2623

有效页清单/List of effective pages:

页数/ Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
版次/Revision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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第 1 部分总则（所有型别）

SECTION 1 General (ALL MODELS)

1. CAAC 认可数据单和型号合格证数据单
CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前/ Current	VTC0008A 2016/1/4	FAA TCDS A1NM, Rev 34, Sep 23, 2014
历史/ History	VTC008A 1992/6/2	FAA TCDS A1NM, Rev 8, Feb 20, 1991
	VTC767-200 1985/9/7	FAA TCDS A1NM, Effective Rev, Sep 7, 1985

2. 适航类别/Airworthiness Category: 运输类航空器/ Transport Category Aircraft
3. 认可当局/Validation Authority: 中国民用航空局/CAAC
审定当局/Certifying Authority: 美国联邦航空局/FAA
4. 型号合格证持有人/Type Certificate Holder: The Boeing Company
1901 Oakesdale Avenue SW
Seattle, WA 98057-2623

5. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础（详见 FAA 型号合格证数据单：编号 A1NM），和 CAAC 的附加技术条件组成。

The CAAC validation certification basis consists of the FAA certification basis (refer to FAA Type Certificate Data Sheet No.A1NM, and the CAAC additional technical conditions.

第 2 部分/SECTION 2: 767-200

I. 总则/General

- | | |
|--------------------------------------|--|
| 1. 型别/Model: | 767-200 |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport Category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | The Boeing Company
1901 Oakesdale Avenue SW
Seattle, WA 98057-2623 |
| 4. FAA 批准日期/FAA Approved Date: | 1982.07.30/30 Jul 1982 |
| 5. CAAC 批准日期/CAAC Approved Date: | 1985.09.07/07 Sep 1985 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础（详见 1985 年 9 月 7 日有效的 FAA 型号合格证数据单：编号 A1NM，767-200 型别的审定基础）构成。

The CAAC validation certification basis consists of the FAA certification basis (refer to 767-200 certification basis of FAA Type Certificate Data Sheet No.A1NM, Effective Rev, 07 Sep 1985).

III. 技术特征和运行限制 /Technical Characteristics and Operational Limitations

767-200 型别的技术特征和运行限制内容详见 1985 年 9 月 7 日有效的 FAA 型号合格证数据单：编号 A1NM。

Refer to 767-200 technical characteristics and operational limitations of FAA Type Certificate Data Sheet No.A1NM, Effective Rev, 07 Sep 1985.

IV.经批准的中文标记标牌/ The Approved Chinese Placard

无 None。

V. 注释/Notes

767-200 型别的注释详见 1985 年 9 月 7 日有效的 FAA 型号合格证数据单：编号 A1NM。

Refer to 767-200 notes of FAA Type Certificate Data Sheet No.A1NM, Effective Rev, 07 Sep 1985.

第 3 部分/SECTION 3: 767-300

I. 总则/General

- | | |
|--------------------------------------|--|
| 1. 型别/Model: | 767-300 |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport Category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | The Boeing Company
1901 Oakesdale Avenue SW
Seattle, WA 98057-2623 |
| 4. FAA 批准日期/FAA Approved Date: | 1986.09.22/22 Sep 1986 |
| 5. CAAC 批准日期/CAAC Approved Date: | 1992.06.02/02 Jun 1992 |

以下内容仅适用于 **767-300BCF (Major Design Change)**

The following information is only applicable to 767-300BCF (Major Design Change)

- | | |
|----------------------------------|------------------------|
| 6. FAA 批准日期/FAA Approved Date: | 2008.06.13/13 Jun 2008 |
| 7. CAAC 批准日期/CAAC Approved Date: | 2016.01.04/04 Jan 2016 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础（详见 FAA 型号合格证数据单：编号 A1NM, 第 27 版中的 767-300 型别的审定基础）构成。

The CAAC validation certification basis consists of the FAA certification basis (refer to 767-300 section of FAA Type Certificate Data Sheet No.A1NM, Revision 27).

中国民用航空局附加技术条件/CAAC Additional Technical Conditions.

