TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.120

for

BOEING 737

Type Certificate Holder:

The Boeing Company

1901 Oakesdale Ave SW
Renton, WA 98057-2623
USA

For Models:	"Classic":	"Next Generation":	"Max":
	737-100	737-600	737-8
	737-200	737-700	
	737-20C	737-800	
	737-300	(737-800BCF)	
	737-400	737-900	
	737-500	737-900ER	

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Table of Contents

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS

I. General

1.	Type / Model / Variant:	Boeing 737-100, -200, -200C, -300, -400, -500
2.	Performance Class:	A
3.	Certifying Authority:	Federal Aviation Administration (FAA) BASOO Branch 2200 S 216th St Des Moines, WA 98198 United States of America
4.	Manufacturer:	The Boeing Company P.O. Box 3707 Seattle, WA 98124-2207 United States of America
5.	EASA Validation Application Date	The 737-100, -200, -200C, -300, -400 and -500 series were not subject to a validation by JAA prior to EASA, therefore they are accepted by EASA under the provisions of EU Regulation 1702/2003.
6.	FAA Type Certification Date:	December 15, 1967 (737-100) (First Type Certificate issuance) December 21, 1967 (737-200) October 29, 1968 (737-200C) November 14, 1984 (737-300) September 02, 1988 (737-400) February 12, 1990 (737-500)
7.	EASA Type Validation Date	January 23, 1968 (737-130) (First TC issued within EU MS by LBA Germany) July 12, 1968 (737-204) (First TC issued within EU MS by UKCAA) September 9, 1969 (737-248C) (First TC issued within EU MS by IAA Ireland) January 29, 1985 (737-3T5) (First TC issued within EU MS by UKCAA) September 14, 1988 (737-4Y0) (First TC issued within EU MS by UKCAA) March 7, 1990 (737-505) (First TC issued within EU MS by CAA Norway)

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS – continued

II. **Certification Basis**

1. FAA Type Certificate Data Sheet: No. A16WE

2. FAA Certification Basis: Refer to FAA Type Certificate Data Sheet (TCDS) No. A16WE

3. JAA/EASA Airworthiness Requirements: In accordance with Regulation (EC) 1702/2003 FAR Part 25 as defined in FAA TCDS A16WE

4. Special Conditions: for adopted special conditions refer to FAA TCDS A16WE, as supplemented by the following:

CRI PTC/E-10	Flammability Reduction System INT/POL/25/12: Affected requirement FAR 25.981 (c), JAR 25.1309, NPA 10-2004, JAR 21.16(a)(1) (not applicable to the 737-100)
CRI E-15 PTC	Fuel Tank Safety – Including Lightning Protection for Structure INT/POL/25/12: Affected requirement CS 25.981 Amdt 1, CS 25.981(a)(3), CS 25.954 (applicable ot the 737-300/-400/-500 only)
CRI E-16/PTC	Fuel Tank Safety INT/POL/25/12: Affected requirement CS 25.981 Amdt 1 (not applicable to 737-600)
CRI F-GEN10 PTC	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.869, 25.1301, 25.1309, 25.1353(c), 25.1529, 25.1360 (b)
CRI H-01	“Instructions for Continued Airworthiness (ICA) on Electrical Wiring Interconnecting Systems (EWIS)” Affected requirement Part 21A.16(b)(3), 21A.21(c)(3), CS 25.1529 & Appendix H

5. Adopted FAA Exemptions: Refer to FAA TCDS A16WE

6. Adopted FAA Equivalent Safety Findings: Refer to FAA TCDS A16WE supplemented by the following:

CRI F-GEN9-1	Minimum Mass Flow of Supplemental Oxygen “Component Qualification” Equivalent Safety with JAR 25.1443(c) (not applicable to the 737-100/-200C)
CRI F-GEN9-3	Crew Determination of Quantity of Oxygen in Passenger Oxygen System Equivalent Safety with JAR 25.1441(c) (not applicable to the 737-100/-200/-200C)
CRI G-GEN1	Instructions for Continued Airworthiness Equivalent Safety with CS 25.1529

7. Environmental Protection Standards: Noise: ICAO Annex 16, Volume I
Special Federal Aviation Regulation 27
See also TCDSN EASA.IM.A.120

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS – continued

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Boeing Top Collector Drawing No. 65-73701

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: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

4. Dimensions:

Series	-100	-200/200C	-300	-400	-500
Length	28.65 m	30.48 m	33.4 m	36.45 m	31.01 m
Wingspan	28.35 m	28.35 m	28.88 m		
Height	11.28 m	11.28 m	11.13 m		

5. Engines

737-100, 200, and 200C: 2 Pratt and Whitney Turbofan Engines JT8D-7, JT8D-7A, JT8D-7B, T8D-9, JT8D-9A, JT8D-15, JT8D-15A, JT8D-17, and JT8D-17A

737-300, -400, -500: 2 CFM-56-3-B1, CFM-56-3B-2 or CFM-56-3C-1 Turbofan Engines.

Refer to the Approved Airplane Flight Manual for aircraft engine and engine intermix eligibility.

For limitations see FAA TCDS no E3NE (Pratt and Whitney engines) or E2GL/E21EU (CFM engines) or approved Airplane Flight Manual.

6. Auxiliary Power Unit: Honeywell GTCP 85-129
Honeywell GTCP 36-280
Hamilton Sundstrand APS 2000

7. Propellers: N/A

8. Fluids (Fuel, Oil, Additives, Hydraulics) See FAA TCDS A16WE and approved Airplane Flight Manual

9. Fluid Capacities: See appropriate Weight and Balance Manual, Boeing Document D6-15066

10. Airspeed Limits: See approved Airplane Flight Manual

11. Maximum Operating Altitude: See approved Airplane Flight Manual

12. All Weather Capability: See approved Airplane Flight Manual

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS – continued

13. Maximum Certified Masses: See approved Airplane Flight Manual for actual approved weights of individual airplanes

	-100/20(		-300		-400		-500	
	lbs	Kg	lbs	Kg	lbs	Kg	lbs	Kg
MTW	128600	58331	140000	63502	150500	68265	136500	61915
MTOW	128100	58105	139500	63276	150000	68038	136000	61688
MLW	107000	48534	116600	52888	124000	56245	110000	49895
MZFW	99000	44905	109600	49713	117000	53070	103000	46720

(Specified weights are Increased Design Weights approved post-initial Type Validation)

14. Centre of Gravity Range: See approved Airplane Flight Manual

15. Datum: See appropiate Weights and Balance Manual

The airplane reference origin of coordinates is a point located 540 inches forward of the center section wing front spar centerline, at buttock line zero, (i.e., aircraft fore/aft centerline as viewed in plane view) and at water line zero. (737-100 Series) All production body stations coincide numerically with moment arms. Horizontal distance of datum to nose gear jack point is286 inches for the 737-100 Series, 250 inches for the 737-200 Series, and 207.7 inches for the 737-300 Series, 135.7 inches for the 737-400 Series, 261.7 inches for the 737-500 Series.

16. Mean Aerodynamic Chord: See appropriate Weights and Balance Manual
(MAC) Boeing Document No. D6-15066

17. Levelling Means: See approved Airplane Flight Manual

18. Minimum Flight Crew: Two (2): Pilot and Co-pilot, for all types of flight

19. Minimum Cabin Crew

The tables below provide the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

B737-300

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 101 to 149 passengers: (I, III, I) exit arrangement	3
100 or fewer passengers: (I, III, I) exit arrangement	2

B737-400

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 151 to 188 passengers: (I, III, III, I) exit arrangement	4
From 101 to 150 passengers: (I, III, III, I) exit arrangement	3
100 or fewer passengers: (I, III, III, I) exit arrangement	2

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS – continued

B737-500

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 101 to 140 passengers: (I, III, I) exit arrangement	3
100 or fewer passengers: (I, III, I) exit arrangement	2

20. Maximum Seating Capacity: For maximum number of passengers see item 20. Exits

Note: The maximum number of passengers approved for emergency evacuation is dependant on door configuration, see 20) below. See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

21. Exits:

	Type (LH and RH)	Maximum Passenger
-100	I-III-I	113 (124) *
-200	I-III-I	119 (136) *
-300	I-III-I	149
-400	I-III-III-I	188
-500	I-III-I	140

* See FAA TCDS A16WE for details

22. Baggage/Cargo Compartment: See appropriate Weights and Balance Manual Boeing Document No. D6-15066

SECTION 1: 737-100, -200, -200C, -300, -400, -500 VARIANTS – continued

23. Wheels and Tyres:

Nose Assy (Qty 2)
Main Assy (Qty 4)
Speed Rating: See approved Airplane Flight Manual
Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing for further details.

IV. **Operating and Service Instructions**

1. Flight Manual:	Since validation of the Boeing 737-100/-200/-200C/-300/-400/-500 model was conducted by individual NAAs and not under JAA process, there is no generic JAA AFM format. It is the responcibility of the State of Registry to establish that the AFM for an individual aircraft contains appropriate and relevant data and limitations.
2. Mandatory Maintenance Instructions:	See FAA TCDS A16WE Life Limited Parts and required inspection intervals are listed in the EASA approved Airworthiness Limitations Section (Section 9) of the Boeing Maintenance Planning Data Document D6-38278.
3. Service Letters and Service Bulletins:	As Published by Boeing and approved by the FAA
4. Required Equipment:	

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 MMEL available (Not required per Commission Regulation (EU) No 69/2014 of 27 January 2014)

2. Flight Crew Data
   No FCD available (Not required per Commission Regulation (EU) No 69/2014 of 27 January 2014)

3. Cabin Crew Data
   No CCD available (Not required per Commission Regulation (EU) No 69/2014 of 27 January 2014)

VI. **Notes**

1. Cabin Interior and Seating Configuration must be approved.
2. Additional information is provided in FAA Type Certificate Data Sheet A16WE.

SECTION 2: PERTINENT TO ALL NEXT GENERATION SERIES (NG: 737-600, -700, -800, -900, -900ER)

I. General

1. Type / Model / Variant: Boeing 737-600, -700, -800, -900, -900ER
   "Next Generation", NG – Series
2. Performance Class: A
3. Certifying Authority: Federal Aviation Administration (FAA)
   BASOO Branch
   2200 S 216th St
   Des Moines, WA 98198United States of America
4. Manufacturer: The Boeing Company
   P.O. Box 3707
   Seattle, WA 98124-2207
   United States of America
5. FAA Certification Application Date: See individual data (Section 3 to 7)
6. EASA Validation Application Date See individual data (Section 3 to 7)
7. FAA Type Certification Date: See individual data (Section 3 to 7)
8. EASA Type Validation Date See individual data (Section 3 to 7)

II. Certification Basis

See individual data (Sections 3 to 7).

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Production Certificate 700
2. Type Design Definition: See individual data (Section 3 to 7)
3. Description: Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.
4. Dimensions:

Series	-700	-800	-600	-900	-900ER
Length	32.18 m (105 ft 7 in)	39.5 m (129 ft 6 in)	31.2 m (102 ft 6 in)	42.1 m (138 ft 2 in)	42.1 m (138 ft 2 in)
Wingspan	34.32 m (112 ft 7 in)				
Span with Winglets	35.79 m (117 ft 5 in)				
Height	12.57 m (41 ft 3 in)				

SECTION 2: PERTINENT TO ALL NEXT GENERATION SERIES
(NG: 737-600, -700, -800, -900, -900ER) – continued

5.	Engines:	2 CFM 56-7B or -7B/2 or -7B/3 or -7BE Series Turbofan Engines. Refer to the Approved Airplane Flight Manual for engine limitations. The CFM56-7B/2 series have double annular combustors and provide the same thrust as the CFM56-7B series engines at the respective engine ratings and are approved for all models except the CFM56-7B-18/2 engine rating. The CFM56-7B/3 series are the so-called “Tech Insertion” engines, they have single annular combustors and provide the same thrust as the CFM56-7B series at the respective engine ratings. The CFM56-7BE series have single annular combustors and provide the same thrust as the CFM56-7B series at the respective engine ratings. Engine ratings and all approved models are referred to in: EASA TCDS E.004 “CFM International CFM56-7B Engines”
6.	Auxiliary Power Unit:	Auxiliary Power Unit (APU): Allied Signal AS 131-9 [B] Limitations: Refer to the APU TCDS / TSO
7.	Propellers:	N/A
8.	Fluids (Fuel, Oil, Additives, Hydraulics):	Eligible Fuels: ASTM Specification D-1655 Jet A, JAR A1 MIL-T-5624G; JP-5 MIL-T-83133; JP-8 Refer to Airplane Flight Manual for other approved fuels. Eligible Oils: See CFM 56-7B ServiceBulletin 79-001 as revised.
9.	Fluid Capacities:	Fuel Capacity: 26024 litres (6875 US Gallons), consisting of two wing tanks, each of 4875 litres (1288 US Gallons) capacity, and one centre tank, capacity 16274 litres (4299 US Gallons). Oil Capacity: 10.3 litres useable
10.	Air Speeds:	See Airplane Flight Manual
11.	Maximum Operating Altitude:	12,497 m (41,000 ft) pressure altitude
12.	All Weather Capability:	Cat 3
13.	Maximum Certified Masses:	See individual data (Section 3 to 7)
14.	Centre of Gravity Range:	See Airplane Flight Manual
15.	Datum:	See Weights and Balance Manual

SECTION 2: PERTINENT TO ALL NEXT GENERATION SERIES
(NG: 737-600, -700, -800, -900, -900ER) – continued

16. Mean Aerodynamic Chord (MAC): 3.96m (155.81 in)

17. Levelling Means: See approved Airplane Flight Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Maximum Seating Capacity: See individual data (Section 3 to 7)

20. Exits: See individual data (Section 3 to 7)

21. Baggage/Cargo Compartment: See individual data (Section 3 to 7)

22. Wheels and Tyres: Speed Rating: 225 MPH, (-900ER: 235 MPH)
Nose Assy (Qty 2) Tyre: 27 x 7.75 - 15 or 27 x 7.75 - R15
Wheel: 27 x 7.75 – 15
Main Assy (Qty 4) Tyre: H43.5 x 16.0 - 21 or
H44.5 x 16.5 – 21
Wheel: HR44.5 x 16.5 – 21

Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing for further details

23. ETOPS: 737-600 / -700 / -800 / -900 / -900ER
The type design reliability and performance of this airplane has been evaluated in accordance with AMC 20-6 and found suitable for extended range operations when configured in accordance with Boeing Document D044A007 "737-600/-700/-800/-900/-900ER ETOPS Configuration, Maintenance and Procedures". This finding does not constitute approval to conduct extended range operations. ETOPS approval for the -600, -700, -800, -900, and -900ER is determined by NAA operating policies

IV. **Operating and Servicing Instructions**

1. Flight Manual: Since validation of the 737-700 model was conducted under JAA process, there is a generic JAA/EASA AFM format.

2. Mandatory Maintenance Instructions: CMRs
Model 737 MRB Report
Life Limited Parts and required inspection intervals are listed in the EASA approved Airworthiness Limitations Section (Section 9) of the Boeing Maintenance Planning Data Document D626A001.

SECTION 2: PERTINENT TO ALL NEXT GENERATION SERIES
(NG: 737-600, -700, -800, -900, -900ER) – continued

3.	Service Letters and Service Bulletins:	As published by Boeing and approved by FAA.
4.	Required Equipment:	All equipment as prescribed in Section II (Certification Basis) above must be installed in the aircraft.

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
    a. Master Minimum Equipment List (MMEL):
    The applicable certification specifications for the Boeing B737-600/-700/-800/-900/-900ER MMEL, reference D6-32545-ESEM, consist of JAR-MMEL/MEL Amendment 1, Section 1, Subpart A &B as recorded in CRI A-MMEL.
    b. Required for entry into service by EU operator.

2. Flight Crew Data
    a. The Flight Crew data, With regard to the transition of the OEB recommendations to OSD FC documents for the Boeing B737-600/-700/-800/-900/-900ER, reference D926A105, the data are agreed on the basis of elect to comply with CS-FCD, Initial Issue, dated 31 Jan 2014.
    b. Required for entry into service by EU operator.
    c. Pilot Type Rating: “B737-300-900”.

    Note: These data cover the models B737-300/400/500/600/700/800/900/900ER. Differences are addressed in D926A105

3. Cabin Crew Data
    a. The Cabin Crew Data has been approved as per the defined Operational Suitability Data Certification Basis recorded in CRI A-CCD, and as demonstrated by the “Boeing Document D611A099 Operational Suitability Data - Cabin Crew Data - Boeing 737NG” certification basis for the establishment of Operational Suitability Data (OSD) Cabin Crew for B737-600/-700/-800/-900/-900ER is CS-CCD, Initial Issue dated 31 January 2014.
    b. Required for entry into service by EU operator.
    c. The “Next Generation” B737-600; B737-700; B737-800; 737-900 aircraft models are determined to be variants to the aircraft model B737-900ER (with Mid Exit Door (MED) activated).

VI.**Notes:**

1. Cabin Interior and Seating Configuration must be approved.
2. Additional information is provided in FAA Type Certificate Data Sheet A16WE.

SECTION 3: 737-700 Series

I. General

1. Type / Model / Variant: Boeing 737-700
2. FAA Certification Application Date: February 04, 1993
3. JAA Validation Application Date: August 04, 1993
   (Reference date for JAA validation)
4. FAA Type Certification Date: November 07, 1997
5. EASA/JAA Type Validation Date: February 18, 1998

II. Certification Basis

1. FAA Type Certificate Data Sheet: No. A16WE
2. FAA Certification Basis: FAR Part 25 Amendment 25-77 except where modified by the FAA Issue Paper G-1
3. JAA/EASA Airworthiness Requirements: JAR 25 Change 13, effective 5 October 1989
   Orange Paper 90/1, effective 11 May 1990
   Orange Paper 91/1, effective 12 April 1991
   JAR AWO Chg. 1, effective 29 November 1985
   Orange Paper AWO/91/1, effective 28 November 1991 (Note also see AWO Change 2)
   JAA IL-23 RVSM, effective April 1994 - (Boeing letter B-T111-96-1357 dated Dec 12, 1996)

The following NPAs have been applied:

NPA 25,B,D,G-244	CRI A.11-17	25.109	Accelerate Stop Distances and Related Performances
NPA 25C-213	CRI C-17	25.571(e); 25.903	Discrete source damage due to rotor burst
NPA 25B215	CRI B-02	25.103; 25.107; 25.119; 25.125; 25.143; 25.207	Stall and Stall Warning Speeds and Manoeuvre Capability
NPA 25B-217	CRI B-04	25.101-25.123; 25.149; 25.1582-25.1591	Reduced Thrust
NPA AWO 2			All Weather Operations
NPA AWO 5			All Weather Operations
NPA 25.B,C,D-236	CRI C-05	25.629	Flutter, Deformation and Fail Safe Criteria
NPA 25J-246	CRI J-03	25B1305	APU Instruments
NPA 25C260	CRI C-06	25.335(b)(2) with ACJ	Design Dive Speed (JAR 25.335(b)(2) plus ACJ at Ch.14)

SECTION 3: 737-700 SERIES – continued

NPA 25C260		25.499(e)	Nose Wheel Steering (JAR 25.499(e))
NPA 25B261	B-08; B-11; B-13; B-15	Flight requirements+ 201(d)	Harmonisation of JAR/FAR 25 Flight Requirements

In addition, the following requirements have been applied:

JAR AWO Change 2: All Weather Operations
Special Condition JAA/737-700/SC/C-07 (JAR 25.427(b)(3) FAA/JAA Harmonised version) in place of JAR 25.427(b)(3)
Static Ground Load Conditions (Jacking): JAR 25.519(b) in accordance with JAR 25 Amendment 25/96/1
Stalling Speeds for Structural Design (defined in CRI C-12)
Type III Emergency Exit Operating Handle Illumination JAR 25.811(e) at JAR 25 Chg. 14

3.1. Reversions:

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

CRI A. 11-02 JAR 25.365	Pressurised Cabin Loads Reversion to FAR 25.365 Amendment 0
CRI A. 11-04 JAR 25.562	Emergency Landing Dynamic Loads Reversion to JAR 25 Change 12 which excludes para .562
CRI A. 11-05 JAR 25.571	Fatigue and Damage Tolerance Partial Reversion to FAR 25.571 Amendment 0
CRI A. 11-06 JAR 25.607(a)	Fasteners Reversion to FAR 25.607(a) Amendment 0
CRI A. 11-08 JAR 25.699(a)	Lift and Drag Device Indicator Reversion to FAR 25.699 Amendment 0
CRI A. 11-11 JAR 25.783(f)	Doors Reversion to FAR 25.783 Amendment 15
CRI A. 11-12 JAR 25.785(a)	Seat, Berths, Safety Belts and Harness Reversion to JAR 25.785(a) Change 12
CRI A.11-13 JAR 25.785h(1) & (2)	Direct View and Cabin Attendant Seat Reversion to FAR 25.785 Amendment 32
CRI A. 11-16 JAR 25.1309	Equipment Systems and Installations Reversion to FAR 25.1309 Amendment 0
CRI A.11-23 JAR 25.775(d)	Windshields and Windows Reversion to FAR 25.775(d) Amendment 0
CRI J-04 JAR 25A1141(f)(2)	APU Fuel Shut Off Valve Indication Reversion to FAR 25.1141 Amendment 11

SECTION 3: 737-700 SERIES – continued

4. Special Conditions:

The following JAA Special Conditions have been applied defined in their respective CRI:

CRI B-10 JAA/737-700/SC/B-10	Stall Warning Thrust Bias Affected JAR 25.207(c) as amended by NPA 25B-215
CRI C-01 JAA/737-700/SC/C-01	Pressurised Cabin Loads INT/POL/25/7 Affected requirement JAR 25.365
CRI C-11 JAA/737-700/SC/C-11	Interaction of Systems and Structure Affected requirement JAR 25.302
CRI D-01 JAA/737-700/SC/D-01	Brakes Requirements Qualification and Testing INT/POL/25/6: Affected requirement JAR 25.735
CRI D-04 JAA/737-700/SC/D-04	Landing Gear Warning INT/POL/25/1: Affected requirement JAR 25.729(e)(2) to (4)
CRI D-14 JAA/737-700/SC/D-14	Exit Configuration Affected requirement JAR 25.807, JAR 25.562, JAR 25.813
CRI D-GEN01 PTC	Fire Resistance of Thermal Insulation Material Affected requirement CS25.856 & Appendix F
CRI D-GEN02 PTC	Application of Heat Release and Smoke Density Requirements to Seat Materials Affected Requirement CS 25.853(d) Appendix F Part IV & V Part 21 §21A.16B
CRI E-10	Installation of Seat Inflatable Restraint Systems
CRI PTC/E-10	Flammibility Reduction Systems (FRS) INT/POL/25/12: Affected requirement FAR 25.981 (c), JAR 25.1309, NPA 10-2004, JAR 21.16(a)(1) Affected requirement JAR 25.1301
CRI E-16/PTC	Fuel Tank Safety Affected requirement CS 25.981 Amdt 1
CRI F-01 JAA/737-700/SC/F-01	High Intensity Radiated Field (HIRF) INT/POL/25/2: Affected requirement JAR 25.1431(a)
CRI F-02 JAA/737-700/SC/F-02	Protection from Effects of Lightning Strike; Direct Effects INT/POL/25/3: Affected requirement JAR 25X899 and ACJ 25X899
CRI F-03 JAA/737-700/SC/F-03	Protection from Effects of Lightning Strike; Indirect Effects INT/POL/25/4: Affected requirement JAR 25.581, 25.899 25.954, 25.1309
CRI PTC/F-17	EGPWS Airworthiness Approval Affected requirement JAR 25.1301, JAR 25.1309(b)(c)(d), JAR 25.1431(a)(c), JAR 25.1459