以下内容仅适用于 **767-300BCF (Major Design Change)**

The following information is only applicable to 767-300BCF (Major Design Change)

767-300BCF（波音改装货机）是按照 FAA 批准的波音服务通告 767-00-0039 改装到货机构型下运行的 767-300 系列客机。为了便于型号合格证数据单的编制和考虑到适航指令的适用性，767-300BCF 飞机仍然属于 767-300 系列。根据本次设计更改量级，更改部分对应的审定基础需要按照 21.101 条（产品更改规章）的要求进行确定和记录。

A 767-300BCF (Boeing Converted Freightier) 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 section 21.101 (Changed Product Rule).

更改的区域:

Change Area:

以下概括的描述了客改货中所包含的更改:

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

安装加强的地板梁与机身隔框

Installed strengthened floor beams and fuselage frames

安装主货舱舱门

Installed main deck cargo door

更改货舱通风系统

Revised cargo ventilation system
拆除客舱窗户并安装窗户堵盖
Removal of passenger windows and installation of window plugs
安装主货舱防火系统与烟雾探测系统
Installed main deck cargo fire protection system and smoke detection system
在 E 级主货舱安装声响与视觉警告
Installed aural and visual alerts in the Class E cargo compartment
在驾驶舱安装四位押运员的座椅和相关设施
Installation of seats and provisions to the flight deck for four supernumeraries

CAAC的认可审定基础由FAA的审定基础（详见FAA型号合格证数据单：编号A1NM第34版中的关于767-300BCF Major Design Change的审定基础），和CAAC的附加技术条件组成。见注释17和注释18。

The CAAC validation certification basis consists of the FAA certification basis (refer to FAA Type Certificate Data Sheet No.A1NM, Revision 34 related to 767-300BCF Major Design Change certification basis), and the CAAC additional technical conditions (See Note 17 and Note 18) .

CCAR-26《运输类飞机的持续适航与安全改进》：适用条款已包括在审定基础中，对于 CCAR-26的任何修订，本 TC 持有人必须证明对适用条款的符合性。

CCAR-26 – Continued Airworthiness and Safety Improvements for Transport Category Airplanes: applicable provisions of Part 26 have been included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

民航发[2012]30 号文《关于运输类飞机点火源防护追溯要求的通知》的要求已包括在审定基础中。

The requirements of Civil Aviation Order – Retrospective Requirements for Transport Category Airplane Ignition Sources Prevention (CAO No 2012-30) have been included in the certification basis.

中国民用航空局附加技术条件/CAAC Additional Technical Conditions.

交付到中国的每一架 767-300 飞机须满足下述附加技术条件：

Each of Model 767-300 aircraft delivered to China shall meet the following Additional Technical Conditions:

- (1) 必须符合 FAA 颁布的所有适用的适航指令；
All applicable airworthiness directives (ADs) issued by the FAA shall be complied with.
- (2) 在每一航空器上必须安装快速存储器（QAR）（参照中国适航指令 CAD-97-MULT-38）；
Quick Access Recorder (QAR) must be installed on each aircraft (reference to CAD97-MULT-38).
- (3) 高度测量组件应至少采用米制高度显示（参照 CCAR 121.301(d)）；
The altimeter measure unit shall be indicated in meter at least (reference to CCAR 121.301(d)).
- (4) 必须确定符合“GB6537-2006 3 号喷气燃料”规范的燃料的可接受性；
The acceptance of fuel conforming the Specification GB6537-2006 “No.3 Jet Fuel” must be defined.
- (5) 厕所垃圾箱灭火器所使用的灭火剂的要求（参照 CAAC 适航指令 CAD2012-MULT-09）；
The requirements about lavatory disposal receptacle Fire Extinguishing agent (reference to CAAC Airworthiness Directive CAD2012-MULT-09).
- (6) 标牌要求/Placard Requirements :
(a) 根据 CCAR 21.29(5)，有关适航规章、噪声规定所要求的手册、标牌、目录清单和仪表标记应当用中文或者英文书写，下列各项应当至少有中文表述：/Per CCAR 21.29(5), the manuals, placards, listings and instrument markings required by the applicable airworthiness regulations and noise requirements are presented in the Chinese or English language. The following items must be presented in Simplified Chinese at least:
 - 1) 机上所有对旅客进行的提示、警告和通知的文字标记和标牌；/ All on-board placard and marking for awareness, warning, and note to the passenger;
 - 2) 机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记

和标牌; /All on-board placard and marking for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and

3) 旅客可能使用的机上所有应急设备的操作、使用说明。/All operational instructions for on-board emergency equipments possible operated by passengers shall be presented in Simplified Chinese at least.