SECTION 3: 737-700 SERIES – continued

CRI PTC/F-18	Multi-Sensor Navigation Systems for specified operational use Affected requirement JAR 25.1301, .1303, .1309, .1321, .1322, .1331, .1431, .1457, .1541, .X1524, .1583
CRI PTC F-23	CIAP/IRNAV and NPS Human Factors Evaluation Affected requirement INT/POL 25/14, JAR 25.771(a) and (e), 25.777(a), 25.1301, 25.1303, 25.1309, 25.1523
CRI PTC/F-27	GNSS Landing System (GLS) – Airworthiness Approval for Category I Apporach Operations Affected requirement 25.1301, 25.1309, 25.1322, 25.1329, 25.1335, 25.1431, 25.1459, 25.1581, JAR-AWO, JAR-AWO NPA AWO-9
CRI F-29	Lithium Ion Batteries Affected requirement JAR 25.601, 25.863, 25.1309, 25.1353(c) and 25.1529
CRI F-30	Data Link Services for the Single European Sky EUROCAE ED-120, ED-78A, ED-110B, ED-92A (Radio VDL/M2); Affected Requirements: JAR/FAR 25.1301, 25.1307, 25.1309, 25.1321, 25.1322, 25.1431, 25.1459, 25.1581, 25.1585, Commission Regulation (EC) No 29/2009
CRI F-31(PTC)	Security Protection of Aircraft Systems and Networks Affected requirement JAR 25.1309
CRI F-GEN10 PTC	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.869, 25.1301, 25.1309, 25.1353(c), 25.1529, 25.1360 (b)
CRI G-01	ETOPS Approval (180 minutes) Affected Requirements JAA Information Leaflet No. 20
CRI H-01	“Instructions for Continued Airworthiness (ICA) on Electrical Wiring Interconnecting Systems (EWIS)” Affected requirement Part 21A.16(b)(3), 21A.21(c)(3), CS 25.1529 & Appendix H

5. Exemptions/Deviations:

The following Partial JAA Exemption has been applied:

CRI D-02 JAA/737-700/PE/D-02	Hydraulic System Proof Pressure Testing Partial Exemption Against JAR 25 1435(b)(1)

The following EASA Deviation has been applied:

CRI PTC D-22	Tech Insertion engines and New Thrust Reverser Cascades Intermix for 737-600/-700/-800/-900 LN No. 1 Thru 2230 Deviation Against 25.305, 25.307(a), 25.601, 25.603(c), 26.613(a)(b), 25.1103(d) at Ch 13
CRI D-29	CFM 56-7B Technology Insertion Engines and new Thrust Reverser Cascades

SECTION 3: 737-700 SERIES – continued

6. Equivalent Safety Findings:
The following JAA Equivalent Safety Findings have been applied:

CRI PTC C-14	Landing Gear Safe Lives – Fatigue Scatter Factors Equivalent Safety with JAR 25.571 Change 15
CRI D-06 JAA/737-700/ES/D-06	Towbarless Towing Equivalent Safety with JAR 25X745(d)
CRI D-08 JAA/737-700/ES/D-08	Forward and Aft Door Escape Slide Low Sill Height Equivalent Safety with JAR 25.809(f)(1)(ii)
CRI D-10 JAA/737-700/ES/D-10	Overwing Hatch Emergency Exit Signs Equivalent Safety with JAR 25.812(b)(1)(i)
CRI D-16 JAA/737-700/ES/D-16	Automatic Overwing Exit Equivalent Safety with JAR 27.783(f)
CRI D-17 JAA/737-700/ES/D-17	Oversized Type I Exits, Maximum Number of Passengers Equivalent Safety with JAR 25.807
CRI D-18 JAA/737-700/ES/D-18	Slide/Raft Inflation Gas Cylinders Equivalent Safety with JAR 25X1436
CRI PTC/ D-19 JAA/757-300/ES/D-19	Door Sill Reflectance Equivalent Safety with JAR 25.811(f)
CRI PTC/D-21	Emergency Exit Marking Equivalent Safety with JAR 25.811(f)
CRI 9ER/ D-21	Door Sill Reflectance Equivalent Safety with JAR 25.811(f)
CRI PTC/ D-23 JAA/737-700/ES/D-23	Passenger Information Signs Equivalent Safety with JAR 853(d)
CRI E-09 JAA/737-700/ES/E-09	Automatic Fuel Shut Off Equivalent Safety with JAR 25.979(b)(1)
CRI E-11	New Interior Arrangement with Passenger Service Unit Life Vest Stowage Equivalent Safety with JAR 25.1411(f) (not applicable to the 737-600)
CRI F-15 JAA/737-700/ES/F-15	Wing Position Lights Equivalent Safety with JAR 25.1389(b)(3)
CRI F-GEN 9-1	Minimum Mass Flow of Supplemental Oxygen “Component Qualification” Equivalent Safety with JAR 25.1443(c)
CRI F-GEN9-3	Crew Determination of Quantity of Oxygen in Passenger Oxygen System Equivalent Safety with JAR 25.1441(c)
CRI G-GEN1	Instructions for Continued Airworthiness Equivalent Safety with CS 25.1529, CD25 Appendix H

SECTION 3: 737-700 SERIES – continued

7. OSD requirements

- As defined in CRI A-MMEL issue 1: for B737-600/-700/-800/-900/-900ER, JAR-MMEL/MEL Amendment 1, Section 1, Subpart A & B is applicable.
- As defined in document D926A105: B737-600/-700/-800/-900/-900ER, CS-FCD, Initial Issue, dated 31 Jan 2014 is applicable
- As defined in CRI A-CCD issue 1: for B737-600/-700/-800/-900/-900ER, CS-CCD, Initial Issue dated 31 January 2014 is applicable.

8. Environmental Protection Standards: Noise: ICAO Annex 16, Volume I (Third Edition)
Fuel: ICAO Annex 16, Volume II (Second Edition)
See also TCDSN EASA.IM.A.120

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Production Certificate 700

2. Type Design Definition: Defined by Boeing Top Drawing No. 001A0001-700 Rev. AG, dated January 12, 1998, and later approved changes and Production Revision Record (PRR) No. 38280.

(737-700 IGW) Boeing Top Drawing No. 001A0001-2703 Rev. CA, dated October 13, 1998, and later approved changes and Production Revision Record (PRR) No. 38280

3. Description: Refer to Section 2 (data pertinent to all NG Series)

4. Dimensions: Refer to Section 2 (data pertinent to all NG Series)

5. Engines:

CFM56-	7B20 7B20/2 7B20/3 7B20E	7B22 7B22/3 7B22E	7B24 7B24/2 7B24/3 7B24E	7B26 7B26/B1 7B26/3F 7B26E 7B26E/B1 7B26E/B2 7B26E/B2F 7B26E/F	7B27/B3 7B27/3B3 7B27E/B3

6. Auxiliary Power Unit: Refer to Section 2 (data pertinent to all NG Series)

7. Propellers: N/A

8. Fluids (Fuel, Oil, Additives,: Hydraulics) Refer to Section 2 (data pertinent to all NG Series)

9. Fluid Capacities: Refer to Section 2 (data pertinent to all NG Series)

10. Airspeed Limits: See Airplane Flight Manual

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. All Weather Capability: See Airplane Flight Manual

SECTION 3: 737-700 SERIES – continued

13. Maximum Certified Masses:

	737-700*		737-700 IGW**	
Taxi and Ramp	155,000 lbs.	70,306 kg,	171,500 lbs.	77,791 kg.
Take-off	154,500 lbs.	70,080 kg.	171,000 lbs.	77,564 kg.
Landing	129,200 lbs.	58,604 kg.	134,000 lbs.	60,781 kg.
Zero Fuel	121,700 lbs.	55,202 kg.	126,000 lbs.	57,152 kg.

* Specified weights for -700 are Increased Design Weights approved post-initial Type Validation
** Reference Boeing PLOD B-T111-98-2097 (737-700 IGW Revision F)

14. Centre of Gravity Range: Refer to Airplane Flight Manual

15. Datum: See Weights and Balance Manual

16. Mean Aerodynamic Chord (MAC): 3.96 m (155.81 in)

17. Levelling Means: See Weight and Balance Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Minimum Cabin Crew

The table below provides the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 101 to 149 passengers: (I, III, I) exit arrangement	3
100 or fewer passengers: (I, III, I) exit arrangement	2

20. Maximum Seating Capacity: (-) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 149 with JAA / 737-700/SC/D-14 applicable, otherwise 145.
See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

21. Exits:

B737-700	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65 - both)
4 Overwing/Emergency left	1	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	1	Type III	508W x 914H (20 x 36)
6 Flight Crew Emergency Exits	1 + 1	Sliding	483W x 508H (19 x 20 - both)

22. Baggage/Cargo Compartment:

Location	Class	Volume m^3 ($ft^{3)}$

SECTION 3: 737-700 SERIES – continued

Front Fwd	D	11.37 (406)
Middle	N/A	N/A
Rear Aft	D	16.7 (596)
Underfloor	N/A	N/A

23. Wheels and Tyres: Refer to Section 2 (data pertinent to all NG Series)

24. ETOPS Operation: Refer to Section 2 (data pertinent to all NG Series)

25. Fuel Tank Flammability

SECTION 3: 737-700 SERIES – continued

Reduction System (FRS):	Aircraft which have made their first flight after 1 January 2012 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10) Flammability Reduction Systems have been installed on aircraft line numbers 1820 and 1831 in December 2005, and then since mid 2008 on aircraft line number 2517, 2620 and on. This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL

IV. Operating and Servicing Instructions

1.	Flight Manual:	Airplane Flight Manual, Document No. D631A001.J01
2.	Service Information:	Maintenance Manual, Document No. D633A101 Maintenance Review Board Report Revision 1; 19 November 1997 or subsequent JAA approved revision Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision dated September 1997, and later revisions thereof Service Letters and Service Bulletins
3.	Required Equipment:	The approved equipment is listed in: (737-700) CRI A-10

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. Applicable OSD requirements are detailed in section 3.II.7.

1. Master Minimum Equipment List
   (see section 2.V)

2. Flight Crew Data
   (see section 2.V)

3. Cabin Crew Data
   (see section 2.V)

VI.Notes

1. Airplanes modified by Boeing design change “Lower Cabin Altitude” are capable of maintaining a cabin altitude of 6500 feet in lieu of the standard 8000 feet when operating at a cruising altitude of 41,000 feet. This modification has been approved by EASA STC 10042295.

SECTION 4: 737-800 Series

4.1 B737-800 Model

I. General

1. Type / Model / Variant: Boeing 737-800
2. FAA Certification Application Date: February 04, 1993
3. JAA Validation Application Date: August 04, 1993
   (Reference date for JAA validation)
4. FAA Type Certification Date: March 13, 1998
5. EASA/JAA Type Validation Date: April 09, 1998

II. Certification Basis

1. FAA Type Certificate Data Sheet: No. A16WE
2. FAA Certification Basis: As for Boeing 737-700, see Section 3
3. JAA/EASA Airworthiness Requirements:

   a. For aircraft without in-production winglets: As for Boeing 737-700, see Section 3

   b. For aircraft with in-production winglets:

      i. Applicable requirements for affected area:

      The affected area are the wingtip position and anti-collision lights, light fixtures and wiring within the wingtip, the winglets, wing box, wing spars and wing skins.

      The applicable requirements are defined in JAR 25 Change 14, effective 27 May 1994, Orange Paper 96/1, effective 19 April 1996, JAR AWO Change 2, effective 1st August 1996 and JAA IL-23-RVSM, effective April 1994.

      Two Equivalent Safety Findings apply:

      JAA/737-800/ES/F-01
      (PTC) CRI F-01 Forward Wingtip (Winglet) 8.5v Position Lights-Intensities
      Equivalent Safety with JAR 25.1389(b)(1), 25.1389(b)(2) 25.1391, 25.1395

      JAA/737-800/ES/F-02
      (PTC) CRI F-02 Forward Wingtip (Winglet) 8.5v Position Lights-Overlapping Intensities: Equivalent Safety with JAR 25.1389(b)(3) and 25.1395

      .

      ii. Applicable requirements for non-affected area

      The non-affected area are in particular (but not limited to) engine struts, fuselage, empennage, landing gear.
      The applicable requirements are those defined for Boeing 737-700 in Section 3

4. Special Conditions: As for Boeing 737-700, see Section 3
5. Exemptions/Deviations: As for Boeing 737-700, see Section 3
6. Equivalent Safety Findings: As for Boeing 737-700, see Section 3

and the following:

CRI C-15/PTC	Structural Certification Criteria for Large Antenna Installations Equivalent Safety with JAR 25.23, 25.251, 25.301, 25.365, 25.571, 25.581, 25.603, 25.605, 25.609, 25.613, 25.629, 25.631, 25.841, 25.901, 25.1419, 25.1529, and Appendix H
CRI F-01 PTC	Forward Wingtip (Winglet) 8.5 volt Position Litght Intensities Equivalent Safety with JAR 25.1389(b), 25.1391, 25.1395
CRI F-02 PTC	Forward Wingtip (Winglet) 8.5 volt Position Lights – Overlapping Intensities Equivalent Safety with Jar 25.1389(b)(3) and 25.1395

7. OSD requirements

- As defined in CRI A-MMEL issue 1: for B737-600/-700/-800/-900/-900ER, JAR-MMEL/MEL Amendment 1, Section 1, Subpart A &B is applicable.
- As defined in document D926A105: B737-600/-700/-800/-900/-900ER, CS-FCD, Initial Issue, dated 31 Jan 2014 is applicable
- As defined in CRI A-CCD issue 1: for B737-600/-700/-800/-900/-900ER, CS-CCD, Initial Issue dated 31 January 2014 is applicable.

8. Environmental Protection Standards: As for Boeing 737-700, see Section 3

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Production Certificate 700

2. Type Design Definition: Defined by Boeing Top Drawing No. 001A0001-800 Rev. AK, dated February 27, 1998, and later approved changes and Production Revision Record (PRR) No. 38280.

3. Description: Refer to Section 2 (data pertinent to all NG Series)

4. Dimensions: Refer to Section 2 (data pertinent to all NG Series)

5. Engines:

CFM56-	7B24 7B24/3 7B24/3B1 7B24E 7B24E/B1	7B26 7B26/2 7B26/3 7B26/3F 7B26E 7B26E/F	7B27 7B27/2 7B27/3 7B27/3F 7B27E 7B27E/F	7B27/B1 7B27/3B1 7B27/3B1F 7B27/3B3 7B27E/B1 7B27E/B1F 7B27E/B3

6. Auxiliary Power Unit: Refer to Section 2 (data pertinent to all NG Series)

7. Propellers: N/A

8. Fluids (Fuel, Oil, Additives,: Hydraulics) Refer to Section 2 (data pertinent to all NG Series)

9. Fluid Capacities: Refer to Section 2 (data pertinent to all NG Series)

10. Airspeed Limits: See Airplane Flight Manual

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. All Weather Capability: See Airplane Flight Manual

13. Maximum Certified Masses:

Taxi and Ramp	174,900 lbs.	79,333 kg.
Take-off	174,200 lbs.	79,015 kg.
Landing	146,300 lbs.	66,360 kg.
Zero Fuel	138,300 lbs.	62,731 kg.

* Specified weight approved post-initial Type Validation

14. Centre of Gravity Range: Refer to Airplane Flight Manual

15. Datum: See Weights and Balance Manual

16. Mean Aerodynamic Chord (MAC): 3.96 m (155.81 in)

17. Levelling Means: See Weight and Balance Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Maximum Seating Capacity: (-) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 189 (with JAA/737-700/SC/D-14 applicable - or otherwise: 180).
See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

20. Exits:

B737-800	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65-both)
4 Overwing/Emergency left	2	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	2	Type III	508W x 914H (20 x 36)
6 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides.

21. Baggage/Cargo Compartment:

Location	Class	Volume m^3 ($ft^{3)}$
Front Fwd	D	19.6 (692)
Middle	N/A	N/A
Rear Aft	D	25.46 (899)
Underfloor	N/A	N/A

22. Wheels and Tyres: Refer to Section 2 (data pertinent to all NG Series)

23. ETOPS Operation: Refer to Section 2 (data pertinent to all NG Series)

24. Fuel Tank Flammability Reduction System (FRS): Aircraft which have made their first flight after 1 January 2012 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10)

Flammability Reduction Systems have been installed on aircraft line numbers 1820 and 1831 in December 2005, and then since mid 2008 on aircraft line number 2517, 2620 and on.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL

IV. Operating and Servicing Instructions

1.	Flight Manual:	Airplane Flight Manual, Document No. D631A001.J02
2.	Service Information:	Maintenance Manual, Document No. D633A101 Maintenance Review Board Report Revision 1; 19 November 1997 or subsequent JAA/EASA approved revision Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision Dated September 1997, and later revisions thereof Service Letters and Service Bulletins
3.	Required Equipment:	The approved equipment is listed in: (737-700) CRI A-10

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.
Applicable OSD requirements are detailed in section 4.II.7.

1. Master Minimum Equipment List
   (see section 2.V)

2. Flight Crew Data
   (see section 2.V)

3. Cabin Crew Data
   (see section 2.V)

VI. Notes

None

4.2 B737-800 Model – Boeing Converted Freighter Major Change

I. General

The 737-800 BCF (Boeing Converted Freighter) is a 737-800 series passenger airplane that has been modified to operate in a freighter configuration.

This is a major change to the B737-800 model, not a new model. These aircraft remain 737-800 model 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).

Paragraph numbering is consistent with that of section 4. Any paragraph not included in this section for the B737-800BCF is therefore unchanged from the B737-800 (including noise and emissions requirements).

1. Type-Model Variant:	Boeing 737-800 BCF (Boeing Converted Freighter)
2. FAA Certification Application Date:	October 29, 2014
3. EASA Validation Application Date:	March 23, 2016
4. FAA Type Certificate Date:	April 06, 2018
5. EASA Type Validation Date:	April 12, 2018

II. Certification Basis

1. FAA Type Certification Data Sheet:	No. A16WE
2. FAA Certification Basis:	14 CFR Part 25 Amendment 25-0 through 25-138 except where modified by the FAA Issue Paper G-1

3. EASA Airworthiness Requirements for non-affected Area:

As for Boeing 737-800 baseline model, see Section 4.1.

4 EASA Airworthiness Requirements for affected Area:

Affected Area definition:

- Main Deck Cargo Door (MDCD).
- Modification of fuselage surround structure for installation of MDCD:

MDCD surround structure perimeter located from STA 360 to STA 500H (S-4R to S24L) with the MDCD located from STA 440 to STA 500D (S-3L to S-17L.)

- Modification of floor structure to accommodate cargo loads and handling:

floor structure modified in Sections 41, 43, 44, 46 and 47. (STA 344 – STA 986)

- Removal of passenger interior configuration for installation of main deck Class E cargo compartment and supernumerary area.
- Installation of Class E main deck cargo Fire Detection System.
- Installation of new main deck Cargo Handling System (CHS) and Rigid Cargo Barrier (RCB) placards via third party STC.
- Airplane environmental control systems, mechanical, hydraulic, electrical systems revisions to support passenger to freighter modification.

Applicable JAR/CS Requirements:

CS-25 Amendment 15, effective July 21, 2014 with reversions identified in section 9.II.8.

CS-AWO, effective October 17 2003

5. Special Conditions:

The following Special Conditions have been defined in their respective CRI:

CRI D-30 PTC	Courier Compartment Affected requirement CS 25.857(e) amdt 15
CRI D-31 PTC	Access to class E cargo compartment in flight Affected requirement CS 25.855, 25.857, 25.1309, 25.1439, 25.1443 at amdt 15
CRI F-GEN-11	Non-Rechargeable Lithium Batteries Installations Affected requirement CS 25.601, 25.863, 25.1353(c)

5. Deviations:

N/A

6. Equivalent Safety Findings:

The following JAA/EASA Equivalent Safety Findings have been applied:

CRI F-39 PTC	737-800 BCF installation of a common supplemental oxygen system for flight crew and supernumeraries Equivalent Safety with CS 25.1445(a) amdt 15

7. Operational Suitability Requirements:

As for Boeing 737-800, see Section 4.

8. Reversions

All reversions from the applicable airworthiness standards to earlier standard, as per Part 21.101(b), are listed below.
The following reversions from the applicable airworthiness standards contain additional requirements that can be found in the associated CRI.

Applicable paragraph	Reversion	Conditions associated to the reversions are given in the following CRIs
CS 25.365(e)(1)(2)	Pressurised Compartment loads, Engine disintegration fragments Reversion to FAR 25.365 Amendment 0	737-700 CRI A.11- 02, plus JAA/737- 700/SC/C-1
CS 25.734	Protection Against Wheel and Tyre Failures Reversion to JAR 25.729(f) at Change 13	
CS 25.795(b)(1)	Security Considerations Not applicable	
CS 25.1301	Function and installation Reversion to JAR 25.1301 at Change 13	CRI F-GEN-11, CRI F-GEN9-4

Applicable paragraph	Reversion	Conditions associated to the reversions are given in the following CRIs
	EWIS Components: reversion to 25.1703-1733, except for 1707(c)	
CS 25.1301(b)	Function and installation: EWIS Not applicable	CRI H-01
CS 25.1309	Equipment Systems and Installations Reversion to JAR 25.1309 at Change 13 with OP 90/1	CRI A.11-16, CRI F-GEN-11, CRI F-GEN9-4
CS 25.1309(d)	Equipment Systems and Installations: EWIS Not applicable	CRI H-01
CS 25.1322	Flight Crew Alerting Reversion to JAR 25.1322 at Change 13/14	
CS 25.1703-1733 excepted 1707(c)	Electrical Wiring Interconnection Systems (EWIS) Not applicable	CRI H-01

III. Technical Characteristics and Operational Limitations

(Characteristics not mentioned below are identical to those of the B737-800 baseline model)

1. Type Design Definition: Boeing Top Project Drawing 800A0003

2. Maximum Certified Masses: There are no increases to the 737-800 Operational Weights.

Taxi and Ramp	174,900 lbs.	79,333 kg.
Take-off	174,200 lbs.	79,015 kg.
Landing	146,300 lbs.	66,360 kg.
Zero Fuel	138,300 lbs.	62,731 kg.

3. Maximum Seating Capacity

Maximum Passenger Capacity 0 (Zero) Passengers. Up to 6 (six) Supernumeraries within the Flight Deck and courier compartment. 2 (two) Flight Crew members.

20. Exits

B737-800BCF	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
3 Service (Fwd, RH)	1	Type I	762W x 1651H (30 x 65-both)
6 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides. Overwing and Aft exits are deactivated.

4. Baggage/Cargo Compartment:

Location	Class	Volume m^3 ($ft^{3)}$
Main Deck	E	144.4 (5100)
Front Fwd	D	19.0 (670)
Middle	N/A	N/A
Rear Aft	D	25.0 (883)
Underfloor	N/A	N/A

5. ETOPS Operation:

The 737-800BCF is not approved for ETOPS

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM):	Boeing Document D631A001
2. Service Information:	Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision Dated September 1997, and later revisions thereof. Service Letters and Service Bulletins as published by Boeing and approved by the FAA.
4. Weight and Balance (WBM):	Boeing Document D043A584

V. Operating 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. Applicable OSD requirements are detailed in section 9.II.7.

1. Master Minimum Equipment List
OSD MMEL requirements as per section 2.V.
The EASA MMEL is defined in Boeing document D6-32545-ESEM, revision 4 dated April 05th, 2018, or later approved revisions.

2. Flight Crew Data
OSD FCD requirements as per section 2.V .
The Flight Crew Data is defined in Boeing document D926A105, revision C dated November 24 2017 or later approved revisions.

3. Cabin Crew Data
OSD CCD requirements as per section 2.V .

VI. Notes

Following STC must be installed in conjunction with this installation:
-EASA.IM.A.S01078 LiteAir Aviation Products Inc. Window plugs (10015384)
-10065167 Ventura Aerospace Inc. 9g Rigid Cargo barrier
-10065171 Ancra International LLC Cargo Loading system

1. Airplanes modified by Boeing design change “Lower Cabin Altitude” are capable of maintaining a cabin altitude of 6500 feet in lieu of the standard 8000 feet when operating at a cruising altitude of 41,000 feet. This modification has been approved by EASA STC 10042295.

SECTION 5: 737-600 Series

I. General

1. Type / Model / Variant: Boeing 737-600
2. FAA Certification Application Date: February 04, 1993
3. JAA Validation Application Date: August 04, 1993
   (Reference date for JAA validation)
4. FAA Type Certification Date: August 12, 1998
5. EASA/JAA Type Validation Date: September 09, 1998

II. Certification Basis

1. FAA Type Certificate Data Sheet: No. A16WE
2. FAA Certification Basis: As for Boeing 737-700, see Section 3
3. JAA/EASA Airworthiness Requirements: As for Boeing 737-700, see Section 3
4. Special Conditions: As for Boeing 737-700, see Section 3
5. Exemptions/Deviations: As for Boeing 737-700, see Section 3
6. Equivalent Safety Findings: As for Boeing 737-700, see Section 3
7. Operational Suitability Data: As for Boeing 737-700, see Section 3
8. Environmental Protection Standards: As for Boeing 737-700, see Section 3

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Production Certificate 700
2. Type Design Definition: Defined by Boeing Top Drawing No. 001A0001-600 Rev. AW, dated June 08, 1998, and later approved changes and Production Revision Record (PRR) No. 38280.
3. Description: Refer to Section 2 (data pertinent to all NG Series)
4. Dimensions: Refer to Section 2 (data pertinent to all NG Series)
5. Engines:

CFM56-		7B18/3	7B20 7B20/2 7B20/3 7B20E	7B22 7B22/2 7B22/3 7B22E

6. Auxiliary Power Unit: Refer to Section 2 (data pertinent to all NG Series)
7. Propellers: N/A
8. Fluids (Fuel, Oil, Additives,: Hydraulics) Refer to Section 2 (data pertinent to all NG Series)

SECTION 5: 737-600 Series – continued

9. Fluid Capacities: Refer to Section 2 (data pertinent to all NG Series)

10. Airspeed Limits: See Airplane Flight Manual

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. All Weather Capability: See Airplane Flight Manual

13. Maximum Certified Masses:

Taxi and Ramp	146,000 lbs.	66,224 kg.
Take-off	145,500 lbs.	65,997 kg.
Landing	120,500 lbs.	54,657 kg.
Zero Fuel	114,000 lbs.	51,709 kg.

14. Centre of Gravity Range: Refer to Airplane Flight Manual

15. Datum: See Weights and Balance Manual

16. Mean Aerodynamic Chord (MAC): 3.96 m (155.81 in)

17. Levelling Means:See Weight and Balance Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Minimum Cabin Crew

The table below provides the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 101 to 145 passengers: (I, III, I) exit arrangement	3
100 or fewer passengers: (I, III, I) exit arrangement	2

20. Maximum Seating Capacity: (-) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 149 (with JAA/737-700/SC/D-14 applicable - or otherwise: 145).
See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

21. Exits:

B737-600	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65-both)
4 Overwing/Emergency left	1	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	1	Type III	508W x 914H (20 x 36)
6 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides.

SECTION 5: 737-600 Series – continued

22. Baggage/Cargo Compartment:

Location	Class	Volume m^3 ($ft^{3)}$
Front Fwd	D	7.59 (268)
Middle	N/A	N/A
Rear Aft	D	13.8 (488)
Underfloor	N/A	N/A

23. Wheels and Tyres: Refer to Section 2 (data pertinent to all NG Series)

SECTION 5: 737-600 Series – continued

24. ETOPS Operation: Refer to Section 2 (data pertinent to all NG Series)
25. Fuel Tank Flammability Reduction System (FRS): Aircraft which have made their first flight after 1 January 2012 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10)

    Flammability Reduction Systems have been installed on aircraft line numbers 1820 and 1831 in December 2005, and then since mid 2008 on aircraft line number 2517, 2620 and on.

    This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL

IV. **Operating and Servicing Instructions**

1. Flight Manual: Airplane Flight Manual, Document No. D631A001.J03

2. Service Information: Maintenance Manual, Document No. D633A101

   Maintenance Review Board Report Revision 1;
   19 November 1997 or subsequent JAA/EASA approved revision

   Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision dated September 1997, and later revisions thereof

   Service Letters and Service Bulletins

3. Required Equipment: The approved equipment is listed in: (737-700) CRI A-10

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.
Applicable OSD requirements are detailed in section 5.II.7.

1. Master Minimum Equipment List
   (see section 2.V)

2. Flight Crew Data
   (see section 2.V)

3. Cabin Crew Data
   (see section 2.V)

VI. **Notes**

None

SECTION 6: 737-900 Series

I. General

1. Type / Model / Variant: Boeing 737-900
2. FAA Certification Application Date: October 14, 1997
3. JAA Validation Application Date: October 14, 1997
   (Reference date for JAA validation)
4. FAA Type Certification Date: April 17, 2001
5. EASA/JAA Type Validation Date: April 19, 2001

II. Certification Basis

1. FAA Type Certificate Data Sheet: No. A16WE
2. FAA Certification Basis: FAR Part 25 Amendment 25-91 except where modified by the FAA Issue Paper G-1
3. JAA/EASA Airworthiness Requirements: Applicable JAR Requirements
   (Reference CRI 9/A-01)
   JAR 25 Change 14, effective 27 May 1994
   Orange Paper 96/1, effective 19 April 1996
   JAR AWO Change 2, effective 01 August 1996
   JAA IL-23 RVSM, effective April 1994

The following NPAs have been applied:

NPA 25,B,D,G-244	CRI A.11-17	25.109	Accelerate Stop Distances and Related Performances
NPA 25C-213	CRI C-17	25.571(e); 25.903	Discrete source damage due to rotor burst
NPA 25B215	CRI B-02	25.103; 25.107; 25.119; 25.125; 25.143; 25.207	Stall and Stall Warning Speeds and Manoeuvre Capability
NPA 25B-217	CRI B-04	25.101-25.123; 25.149; 25.1582-25.1591	Reduced Thrust
NPA AWO 2			All Weather Operations
NPA AWO 5			All Weather Operations
NPA 25.B,C,D-236	CRI C-05	25.629	Flutter, Deformation and Fail Safe Criteria
NPA 25J-246	CRI J-03	25B1305	APU Instruments
NPA 25C260	CRI C-06	25.335(b)(2) with ACJ	Design Dive Speed (JAR 25.335(b)(2) plus ACJ at Ch.14)
NPA 25C260		25.499(e)	Nose Wheel Steering (JAR 25.499(e))

SECTION 6: 737-900 Series – continued

NPA 25C-260		JAR 25.415 and JAR 25.519	Reference JAR 25.415 and JAR 25.519
NPA 25B261	B-08; B-11; B-13; B-15	Flight requirements+ 201(d)	Harmonisation of JAR/FAR 25 Flight Requirements
NPA 25C-282	C-05	25.629	Harmonisation of Structures Requirements

In addition, the following requirements have been applied:
JAR AWO Change 2: All Weather Operations
Special Condition JAA/737-700/SC/C-07: (JAR 25.427(b)(3)FAA/JAA Harmonised version) in place of JAR 25.427(b)(3)
Static Ground Load Conditions (Jacking): JAR 25.519(b) in accordance with JAR 25 Amendment 25/96/1
Stalling Speeds for Structural Design (defined in CRI C-12)
Type III Emergency Exit Operating Handle Illumination JAR 25.811(e) at JAR 25 Chg. 14
ETOPS Approval (180 Minutes): JAA Information Leaflet Number 20 (1st July 1995 Revised)

3.1.Reversions:

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

CRI A.11-04	Emergency Landing Dynamic Loads
JAR 25.562	Reversion to JAR 25 Change 12 excluding paragraph .562

Note: Special Condition JAA/737-700/SC/D-14 which is applicable to the model -900 requires compliance to 25.562 at change 13 (same as change 14) except for 25.562(c)(5) and (c)(6).

CRI A.11-06	Fasteners
JAR 25.607(a)	Reversion to FAR 25.607(a) Amendment 0
CRI A.11-08	Lift and Drag Device Indicator
JAR 25.699(a)	Reversion to FAR 25.699 Amendment 0
CRI A.11-11	Doors
JAR 25.783(f)	Reversion to FAR 25.783 Amendment 15
CRI A.11-12	Seat, Berths, Safety Belts and Harness
JAR 25.785(a)	Reversion to JAR 25.785(a) Change 12
CRI A.11-16	Equipment, Systems and Installations
JAR 25.1309	Reversion to FAR 25.1309 Amendment 0
CRI A.11-23	Windshields and Windows
JAR 25.775(d)	Reversion to FAR 25.775(d) Amendment 0
CRI J-04	APU Fuel Shut Off Valve Indication
JAR 25A1141(f)(2)	Reversion to FAR 25.1141 Amendment 11

CRI 9/A.11-01 JAR 25.365	Pressurised Cabin Loads Reversion to FAR 25.365 Amendment 0
CRI 9/A.11-02	Fuel Tank Access Covers
JAR 25.963(g)(1)	Reversion to FAR 25 963 (e)(1) Amendment 69
CRI 9/A11-03 JAR 25.1329	Automatic Pilot System Reversion to JAR 25.1329 Change 13 and associated ACJ
CRI 9/A11-04 AMJ 25-11	Electronic Display Systems Reversion to JAR 25 Change 13 and associated ACJ

4. Special Conditions:

The following JAA Special Conditions have been applied defined in their respective CRI:

JAA/737-700/SC/B-10 CRI B-10	Stall Warning Thrust Bias Affected Requirement JAR 25.207(c) as amended by NPA 25B-215
JAA/737-700/SC/C-01 CRI C-01	Pressurized Cabin Loads INT/POL/25/7 Affected requirement JAR 25.365
JAA/737-700/SC/C-11 CRI C-11	Interaction of Systems and Structure Affected requirement JAR 25.302
JAA/737-700/SC/D-01 CRI D-01	Brakes Requirements Qualification and Testing INT/POL/25/6 Affected requirement JAR 25.735
JAA/737-700/SC/D-04 CRI D-04	Landing Gear Warning INT/POL/25/1: Affected requirement JAR 25.729(e)(2) to (4)
JAA/737-700/SC/D-14 CRI D-14	Exit Configuration Affected Requirement: JAR 25.807, JAR 25.562, JAR 25.813
CRI PTC/E-10	Flammibility Reduction Systems (FRS) INT/POL/25/12: Affected requirement FAR 25.981 (c), JAR 25.1309, NPA 10-2004, JAR 21.16(a)(1)
CRI E-16/PTC	Fuel Tank Safety Affected requirement CS 25.981 Amdt 1
JAA/737-700/SC/F-01 CRI F-01	High Intensity Radiated Field (HIRF) INT/POL/25/2: Affected requirement JAR 25.1431(a)
JAA/737-700/SC/F-02 CRI F-02	Protection from Effects of Lightning Strike; Direct Effects INT/POL/25/3: Affected requirement JAR 25X899 and ACJ 25X899
JAA/737-700/SC/F-03 CRI F-03	Protection from Effects of Lightning Strike; Indirect Effects INT/POL/25/4: Affected requirement JAR 25.581, 25.899, 25.954, 25.1309

SECTION 6: 737-900 Series – continued

CRI PTC F-23	CIAP/IRNAV and NPS Human Factors Evaluation Affected requirement INT/POL 25/14, JAR 25.771(a) and (e) 25.777(a), 25.1301, 25.1303, 25.1309, 25.1523
CRI PTC/F-27	GNSS Landing System (GLS) – Airworthiness Approval for Category I Apporach Operations Affected requirement 25.1301, 25.1309, 25.1322, 25.1329, 25.1335, 25.1431, 25.1459, 25.1581, JAR-AWO, JAR-AWO NPA AWO-9
CRI F-29	Lithium Ion Batteries Affected requirement JAR 25.601, 25.863, 25.1309, 25.1353(c) and 25.1529
CRI F-30	Data Link Services for the Single European Sky EUROCAE ED-120, ED-78A, ED-110B, ED-92A (Radio VDL/M2); Affected Requirements: JAR/FAR 25.1301, 25.1307, 25.1309, 25.1321, 25.1322, 25.1431, 25.1459, 25.1581, 25.1585, Commission Regulation (EC) No 29/2009
CRI F-31(PTC)	Security Protection of Aircraft Systems and Networks Affected requirement JAR 25.1309 (not applicable to 737-600)
CRI F-GEN10 PTC	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.869, 25.1301, 25.1309, 25.1353(c), 25.1529, 25.1360 (b) (only for installation of Honeywell CVR P/N 980-6032-003 and FDR P/N 980-4750-003)
CRI F-GEN-11	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.1353(c) (for all installations not covered by F-GEN 10)
CRI H-01	"Instructions for Continued Airworthiness (ICA) on Electrical Wiring Interconnecting Systems (EWIS)" Affected requirement Part 21A.16(b)(3), 21A.21(c)(3), CS 25.1529 & Appendix H

5. Exemptions/Deviations:

The following partial JAA Exemption has been applied:

JAA/737-700/PE/D-02 CRI D-02	Hydraulic System Pressure Testing Partial Exemption Against JAR 25 1435(b)(1)

The following EASA Deviation has been applied:

CRI PTC D-22	Tech Insertion Engines and New Thrust Reverser Cascades Intermix for 737-600/-700/-800/-900 LN: 1 through 2230 Deviation Against 25.305, 25.307(a), 25.601, 25.603(c), 26.613(a)(b), 25.1103(d) at Ch 13
CRI D-29	CFM 56-7B Technology Insertion Engines and new Thrust Reverser Cascades

SECTION 6: 737-900 Series – continued

6. Equivalent Safety Findings:

JAA/737-900/ES/9/C-01 CRI 9/C-01	Material Strength Properties and Design Values Equivalent Safety with JAR 25.613
JAA/737-900/ES/9/C-04 CRI 9/C-04	Control Systems Equivalent Safety with JAR 25.395(a)
CRI PTC C-14	Landing Gear Safe Lives – Fatigue Scatter Factors Equivalent Safety with JAR 25.571 Change 15
JAA/737-900/ES/9/D-02 CRI 9/D-02	Environmental Control Systems (Packs Off Take-Off) Equivalent Safety with JAR 25.831 (a)
JAA/737-700/ES/D-08 CRI D-08	Forward and Aft Door Escape Slide Low Sill Height Equivalent Safety with JAR 25.809(f)(1)(ii)
JAA/737-700/ES/D-16 CRI D-16	Automatic Overwing Exit Equivalent Safety with JAR 25.783(f)
JAA/737-700/ES/D-17 CRI D-17	Oversized Type I Exits, Maximum Number of Passengers
JAA/737-700/ES/D-18 CRI D-18	Slide/Raft Inflation Gas Cylinders Equivalent Safety with JAR 25X1436
CRI PTC/D-21	Emergency Exit Marking Equivalent Safety with JAR 25.811(f)
JAA/737-700/ES/D-21 CRI 9ER/ D-21	Door Sill Reflectance Equivalent Safety with JAR 25.811(f)
JAA/737-700/ES/D-23 CRI PTC/D-23	Passenger Information Signs Equivalent Safety with JAR 25.853(d)
JAA/737-700/ES/E-09 CRI E-09	Automatic Fuel Shut Off Equivalent Safety with JAR 25.979(b)(1)
JAA/737-700/ES/F-15 CRI F-15	Wing Tip Position Lights Equivalent Safety with JAR 25.1389(b)(3)
CRI F-GEN 9-1	Minimum Mass Flow of Supplemental Oxygen “Component Qualification” Equvalent Safety with JAR 25.1443(c)
CRI F-GEN9-3	Crew Determination of Quantity of Oxygen in Passenger Oxygen System Equivalent Safety with JAR 25.1441(c)
CRI G-GEN1	Instructions for Continued Airworthiness Equivalent Safety with CS 25.1529, CS25 Appendix H

SECTION 6: 737-900 Series – continued

7. OSD requirements

- As defined in CRI A-MMEL issue 1: for B737-600/-700/-800/-900/-900ER, JAR-MMEL/MEL Amendment 1, Section 1, Subpart A & B is applicable.
- As defined in document D926A105: B737-600/-700/-800/-900/-900ER, CS-FCD, Initial Issue, dated 31 Jan 2014 is applicable
- As defined in CRI A-CCD issue 1: for B737-600/-700/-800/-900/-900ER, CS-CCD, Initial Issue dated 31 January 2014 is applicable.

8. Environmental Protection Standards: As for Boeing 737-700, see Section 3

III. **Technical Characteristics and Operational Limitations**

1. Production Basis: Manufactured under Production Certificate 700

2. Type Design Definition: Defined by Boeing Top Drawing No. 001A0001-900 Rev. HK, dated March 06, 2001, and later approved changes and Production Revision Record (PRR) No. 38906.

3. Description: Refer to Section 2 (data pertinent to all NG Series)

4. Dimensions: Refer to Section 2 (data pertinent to all NG Series)

5. Engines:

CFM56-	7B24 7B24/3 7B24/3B1 7B24E 7B24E/B1	7B26 7B26/3 7B26/3F 7B26E 7B26E/F	7B27 7B27/3 7B27/3F 7B27E 7B27E/F	7B27/B1 7B27/3B1 7B27/3B3 7B27E/B1 7B27E/B3

6. Auxiliary Power Unit: Refer to Section 2 (data pertinent to all NG Series)

7. Propellers: N/A

8. Fluids (Fuel, Oil, Additives,: Hydraulics) Refer to Section 2 (data pertinent to all NG Series)

9. Fluid Capacities: Refer to Section 2 (data pertinent to all NG Series)

10. Airspeed Limits: See Airplane Flight Manual

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. All Weather Capability: See Airplane Flight Manual

13. Maximum Certified Masses:

Taxi and Ramp	174,700 lbs.	79,242 kg.
Take-off	174,200 lbs.	79,015 kg.
Landing	147,300 lbs.	66,814 kg.
Zero Fuel	140,300 lbs.	63,639 kg.

14. Centre of Gravity Range: Refer to Airplane Flight Manual

15. Datum: See Weights and Balance Manual

SECTION 6: 737-900 Series – continued

16. Mean Aerodynamic Chord (MAC): 3.96 m (155.81 in)

17. Levelling Means: See Weight and Balance Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Minimum Cabin Crew

The table below provides the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 151 to 189 passengers: (I, III, III, I) exit arrangement	4
From 101 to 150 passengers: (I, III, III, I) exit arrangement	3
100 or fewer passengers: (I, III, III, I) exit arrangement	2

20. Maximum Seating Capacity: (-) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 189 (with JAA/737-700/SC/D-14 applicable) or otherwise: 180
See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

21. Exits:

B737-900	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65-both)
4 Overwing/Emergency left	2	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	2	Type III	508W x 914H (20 x 36)
6 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides.

22. Baggage/Cargo Compartment:

Location	Class	Volume m^3 ($ft^{3)}$
Front Fwd	C	23.5 (830)
Middle	N/A	N/A
Rear Aft	C	28.2 (996)
Underfloor	N/A	N/A

23. Wheels and Tyres: Refer to Section 2 (data pertinent to all NG Series)

24. ETOPS Operation: Refer to Section 2 (data pertinent to all NG Series)

25. Fuel Tank Flammability Reduction System (FRS): Aircraft which have made their first flight after 1 January 2012 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10)

Flammability Reduction Systems have been installed on aircraft line numbers 1820 and 1831 in December 2005, and then since mid 2008 on aircraft line number 2517,

SECTION 6: 737-900 Series – continued

2620 and on.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL

SECTION 6: 737-900 Series – continued

IV.**Operating and Servicing Instructions**

1.	Flight Manual:	Airplane Flight Manual, Document No. D631A001.J04
2.	Service Information:	Maintenance Manual, Document No. D633A101 Maintenance Review Board Report Revision 3 together with MRBR Supplement for 737-900 as JAA Approved 12 January 2000; subsequent JAA approved revision Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision dated March 2001, and later revisions thereof Service Letters and Service Bulletins.
3.	Required Equipment:	The approved equipment is listed in: (737-900) CRI 9/A-10

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.
Applicable OSD requirements are detailed in section 6.II.7.