(b) 中文字符的尺寸需符合 CCAC 25.811(e)(4)(iii)和 CCAR25.812 的要求。/ The dimension of the Chinese characters shall comply with the provision of the CCAR 25.811 (e) (4) (iii) and CCAR 25.812 as applicable.

(c) 所有中文手册、标牌、目录清单和仪表标记必须表达正确。/All of the manuals, placards and marking, listings and instrument markings presented in the Chinese must be correct.

III. 技术特征和运行限制 /Technical Characteristics and Operational Limitations

发动机/Engines:

2 台普惠公司 PW4056, PW4060, 或 PW4062 (全部为 VTC0248E); 或者 2 台通用电气公司 CF6-80C2-B2, -B4, 或 -B6, 或 CF6-80C2-B2F, B4F, B6F, 或 -B7F (全部为 TV88009); 或者 2 台罗罗公司 RB211-524H-36 (VTC057E)。

2 Pratt and Whitney PW4056, PW4060, or PW4062 (all for VTC0248E); or 2 General Electric CF6-80C2-B2, -B4, or -B6, or CF6-80C2-B2F, B4F, B6F, or -B7F (all for TV88009); or 2 Rolls Royce RB211-524H-36 (VTC057E).

警告: 为防止不安全的飞机操纵特性, 针对安装 PW4000 系列发动机的飞机, 同一架飞机的两台发动机不能同时安装件号为 791100-14-102 (普惠公司件号 54D043) 的电子发动机控制组件 (EEC), 这是因为 PW4000 系列发动机拥有环状机匣压气机构型。该发动机构型组合会引起两台发动机加速率的重大差异, 进而影响飞机的操纵特性, 因此没有被批准。安装环状机匣压气机的发动机与之前已批准的 PW4000 构型的发动机型号相同, 且必须在发动机铭牌处 “INSTL ARR” 栏的末尾注明 “/A5”。

WARNING: To prevent unsafe airplane handling characteristics, PW4000 series engines with electronic engine control (EEC) part number 791100-14-102 (Pratt & Whitney part number 54D043) must not be installed on the same airplane as PW4000 series engines that have the ring case compressor configuration. This combination of engine configurations is not approved because of a significant difference in engine acceleration rates and the effect of that difference on airplane handling characteristics. Ring case compressor equipped engines were approved with the same engine model number as previously approved PW4000 configurations, and must be identified by the presence of a “/A5” marked at the end of the “INSTL ARR” block on the engine data plate.

发动机推力等级与运行限制/Engine Rating & Operating Limits:

通用电气 CF6-80C2 发动机推力与运行限制参考型号合格证数据单 E13NE; PW4000 发动机推力与运行限制参考型号合格证数据单 E24NE; 罗尔斯罗伊斯 RB211-524H-36 发动机推力与运行限制参考型号合格证数据单 E30NE; 或者参考 FAA 批准的飞机飞行手册。

TC Data Sheet E13NE for the GE CF6-80C2; TC Data Sheet E24NE for the PW4000, TC Data Sheet E30NE for the Rolls Royce RB211-524H-36; or the FAA-Approved Airplane Flight Manual.

燃油/Fuel:

普惠发动机: 燃油符合最新版本的普惠服务通告 2016

通用电气发动机: 燃油符合通用电气规范 D50TF2 (见注释 12)
罗罗发动机: 参考罗罗公司“波音 767-300 上的 RB211-524H 操作说明”(见注释 12)
所有发动机: ASTM D-1655 标准 JET A, JET A1, 或者 JET B。(见注释 12)
MIL-T-5624 标准 JP-4 或者 JP-5 (见注释 12)
MIL-T-83133 标准 JP-8
GB6537-2006 3 号喷气燃料 (见注释 13)

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 12)
Rolls Royce Engines: See Rolls Royce "Operating Instructions RB211-524H on the Boeing 767-300. (See Note 12)
All Engines:
ASTM D-1655 grades JET A, JET A1, OR JET B. (See Note 12)
MIL-T-5624 grades JP-4 or JP-5. (See Note 12)
MIL-T-83133 grades JP-8
GB6537-2006 No.3 Jet Fuel (See Note 13).