1. Master Minimum Equipment List
   (see section 2.V)

2. Flight Crew Data
   (see section 2.V)

3. Cabin Crew Data
   (see section 2.V)

VI.**Notes**

None

SECTION 7: 737-900ER

I. General

1.	Type / Model / Variant:	Boeing 737-900ER
2.	FAA Certification Application Date:	June 05, 2002
3.	JAA Validation Application Date: (Reference date for JAA validation)	January 10, 2002 June 05, 2002
4.	FAA Type Certification Date:	April 20, 2007
5.	EASA/JAA Type Validation Date:	April 22, 2008

II. Certification Basis

1.	FAA Type Certificate Data Sheet:	No. A16WE
2.	FAA Certification Basis:	FAR Part 25 Amendment 25-108 except where modified by the FAA Issue Paper G-1
3.	JAA/EASA Airworthiness Requirements:	Applicable JAR Requirements (Reference CRI 9ER/A-01)* JAR 25 Change 15, effective 01 October 2000 JAR AWO Change 2, effective 01 August 1996 JAA IL-23 RVSM, effective April 1994

In addition to the -900 model the following NPAs have been applied in various CRIs:

NPA 25B, C, D-236	Flutter, Deformation and Fail Safe Criteria
NPA 25C, D, F-314	Better Plan for Harmonization – Cabin Safety
NPA 25F-274	Introduction of MLS and Upgrade of Equipment Software Standards
NPA 25D-301 Issue 1	Doors
NPA 25D-336	Reinforced Cockpit Doors to Enhance Aeroplane Security
NPA 25D-320	Revised Standards for Cargo or Baggage Compartments in Transport Category Aeroplanes

* *NOTE: CRIs initially raised for the model -700 as cross-referenced in CRI 9ER/A-01 as applicable do not have a prefix. CRIs initially raised for the model -900 as cross-referenced therein as applicable are identified by the prefix "9/".CRIs which are specific to the Boeing 737 submodel -900ER are identified by the prefix "9ER/".*

3.1. Reversions:

The following Reversions as defined by the respective (-700 or -900) CRI's, were identified and accepted as part of the JAA Validation of the Boeing 737-700 and -900 models and are requested by Boeing and agreed by EASA for the certification basis for the validation of the Boeing 737-900ER design change:

CRI A.11-06	Fasteners
JAR 25.607(a)	Reversion to FAR 25.607(a) Amendment 0

SECTION 7: 737-900ER – continued

CRI A. 11-08	Lift and Drag Device Indicator
JAR 25.699(a)	Reversion to FAR 25.699 Amendment 0
CRI A.11-11	Doors
JAR 25.783(f)	Reversion to FAR 25.783(f) Amendment 15
CRI A. 11-16	Equipment, Systems and Installations
JAR 25.1309	Reversion to FAR 25.1309 Amendment 0
CRI A. 11-23	Windshields and Windows
JAR 25.775(d)	Reversion to FAR 25.775(d) Amendment 0
CRI 9/A. 11-03	Automatic Pilot System
JAR 25.1329	Reversion to JAR 25.1329 Change 13 and associated ACJ
CRI 9/A. 11-04	Electronic Display Systems
AMJ 25-11	Reversion to JAR 25 Change and associated ACJ
CRI J-04	APU Fuel Shut Off Valve Indication
JAR 25A1141(f)(2)	Reversion to FAR 25.1141 Amendment 11

The following reversions as defined by the respective CRI's have been identified to be <u>not applicable</u> for the EASA Validation of the Boeing 737-900ER model:

JAR 25.571 ch. 15	Fatigue and Damage Tolerance
(CRI A.11-5)	Boeing requested re-reversion to Chg 15.

The following reversions as defined by the respective CRI's have been identified and accepted as part of the EASA Validation of the Boeing 737-900ER model:

JAR 25.571(c)	Fatigue Safe-Life Scatter Factors –
CRI 9ER/C-14	Harmonized Scatter Factor – JAR 25 Chg 15
JAR 25.365	Pressurized Cabin Loads (partly)
CRI 9/A. 11-01	Reversion to FAR 25.365 Amendment 0 (with exception
CRI 9ER/C-19	to the aft pressure bulkhead area, which is a significant change) JAR 25 Chr 15, CRI 9ER/C-19 applies
JAR 25.493	Braked Roll Conditions
CRI 9ER/C-21	Reversion to Chg 14 based on unchanged area.
JAR 25.562	Emergency Landing Dynamic Loads
CRI 9ER/A.11-04	Partly reversion to JAR 25 Change 12 excluding Paragraph 25.562. Partly NPA 25C,D, F-314 except for (c)(5) and (c)(6)
JAR 25.729(f) and	Protection of Equipment on the Landing Gear and in Wheel
25.1309	Wells. Reversion to Change 14 including OP 96/1

3.2. Elect to Comply:

Boeing elected to comply with the following requirements as part of the Models 737-700 and 737-900 JAA Validation. These updated CRIs are for the model (-900ER):

CRI 9ER/B-07	All Weather Operations
	JAR NPAs AWO 2 dtd. Nov 1991 and AWO 5 dtd. Jul 1994

SECTION 7: 737-900ER – continued

CRI 9ER/C-05	Flutter, Deformation and Fail Safe Criteria JAR 25.629 in accordance with NPA-25B, C, D – 236 dated Dec 1996, SSG(98/8)
CRI 9ER/C-12 JAR 25.333, 335(c)(d)(e), 479(a), 481(a), 729(a)	Stalling Speeds for Structural Design TGM/25/6 is to be used for B737-900ER while Boeing proposed to use CRI C-12. JAR 25 Chg 15 applies
CRI 9ER/D-02	Towbarless Towing JAR 25X745(d) Introduce Special Condition CRI be reopened. INT/POL/25/13 instead of RNPA 25D-275
CRI 9ER/F-04	Software Policy JAR 25.1309 Chg 15 applies
CRI PTC G-01 (Rev. Sep/1999)	ETOPS Approval (180 minutes) AMC 20-6
CRI PTC G-02	**Aeroplane Flight Manual** JAR 25.1581, ACJ and AMJ 25.1581
CRI PTC G-03	ETOPS Approval (Performance Charts)
JAR 25.335(b)(2)	Design Dive Speed JAR 25 Chg 15 applies
JAR 25.427(b)(3) No CRI issued	Round the Clock Gust JAR 25 Chg 15 applied – CRI C-07 not applicable
JAR 25.499(e)	Nose Wheel Steering JAR 25 Chg 15 applies
JAR 25.519(b)	Jacking JAR 25 Chg 15 applies
JAR 25.415	Ground Gust JAR 25 Chg 15 applies

4. Special Conditions:

The following JAA Special Conditions as defined by the respective (-700) CRI's, were identified as part of the JAA Validation of the Boeing 737-700 model and are applicable to, and form part of, the EASA Certification Basis for the Validation Boeing 737-900ER model:

JAA/737-700/SC/B-10 CRI B-10	Stall Warning Thrust Bias Affected Requirement JAR 25-207(c)
JAA/737-700/SC/D-01 CRI D-01	Brakes requirements qualification and testing Affected requirements JAR 25.735/NPA 25B,D,G-244 and JAA Interim Policy INT/POL/25/6
JAA/737-700/SC/D-04 CRI D-04	Landing gear warning Affected requirements JAR 25.729 (e)(2) to (4)
JAA/737-700/SC/D-14 CRI D-14	Exit Configuration Affected requirements JAR 25.807, JAR 25.562 and JAR 25.813(c)(1)

SECTION 7: 737-900ER – continued

JAA/737-700/SC/F-01	High Intensity Radiated Field (HIRF)
CRI F-01	INT/POL/25/2: Affected requirement JAR 25.1431(a)
JAA/737-700/SC/F-02	Protection from Effects of Lightning Strike; Direct Effects

SECTION 7: 737-900ER – continued

CRI F-02	INT/POL/25/3: Affected requirements: JAR 25X899 and ACJ 25X899
JAA/737-700/SC/F-03	Protection from Effects of Lightning Strike; Indirect Effect
CRI F-03	INT/POL/25/4 Affected requirements: JAR 25.581, 25.899, J5.954, 25.1309
CRI F-GEN10 PTC	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.869, 25.1301, 25.1309, 25.1353(c), 25.1529, 25.1360 (b) (only for installation of Honeywell CVR P/N 980-6032-003 and FDR P/N 980-4750-003)
CRI F-GEN-11	Non-rechargeable Lithium Batteries Installations CS 25.601, 25.863, 25.1353(c) (for all installations not covered by F-GEN 10)

The following EASA Special Conditions have been applied defined in their respective CRI:

CRI D-GEN01 PTC	Fire Resistance of Thermal Insulation Material Affected requirement CS25.856 & Appendix F
CRI D-GEN02 PTC	Application of Heat Release and Smoke Density Requirements for Seat Materials Affected Requirements: CS 25.853(d); Appendix F part IV and V; Part 21 §21A.16B
CRI PTC/E-10	Flammibility Reduction Systems (FRS) INT/POL/25/12: Affected requirement FAR 25.981 (c), JAR 25.1309, NPA 10-2004, JAR 21.16(a)(1)
CRI E-16/PTC	Fuel Tank Safety Affected requirement CS 25.981 Amdt 1
CRI PTC F-23	CIAP/IRNAV and NPS Human Factors Evaluation Affected requirement INT/POL 25/14, JAR 25.771(a) and (e), 25.777(a), 25.1301, 25.1303, 25.1309, 25.1523
CRI F-29	Lithium Ion Batteries Affected requirement JAR 25.601, 25.863, 25.1309, 25.1353(c) and 25.1529
CRI F-30	Data Link Services for the Single European Sky EUROCAE ED-120, ED-78A, ED-110B, ED-92A (Radio VDL/M2); Affected Requirements: JAR/FAR 25.1301, 25.1307, 25.1309, 25.1321, 25.1322, 25.1431, 25.1459, 25.1581, 25.1585, Commission Regulation (EC) No 29/2009
CRI F-31(PTC)	Security Protection of Aircraft Systems and Networks Affected requirement JAR 25.1309
CRI H-01	“Instructions for Continued Airworthiness (ICA) on Electrical Wiring Interconnecting Systems (EWIS)” Affected requirement Part 21A.16(b)(3), 21A.21(c)(3), CS 25.1529 & Appendix H

The following Special Conditions have been identified which are specific to the model 737-900ER:

SECTION 7: 737-900ER – continued

CRI 9ER/C-11	Interaction of Systems and Structure Affected requirement JAR 25.302

SECTION 7: 737-900ER – continued

5. Exemptions/Deviations:

The following Partial Deviation/Exemption has been applied:

JAA/737-700/PE/D-02 CRI D-02	Hydraulic System Proof Pressure Testing Partial Deviation against JAR 25 1435(b)(1)

6. Equivalent Safety Findings:

The following Equivalent Safety Findings were identified as part of the JAA Validation of the models -700/-900 or 757-300 and have been requested by Boeing and agreed by EASA to be applicable for model -900ER:

CRI C-15/PTC	Structural Certification Criteria for Large Antenna Installations Equivalent Safety with JAR 25.23, 25.251, 25.301, 25.365, 25.571, 25.581, 25.603, 25.605, 25.609, 25.613, 25.629, 25.631, 25.841, 25.901, 25.1419, 25.1529, and Appendix H
JAA/737-700/ES/D-16 CRI D-16	Automatic Overwing Exit (AOE) Equivalent Safety with JAR 25.783(f)
JAA/737-700/ES/D-17 CRI D-17	Oversized Type I Exits, Maximum Number of Passengers up to 145/145/180 Equivalent Safety with JAR 25.807
JAA/737-700/ES/D-18 CRI D-18	Slide/Raft Inflation Gas Cylinders Equivlaent Safety with JAR 25X1436
JAA/757-300/ES/D-19 CRI D-19	Emergency Exit Markings JAR 25.811(f)
JAA/737-700/ES/E-09 CRI E-09	Automatic Fuel Shut Off Equivalent Safety with JAR 25.979(b)(1)
JAR 25.1411(f) CRI E-11	New Interior Arrangement with Passenger Service Unit Life Vest Stowage Equivalent Safety withJAR 25.1411(f)
JAA/737-700/ES/F-15 CRI F-15	Wing Tip Position Lights Equivalent Safety with JAR 25.1389(b)(3)
JAR 25.1443(c) CRI F-GEN 9-1	Minimum Mass Flow of Supplemental Oxygen “Component Qualification” Equivalent Safety with JAR 25.1443(c)
JAR 25.1441(c) CRI F-GEN9-3	Crew Determination of Quantity of Oxygen in Passenger Oxygen System Equivalent Safety with JAR 25.1441(c)
CS 25.1529 CRI G-GEN1	Instructions for Continued Airworthiness Equivalent Safety with CS 25.1529, CS25 Appendix H
JAA/737-900/ES/9/C-01 CRI 9/C-01	Material Strength Properties and Design Values Equivalent Safety with JAR 25.613
JAA/737/900/ES/9/C-04	Control Systems

SECTION 7: 737-900ER – continued

CRI 9/C-04 Equivalent Safety with JAR 25.395(a)

SECTION 7: 737-900ER – continued

JAA/737-900/ES/9/D-02 CRI 9/D-02	Environmental Control Systems (Packs Off Take-Off) Equivalent Safety with JAR 25.831(a)

The following Equivalent Safety Findings have been agreed between Boeing and EASA specific to the model 737-900ER:

JAR25.810(a)(1)(ii)ch 15 For JAR 25.809(f)(1)(ii) CRI 9ER/D-08	Forward and Aft Door Escape Slide Low Sill Height Equivalent Safety with JAR 25.810(a)(1)(ii)
JAA/737-700/ES/D-16 CRI 9ER/D-16	Automatic Overwing Exit Equivalent Safety with JAR 25.783(f)
JAR 25.963(g) CRI 9ER/C-20	Fuel Tank Access Covers Equivalent Safety with JAR 25.963(g)
JAR 25.807(d) CRI 9ER/D-12	Maximum Passenger Seating Configuration
JAR 25.813(a) CRI 9ER/D-20	Over Sized Type II Exit Passageway Dimension Equivalent Safety with JAR 25.813(a)
JAR 25.811(f) CRI 9ER/D-21	Door Sill Reflectance
JAR 25.795(a)(2) CRI 9ER/D-22	Reinforced Cockpit Doors Acceptance of FAA Memorandum PS-ANM100-2001-115-11
JAR 25.811(f) CRI 9ER/D-22	Emergency Exit Markings (Door Sill Reflectance)
JAR 25.791(a) CRI 9ER/D-23	Passenger Information Signs and Placards Use of Electrically Illuminated Signs in lieu of Placards

7. OSD requirements

- As defined in CRI A-MMEL issue 1: for B737-600/-700/-800/-900/-900ER, JAR-MMEL/MEL Amendment 1, Section 1, Subpart A & B is applicable.
- As defined in document D926A105: B737-600/-700/-800/-900/-900ER, CS-FCD, Initial Issue, dated 31 Jan 2014 is applicable
- As defined in CRI A-CCD issue 1: for B737-600/-700/-800/-900/-900ER, CS-CCD, Initial Issue dated 31 January 2014 is applicable.

8. Environmental Protection Standards: As for Boeing 737-700, see Section 3

SECTION 7: 737-900ER – continued

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Production Certificate 700

2. Type Design Definition: Defined by Boeing Document 737-900ER Amended Type Design Configuration, DDL 737-900ER Rev B, and later approved changes

3. Description: Refer to Section 2 (data pertinent to all NG Series)

4. Dimensions: Length 42.1m (138 ft 2 in)
Span 34.32 m (112 ft 7 in)
Height 12.57 m (41 ft 3 in)

5. Engines:

CFM56-	7B24 7B24/3 7B24/3B1 7B24E 7B24E/B1	7B26 7B26/3 7B26/3F 7B26E 7B26E/F	7B27 7B27/3 7B27/3F 7B27E 7B27E/F	7B27/B1 7B27/3B1 7B27/3B1F 7B27E/B1 7B27E/B1F	7B27/B3 7B27/3B3 7B27E/B3

6. Auxiliary Power Unit: Refer to Section 2 (data pertinent to all NG Series)

7. Propellers: N/A

8. Fluids (Fuel, Oil, Additives,: Hydraulics) Refer to Section 2 (data pertinent to all NG Series)

9. Fluid Capacities: Refer to Section 2 (data pertinent to all NG Series)

10. Airspeed Limits: See Airplane Flight Manual

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. All Weather Capability: See Airplane Flight Manual

13. Maximum Certified Masses:

Taxi and Ramp	188,200 lbs.	85,366 kg.
Take-off	187,700 lbs.	85,139 kg.
Landing	157,300 lbs.	71,350 kg.
Zero Fuel	149,300 lbs.	67,721 kg.

14. Centre of Gravity Range: Refer to Airplane Flight Manual

15. Datum: See Weight and Balance Manual

16. Mean Aerodynamic Chord (MAC): 3.96 m (155.81 in)

17. Levelling Means: See Weight and Balance Manual

18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

SECTION 7: 737-900ER – continued

19. Minimum Cabin Crew

The table below provides the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 216 to 220 passengers: (C, III, III, I, C) exit arrangement	5
From 201 to 215 passengers: (C, III, III, II, C) or (C, III, III, I, C) exit arrangement	5
From 190 to 200 passengers: (C, III, III, II, C) or (C, III, III, I, C) exit arrangement	4
From 151 to 189 passengers: (I, III, III, I), (C, III, III, II, C) or (C, III, III, I, C) exit arrangement	4
From 101 to 150 passengers: (I, III, III, I), (C, III, III, II, C) or (C, III, III, I, C) exit arrangement	3
100 or fewer passengers: (I, III, III, I) exit arrangement	2

20. Maximum Seating Capacity: (-) Passengers

Note: The maximum number of passengers approved for emergency evacuation is 220 (with Passenger Passageway acc. CRI 9ER/D-20), or otherwise: 215 (with downsized Passageway acc. CRI 9ER/D-20), or otherwise with blocked MED unserviceable: 189.

See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

SECTION 7: 737-900ER – continued

21. Exits:

B737-900ER	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65 – both)
4 Overwing/Emergency left	2	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	2	Type III	508W x 914H (20 x 36)
6 Mid Emergency Door LH/RH	1+1	Type I(II)	660W x 1295H (26 x 51)
7 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides.

22. Baggage/Cargo Compartment:

Location	Class	Volume m^3 (ft^3)
Front Fwd	C	23.4 (825)
Middle	N/A	N/A
Rear Aft	C	28.2 (996)
Underfloor	N/A	N/A

23. Wheels and Tyres: Nose Assy (Qty 2) Tyre: 27 x 7.75 - 15 or 27 x 7.75 - R15
Wheel: 27 x 7.75 – 15
Main Assy (Qty 4) Tyre: H44.5 x 16.5 – 21
Wheel: H44.5 x 16.5 – 21
Speed Rating: 235 MPH refer to Section 2 (data pertinent to all NG Series)

24. ETOPS Operation: Refer to Section 2 (data pertinent to all NG Series)

25. Fuel Tank Flammability Reduction System (FRS): Aircraft which have made their first flight after 1 January 2012 must be equipped with a fuel tank Flammability Reduction System (EASA SIB 2010-10)

Flammability Reduction Systems have been installed on aircraft line numbers 1820 and 1831 in December 2005, and then since mid 2008 on aircraft line number 2517, 2620 and on.

This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

SECTION 7: 737-900ER – continued

IV.**Operating and Servicing Instructions**

1.	Flight Manual:	Airplane Flight Manual, Document No. D631A001.J05 (04)
2.	Service Information:	Maintenance Manual, Document No. D633A101 Maintenance Review Board Document D626A001-MRBR with MRBR Supplement for 737-900ER as EASA approved June 12, 2006 Airworthiness Limitations and Certification Maintenance Requirements: 737-600/700/800/900 Maintenance Planning Document (MPD) Document Section 9 Ref.: D626A001, Revision (R2) dated March 2007, and later revisions Service Letters and Service Bulletins.
3.	Required Equipment:	The approved equipment is listed in: (737-700) CRI A-10

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.
Applicable OSD requirements are detailed in section 7.II.7.

1. Master Minimum Equipment List
   (see section 2.V)

2. Flight Crew Data
   (see section 2.V)

3. Cabin Crew Data
   (see section 2.V)

VI.**Notes**

1. Airplanes modified by Boeing design change “Lower Cabin Altitude” are capable of maintaining a cabin altitude of 6500 feet in lieu of the standard 8000 feet when operating at a cruising altitude of 41,000 feet. This modification has been approved by EASA STC 10042295.

SECTION 8: 737-8

I. General

1. Type/ Model/ Variant:	Boeing 737-8 “MAX”
2. Performance Class	A
3. Certifying Authority	Federal Aviation Administration (FAA) BASOO Branch 2200 S 216th St Des Moines, WA 98198 United States of America
4. Manufacturer	The Boeing Company P.O. Box 3707 Seattle, WA 98124-2207 United States of America
5. FAA Type Certification Application Date:	January 26, 2012
6. EASA Type Validation Application Date:	June 27, 2012
7. FAA Type Certificate Date:	March 8, 2017
8. EASA Type Validation Date:	March 27, 2017

II. Certification Basis

1. Reference Date for Determining the Applicable Airworthiness Requirements: June 30, 2012

2. Reference Date for Determining the Applicable Operational Suitability Requirements: June 30, 2012

3. FAA Type Certification Data Sheet:	No. A16WE
4. FAA Certification Basis:	14 CFR Part 25 Amendment 25-0 through 25-137 plus 25-141 except where modified by the FAA Issue Paper G-1
5. EASA Airworthiness Requirements: (Reference CRI A-01)*	Applicable JAR/CS Requirements CS-25 Amendment 11, effective July 4, 2011 with exceptions identified in the table A in appendix A. CS-AWO, effective 17 October 2003

5.1. Special Conditions

The following Special Conditions have been defined in their respective CRI:

CRI C-02/MAX	Design Manoeuvre Requirements Affected requirement CS 25.331, 25.349, 25.351
CRI D-04/MAX	Towbarless Towing INT/POL/25/13: Affected requirement CS 25.745(d), CS 25.1309, CS 25.1322
CRI D-15/MAX	Emergency Exits Configuration Affected requirement JAR 25.807
CRI D-GEN02 PTC	Application of Heat Release and Smoke Density Requirements to Seat Materials Affected Requirement CS 25.853(d) Appendix F Part IV & V Part 21 §21A.16B
CRI E-05/MAX	Engine Cowl Retention Affected Requirement CS 25.901(b)(2), 25.901(c), 25.1193(f)(3)
CRI E-27/MAX	Fan blade loss, effects at airplane level Affected Requirement CS 25.901(c), 25.903(c), 25.903(d)(1), 25.1309(b)
CRI E-32/MAX	Fire Extinguishing Plumbing and Wiring Connections Affected Requirement CS 25.901, 25.903, 25.1195, Part 21.A.16B(a)(3)
CRI F-01 JAA/737-700/SC/F-01	High Intensity Radiated Fields (HIRF) INT/POL/25/2: Affected requirement JAR 25.1431(a)
CRI F-03 JAA/737-700/SC/F-03	Protection from the Effects of Lightning Strike; Indirect Effects INT/POL/25/3: Affected requirement JAR 25.581, 25X899, ACJ 25X899, 25.954, and 25.1309
CRI F-03/MAX	HIRF Protection INT POL 25/2 Issue 2: Affected requirement CS 25
CRI F-11/MAX	Airworthiness standard for aircraft operations under failing and blowing snow Affected requirement CS 25.1093(b), CS 25J1093(b)
CRI F-GEN-11	Non-Rechargeable Lithium Batteries Special Conditions Affected requirement CS 25.601, 25.863, 25.1353(c)
CRI PTC F-17	EGPWS Airworthiness Approval Affected requirement JAR 25.1301, JAR 25.1309(b)(c)(d), JAR 25.1431(a)(c), JAR 25.1459
CRI PTC F-27	Global Navigation Satellite System (GNSS) Landing System (GLS) - Airworthiness Approval for Category I Approach Operations Affected requirement 25.1301, 25.1309, 25.1322, 25.1329, 25.1335, 25.1431, 25.1459, 25.1581, JAR-AWO, JAR-AWO NPA AWO-9
CRI PTC F-29	Lithium – Ion batteries Affected requirement JAR 25.601, 25.863, 25.1309, 25.1353(c), and 25.1529
CRI PTC F-31	Security Protection of Aircraft Systems and Networks Affected requirement JAR 25.1309

5.2. Deviations:

The following EASA deviations have been applied/ requested:

CRI E-30/MAX	Time limited partial deviation from EASA CRI E-05/MAX and, 25.901(b)(2), 25.901(c), CS 25.1193 (f)(3)'Engine cowl retention'
CRI E-31/MAX	Line Limited Deviation to 25.901(c), 25.981(a)(3), and 25.1309(b)(1) 'Fuel Quantity Indication System Electrostatics threat'

Note: CRI E-30/MAX is a time limited Deviation. The 737-8 airplanes cannot be operated after June 30, 2021, unless the appropriate design changes are incorporated by the owner or operator.

5.3. Equivalent Safety Findings:

The following JAA/EASA Equivalent Safety Findings have been applied:

CRI B-05/MAX	Longitudinal Trim at Vmo Equivalent Safety with CS 25.161(a), CS 25.161(c)(3), CS 25.1301(a) and CS 25.1309(a)
CRI B-06/MAX	En -route Climb Equivalent Safety with CS 25.123(a) and (b)
CRI D-08 JAA/737-700/ES/D-08	Forward and Aft Door Escape Slide Low Sill Height Equivalent Safety with JAR 25.809(f)(1)(ii) (CS 25.810(a)(1)(ii))
CRI D-16 JAA/737-700/ES/D-16	Automatic Overwing Exit Equivalent Safety with JAR 27.783(f)
CRI D-17 JAA/737-700/ES/D-17	Oversized Type I Exits, Maximum Number of Passengers Equivalent Safety with JAR 25.807
CRI D-17/MAX	Packs off operation Equivalent Safety with CS 25.831(a)(b)(c)(d), 25.855(h)(2), 25.857(c)(1)(3), 25.858(d), 25.1309(b)(1) and CRI F-14/MAX
CRI D-18 JAA/737-700/ES/D-18	Slide/Raft Inflation Gas Cylinders Equivalent Safety with JAR 25X1436
CRI D-18/MAX	Wing Flap Lever Position Equivalent Safety with CS 25.777(e)
CRI PTC/ D-19 JAA/757-300/ES/D-19	Emergency Exit Marking Equivalent Safety with JAR 25.811(f)
CRI 9ER/ D-21	Door Sill Reflectance Equivalent Safety with JAR 25.811(f)
CRI PTC/ D-23 JAA/737-700/ES/D-23	Passenger Information Signs Equivalent Safety with JAR 25.791(a)
CRI E-09 JAA/737-700/ES/E-09	Automatic Fuel Shut Off Equivalent Safety with JAR 25.979(b)(1)
CRI E-10/MAX	Strut and Aft Strut Fairing Compartments Equivalent Safety with CS 25.1183(a) (as invoked by CS 25.1182(a))
CRI E-11	New Interior Arrangement with Passenger Service Unit Life Vest Stowage Equivalent Safety with JAR 25.1411(b)(1), (f)
CRI E-12/MAX	Thrust Reverser Testing Equivalent Safety with CS 25.934
CRI E-20/MAX	LEAP_1B Fuel Filter Location Equivalent Safety with CS 25.997(d), CS 25.1305(c)(6)
CRI E-22/MAX	LEAP-1B areas adjacent to Designated Fire Zone (CS-

	25.1182) Equivalent Safety with CS 25.1183, 25.1195, 25.1197, 25.1199, 25.1201, 25.1203 (as invoked by CS 25.1182(a))
CRI E-24/MAX	Wing Leading Edge Slats Equivalent Safety with CS 25.867(a)
CRI E-28/MAX	Fire Testing of Firewall Sealants Equivalent Safety with CS 25.1191
CRI E-29/MAX	Fueling Float Switch Installation Equivalent Safety with CS 25.901(c), 25.981(a)(3), 25.981(d), 25.1309(b)(1)
CRI E-33/MAX	Fuel Tank Ignition Prevention - Hot Surface Ignition Temperature Equivalent Safety with CS 25.981(a)(3)
CRI F-07/MAX	Green Arc for Powerplant Instrument Equivalent Safety with CS 25.1549(b)
CRI F-15 JAA/737-700/ES/F-15	Wing Position Lights Equivalent Safety with JAR 25.1389(b)(3)
CRI F-17/MAX	LE Flaps Flight Deck Indications Equivalent Safety with CS 25.1322(a)(1)(i)
CRI F-GEN 9-1	Minimum Mass Flow of Supplemental Oxygen “Component Qualification” Equivalent Safety with JAR 25.1443(c)
CRI F-GEN9-3	Crew Determination of Quantity of Oxygen in Passenger Oxygen System Equivalent Safety with JAR 25.1441(c)
CRI G-GEN1	Instructions for Continued Airworthiness Equivalent Safety with CS 25.1529, 25 Appendix H
CRI J-03/MAX	APU Engine Mount Equivalent Safety with CS 25.865

5.4. Reversions

All reversions from the applicable airworthiness standards to earlier standard, as per per Part 21.101(b), are listed in the table A of appendix A.
The following reversions from the applicable airworthiness standards contain additional requirements that can be found in the associated CRI.

Applicable paragraph	Reversion	Conditions associated to the reversions are given in the following CRIs
JAR 25.607(a)	Fasteners Reversion to FAR 25.607(a) Amendment 0	CRI A. 11-06
JAR 25.783(f)	Doors Reversion to FAR 25.783 Amendment 15	CRI A. 11-11
JAR 25.785h(1) & (2)	Direct View and Cabin Attendant Seat Reversion to FAR 25.785 Amendment 32	CRI A.11-13
JAR 25.1309	Equipment Systems and Installations Reversion to FAR 25.1309 Amendment 0	CRI A. 11-16

Applicable paragraph	Reversion	Conditions associated to the reversions are given in the following CRIs
JAR 25.775(d)	Windshields and Windows Reversion to FAR 25.775(d) Amendment 0	CRI A.11-23
CS 25.21(g)(1), 25.125(b)(2)(ii)(B), 25.143(j), 25.207(e), 25.253(c), and Appendix C	Flight in Icing Conditions Reversion to CS 25.21(g)(1), 25.125(b)(2)(ii)(B), 25.143(j), 25.207(e), 25.253(c), and Appendix C Amendment 2	B-07/MAX
CS 25.365(e)(1)	Pressurised Compartment loads, Engine disintegration fragments Reversion to FAR 25.365 Amendment 0	C-03/MAX
CS 25.1322	Flight Crew Alerting Reversion to JAR 25,1322(b) at Amendment 13	F-14/MAX
CS 25J1141(a), 25J1141(b)(1), 25J1141(c), 25J1141(d), 25J1141(e)	APU Fuel Shut-Off Valve Indication Reversion to B737-800 CRI J-04, Reversion to FAR 25.1141 Amendment 11	J-01/MAX

Note: The Boeing Model 737-8 was granted an exception per Part 21.101(b) for CS 25.795(c)(2) based on the demonstration and justification that security features were present in the type design. These security features must be in consideration in any subsequent type design change, modification, or repair, to ensure that the level of safety designed into the 737-8 is maintained. In lieu of the following, compliance to CS 25.795(c)(2), at amendment 11, may be shown:

'Modifications that reduce flight critical system separation or adversely impact survivability of systems are not acceptable.'

6. Environmental Protection Requirements:

Noise Requirements: ICAO Annex 16, Volume I (Sixth Edition, Amendment 10)

Fuel Venting and Exhaust Emission Requirements: ICAO Annex 16, Volume II (Third Edition, Amendment 8)

See also TCDSN EASA.IM.A.120

7. Operational Suitability Requirements:

JAR MMEL/MEL Amendment 1
CS-CCD Initial Issue January 31, 2014
CS-FCD Initial Issue January 31, 2014

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Boeing Document D926A006

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:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

4. Dimensions:

Fuselage Length	39.5 m (129 ft 6 in)
Height	12.29 m (40 ft 4 in)
Wingspan with Winglets	35.92 m (117 ft 10 in)

5. Engines:

Two CFM LEAP-1B Series Engines. Refer to the approved Airplane Flight Manual for engine limitations.
Engine ratings, engine limitations, and all approved models are referred to in: EASA TCDS E.115 "CFM International LEAP-1B Series Engines"

LEAP-	1B25G05 1B25G06	1B27G05 1B27G06	1B28G05 1B28G06	1B28B1G05 1B28B1G06

6. Auxiliary Power Unit:

Auxiliary Power Unit (APU): Honeywell 131-9 [B]
Limitations: See approved Airplane Flight Manual

7. Propellers: N/A

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

Eligible Fuels:

Kerosene jet fuels conforming to the Boeing D6-85140-101 document "Aviation Fuel and Fuel Additives Properties, Composition and Performance Requirements", are authorized for unlimited use with this airplane provided the limitations and requirements specified in the AFM are met. Kerosene jet fuels produced to other specifications and having properties meeting or exceeding the minimum requirements defined in the D6-85140-101 document are acceptable for use. The engines will operate satisfactorily with any of the approved fuels or any mixture thereof. Kerosene jet fuels specifications that have been shown to meet the fuel minimum performance and specification requirements as described in the D6-85140-101 documents are the following:

- Jet A, Jet A-1 as specified in ASTM D1655
- Jet A-1 as specified in UK MoD Def-Stan 91-091
- JP-5 as specified in MIL-DTL-5624
- JP-8 as specified in MIL-DTL-83133

The above list is not exhaustive: other fuel specification/designation (e.g. GOST 10227 [TS-1], GB 6537 [Chinese No. 3 Jet Fuel], etc.) may be used provided the D6-85140-101 requirements are met.

Fuel specifications are often changed and updated. It is the responsibility of the operator to ensure the fuel and any additive that are put in the fuel meet the requirements specified in the D6-85140-101 document and the AFM.

The approved fuel additives at the allowable maximum concentrations are listed in the Boeing D6-85140-101 document. A list of tolerated “incidental materials” and respective maximum concentrations allowed is also provided in the same Boeing D6-85140-101 document.

The use of any Wide Cut Fuel as defined in the D6-85140-101 document (e.g. Jet B as specified in ASTM D6615, JP-4 as specified in MIL-DTL-5624) is prohibited.

The maximum tank fuel temperature should not exceed 49°C (120°F).

Tank fuel temperature prior to take-off and inflight must not be less than -43°C (-45°F) or 3°C (5°F) above the fuel freezing point temperature, whichever is higher. The use of Fuel System Icing Inhibitor additives does not change the minimum fuel tank temperature limit.

Eligible Oils: Refer to the applicable associated manuals.

9. Fluid Capacities

Fuel Capacity:
25817 litres (6820 US Gallons), consisting of two wing tanks, each of 4819 litres (1273 US Gallons) capacity, and one center tank, capacity 16179 litres (4274 US Gallons).

Oil Capacity: 19.25 litres useable

10. Airspeed Limits: See Airplane Flight Manual.

11. Maximum Operating Altitude: 12,497 m (41,000 ft) pressure altitude

12. Operating Limitations: See Airplane Flight Manual.

12.1 Approved Operations:

The airplane is approved for the following kinds of flight and operation, both day and night, provided the required equipment is installed and approved in accordance with the applicable regulations/specifications:

- Visual (VFR)
- Instrument (IFR)
- Icing Conditions
- Low weather minima (CAT I, II, III operations)
- RVSM
- Gear down dispatch
- Towbarless Towing
- Wet and Contaminated runway operations
- Extended Over-Water
- Narrow Runway

All Weather Capability
The aircraft is qualified to Cat III precision approach and autoland.

12.2 Other Limitations:

Operational Limits

Runway slope – ±3%
Maximum Takeoff and Landing Tailwind Component – 15 knots*
Maximum Operating Altitude – 41,000 feet pressure altitude
10 Minute Takeoff Thrust

* The capability of the airplane has been satisfactorily demonstrated for takeoff and manual and automatic landings with tailwinds up to 15 knots. This finding does not constitute operational approval to conduct take-offs and landings with tailwind components in excess of 10 knots.

13. Maximum Certified Masses: See Airplane Flight Manual.

Maximum Taxi and Ramp Weight	181,700 lbs.	82,417 kg.
Maximum Take-off Weight	181,200 lbs.	82,190 kg.
Maximum Landing Weight	152,800 lbs.	69,308 kg.
Zero Fuel Weight	145,400 lbs.	65,952 kg.

14. Centre of Gravity Range: See Airplane Flight Manual

15. Datum: See Weights and Balance Manual

16. Mean Aerodynamic Chord (MAC): 3.96m (155.81 in)

17. Levelling Means: See Airplane Flight Manual
18. Minimum Flight Crew: Two (Pilot and Co-pilot) for all types of flight

19. Minimum Cabin Crew:
The table below provides the certified Maximum Passenger Seating Capacities (MPS), the corresponding cabin configuration (exit arrangement and modifications) and the associated numbers of cabin crew members used to demonstrate compliance with the evacuation certification requirements of CS 25.803. Additional cabin crew members may be required to comply with other regulatory requirements (e.g., cabin attendant direct view).

Passenger Seating Capacity & Cabin Configuration	Cabin crew
From 151 to 189 passengers: (I, III, III, I) exit arrangement	4
From 101 to 150 passengers: (I, III, III, I) exit arrangement	3
100 or fewer passengers: (I, III, III, I) exit arrangement	2

20. Maximum Seating Capacity: 189 maximum passengers with special condition CRI D-15/MAX applied, otherwise 180 Passengers

See interior layout drawing for the maximum passenger capacities approved for each aeroplane delivered.

21. Baggage/ Cargo Compartment:

Location	Class	Volume m^3 (ft^3)
Front Fwd	D	19.0 (672)
Middle	N/A	N/A
Rear Aft	D	24.6 (869)
Underfloor	N/A	N/A

22. Wheels and Tyres:

Speed Rating: 225 MPH, 235 MPH
Nose Assy (Qty 2) Tyre: 27 x 7.75R15/12PR
Wheel: 27 x 7.75 – 15
Main Assy (Qty 4) Tyre: H44.5x16.5R21/30PR
Wheel: HR44.5 x 16.5 – 21

Refer to Boeing Wheel/Tire/Brake Interchangeability Drawing for further details

23. ETOPS:

The type design reliability and performance of this airplane has been evaluated in accordance with the type design requirements of CS 25.1535 (amendment 11) and with AMC 20-6 (AMC 20-6 rev. 2 Effective: 23/12/2010) and found suitable for extended range operations up to 180-minutes (approval date July 28th 2017) when configured in accordance with Boeing Document D044A032 "737-8 ETOPS Configuration, Maintenance, and Procedures document " at the latest applicable revision and in accordance with the 737-8 EASA Airplane Flight Manual to provide Extended Operations (ETOPS) data.

This finding does not constitute approval to conduct extended range operations:

ETOPS approval for the B737-8 is determined by NAA operating policies.

24. Exits:

B737-8	Number	Type	Size mm (inches)
1 Main Fwd LH	1	Type I	864W x 1829H (34 x 72),
2 Main Aft LH	1	Type I	762W x 1829H (30 x 72),
3 Service (Fwd, RH, Aft, RH)	1+1	Type I	762W x 1651H (30 x 65-both)
4 Overwing/Emergency left	2	Type III	508W x 914H (20 x 36)
5 Overwing/Emergency right	2	Type III	508W x 914H (20 x 36)
6 Cockpit side window (2)	Flight Crew Emerg. Exits		483W x 508H (19 x 20)

For crew emergency evacuation purposes, the side windows are available on both sides.

25. Fuel Tank Flammability Reduction System (FRS):

The Fuel Tank Flammability Reduction system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM): Boeing Document D631A002

2. Instructions for Continued Airworthiness and Airworthiness Limitations:

Boeing Document	Title

D626A009	737-7/-8/-9 Maintenance Review Board (MRB) Report
D626A011-9-01	737-7/-8/-9 Airworthiness Limitations
D626A011-9-02	737-7/-8/-9 Airworthiness Limitations – Line No. Specific
D626A011-9-03	737-7/-8/-9 Certification Maintenance Requirements
D626A011-9-04	737-7/-8/-9 Special Compliance Items

3. Service Information:

Boeing Document	Title
D626A011	737-7/-8/-9 Maintenance Planning Document (MPD)
D633AM101	Airplane Maintenance Manual

4. Weight and Balance (WBM): Boeing Document D636A080

V. Operating 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.
Applicable OSD requirements are detailed in section 8.II.6.

1. Master Minimum Equipment List
The EASA MMEL is defined in Boeing document D639A001-02, revision 0 dated Feb 20, 2017, or later approved revisions.

2. Flight Crew Data
The Flight Crew Data is defined in Boeing document D926A105, revision 1 dated 24 January 2017 or later approved revisions.
The Flight Crew Data is required for entry into service by EU operator.

3. Cabin Crew Data

a. The Cabin Crew Data has been approved as per the defined Operational Suitability Data Certification Basis, and as demonstrated by the “Boeing Document D611A099 - Operational Suitability Data - Cabin Crew Data, B737NG and B737-8 MAX, First Issue, Revision 1, dated 15 March 2017”, or later approved revisions.

b. The Cabin Crew Data is required for entry into service by EU operator.

c. For Cabin Crew, the B737 MAX-8 is one and the same a/c model with the B737-800 model.

d. For Cabin Crew, the B737 MAX-8 model is a variant to the aircraft model B737-900ER (with Mid Exit Door (MED) activated), thus, also a variant to the models: B737-600, B737-700, B737-800, B737-900, B737-900/ER.

VI. Notes

1. Cabin Interior and Seating Configuration must be approved.
   Additional information is provided in FAA Type Certificate Data Sheet A16WE.

2. 737-8 airplanes modified by Boeing Service Bulletin 737-21-1217 Lower Cabin Altitude (LCA) modification are capable of maintaining a cabin altitude of 6,500 feet in lieu of the standard 8,000 feet when operating at a cruising altitude of 41,000 feet. This modification has been approved for airplanes listed in Boeing Service Bulletin 737-21-1217 Revision 1, dated July 17, 2018, or later approved revision.

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AFM	Airplane Flight Manual
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	Civil Aviation Authority
CMR	Certification Maintenance Requirements
CRI	Certification Review Item
CS	Certification Specification
EASA	European Aviation Safety Agency
EC	European Commission
ES(F)	Equivalent Safety (Finding)
ETOPS	Extended Range Operations with Two-Engined Aeroplanes
EU	European Union
EU MS	European Union Member States
EWIS	Electrical Wiring Interconnection System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FRS	Flammibility Reduction Systems
HIRF	High Intensity Radiated Field
IAA	Irish Aviation Authority
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IGW	Increased Gross Weight
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
LBA	Luftfahrt-Bundesamt (CAA Germany)
MRB	Maintenance Review Board
NAA	National Aviation Authority
NG	Next Generation
NPA	Notice of Proposed Amendment
PTC	Post Type Certificate
SC	Special Condition
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TSO	Technical Standards Order

II. Type Certificate Holder Record

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

SECTION: ADMINISTRATIVE – continued

III. **Change Record**

Starting with issue 07

Issue	Date	Changes	TC issue
Issue 07	11/10/2011	Section 2-7.III.5 (NG): Addition of engine variants Section 2.III.17: Added term “approved” wrt AFM Section 3.II.4: JAR 25.562 added to text CRI D-14 Section 3 II.4, 6.II.4, 7.II.4: CRI PTC/E-10 added Section 7.II.3: Paragraph 4.4 MOCs deleted Section 7.II.4: CRI PTC/D-GEN02 added Section “Administrative” added	Issue 02 07/07/2008
Issue 08	03/11/2011	Section 3.II.4 Removal of the duplicate sentence before CRI PTC/E-10. Section 3.III.24 Added Fuel Tank Flammability Reduction System Requirments Section 4.III.24 Added Fuel Tank Flammability Reduction System Requirments Section 5.III.23 Corrected list to sequential numbers Section 5.III.24 Added Fuel Tank Flammability Reduction System Requirments Section 6.II.4 Removal of the duplicate sentence before CRI PTC/E-10. Section 6.III.23 Corrected list to sequential numbers Section 6.III.24 Added Fuel Tank Flammability Reduction System Requirments Section 7.III.24 Added Fuel Tank Flammability Reduction System Requirments	
Issue 09	12/07/2012	Section 1.II.4.and Section 2.II: Introduction of CRI H-01 for ICA on EWIS	
Issue 10	10/01/2014	1st page: The Boeing Company address Section 1.II.3, 3.II 3 JAA Airworthiness requirements: - Change the title to JAA/EASA Airworthiness Requirements Section 3.II.3 JAA Airworthiness requirements: - Change the title to JAA/EASA Airworthiness Requirements - Identification of applicable paragraphs and CRI associated to each NPA. - Correction of applicable paragraph 25.519(b) instead of 25.X519(b) - For the CRI C-11, removal of affected requirement 25.310(b) - For the CRI D-14, addition of affected requirement JAR 25.813 - Addition of two Special Conditions: CRI F-29 and CRI F-30 Sections 3. III.12; 4.III.12; 5.III.12; 6.III.12; 7.III.12: All weather capability: Reference to the AFM instead of the category. Section 6.II.3 JAA Airworthiness requirements: - Change the title to JAA/EASA Airworthiness Requirements - Identification of applicable paragraphs and CRI associated to each NPA. - Correction of applicable paragraph 25.519(b) instead	