空速限制/Airspeed Limits:

VD = 420 KCAS to 17,854 ft/.91M above 23,000 ft, 以及两者之间的线性变化。
VFC = 390 KCAS to 17,600 ft/382 KCAS at 23,000 ft/.87M above 26,0 ft, 以及两者之间的线性变化。
VMO = 360 KCAS/.86M
VLE = 270 KCAS/.82M
VLO = 270 KCAS/.82M
其他空速限制, 见适用的 FAA 批准的飞机飞行手册。

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 26,0 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 FAA-Approved Airplane Flight Manual.

重心范围/C.G. Range:

见适用的 FAA 批准的飞机飞行手册。
See the appropriate FAA approved Airplane Flight Manual.

最大重量/Maximum Weights:

见适用的 FAA 批准的飞机飞行手册。
See the appropriate FAA approved Airplane Flight Manual.

最大行李舱/货舱装载/Maximum Baggage/Cargo:

见适用的重量平衡手册。
See Weights and Balance Manual.

燃油/滑油量/Fuel/Oil Capacity:

见适用的重量平衡手册。
See Appropriate Weights and Balance Manual.

最少要求燃油/Minimum Required Fuel:

See appropriate FAA Approved Flight Manual

型号/Model

767-300

适用的生产序号/Eligible Serial Numbers25875,25876,25877,26259,25170,27309,25878,
28148,28149,28264,27685,27941,27684,33047,
33048,33049,35155,35156.

最大使用高度/Maximum Operating Altitude:

43100 英尺。

43100ft.

最小机组/Minimum Crew:

二 (2) 人: 机长和副驾驶。

Two (2) persons: pilot and copilot.

最大载客数/Maximum Passengers:

290 名乘客: 构型为两组 A 类出口和两组三类出口。

290 名乘客: 构型为三组 A 类出口和一组三类出口。

(见注释 6 的三类出口要求)

351 名乘客: 构型为三组 A 类出口和一组一类出口。

290 with 2 pairs of Type A plus 2 pairs of Type III exits.

290 with 3 pairs of Type A plus 1 pair 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.

水平测量措施/Leveling Means:

左主轮舱处有两个倾角罗盘、吊线锤挂点与靶标 (测量标尺)。

Two Inclinometers, plumb bob support and target (scale), left main gear well.

基准/Datum:

站位 0.0 位于机鼻前 92.5 英寸处 (B.S. 92.5)。

Sta. 0.0 located 92.5 in forward of airplane nose (B.S. 92.5).

平均气动弦长/MAC:

237.5 英寸。

237.5 inch.

控制面运动量/Control Surface Movements:

操纵面必须依据波音图纸 251T1001, 251T2001, 251T3001, 251T4001, 254T7001, 257T4001, 256T1001, 256T2001, 256T3001 进行装配。Control Surface must be rigged in accordance with Boeing Drawing 251T1001, 251T2001, 251T3001, 251T4001, 254T7001, 257T4001, 256T1001, 256T2001, 256T3001.

生产许可/ Production Basis:

生产许可证编号: 700。见注释 13.

Production Certificate No. 700. See Note 13.

所需设备/Required Equipment:

适用的适航规章中所规定的基本所需设备必须安装到飞机上。

The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft.

服务信息/ Service Information:

波音报告 D634T201 “结构修理手册”是经 FAA 批准的。服务通告和其他服务信息，如经 FAA 批准，将起到同样的作用。
Boeing Document D634T201, "Structural Repair Manual," is FAA-approved. Service Bulletins and other Service information, when FAA-approved, will carry a statement to that effect.

以下内容仅适用于 **767-300BCF（Major Design Change）**

The following information is only applicable to 767-300BCF（Major Design Change）

<u>型号/Model</u>	<u>适用的生产序号/Eligible Serial Numbers</u>
767-300	待定 Pending （见注释 19/See Note 19）

除下述内容外，767-300 系列飞机型号合格证数据单 A1NM 中的通用信息对 767-300BCF 构型运行的飞机仍然适用：
All general information in TCDS A1NM for the 767-300 Series remains applicable to an airplane operating in the 767-300BCF configuration, with the following exceptions:

最大旅客数：
Maximum Passengers:

没有运输旅客的能力。依据豁免 9696A，驾驶舱中最多可载 4 名押运人员。
There are no provisions for the carriage of passengers. A maximum of four supernumeraries can occupy the flight deck as given in Exemption 9696A.