SECTION: ADMINISTRATIVE – continued

Issue	Date	Changes	TC issue
		of 25.X519(b) - For the CRI D-14, addition of affected requirement JAR 25.813 - Addition of two Special Conditions: CRI F-29 and CRI F-30 Section 7 II.3 JAA/EASA Airworthiness Requirements - Change the title to JAA/EASA Airworthiness Requirements - For the CRI D-14, addition of affected requirement JAR 25.562 - Addition of two Special Conditions: CRI F-29 and CRI F-30	
Issue 11	14/12/2015	-Editorial changes to page one -OSD implementation in Sections V -Section 1.II.4: Addition of Special Condition CRIs PTC/E-10, E-15 PTC E-16/PTC and F-GEN10 PTC -Section 1.II.6: Addition of Equivalent Safety Finding CRIs F-GEN 9-1, F-GEN9-3 and G-GEN1 -Section 1.III.13: Updated the maximum weight values to incorporate increases that were approved post type validation -Section 1.III.22: Corrected typo “Oty” to Qty” -Section 2.II: Removed Special Condition CRI H-01 -Section 2.III.9: Corrected “Gall” to “Gallons” -Section 3.II.3.1: Added Reversion CRI A.11-13 -Section 3.II.4: Added Special Conditions CRIs D-GEN02 PTC, E-10, E-16/PTC, PTC F-23, PTC/F-17, PTC/F-18, PTC/F-27, F-31(PTC) , F-GEN10 PTC, G-01 and H-01 -Section 3.II.5: Added Deviation CRI PTC D-22 -Section 3.II.6: Added Equivalent Safety Finding CRIs PTC C-14, PTC/D-21, 9ER/D-21, F-GEN 9-1, F-GEN9-3 and G-GEN1 -Section 3.III.13: Corrected the kilogram value of maximum taxi and ramp weight -Section 4.II.6: Added Equivalent Safety Finding CRIs C-15/PTC, F-01 PTC and F-02 PTC -Section 4.III.13: Updated the maximum taxi and ramp weights to incorporate increases that were approved post type validation. Also corrected the kilogram values of each of the certified masses -Section 5.III.13 Updated the maximum weight values to incorporate increases that were approved post type validation -Section 6.II.4: Added Special Condition CRI E-16/PTC, PTC F-23, PTC/F-27, F-31(PTC) , F-GEN10 PTC and H-01 Section 6.II.5: Added Deviation CRI PTC D-22 -Section 6.II.6: Added Equivalent Safety Finding CRIs PTC C-14, PTC/D-21, 9ER/D-21, F-GEN 9-1, F-GEN9-3 and G-GEN1 -Section 6.III.13: Updated the maximum landing weight values to incorporate increases that were approved post type validation. Corrected the kilogram value of maximum taxi and ramp, take-off and landing weights.	Issue 02 07/07/2008

SECTION: ADMINISTRATIVE – continued

Issue	Date	Changes	TC issue
		-Section 7.II.3.1: Corrected the JAR referenced under Reversion CRI A.11-5 from “2571” to “571”. Moved CRIs 9ER/F04 and 9ER/C-21 to present them in sequence -Section 7.II.3.2: inserted CRI PTC/G-02 -Section 7.II.4: Added Special Condition CRIs F-GEN10 PTC, D-GEN01 PTC, D-GEN02 PTC, E-16/PTC, PTC F-23, F-31(PTC) and H-01 -Section 7.II.6: Added Equivalent Safety Finding CRIs C-15/PTC, E-11, F-GEN 9-1, F-GEN9-3, G-GEN1, and 9ER/D-21. Moved several CRIs to present the listing in sequence -Section 7.III.13: Corrected each of the kilogram values	
Issue 12	27/03/2017	-Section 8 “737-8” added. To be completed with inputs by CVU -Page1: references to B737-8 and Max series added -Section 4.II.3: B737-800 Winglets affected/non-affected area as per letter B-H320-2000-00472 -Sections 3 to 7: applicable OSD requirements detailed in the respective sub-sections II	Issue 02 07/07/2008
Issue 13	28/07/2017	-Section 8.III.23 ETOPS completed -OSD data: statement “or later approved revisions” added to the document rev. number if mentioned. -F-GEN-11 CRI added to sections 1.II, 3.II, 6.II and 7.II -clarification about F-GEN10 PTC applicability added in sections 1.II, 3.II, 6.II and 7.II -typos corrected	Issue 02 07/07/2008
Issue 14	12/04/2018	- Section 4: split into 4.1 for the B737-800 baseline model and 4.2 for the B737-800 BCF significant major change - Section 2.V OSD requirements explicitly stated - Section 8: III.13 Weights corrected (metric values)	Issue 02 07/07/2008
Issue 15	13/09/2018	- B737-8 LEAP engines section III.5 amended with – G06 variants. - Minimum Cabin Crew indications added in section III.19 for models -300/-400/-500/-600/-700/-900 and -900ER - FAA postal address updated - Lower Cabin Altitude Notes added in Section VI of B737-700/-800/-900ER/-8 - Note added in sections 1.II.4, 3.II.4, 2.II.4, 6.II.4 and 7.II.4 clarifying applicability of F-GEN10 and of F-GEN11 - B737-900ER: missing CRI from the original certification basis referenced: • CRI A.11-11 (Reversion) • CRI D-01 (SC) • CRI D-04 (SC) • CRI D-16 (ESF)	Issue 02 07/07/2008

Appendix A
Detailed Certification Basis of B737-8

TABLE A – 737-8 CERTIFICATION BASIS

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.1	Applicability	CS 11	▪ 737-8 Airplane	
25.2	Removed [Special retroactive requirements]	N/A		Not applicable
25.20	Scope	CS 11	▪ 737-8 Airplane	
25.21	Proof of Compliance			Associated CRI: B-07/MAX (Reversion)
	25.21	CS 11	▪ 737-8 Airplane except as noted below	
	25.21(g)(1)	See CRI B-07/MAX	▪ 737-8 Airplane	
25.23	Load distribution limits	CS 11	▪ 737-8 Airplane	
25.25	Weight limits	CS 11	▪ 737-8 Airplane	
25.27	Center of gravity limits	CS 11	▪ 737-8 Airplane	
25.29	Empty weight and corresponding center of gravity	CS 11	▪ 737-8 Airplane	
25.31	Removable ballast	CS 11	▪ 737-8 Airplane	
25.33	Propeller speed and pitch limits	N/A		Not applicable
25.101	General (Performance)	CS 11	▪ 737-8 Airplane	
25.103	Stall speed	CS 11	▪ 737-8 Airplane	
25.105	Take-off	CS 11	▪ 737-8 Airplane	
25.107	Take-off speeds	CS 11	▪ 737-8 Airplane	
25.109	Accelerate-stop distance	CS 11	▪ 737-8 Airplane	
25.111	Take-off path	CS 11	▪ 737-8 Airplane	
25.113	Take-off distance and take-off run	CS 11	▪ 737-8 Airplane	
25.115	Take-off flight path	CS 11	▪ 737-8 Airplane	
25.117	Climb: general	CS 11	▪ 737-8 Airplane	
25.119	Landing climb: All-engines-operating	CS 11	▪ 737-8 Airplane	
25.121	Climb: One engine-inoperative	CS 11	▪ 737-8 Airplane	
25.123	En route flight paths			Associated CRI: B-06/MAX (ESF)
	25.123	CS 11	▪ 737-8 Airplane	
25.125	Landing			Associated CRIs: B-07/MAX (Reversion)

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.125	CS 11	▪ 737-8 Airplane except as noted below	
	25.125(b)(2)(ii)(B)	See CRI B-07/MAX	▪ 737-8 Airplane	
25.143	General (Controllability and Maneuverability)			Associated CRIs: B-07/MAX (Reversion)
	25.143	CS 11	▪ 737-8 Airplane except as noted below	
	25.143(c)	N/A	▪ 737-8 Airplane	
	25.143(j)	See CRI B-07/MAX	▪ 737-8 Airplane	
25.145	Longitudinal control	CS 11	▪ 737-8 Airplane	
25.147	Directional and lateral control	CS 11	▪ 737-8 Airplane	
25.149	Minimum control speed	CS 11	▪ 737-8 Airplane	
25.161	Trim			Associated CRI: B-05/MAX (ESF)
	25.161	CS 11	▪ 737-8 Airplane	
25.171	General.(Stability)	CS 11	▪ 737-8 Airplane	
25.173	Static longitudinal stability	CS 11	▪ 737-8 Airplane	
25.175	Demonstration of static longitudinal stability	CS 11	▪ 737-8 Airplane	
25.177	Static directional and lateral stability	CS 11	▪ 737-8 Airplane	
25.181	Dynamic stability	CS 11	▪ 737-8 Airplane	
25.201	Stall demonstration	CS 11	▪ 737-8 Airplane	
25.203	Stall characteristics	CS 11	▪ 737-8 Airplane	
25.205	Removed [Stalls: critical engine inoperative]	N/A		Not applicable
25.207	Stall warning			Associated CRI: B-07/MAX (Reversion)
	25.207	CS 11	▪ 737-8 Airplane except as noted below	
	25.207(e)	CS 2, See CRI B-07/MAX (see note)	▪ 737-8 Airplane	**Note:** CS 2 for non-icing aspects and CRI B-07/MAX for flight in icing aspects
	25.207(f), (h), (i)	N/A	▪ 737-8 Airplane	
25.231	Longitudinal stability and control	CS 11	▪ 737-8 Airplane	
25.233	Directional stability and control	CS 11	▪ 737-8 Airplane	
25.235	Taxiing condition	CS 11	▪ 737-8 Airplane	
25.237	Wind velocities	CS 11	▪ 737-8 Airplane	
25.251	Vibration and buffeting	CS 11	▪ 737-8 Airplane	
25.253	High-speed characteristics			Associated CRI: B-07/MAX (Reversion)
	25.253	CS 11	▪ 737-8 Airplane except as noted below	
	25.253(c)	See CRI B-07/MAX	▪ 737-8 Airplane	
25.255	Out-of-trim characteristics	CS 11	▪ 737-8 Airplane	
25.261	Removed [Flight in rough air]	N/A		Not applicable

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.301	Loads	CS 11	▪ 737-8 Airplane	
25.302	Interaction of systems and structures	CS 11	▪ 737-8 Airplane	
25.303	Factor of safety			No change except for re-designation from JAR to CS
	25.303	CS 11	▪ 737-8 Airplane	
25.305	Strength and deformation			OP 91/1 only applied to 25.305(d). 737-700 CRI C-05 voluntary elect-to-comply only applied to 25.305(e),(f) for the 737-800 Cert Basis. Neither apply to this exception proposal.
	25.305	CS 11	▪ 737-8 Airplane	
25.307	Proof of structure	CS 11	▪ 737-8 Airplane	
25.321	General (Flight Loads)	CS 11	▪ 737-8 Airplane	
25.331	Symmetric Manoeuvering conditions			Associated CRI: C-02/MAX (SC/IM)
	25.331	CS 11 with 25.331(c) at CS 13	▪ 737-8 Airplane	Elect to comply
25.333	Flight Manoeuvering envelope	CS 11 with 25.333(b) at CS 13	▪ 737-8 Airplane	Elect to comply
25.335	Design airspeeds	CS 11	▪ 737-8 Airplane	
25.337	Limit maneuvering load factors	CS 11	▪ 737-8 Airplane	
25.341	Gust and Turbulence Loads	CS 11	▪ 737-8 Airplane	
25.343	Design fuel and oil loads	CS 11	▪ 737-8 Airplane	
25.345	High lift devices	CS 11	▪ 737-8 Airplane	
25.349	Rolling conditions			Associated CRI: C-02/MAX (SC/IM)
	25.349	CS 11 with 25.349(a) at CS 13	▪ 737-8 Airplane	Elect to comply
25.351	Yaw Manoeuver conditions			Associated CRI: C-02/MAX (SC/IM)
	25.351	CS 13	▪ 737-8 Airplane	Elect to comply
25.361	Engine and auxiliary power unit torque	CS 11	▪ 737-8 Airplane	
25.362	Engine Failure Loads	CS 11	▪ 737-8 Airplane	
25.363	Side Load on Engine and APU Mounts	CS 11	▪ 737-8 Airplane	
25.365	Pressurized compartment loads			Associated CRIs: C-03/MAX (Reversion)
	25.365	CS 11	▪ 737-8 Airplane except as noted below	
	25.365(e)(1) **Note:** 737-800 JAR 25.365 at FAR 0 (per 737-700 CRI A.11-02) and 25.365(e)(1) did not exist at FAR Amdt 25-0	See CRI C-03/MAX	▪ 737-8 Airplane	
25.367	Unsymmetrical loads due to engine failure	CS 11	▪ 737-8 Airplane	
25.371	Gyroscopic loads	CS 11	▪ 737-8 Airplane	
25.373	Speed control devices	CS 11	▪ 737-8 Airplane	
25.391	Control surface loads: general	CS 11	▪ 737-8 Airplane	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.393	Loads parallel to hinge line	CS 11	▪ 737-8 Airplane	
25.395	Control system	CS 11	▪ 737-8 Airplane	
25.397	Control system loads	CS 11	▪ 737-8 Airplane	
25.399	Dual control system	CS 11	▪ 737-8 Airplane	
25.405	Secondary control system	CS 11	▪ 737-8 Airplane	
25.407	Trim tab effects	N/A		Not applicable – the tabs are not used to control airplane trim
25.409	Tabs	CS 11	▪ 737-8 Airplane	
25.415	Ground gust conditions	CS 11	▪ 737-8 Airplane	
25.427	Unsymmetrical loads	CS 11	▪ 737-8 Airplane	
25.445	Outboard fins	CS 11	▪ 737-8 Airplane	
25.457	Wing flaps	CS 11	▪ 737-8 Airplane	
25.459	Special devices	CS 11	▪ 737-8 Airplane	
25.471	General (Ground Loads)	CS 11	▪ 737-8 Airplane	
25.473	Landing load conditions and assumptions	CS 11	▪ 737-8 Airplane	
25.477	Landing gear arrangement	CS 11	▪ 737-8 Airplane	
25.479	Level landing conditions	CS 11	▪ 737-8 Airplane	
25.481	Tail-down landing conditions	CS 11	▪ 737-8 Airplane	
25.483	One- gear landing conditions	CS 11	▪ 737-8 Airplane	
25.485	Side load conditions	CS 11	▪ 737-8 Airplane	
25.487	Rebound landing condition	CS 11	▪ 737-8 Airplane	
25.489	Ground handling conditions	CS 11	▪ 737-8 Airplane	
25.491	Taxi, Takeoff and Landing Roll	CS 11	▪ 737-8 Airplane	
25.493	Braked roll conditions	CS 11	▪ 737-8 Airplane	
25.495	Turning	CS 11	▪ 737-8 Airplane	
25.497	Tail-wheel yawing	N/A		Not applicable
25.499	Nose-wheel yaw and steering	CS 11	▪ 737-8 Airplane	
25.503	Pivoting	CS 11	▪ 737-8 Airplane	
25.507	Reversed braking	CS 11	▪ 737-8 Airplane	
25.509	Towing loads	CS 11	▪ 737-8 Airplane	
25.511	Ground load: unsymmetrical loads on multiple-wheel units	CS 11	▪ 737-8 Airplane	
25.519	Jacking & Tie-Down Provisions	CS 11	▪ 737-8 Airplane	
25.561	General (Emergency Landing Conditions)	CS 11	▪ 737-8 Airplane	
25.562	Emergency landing dynamic conditions			Associated CRIs: D-15/MAX (SC). **Note:** Per CRI D-15/MAX (SC), seats must comply with JAR 25.562 Change 13 except 25.562(c)(5), (c)(6); therefore, the requirement is “N/A” for 25.562(c)(5),(c)(6) for Passenger Seats.

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.562	CS 11	▪ 737-8 Airplane except as noted below	
	25.562	N/A	**Interiors:** ▪ Medical Stretcher Provisions	
	25.562(c)(5), (c)(6)	N/A	**Interiors:** ▪ Passenger Seats	
25.563	Structural ditching provisions	CS 11	▪ 737-8 Airplane	
25.571	Damage-tolerance and fatigue evaluation of structure.	CS 11	▪ 737-8 Airplane	
25.581	Lightning protection			Associated CRIs:F-03 (NG)(SC)
	25.581	CS 11	▪ 737-8 Airplane	
25.601	General (Design and Construction)			No change except for re-designation from JAR to CS. Associated CRIs: F-GEN-11 (SC), PTC F-29 (NG) (SC)
	25.601	CS 11	▪ 737-8 Airplane	
25.603	Materials	CS 11	▪ 737-8 Airplane	
25.605	Fabrication methods	CS 11	▪ 737-8 Airplane	
25.607	Fasteners			Associated CRIs: A.11-06 (Reversion)
	25.607	CS 11	▪ 737-8 Airplane except as noted below	
	25.607(a)	737-700 CRI A.11-06	**Systems – Flight Controls:** ▪ Aileron Actuator, ▪ Aileron Trim Actuator ▪ Elevator Actuator, ▪ Elevator, Rudder, Stabilizer, Captain Lateral Body and Wing Aileron Cable Runs ▪ Elevator Tab Mechanism ▪ Lateral Feel and Centering Unit ▪ Stabilizer input arm to Elevator Feel Computer	
25.609	Protection of structure			No change except for re-designation from JAR to CS.
	25.609	CS 11	▪ 737-8 Airplane	
25.611	Accessibility provisions			
	25.611	CS 11	▪ 737-8 Airplane except as noted below	
	25.611(b)	N/A	**Interiors:** EWIS components integral to the following interior design area: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.613	Material strength properties and Material Design Values	CS 11	▪ 737-8 Airplane	
25.615	Removed [Design properties]	N/A		Not Applicable
25.619	Special factors			No change except for re-designation from JAR to CS
	25.619	CS 11	▪ 737-8 Airplane	
25.621	Casting factors	CS 11	▪ 737-8 Airplane	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.623	Bearing factors			No change except for re-designation from JAR to CS
	25.623	CS 11	▪ 737-8 Airplane	
25.625	Fitting factors	CS 11	▪ 737-8 Airplane	
25.629	Aeroelastic stability requirements	CS 11	▪ 737-8 Airplane	
25.631	Bird Strike Damage	CS 11	▪ 737-8 Airplane	
25.651	Proof of strength	CS 11	▪ 737-8 Airplane	
25.655	Installation	CS 11	▪ 737-8 Airplane	
25.657	Hinges	CS 11	▪ 737-8 Airplane	
25.671	General (Control Systems)	CS 11	▪ 737-8 Airplane	
25.672	Stability Augmentation and Automatic and Power-operated Systems	CS 11	▪ 737-8 Airplane	
25.675	Stops	CS 11	▪ 737-8 Airplane	
25.677	Trim systems	CS 11	▪ 737-8 Airplane	
25.679	Control system gust locks	CS 11	▪ 737-8 Airplane	
25.681	Limit load static tests	CS 11	▪ 737-8 Airplane	
25.683	Operation tests	CS 11	▪ 737-8 Airplane	
25.685	Control system details	CS 11	▪ 737-8 Airplane	
25.689	Cable systems	CS 11	▪ 737-8 Airplane	
25.693	Joints	CS 11	▪ 737-8 Airplane	
25.697	Lift and Drag devices, controls	CS 11	▪ 737-8 Airplane	
25.699	Lift and Drag device indicator	CS 11	▪ 737-8 Airplane	
25.701	Flap and slat interconnection	CS 11	▪ 737-8 Airplane	
25.703	Take-off Warning System	CS 11	▪ 737-8 Airplane	
25.721	General (Landing Gear)	CS 11	▪ 737-8 Airplane	
25.723	Shock absorption tests	CS 11	▪ 737-8 Airplane	
25.729	Retracting mechanism	CS 11	▪ 737-8 Airplane	
25.731	Wheels	CS 11	▪ 737-8 Airplane	
25.733	Tires	CS 11	▪ 737-8 Airplane	
25.735	Brakes and braking systems			
	25.735	CS 11	▪ 737-8 Airplane except as noted below	
	25.735	JAR 13, JAR 15 (see note)	**Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	**Note:** Only the brake hydraulic system flow limiter is certified to JAR 15.
25.745	Nose-wheel steering			Associated CRI: D-04/MAX (SC/MOC)
	25.745	CS 11	▪ 737-8 Airplane	
25.771	Pilot compartment	CS 11	▪ 737-8 Airplane	
25.772	Pilot compartment doors	CS 11	▪ 737-8 Airplane	
25.773	Pilot compartment view			
	25.773	CS 11	▪ 737-8 Airplane except as	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			noted below	
	25.773(b)	JAR 13	**Environmental Control System:** ▪ Windshield Wipers System	
	25.773(b),(c)	JAR 13	**Environmental Control System:** ▪ Window Heat System	
25.775	Windshield and windows			Associated CRIs: A.11-23 (NG)(Reversion)
	25.775	CS 11	▪ 737-8 Airplane except as noted below	
	25.775(d)	737-700 CRI A.11-23	**Transparencies:** ▪ Flight Deck #1 Window ▪ Flight Deck #2 Window ▪ Flight Deck #3 Window ▪ Integrated Door Windows ▪ Passenger Window	
25.777	Cockpit controls			Associated CRI: D-18/MAX (ESF)
	25.777	CS 11	▪ 737-8 Airplane	
25.779	Motion and effect of cockpit controls	CS 11	▪ 737-8 Airplane	
25.781	Cockpit control knob shape	CS 11	▪ 737-8 Airplane	
25.783	Fuselage Doors			737-700 CRI A.11-11 applies to JAR 25.783(f). JAA/737-700/ESF/D-16 applies to JAR 25.783(f) for AOE only. Associated CRIs: A.11-11 (NG) (Reversion), D-16 (NG) (ESF)
	25.783	CS 11	**Doors:** ▪ Forward Access Door	
	25.783	JAR 13	**Doors:** ▪ Airstair Door ▪ EE Access Door **EE Subsystems:** ▪ PSEU / Fuselage Doors	
	25.783	JAR 13	**Doors:** ▪ Automatic Overwing Exit (AOE) Door	
	25.783	N/A	**Transparencies:** ▪ Flight Deck #2 Window	
	25.783(a),(b),(h)	JAR 13	**Interiors:** ▪ Emergency Exits	
	25.783 except 25.783(f)	JAR 13	**Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door	
	25.783(f)	N/A (737-700 CRI A.11-11) (see note)	**Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door	**Note:** JAR 25.783(f) at Change 10 is N/A at FAR 15 (737-700 CRI A.11-11)
	25.783(g)	N/A	**Doors:** ▪ External Access Door, Lavatory Service Panel, Water Service Door, Access and Blowout Door, ECS Access Door	
25.785	Seats, berths, safety belts, and harnesses			Associated CRI: A.11-13 (NG)(Reversion)

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.785	CS 11	▪ 737-8 Airplane	
25.787	Stowage compartments			No change except for re-designation from JAR to CS.
	25.787	CS 11	▪ 737-8 Airplane	
25.789	Retention of items of mass in passenger and crew compartment and galleys			No change except for re-designation from JAR to CS.
	25.789	CS 11	▪ 737-8 Airplane	
25.791	Passenger information signs and placards			Associated CRIs: PTC/D-23 (ESF)
	25.791	CS 11	▪ 737-8 Airplane	
25.793	Floor surfaces			No change except for re-designation from JAR to CS
	25.793	CS 11	▪ 737-8 Airplane	
25.795	Security consideration			Introduced at JAR Change 16.
	25.795	CS 11	▪ 737-8 Airplane except as noted below	
	25.795(c)(2)	N/A	**737-8 Airplane:** ▪ Security considerations (survivability of systems)	
	25.795(c)(3)(i), (c)(3)(iii)	N/A	▪ 737-8 Airplane	
25.799	Removed [Water systems]	N/A		Not applicable
25.801	Ditching	CS 11	▪ 737-8 Airplane	
25.803	Emergency evacuation	CS 11	▪ 737-8 Airplane	
25.807	Emergency exits			JAA/737-700/ESF/D-17 applies to JAR 25.807. Associated CRIs: D-15/MAX (SC), D-17 (NG) (ESF)
	25.807	JAR 13 OP 93/1	▪ 737-8 Airplane	
25.809	Emergency exit arrangement	JAR 13 (see note)	▪ 737-8 Airplane	**Note:** JAR 25.809(f) and (h) at Change 13 moved to JAR 25.810(a) and (d) at Change 14 and it is now in CS 25.810(a) and (d)
25.810	Emergency egress assist means and escape routes			JAA/737-700/ESF/D-08 applies to CS 25.810(a)(1)(ii) for forward and aft doors. Note: CRI D-08 was issued against JAR 25.809(f)(1)(ii) Change 13, originally. However, to harmonize with the FAA, the same requirement was moved to JAR 25.810(a)(1)(ii) at Change 14 which is now in CS 25.810(a)(1)(ii). Associated CRI: D-08 (NG) (ESF)
	25.810	CS 11	▪ 737-8 Airplane	
25.811	Emergency exit marking			Associated CRIs: 9ER/D-21 (NG)(ESF) , PTC/D-19 (NG) (ESF)
	25.811	CS 11	▪ 737-8 Airplane	
25.812	Emergency lighting	CS 11	▪ 737-8 Airplane	
25.813	Emergency exit access and ease of operation			OP 93/1 applies to 25.813 introductory paragraph and 25.813(a) and (b) only.
	25.813	JAR 13 OP 93/1	▪ 737-8 Airplane	
25.815	Width of aisle	CS 11	▪ 737-8 Airplane	
25.817	Maximum number of seats abreast			No change except for re-designation from JAR to CS

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.817	CS 11	▪ 737-8 Airplane	
25.819	Lower deck service compartments (including galleys)	N/A		Not applicable
25.820	Lavatory Doors	CS 11	▪ 737-8 Airplane	
25.831	Ventilation			Associated CRI: D-17/MAX (ESF)
	25.831	CS 11	▪ 737-8 Airplane except as noted below	
	25.831(b),(c)	JAR 13	**Environmental Control System**: ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ Window Heat System ▪ Windshield Wipers System	
25.832	Cabin ozone concentration	CS 11	▪ 737-8 Airplane	
25.833	Combustion Heating systems	N/A		Not applicable
25.841	Pressurized cabins	CS 11	▪ 737-8 Airplane	
25.843	Tests for pressurized cabins	CS 11	▪ 737-8 Airplane	
25.851	Fire extinguishers	CS 11	▪ 737-8 Airplane	
25.853	Compartment Interiors			Associated CRIs: D-GEN02/PTC (SC/MOC)
	25.853	CS 11	▪ 737-8 Airplane	
25.854	Lavatory fire protection			Introduced at JAR Change 14
	25.854	CS 11	▪ 737-8 Airplane	
25.855	Cargo or baggage compartments			Associated CRI: D-17/MAX (ESF)
	25.855	CS 11	▪ 737-8 Airplane	
25.856	Thermal/acoustic Insulation materials	CS 11	▪ 737-8 Airplane	
25.857	Cargo compartment classification			Associated CRI: D-17/MAX (ESF)
	25.857	CS 11	▪ 737-8 Airplane	
25.858	Cargo or baggage compartment smoke or fire detection systems			Associated CRI: D-17/MAX (ESF)
	25.858	CS 11	▪ 737-8 Airplane except as noted below	
	25.858	JAR 13	**Environmental Control System:** ▪ Cargo Smoke Detection System	
25.859	Combustion heater fire protection	N/A		Not applicable
25.863	Flammable fluid fire protection			Associated CRIs: F-GEN-11 (SC), PTC F-29 (NG) (SC)
	25.863	CS 11	▪ 737-8 Airplane except as noted below	
	25.863(a), (b)(3)	JAR 13	**Environmental Control System:**	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection - Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System	
25.865	Fire Protection of Flight Controls, Engine Mounts and Other Flight Structure			Associated CRI: J-03/MAX (ESF)
	25.865	CS 11	▪ 737-8 Airplane	
25.867	Fire protection: other components			Associated CRIs: E-24/MAX (ESF)
	25.867	CS 11	▪ 737-8 Airplane	
25.869	Fire protection: systems			Introduced at JAR Change 14.
	25.869	CS 11	▪ 737-8 Airplane except as noted below	
	25.869(a)(1)	N/A	**Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System	
	25.869(a)(3)	N/A	**Interiors:** EWIS components integral to the following interior design area: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas. In lieu of compliance to 25.869(a)(3) and 25.1713, compliance to 25.869(a)(4) [JAR 15] may be shown for the noted areas.
	25.869(a)(4)	JAR 15	**Interiors:** EWIS components integral to the following Interiors design area: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.871	Leveling means	CS 11	▪ 737-8 Airplane	
25.875	Reinforcement near propellers	N/A		Not applicable
25.899	Electrical bonding and protection against static electricity			Note: 25.899 was titled JAR 25X899 at JAR Change 13. It was re-designated to 25.899 at JAR 16. Associated CRIs: F-03 (NG)(SC)
	25.899	CS 11	▪ 737-8 Airplane except as noted below	
	25X899	JAR 13	**Avionics:** ▪ Cockpit Voice Recorder (CVR) System **Environmental Control**	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			System: ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ Ram Air System Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System **Flight Controls/Flight Deck: Instruments:** ▪ Floodlights **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
25.901	Installation			Associated CRIs: E-05/MAX (SC), E-27/MAX (SC/IM), E-29/MAX (ESF), E-30/MAX (Deviation), E-31/MAX (Deviation), E-32/MAX (SC/IM)
	25.901	CS 11	▪ 737-8 Airplane	**Note:** Deviation E-30/MAX applies to 25.901(b)(2) and 25.901(c). Deviation E-31/MAX applies to 25.901(c).
25.903	Engines			Associated CRIs: E-27/MAX (SC/IM), E-32/MAX (SC/IM)
	25.903	CS 11	▪ 737-8 Airplane	
25.904	Automatic takeoff thrust control system (ATTCS)	N/A		Not applicable
25.905	Propellers	N/A		Not applicable
25.907	Propeller vibration	N/A		Not applicable
25.925	Propeller clearance	N/A		Not applicable
25.929	Propeller deicing	N/A		Not applicable
25.933	Reversing systems	CS 11	▪ 737-8 Airplane	
25.934	Turbojet engine thrust reverser system tests			Associated CRI: E-12/MAX (ESF)
	25.934	CS 11	▪ 737-8 Airplane	
25.937	Turbo propeller-drag limiting systems	N/A		Not applicable
25.939	Turbine engine operating characteristics	CS 11	▪ 737-8 Airplane	
25.941	Inlet, engine, and exhaust compatibility	N/A		Not applicable
25.943	Negative acceleration	CS 11	▪ 737-8 Airplane	
25.945	Thrust or power augmentation system	N/A		Not applicable
25.951	General (Fuel System)	CS 11	▪ 737-8 Airplane	
25.952	Fuel system analysis and test	CS 11	▪ 737-8 Airplane	
25.953	Fuel system independence	CS 11	▪ 737-8 Airplane	
25.954	Fuel system lightning protection			Associated CRIs: F-03 (NG) (SC)
	25.954	CS 11	▪ 737-8 Airplane	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.955	Fuel flow	CS 11	▪ 737-8 Airplane	
25.957	Flow between interconnected tanks	CS 11	▪ 737-8 Airplane	
25.959	Unusable fuel supply	CS 11	▪ 737-8 Airplane	
25.961	Fuel system hot weather operation	CS 11	▪ 737-8 Airplane	
25.963	Fuel tanks: general	CS 11	▪ 737-8 Airplane	
25.965	Fuel tank tests	CS 11	▪ 737-8 Airplane	
25.967	Fuel tank installations	CS 11	▪ 737-8 Airplane	
25.969	Fuel tank expansion space	CS 11	▪ 737-8 Airplane	
25.971	Fuel tank sump	CS 11	▪ 737-8 Airplane	
25.973	Fuel tank filler connection	CS 11	▪ 737-8 Airplane	
25.975	Fuel tank vents	CS 11	▪ 737-8 Airplane	
25.977	Fuel tank outlet	CS 11	▪ 737-8 Airplane	
25.979	Pressure Fuelling System			Associated CRI: E-09 (NG) (ESF)
	25.979	CS 11	▪ 737-8 Airplane	
25.981	Fuel tank ignition prevention			Associated CRIs: E-29/MAX (ESF), E-31/MAX (Deviation), E-33/MAX (ESF)
	25.981	CS 11	▪ 737-8 Airplane	**Note:** Deviation E-31/MAX applies to 25.981(a)(3).
25.991	Fuel pumps	CS 11	▪ 737-8 Airplane	
25.993	Fuel system lines and fittings	CS 11	▪ 737-8 Airplane	
25.994	Fuel System Components	CS 11	▪ 737-8 Airplane	
25.995	Fuel valves	CS 11	▪ 737-8 Airplane	
25.997	Fuel strainer or filter			Associated CRI: E-20/MAX (ESF)
	25.997	CS 11	▪ 737-8 Airplane	
25.999	Fuel system drains	CS 11	▪ 737-8 Airplane	
25.1001	Fuel jettisoning system	CS 11	▪ 737-8 Airplane	
25.1011	General (Oil System)	CS 11	▪ 737-8 Airplane	
25.1013	Oil tank	CS 11	▪ 737-8 Airplane	
25.1015	Oil tank tests	CS 11	▪ 737-8 Airplane	
25.1017	Oil lines and fittings	CS 11	▪ 737-8 Airplane	
25.1019	Oil strainer or filter	CS 11	▪ 737-8 Airplane	
25.1021	Oil system drains	CS 11	▪ 737-8 Airplane	
25.1023	Oil radiators	CS 11	▪ 737-8 Airplane	
25.1025	Oil valves	CS 11	▪ 737-8 Airplane	
25.1027	Propeller feathering system	N/A		Not applicable
25.1041	General (Cooling)	CS 11	▪ 737-8 Airplane	
25.1043	Cooling tests	CS 11	▪ 737-8 Airplane	
25.1045	Cooling test procedures	CS 11	▪ 737-8 Airplane	
25.1091	Air intake	CS 11	▪ 737-8 Airplane	
25.1093	Air intake system deicing and anti-icing provisions			Associated CRIs: F-11/MAX (SC/IM)

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.1093	CS 11	▪ 737-8 Airplane	
25.1103	Air Intake system ducts and air duct systems	CS 11	▪ 737-8 Airplane	
25.1121	General (Exhaust System)	CS 11	▪ 737-8 Airplane	
25.1123	Exhaust piping	CS 11	▪ 737-8 Airplane	
25.1141	Powerplant controls: general	CS 11	▪ 737-8 Airplane	
25.1143	Engine Controls	CS 11	▪ 737-8 Airplane	
25.1145	Ignition switches	CS 11	▪ 737-8 Airplane	
25.1149	Propeller speed and pitch controls	N/A		Not applicable
25.1153	Propeller feathering controls	N/A		Not applicable
25.1155	Reverse thrust and propeller pitch settings below the flight regime	CS 11	▪ 737-8 Airplane	
25.1161	Fuel jettisoning system controls	N/A		Not applicable
25.1163	Powerplant accessories	CS 11	▪ 737-8 Airplane	
25.1165	Engine ignition systems	CS 11	▪ 737-8 Airplane	
25.1167	Accessory gearboxes	N/A		Not applicable
25.1181	Designated fire zones: regions included	CS 11	▪ 737-8 Airplane	
25.1182	Nacelle areas behind firewalls, and engine pod attaching structures containing flammable fluid lines			
	25.1182	CS 11	▪ 737-8 Airplane	
25.1183	Flammable fluid-carrying components			Associated CRIs: E-10/MAX (ESF), E-22/MAX (ESF)
	25.1183	CS 11	▪ 737-8 Airplane	
25.1185	Flammable fluids	CS11	▪ 737-8 Airplane	
25.1187	Drainage and ventilation of fire zones	CS 11	▪ 737-8 Airplane	
25.1189	Shutoff means	CS 11	▪ 737-8 Airplane	
25.1191	Firewalls			Associated CRIs: E-28/MAX (ESF)
	25.1191	CS 11	▪ 737-8 Airplane	
25.1193	Cowling and nacelle skin			Associated CRIs: E-05/MAX (SC), E-30/MAX (Deviation)
	25.1193	CS 11 with 25.1193(e)(3) at CS 13	▪ 737-8 Airplane	Elect to comply **Note:** Deviation E-30/MAX applies to CRI E-05/MAX (ref. 25.1193(f)(3)).
25.1195	Fire extinguisher systems			Associated CRIs: E-22/MAX (ESF), E-32/MAX (SC/IM)
	25.1195	CS 11	▪ 737-8 Airplane	
25.1197	Fire extinguishing agents			Associated CRI: E-22/MAX (ESF)
	25.1197	CS 11	▪ 737-8 Airplane	
25.1199	Extinguishing agent containers			Associated CRI: E-22/MAX (ESF)
	25.1199	CS 11	▪ 737-8 Airplane	
25.1201	Fire extinguishing system materials			Associated CRI: E-22/MAX (ESF)
	25.1201	CS 11	▪ 737-8 Airplane	
25.1203	Fire-detector system			Associated CRI: E-22/MAX (ESF)

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.1203	CS 11	▪ 737-8 Airplane	
25.1207	Compliance	CS 11	▪ 737-8 Airplane	
25.1301	Function and installation			Associated CRIs: B-05/MAX (ESF), PTC/F-17 (NG)(SC), PTC/F-27 (NG)(SC/IM)
	25.1301	CS 11	▪ 737-8 Airplane except as noted below	
	25.1301	JAR 13	**Avionics:** ▪ Airborne Data Loading System ▪ Air Traffic Control (ATC) ▪ Cockpit Voice Recorder (CVR) System ▪ Communications Management Unit (CMU) System ▪ Flight Deck Audio System ▪ Flight Deck Printer ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, ELT, LRRA, VOR/MB) ▪ Radio Nav Systems (GPS, ILS) - Honeywell ▪ Satellite Communications (SATCOM) System ▪ Selective Call (SELCAL) System ▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications System **Doors:** ▪ Airstair Door ▪ Automatic Overwing Exit (AOE) Door ▪ EE Access Door ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door **EE Subsytems:** ▪ Aural Warning Module / Master Caution ▪ Window Heat **Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Galley Vent System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System **Flight Controls:** ▪ Standby Compass **Flight Controls/Flight Deck Instruments:** ▪ Floodlights	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			Flight Deck: ▪ Air Data System Installations – Angle of Attack (AOA) Vanes ▪ Air Data System Installations – Pitot Probes and Elevator Feel Probes ▪ Air Data System Installation - Static Ports Installation ▪ Air Data System Installations – Total Air Temperature (TAT) Probes ▪ Communications Equipment Installations ▪ Crew Oxygen Installations ▪ Door – Flight Deck Access System (FDAS) ▪ Flight Deck Observer Seats ▪ Lighting/Floodlights/Map Lights/Utility Lights/Dome Lights/Chart Lights ▪ PC Power System ▪ Pilot Seats ▪ Standby Compass System Installation ▪ Stowage and Linings – except HUD provisions, ceiling linings, closet lining, and 2nd observer stowage box Miscellaneous/Emergency Equipment - ▪ Ashtray Installation ▪ Checklist holder Installation ▪ Cup Holders Installation ▪ Drain Tubing Installation ▪ Emergency Locator Transmitter (ELT) Installation on P-18 panel ▪ Fire Extinguisher Installation ▪ Flashlights Installation ▪ Life Vests Installation ▪ Protective Breathing Equipment (PBE) ▪ Protective Gloves Installation ▪ Sun visor and roller sunshade installation ▪ Test Receptacle Installation **Interiors:** ▪ AC Rails ▪ Attendant Control Panel (ACP) ▪ Attendant Partitions ▪ Attendant Seats ▪ Cabin Interphone ▪ Cabin (Passenger) Telecommunications ▪ Centerline Overhead Stowbox ▪ Class Dividers ▪ Closets ▪ Curtains, Curtain Tracks and Curtain Header, and Class Divider Curtains	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Dog-Houses ▪ Door and Doorway Linings/Headers ▪ Emergency Lighting ▪ Galleys ▪ General Lighting ▪ In-Flight Entertainment System ▪ Lavatories ▪ Lowered Ceilings ▪ Main Cabin Ceilings ▪ Overhead Stowage Bins ▪ Passenger Address System ▪ Passenger Seats ▪ Passenger Service Units (PSU) and PSU Video Monitors ▪ PC Power System ▪ Portable Emergency Equipment and Life Line ▪ PRAM ▪ Service Outlets ▪ Sidewalls ▪ Stowboxes ▪ Video Control Center ▪ Video Surveillance ▪ Water and Waste Systems ▪ Windscreens **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
	25.1301	JAR 14	**Avionics:** ▪ Radio Nav Systems (GLS, GPS, ILS) - Rockwell	
	25.1301(b)	N/A	**Interiors:** EWIS components integral to the following interior design areas: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1302	Installed Systems and Equipment for use by the flight crew	CS 11	▪ 737-8 Airplane	
25.1303	Flight and navigation instruments			
	25.1303	CS 11	▪ 737-8 Airplane except as noted below	
	25.1303(a)(3)	JAR 13	**Flight Deck:** ▪ Standby Compass System Installation	
25.1305	Powerplant instruments			Associated CRIs: E-20/MAX (ESF)
	25.1305	CS 12	▪ 737-8 Airplane	Elect to comply
25.1307	Miscellaneous equipment	CS 11	▪ 737-8 Airplane	
25.1309	Equipment, systems and installations			OP 90/1 applies to 25.1309(a), (b), (c), (d) and (e) at JAR-25 Change 13 only. Associated CRIs: A.11-16 (NG)(Reversion), B-05/MAX (ESF), D-04/MAX (SC/MOC), D-17/MAX (ESF), E-

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			27/MAX (SC/IM), E-29/MAX (ESF), E-31/MAX (Deviation), F-03 (NG) (SC), PTC/F-17 (NG)(SC), PTC/F-27 (NG) (SC/IM), PTC/F-29 (NG)(SC), PTC/F-31 (SC/IM)	
	25.1309	CS 11	▪ 737-8 Airplane except as noted below	**Note:** Deviation E-31/MAX applies to 25.1309(b)(1).
	25.1309	JAR 13 OP 90/1	**Avionics:** ▪ Airborne Data Loading System ▪ Air Traffic Control (ATC) ▪ Communications Management Unit (CMU) System ▪ Flight Deck Printer ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, ELT, LRRA, VOR/MB) ▪ Radio Nav Systems (GPS, ILS) -Honeywell ▪ Satellite Communications (SATCOM) System ▪ Selective Call (SELCAL) System ▪ Traffic Collision Avoidance System (TCAS) **Doors:** ▪ Airstair Door ▪ Automatic Overwing Exit (AOE) Door ▪ EE Access Door **EE Subsytems:** ▪ Aural Warning Module / Master Caution ▪ Window Heat **Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust ducts ▪ Window Heat System **Flight Controls:** ▪ Standby Compass **Flight Controls/Flight Deck Instruments:** ▪ Floodlights **Flight Deck:** ▪ Air Data System Installations – Angle of Attack (AOA) Vanes ▪ Air Data System Installations – Pitot Probes and Elevator Feel Probes ▪ Air Data System Installation - Static Ports Installation ▪ Air Data System Installations – Total Air Temperature (TAT) Probes	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Communications Equipment Installations ▪ Crew Oxygen Installations ▪ Door – Flight Deck Access System (FDAS) ▪ Flight Deck Observer Seats ▪ Lighting/Floodlights/Map Lights/Utility Lights/Dome Lights/Chart Lights ▪ PC Power System ▪ Pilot Seats ▪ Standby Compass System Installation Miscellaneous/Emergency Equipment – ▪ Emergency Locator Transmitter (ELT) Installation on P-18 panel ▪ Fire Extinguisher Installation ▪ Flashlights Installation ▪ Protective Breathing Equipment (PBE) Installation ▪ Test Receptacle Installation	
	25.1309	JAR 13	**Avionics:** ▪ Cockpit Voice Recorder (CVR) System ▪ Flight Deck Audio System	
	25.1309 **Note:** Only the brake hydraulic system flow limiter is certified to JAR 15.	JAR 13 OP 90/1, JAR 15	**Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
	25.1309	JAR 14	**Avionics:** ▪ Radio Nav Systems (GLS, GPS, ILS) - Rockwell	
	25.1309	FAR 0	**Avionics:** ▪ Flight and Ground Crew Call ▪ Flight Interphone ▪ Service Interphone **Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door **Environmental Control System:** ▪ Galley Vent System ▪ Windshield Wipers System	
	25.1309	JAR 13 OP 90/1	**Avionics:** ▪ Very High Frequency (VHF) Communication System **Interiors:** ▪ AC Rails ▪ Attendant Control Panel (ACP) ▪ Attendant Partitions ▪ Cabin Interphone ▪ Cabin (Passenger) Telecommunications	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Centerline Overhead Stowbox ▪ Class Dividers ▪ Closets ▪ Door and Doorway Linings/Headers ▪ Emergency Lighting ▪ Galleys ▪ General Lighting ▪ In-Flight Entertainment System ▪ Lavatories ▪ Lowered Ceilings ▪ Main Cabin Ceilings ▪ Overhead Stowage Bins ▪ Passenger Address System ▪ Passenger Seats ▪ Passenger Service Units (PSU) and PSU Video Monitors ▪ PC Power System ▪ Portable Emergency Equipment and Life Line ▪ PRAM ▪ Service Outlets ▪ Sidewalls ▪ Video Control Center ▪ Video Surveillance ▪ Water and Waste Systems ▪ Windscreens	
	25.1309(d)	N/A	**Interiors:** EWIS components integral to the following interior designs: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1310	Power source capacity and distribution			Introduced at JAR Change 16.
	25.1310	CS 11	▪ 737-8 Airplane	
25.1315	Negative acceleration	CS 11	▪ 737-8 Airplane	
25.1316	System lightning protection			Special Condition JAA/737-700/SC/F-03 applies to areas listed.
	25.1316	CS 11	▪ 737-8 Airplane except as noted below	
	25.1316(a)	N/A	**Avionics:** ▪ Air Data Inertial Reference System (ADIRS) ▪ Radio Nav Systems (GLS, GPS, ILS,LRRA) **Flight Controls – Autoflight System:** ▪ Flight Control Computer (FCC)	**Note:** Special Condition JAA/737-700/SC/F-03 applies to areas listed for 737-8
	25.1316 (b)	N/A	**Avionics:** ▪ Air Traffic Control (ATC) ▪ Communications Management Unit (CMU) System ▪ Flight Deck Audio System ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, VOR/MB)	**Note:** Special Condition JAA/737-700/SC/F-03 applies to areas listed for 737-8