IV.经批准的中文标记标牌/ The Approved Chinese Placard

767-300 客机无经批准的中文标记标牌文件。
No approved Chinese Placards for 767-300 passenger airplane.

以下内容仅适用于 **767-300BCF（Major Design Change）**

The following information is only applicable to 767-300BCF（Major Design Change）

以下中文标记标牌已由 CAAC 接受并由 FAA 批准：
The following Chinese Placards have been accepted by CAAC and approved by FAA:

序号 Code	标题 Title	编号 Number	版本（包括后续经批准的版本） Rev. Including the subsequent approved version(s).
1	767 Bilingual (Chinese) Placards and Markings	D6-36621-9	NEW

V. 注释/Notes

注释 1/Note 1

除非营运人有一套经由 FAA 批准的用于重量与平衡控制的装载系统，否则每架飞机在获得初始适航证件及之后的时间内，飞机上都必须放置一份最新的重量平衡报告。
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 an FAA approved loading system for weight and balance control.

注释 2/Note 2

飞机的运行必须按照 FAA 批准的飞机飞行手册。所有由 FAA 批准飞机飞行手册、相关运行规则或者审定基础所要求的标牌必须安装到飞机上。

Airplane operation must be in accordance with the FAA-Approved Airplane Flight Manual. All placards required by either FAA-Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the airplane.

注释 3/Note 3

所需的结构检查和安全寿命件的报废时限列在 FAA 批准的波音文件 D622T001 的适航限制章节（第 9 节）中。

Required structural inspections and the retirement times for safe-life parts are listed in the FAA Approved Airworthiness Limitations Section (Section 9) of Boeing Document D622T001.

注释 4/Note 4

系统和动力装置的审定维修要求 (CMR): CMR 在 FAA 批准的波音维修计划数据文件 D622T001 中第 9 节或相应发动机型号合格证数据单中。应以这两份文件中更为严格的要求为准, 但 RB211-524H 发动机型号合格证数据单 E30NE 中的要求应被以下条件所替代:

- 1) 当有故障导致出现 “EG # REV POS”或“ENG # CONTROL” EICAS 状态信息时, 不允许放行。
- 2) 当有故障导致超过 1 台发动机出现 “ENG # EEC CI” EICAS 状态信息时, 不允许放行。
- 3) 当有故障导致出现“ENG # EEC CI” EICAS 状态信息, 带此故障持续运行时间不能超过 7 天。

Systems and powerplant Certification Maintenance Requirements (CMR): The CMR's are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D622T001 or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force, except that the RB211-524H engine Type Certificate Data Sheet E30NE requirements shall be superseded by the following:

- 1) No dispatch allowed with faults which generate either the “EG # REV POS” or “ENG # CONTROL” EICAS status message.
- 2) No dispatch allowed with faults which generate “ENG # EEC CI” EICAS status message on more than one engine.
- 3) Continued operation with faults which generate “ENG # EEC CI” EICAS status message shall not exceed 7 days.

注释 5/Note 5

除非有 FAA 西雅图飞机审定办公室的批准, 不得更改波音文件 D230T405 中确定为工程失效分析所需要的机组程序。

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.

注释 6/Note 6

以下要求适用于 III 型翼上应急出口的设计特征

1. 当有 1 对 III 型出口时, 在主通道之间必须有至少 20 英寸宽的无障碍过道, 且过道紧靠翼上应急出口。当有 2 对 III 型出口时, 过道必须同时紧靠两对出口。
2. 按照 FAR 25.812, 必须提供通道应急照明。
3. 主通道通往翼上出口位置的前后排座椅间距不得小于 36 英寸。
4. 出口实际预计开口处可允许座椅坐垫伸出最长 2 英寸, 条件是坐垫需容易压缩以便于清空开口。

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 2 inches of seat cushion may encroach into the actual projected opening of the exit, provided that the cushion can be readily compressed to clear the opening.

注释 7/Note 7

该飞机的型号设计可靠性和性能已依据 FAA 咨询通告 120-42A 进行了评估, 并发现当其按照波音文件 D6T11604 “延程运行构型、维护和程序”进行配置时, 适合进行延程运行。该判定并不构成对延程运行的批准。

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.

注释 8/Note 8

有些服务通告要求的改装不满足型号审定基础的要求。这些服务通告在波音文件 D624T001 "Service Bulletin 767" 中列出。必须对引入美国的飞机的更改记录进行审核, 如果发现安装有非 FAA 批准的服务通告改装, 则必须确保将来的改装能符合型号审定基础的要求。

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 the USA 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.

注释 9/Note 9

发动机指示和机组警告系统 (EICAS) 提供发动机参数显示、不正常状态的机组信息和系统状态维护数据。EICAS 信息分为以下类别:

警告 - 红色信息, 要求机组立即采取行动。

警戒 - 琥珀色信息, 要求机组立即意识并采取可能的进一步行动。

咨询 - 淡琥珀色, 要求机组意识并采取可能的进一步行动。

状态 - 白色信息显示在 EICAS 状态页, 提供派遣信息的准备, 要求在飞机派遣前机组意识到。

维护 - 显示在 EICAS 的 ECS/MSG 页面上的白色信息, 仅供维修人员使用。

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, immediate crew awareness and possible future crew action required.

ADVISORY - Indented amber message, crew awareness and possible future 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.

注释 10/Note 10

1988 年 8 月 20 日之后生产的生产线编号 231 及其之后的飞机, 以及 1990 年 8 月 29 日

之后生产的生产线编号 322 及其之后的飞机（参考 FAR 121.312(a)(1) and (2)，修正案 121-198）。生产线编号 322 至 326 的例外（例外编号 5176A）。参考波音服务通告目录 D6-30300，以确定与生产线编号关联的飞机序列号。

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.

注释 11/Note 11

普惠 PW4000 系列，通用电气 CF6-80C2 FADEC 系列，以及罗罗公司 RB211-524H36 系列发动机型号合格证数据单定义了发动机控制系统中存在特定故障的准许放行标准。在发动机型号合格证数据单中定义的三种故障类别与以下波音 EICAS 信息相关联。

发动机故障等级			波音 EICAS 信息-分类
RB-211-524H	PW4000	CF6-80C2 FADEC	
C	A	C	ENG CONTROL-咨询
C1	B	C1	ENG EEC C1 – 状态
C2	C	C2	ENG EEC C2 – 维护

The Pratt and Whitney PW4000 series, General Electric CF6-80C2 FADEC series, and Rolls Royce RB211-524H36 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			EICAS Boeing Message – Category
RB-211-524H	PW4000	CF6-80C2 FADEC	
C	A	C	ENG CONTROL-ADVISORY
C1	B	C1	ENG EEC C1 – STATUS
C2	C	C2	ENG EEC C2 – MAINTENANCE

注释 12/Note 12

安装件号为 9331M72P33、P34 和 P41 的滴式燃油喷嘴的 CF6-80C2 系列发动机，禁止使用 JP-4 和 Jet B（宽馏分）燃油。

CF6-80C2 series engines incorporating Dribble Flow Fuel Nozzles PN 9331M72P33, P34 and P41 are prohibited from the use of JP-4 and Jet B (wide cut) fuel.

注释 13/Note 13

批准使用以下中国燃油

/The following Chinese fuels are approved for use:

1. 满足中国 GB6537-2006 规范要求的燃油。

/Fuels that meet the requirements in the Chinese GB6537-2006 Specification.

2. 批准按 GB6537-2006 规范中规定的浓度使用以下添加剂。

/The following additives in the GB6537-2006 Specification are approved for use at the concentration specified in the specification.

(1). 抗静电剂/Static Dissipater Additive: Statis 450.

(2). 抗氧化剂/Antioxidant: 2, 6-ditertiary-butyl-4-methyl-phenol.

(3). 防冰剂/Icing Inhibitor: Diethylene glycol monomethyl ether.

(4). 金属钝化剂/Metal Deactivator Additive: N, N'-disalicylidene-1, 2-propanediamine.

抗静电剂 T1502、防冰剂 ethylene glycol monomethyl ether 及抗磨剂 T1601、T1602 未被批准使用。

/Static dissipater additive T1502, anti-icing additive ethylene glycol monomethyl ether and antifriction additives T1601, and T1602 are not approved for use.

注释 14/Note 14

为满足 88 号联邦特别航空规章 (SFAR 88) 和联邦航空规章 25.981 条的要求, 燃油箱系统的强制更换时间、检查间隔、相关检查程序和所有关键设计构型控制限制 (CDCCL), 已经列在 FAA 批准的波音 767 维修计划数据文件 D622T001-9 (2006 年 3 月或之后 FAA 批准的版本) 的第 9 部分, 适航性限制和审定维修要求。所有 767-200 和-300 系列飞机, 生产序列号在 942 及之后的飞机, 必须遵守 2006 年 3 月或之后 FAA 批准的版本。FAA 正准备发布一份适航指令, 要求所有 767-200 和-300 系列, 生产序列号在 942 之前的飞机, 也要遵守 2006 年 3 月或之后 FAA 批准的版本。

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 Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 767 Maintenance Planning Data Document D622T001-9, Revision March 2006 or later FAA-approved revision. All Model 767-200, -300, -300F, and -400ER series airplanes, production line number 942 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA is planning to issue an airworthiness directive mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 767-200, -300, -300F, and -400ER series airplanes with production numbers lower than 942.

注释 15/Note 15

如果在新生产飞机 (生产序列号从 993 开始) 上或者通过波音服务通告 767-47-0001 对在役飞机安装燃油箱惰化系统, 对应第 125 号修正案的联邦航空规章 25.981 条, 降低可燃性系统 (FRS) 的等效安全是适用的。降低可燃性系统 (FRS) 的适航性限制包含在适用的维修计划文件中的第 9 章。

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.

注释 16/Note 16

FAA 认为发生不可控高推力失效或波音文件 D332N402 中列出的相关失效“可能危害飞机的安全”, 因此需要依据 §§121.703(c), 125.409(c), and 135.415(c) 进行报告。

The FAA has concluded 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 are reportable under §§ 121.703(c), 125.409(c), and 135.415(c).

以下内容仅适用于 **767-300BCF (Major Design Change)**

The following information is only applicable to 767-300BCF (Major Design Change)

注释 17/Note 17

FAA 关于波音 767-300BCF 飞机审定基础中的 14CFR 25.981 (25-102 修正案) 25.901 (25-46 修正案) 和 14CFR 26 部 (至 26-6 修正案) 要求等同于民航发[2012]30 号文和 CCAR-26 第 26.11、26.43、26.45 和 26.49 条要求。

The requirements of 14CFR Part 25.981 (Amendment 25-102) 25.901 (Amendment 25-46) and 14 CFR Part 26 (through Amendment 26-6) and identified in the FAA certification basis for Boeing 787-8 airplane are equal to the requirement of CAO No 2012-30 and CCAR-26 §§ 26.11, 26.43, 26.45 and 26.49.

注释 18/Note 18

CCAR 26 第 26.11, 26.43, 26.45, 26.49 条款和民航发[2012]30 号文 (CAO No. 2012-30) 的符合性已确认。

Compliance have been found for the requirements of CCAR 26.11, 26.43, 26.45, 26.49 and

Civil Aviation Order (CAO) No.2012-30.

注释 19/Note 19

将列出符合本型号认可证数据单的飞机生产序号。

Serial Number will be listed for any airplane conforms to this Validation Data Sheet.

型号合格证数据单注释:

TCDS Notes:

在数据单 A1NM 中,所有适用于 767-300 系列飞机的注释均适用于以 767-300BCF 构型运行的飞机。

All Notes in TCDS A1NM that apply to the 767-300 Series also apply to an airplane operated in the 767-300BCF configuration.

选装要求:

Optional Requirements:

在数据单 A1NM 中,所有适用于 767-300 系列飞机的选装要求均适用于以 767-300BCF 构型运行的飞机。

All optional requirements in TCDS A1NM that apply to the 767-300 Series also apply to an airplane operated in the 767-300BCF configuration.