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications System **Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System **Flight Controls/Flight Deck Instruments:** ▪ Integrated Standby Flight Display (ISFD) **Flight Deck:** ▪ Crew Oxygen Installations ▪ Door – Flight Deck Access System (FDAS) **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
	25.1316(b)	JAR 14 OP 96/1	**Avionics:** ▪ Flight Management Computer System (FMCS) ▪ Stall Management Yaw Damper (SMYD) System	
	25.1316(b)	N/A	**Flight Controls – Autoflight System:** ▪ Integrated Flight System Accessory Unit (IFSAU)	
25.1321	Arrangement and visibility			
	25.1321	CS 11	▪ 737-8 Airplane except as noted below	
	25.1321(a),(d),(e)	JAR 13	**Flight Controls/Flight Deck: Instruments:** ▪ Integrated Standby Flight Display (ISFD)	
25.1322	Flight Crew Alerting		Associated CRIs: D-04/MAX (SC/MOC), F-14/MAX (Reversion), F-17/MAX (ESF), PTC/F-27 (NG)(SC/IM)	
	25.1322	See CRI F-14/MAX	▪ 737-8 Airplane	
25.1323	Airspeed indicating system			
	25.1323	CS 11	▪ 737-8 Airplane except as noted below	
	25.1323(a)	JAR 13	**Flight Controls/Flight Deck Instruments:** ▪ Integrated Standby Flight Display (ISFD)	
25.1325	Static pressure systems			

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.1325	CS 11	▪ 737-8 Airplane except as noted below	
	25.1325(d)	JAR 13	**Flight Controls/Flight Deck Instruments:** ▪ Integrated Standby Flight Display (ISFD)	
25.1326	Pilot heat indication systems	CS 11	▪ 737-8 Airplane	
25.1327	Direction Indicator	CS 11	▪ 737-8 Airplane	At JAR 13, section called Magnetic direction indicator.
25.1328	Removed [Direction Indicator]	N/A		Not applicable
25.1329	Flight Guidance system			Associated CRIs: PTC/F-27 (NG)(SC/IM)
	25.1329	CS 11	▪ 737-8 Airplane	
25.1331	Instruments using power supply			
	25.1331	CS 11	▪ 737-8 Airplane except as noted below	
	25.1331(a),(b)	JAR 13	**Flight Controls/Flight Deck Instruments:** ▪ Integrated Standby Flight Display (ISFD)	
25.1333	Instrument systems	CS 11	▪ 737-8 Airplane	
25.1337	Powerplant instruments	CS 11	▪ 737-8 Airplane	
25.1351	General (Electrical Systems and Equipment)	CS 11	▪ 737-8 Airplane	
25.1353	Electrical equipment and installation			OP 90/1 only amended 25.1353(c)(6)(ii), (c)(6)(iii),and(d). OP 90/1 applied to all 25.1353 exceptions. Associated CRIs: F-GEN-11 (SC), PTC F-29 (NG) (SC)
	25.1353	CS 11	▪ 737-8 Airplane except as noted below	
	25.1353(a), (b), (c)	JAR 13 OP 90/1	**Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection – Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System	
	25.1353(a), (b), (d)	JAR 13 OP 90/1	**Interiors:** EWIS components integral to the following interiors designs: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
	25.1353(b)	N/A	**Interiors:** EWIS components integral to the following interior designs: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.1355	Distribution system			
	25.1355	CS 11	▪ 737-8 Airplane	
25.1357	Circuit protective devices			
	25.1357	CS 11	▪ 737-8 Airplane	
25.1359	Removed [Electrical system fire and smoke protection]	N/A		Not Applicable
25.1360	Precautions against injury			JAR 25X1360 was re-designated to 25.1360 at JAR 16; At JAR 13, designated as JAR 25X1360.
	25.1360	CS 11	▪ 737-8 Airplane except as noted below	
	25X1360	JAR 13	**Environmental Control System:** ▪ Advisory Ice Detection System ▪ Cargo Smoke Detection System ▪ Ice/Rain Protection - Air Data Sensor Heat System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Window Heat System ▪ Windshield Wipers System **Flight Controls/Flight Deck Instruments:** ▪ Floodlights **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
25.1362	Electrical supplies for emergency conditions	CS 11	▪ 737-8 Airplane	
25.1363	Electrical system tests	CS 11	▪ 737-8 Airplane	
25.1365	Electrical appliances, motors, and transformers			Introduced at JAR Change 16
	25.1365	CS 11	▪ 737-8 Airplane except as noted below	
	25.1365(d)	N/A	**Avionics:** ▪ Airborne Data Loading System ▪ Air Traffic Control (ATC) ▪ Cockpit Voice Recorder (CVR) System ▪ Communications Management Unit (CMU) System ▪ Flight Deck Audio System ▪ Flight Deck Printer ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, VOR/MB) ▪ Radio Nav Systems (GLS, GPS, ILS, LRRA) ▪ Satellite Communications (SATCOM) System ▪ Selective Call (SELCAL) System ▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			Systems **Environmental Control System:** ▪ Advisory Ice Detection System ▪ RAM Air System, Inlet and Exhaust Ducts ▪ Windshield Wipers System **Flight Deck:** ▪ PC Power System **Interiors:** ▪ Attendant Control Panel (ACP) ▪ Cabin Interphone ▪ Cabin (Passenger) Telecommunications ▪ Closets ▪ Emergency Lighting ▪ General Lighting ▪ Galleys ▪ In-Flight Entertainment System ▪ Lavatories ▪ Passenger Address System ▪ Passenger Seats ▪ PC Power System ▪ PRAM ▪ Service Outlets ▪ Video Control Center ▪ Video Surveillance ▪ Water and Waste Systems ▪ Windscreens **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto Brake	
25.1381	Instrument light			
	25.1381	CS 11	▪ 737-8 Airplane except as noted below	
	25.1381	JAR 13	**Flight Controls/Flight Deck Instruments:** ▪ Floodlights **Flight Deck:** ▪ Door – Flight Deck Access System (FDAS)	
	25.1381(a),(b)	JAR 13	**Flight Controls/Flight Deck Instruments:** ▪ Integrated Standby Flight Display (ISFD)	
25.1383	Landing lights	CS 11	▪ 737-8 Airplane	
25.1385	Position light system installation	CS 11	▪ 737-8 Airplane	
25.1387	Position light system dihedral angles	CS 11	▪ 737-8 Airplane	
25.1389	Position light distribution and intensities			Associated CRI: F-15 (NG) (ESF)
	25.1389	CS 11	▪ 737-8 Airplane	
25.1391	Minimum intensities in the horizontal plane of	CS 11	▪ 737-8 Airplane	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	forward and rear position lights			
25.1393	Minimum intensities in any vertical plane of forward and rear position lights	CS 11	▪ 737-8 Airplane	
25.1395	Maximum intensities in overlapping beams of forward and rear position lights	CS 11	▪ 737-8 Airplane	
25.1397	Color specifications	CS 11	▪ 737-8 Airplane	
25.1401	Anti-collision light system	CS 11	▪ 737-8 Airplane	
25.1403	Wing Icing Detection Lights	CS 11	▪ 737-8 Airplane	
25.1411	General (Safety Equipment)			Associated CRIs: E-11 (NG) (ESF)
	25.1411	CS 11	▪ 737-8 Airplane	
25.1413	Removed [Safety belts]	N/A		Not Applicable
25.1415	Ditching Equipment	CS 11	▪ 737-8 Airplane	
25.1416	Removed [Pneumatic de-icer boot system]	N/A		Not applicable
25.1419	Ice protection			
	25.1419	CS 11	▪ 737-8 Airplane except as noted below	
	25.1419(e), (f),(g),(h)	N/A	▪ 737-8 Airplane	
25.1421	Megaphones			No change except for re-designation from JAR to CS
	25.1421	CS 11	▪ 737-8 Airplane	
25.1423	Public address system			
	25.1423	CS 11	▪ 737-8 Airplane	
25.1431	Electronic Equipment			OP 90/1 applies to 25.1431(d) only, JAA/737-700/SC/F-01 affects JAR 25.1431(a). Associated CRIs: F-01 (NG) (SC), PTC/F-17 (NG)(SC), PTC/F-27 (NG)(SC/IM)
	25.1431	CS 11	▪ 737-8 Airplane	
25.1433	Vacuum systems	CS 11	▪ 737-8 Airplane	
25.1435	Hydraulic Systems			
	25.1435	CS 11	▪ 737-8 Airplane except as noted below	
	25.1435(a), (b)(2) **Note:** Only the brake hydraulic system flow limiter is certified to JAR 15.	JAR 13, JAR 15	**Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
	25.1435(a), (b)(2)	JAR 13	**Systems – Flight Controls:** ▪ Aileron Actuator ▪ Elevator Actuator ▪ Elevator Feel Actuator ▪ Elevator Feel Computer ▪ Elevator Feel Shift Module ▪ Elevator/Lateral Autopilot Actuators ▪ High Lift System ▪ Rudder Actuator ▪ Standby Rudder Actuator	

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25.1436	Pneumatic systems – high pressure			Associated CRI: D-18(NG) (ESF)
	25.1436	CS 11	▪ 737-8 Airplane	
25.1438	Pressurization and low pressure pneumatic system			No change except for re-designation from JAR to CS.
	25.1438	CS 11	▪ 737-8 Airplane	
25.1439	Protective breathing equipment			
	25.1439	CS 11	▪ 737-8 Airplane except as noted below	
	25.1439(a)	JAR 13	**Flight Deck:** ▪ Crew Oxygen Installations Miscellaneous/Emergency Equipment - ▪ Protective Breathing Equipment (PBE) Installation **Interiors:** ▪ Portable Emergency Equipment and Life Line	
25.1441	Oxygen equipment and supply			Associated CRI: F-GEN9-3 (ESF)
	25.1441	CS 11	▪ 737-8 Airplane except as noted below	
	25.1441(a)	JAR 13 (see note)	**Flight Deck:** ▪ Crew Oxygen Installations **Interiors:** ▪ Door and Doorway Linings/Headers ▪ Lavatories ▪ Passenger Service Units (PSU) and PSU Video Monitors ▪ Portable Emergency Equipment and Life Line	**Note:** For CS 25.1443 through 25.1453, see specific regulation for amendment level
	25.1441(c)	JAR 13	**Interiors:** ▪ Door and Doorway Linings/Headers ▪ Lavatories ▪ Passenger Service Units (PSU) and PSU Video Monitors	
25.1443	Minimum mass flow of supplemental oxygen			Associated CRIs: F-GEN9-1 (ESF)
	25.1443	CS 11	▪ 737-8 Airplane	
25.1445	Equipment standards for the oxygen distributing system	CS 11	▪ 737-8 Airplane	
25.1447	Equipment standards for oxygen dispensing units	CS 11	▪ 737-8 Airplane	
25.1449	Means for determining use of oxygen	CS 11	▪ 737-8 Airplane	
25.1450	Chemical oxygen generators	CS 11	▪ 737-8 Airplane	
25.1451	Removed [Fire protection for oxygen equipment]	N/A		Not applicable
25.1453	Protection of oxygen equipment from rupture	JAR 13	▪ 737-8 Airplane	
25.1455	Draining of fluids submit to freezing			No change except for re-designation from JAR to CS

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.1455	CS 11	▪ 737-8 Airplane	
25.1457	Cockpit voice recorder	CS 11	▪ 737-8 Airplane	
25.1459	Flight recorders			Associated CRIs: PTC/F-17 (NG) (SC), PTC/F-27 (NG)(SC/IM)
	25.1459	CS 11	▪ 737-8 Airplane	
25.1461	Equipment containing high-energy rotors			No change except for re-designation from JAR to CS.
	25.1461	CS 11	▪ 737-8 Airplane	
25.1499	Removed [Domestic Services and Appliances]	N/A		Not Applicable
25.1501	General (Operating Limitations and Information)	CS 13	▪ 737-8 Airplane	Elect to comply
25.1503	Airspeed limitations: general	CS 11	▪ 737-8 Airplane	
25.1505	Maximum operating limit speed	CS 11	▪ 737-8 Airplane	
25.1507	Maneuvering speed	CS11	▪ 737-8 Airplane	
25.1511	Flap extended speed	CS 11	▪ 737-8 Airplane	
25.1513	Minimum control speed	CS 11	▪ 737-8 Airplane	
25.1515	Landing gear speeds	CS 11	▪ 737-8 Airplane	
25.1516	Other speed limitations **Note:** At JAR 13 this regulation was identified as 25X1516.	CS 11 (see note)	▪ 737-8 Airplane	No other speed limitations required for the 737-8 type design
25.1517	Rough Air Speed, V_{RA}	CS 11	▪ 737-8 Airplane	
25.1519	Weight, center of gravity, and weight distribution	CS 11	▪ 737-8 Airplane	
25.1521	Powerplant limitations	CS 11	▪ 737-8 Airplane	
25.1523	Minimum flight crew	CS 11	▪ 737-8 Airplane	
25.1524	Removed [Systems and equipment limitations]	N/A		Not applicable
25.1525	Kinds of operation	CS 11	▪ 737-8 Airplane	
25.1527	Ambient air temperature and operating altitude	CS 11	▪ 737-8 Airplane	
25.1529	Instructions for Continued Airworthiness			Associated CRIs: G-GEN1 (ESF), PTC F-29 (NG) (SC)
	25.1529	CS 11	▪ 737-8 Airplane	
25.1531	Maneuvering flight load factors	CS 11	▪ 737-8 Airplane	
25.1533	Additional operating limitations	CS 11	▪ 737-8 Airplane	
25.1535	ETOPS design approval	CS 11	▪ 737-8 Airplane	
25.1541	General (Markings and Placards)			No change except for re-designation from JAR to CS.
	25.1541	CS 11	▪ 737-8 Airplane	
25.1543	Instrument markings: general	CS 11	▪ 737-8 Airplane	
25.1545	Airspeed limitation information	CS 11	▪ 737-8 Airplane	
25.1547	Magnetic direction indicator	CS 11	▪ 737-8 Airplane	
25.1549	Powerplant instruments			Associated CRI: F-07/MAX (ESF)

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
	25.1549	CS 11	▪ 737-8 Airplane	
25.1551	Oil quantity indicator	CS 11	▪ 737-8 Airplane	
25.1553	Fuel quantity indicator	CS 11	▪ 737-8 Airplane	
25.1555	Control markings			No change except for re-designation from JAR to CS
	25.1555	CS 11	▪ 737-8 Airplane	
25.1557	Miscellaneous markings and placards	CS 11	▪ 737-8 Airplane	
25.1561	Safety equipment			No change except for re-designation from JAR to CS.
	25.1561	CS 11	▪ 737-8 Airplane	
25.1563	Airspeed placard	CS 11	▪ 737-8 Airplane	
25.1581	General (Aeroplane Flight Manual)			Associated CRIs: PTC/F-27 (NG)(SC/IM)
	25.1581	CS 11	▪ 737-8 Airplane	
25.1583	Operating limitations	CS 11	▪ 737-8 Airplane	
25.1585	Operating procedures	CS 11	▪ 737-8 Airplane	
25.1587	Performance information	CS 11	▪ 737-8 Airplane	
25.1591	Performance information for operations with contaminated runway surface conditions	CS 11	▪ 737-8 Airplane	
25.1593	Exposure to volcanic cloud hazards	CS 13	▪ 737-8 Airplane	Elect to comply
25.1701	Definition	CS 11	▪ 737-8 Airplane	
25.1703	Function and installation: EWIS			Introduced at CS Amdt 5
	25.1703	CS 11	▪ 737-8 Airplane except as noted below	
	25.1703	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1705	Systems and functions: EWIS			Introduced at CS Amdt 5
	25.1705	CS 11	▪ 737-8 Airplane except as noted below	
	25.1705	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1707	System separation: EWIS			Introduced at CS Amdt 5
	25.1707	CS 11	▪ 737-8 Airplane except as noted below	
	25.1707	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Passenger Seats ▪ Windscreens	
25.1709	System safety: EWIS			Introduced at CS Amdt 5
	25.1709	CS 11	▪ 737-8 Airplane except as noted below	
	25.1709	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1711	Component identification: EWIS			Introduced at CS Amdt 5
	25.1711	CS 11	▪ 737-8 Airplane except as noted below	
	25.1711	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens ▪	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1713	Fire protection: EWIS			Introduced at CS Amdt 5.
	25.1713	CS 11	▪ 737-8 Airplane except as noted below	
	25.1713	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas. In lieu of compliance to 25.869(a)(3) and 25.1713, compliance to 25.869(a)(4) [JAR 15] may be shown for the noted areas.
25.1715	Electrical bonding and protection against static electricity: EWIS			Introduced at CS Amdt 5
	25.1715	CS 11	▪ 737-8 Airplane except as noted below	
	25.1715	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1717	Circuit protective devices: EWIS			Introduced at CS Amdt 5
	25.1717	CS 11	▪ 737-8 Airplane except as noted below	
	25.1717	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
			▪ Passenger Seats ▪ Windscreens	
25.1719	Accessibility provisions: EWIS			Introduced at CS Amdt 5
	25.1719	CS 11	▪ 737-8 Airplane except as noted below	
	25.1719	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1721	Protection of EWIS			Introduced at CS Amdt 5
	25.1721	CS 11	▪ 737-8 Airplane except as noted below	
	25.1721	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1723	Flammable Fluid Protection: EWIS	CS 11	▪ 737-8 Airplane	
25.1725	Powerplants: EWIS	CS 11	▪ 737-8 Airplane	
25.1727	Flammable Fluid Shutoff Means: EWIS	CS 11	▪ 737-8 Airplane	
25.1729	Instructions for Continued Airworthiness: EWIS			
	25.1729	CS 11	▪ 737-8 Airplane except as noted below	
	25.1729	N/A	**Interiors:** EWIS components integral to the following design areas only: ▪ Closets ▪ Galleys ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at CS-25 Amendment 11 except the noted Interior areas.
25.1731	Powerplant and APU fire detector system; EWIS	CS 11	▪ 737-8 Airplane	
25J901	Installation	CS 11	▪ 737-8 Airplane	737-800 JAR 25A901
25J903	Auxiliary power unit.	CS 11	▪ 737-8 Airplane	737-800 JAR 25A903, 25B903
25J939	APU operating characteristics	CS 11	▪ 737-8 Airplane	737-800 JAR 25A9039
25J943	Negative acceleration	CS 11	▪ 737-8 Airplane	737-800 JAR 25A943
25J951	General.(Fuel System)	CS 11	▪ 737-8 Airplane	737-800 JAR 25B951
25J952	Fuel system analysis and test.	CS 11	▪ 737-8 Airplane	737-800 JAR 25A952
25J953	Fuel system independence.	CS 11	▪ 737-8 Airplane	737-800 JAR 25A953
25J955	Fuel flow.	CS 11	▪ 737-8 Airplane	737-800 JAR 25B955

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25J961	Fuel system hot weather operation.	CS 11	▪ 737-8 Airplane	737-800 JAR 25B961
25J977	Fuel tank outlet.	CS 11	▪ 737-8 Airplane	737-800 JAR 25B977
25J991	Fuel pumps.	CS 11	▪ 737-8 Airplane	737-800 JAR 25B991
25J993	Fuel system lines and fittings	CS 11	▪ 737-8 Airplane	737-800 JAR 25A993
25J994	Fuel system components	CS 11	■ 737-8 Airplane	737-800 JAR 25A994
25J995	Fuel valves	CS 11	■ 737-8 Airplane	737-800 JAR 25A995
25J997	Fuel strainer or filter	CS 11	▪ 737-8 Airplane	737-800 JAR 25B997
25A999	Removed [Fuel system drains]	N/A		Not applicable
25J1011	Oil system General	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1011, 25B1011
25J1017	Oil lines and fittings	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1017
25J1019	Oil filter	CS 11	▪ 737-8 Airplane	
25J1021	Oil system drains	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1021
25J1023	Oil radiators	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1023
25J1025	Oil valves	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1025
25J1041	General (Cooling)	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1041
25J1043	Cooling tests	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1043
25J1045	Cooling test procedures	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1045
25J1091	Air intake	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1091, 25B1091
25J1093	Air intake system icing protection			737-800 JAR 25A1093, 25B1093. Associated CRIs: F-11/MAX (SC/IM)
	25J1093	CS 11	▪ 737-8 Airplane	
25J1103	Air intake system ducts	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1103
25A1105, 25B1105	Air intake system screens	N/A		Not applicable
25J1106	Bleed air duct systems	CS 11	▪ 737-8 Airplane	
25J1121	General (Exhaust System)	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1121
25J1123	Exhaust piping	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1123
25J1141	APU controls			Associated CRIs: J-01/MAX (Reversion)
	25J1141	CS 11	■ 737-8 Airplane except as noted below	
	25J1141(b)(2)	See CRI J-01/ MAX	**Propulsion – APU** ▪ APU Fuel Shut Off Valve (FSOV)	**Note :** FAR 25.1141(f) did not exist at Amdt 25-11 (737-700 CRI J-04)
25J1163	APU accessories	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1163, 25B1163
25J1165	APU ignition systems	CS 11	▪ 737-8 Airplane	737-800 JAR 25B1165
25J1181	Designated fire zone	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1181
25J1183	Lines, fittings and components	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1183
25J1185	Flammable fluids	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1185
25J1187	Drainage and ventilation of fire zones	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1187
25J1189	Shut-off means	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1189
25J1191	Firewalls	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1191

SECTION: Appendix A – continued

CS-25 Section No.	Title (or subparagraph)	737-8 Amdt	System/Area	Notes
25J1193	APU compartment			737-800 JAR 25A1193
	25J1193	CS 11 with 25J1193(e)(3) at CS 13	▪ 737-8 Airplane	Elect to comply
25J1195	Fire extinguisher systems	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1195)
25J1197	Fire extinguishing agents	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1197
25J1199	Extinguishing agent containers	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1199
25J1201	Fire extinguishing system materials	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1201
25J1203	Fire-detector system	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1203
25J1207	Compliance	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1207
25J1305	APU instruments	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1305, 25B1305
25J1337	APU instruments	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1337
25J1501	General (Operating Limitations)	CS 11	▪ 737-8 Airplane	
25J1521	APU limitations	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1521
25J1527	Ambient air temperature and operating altitude	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1527
25J1549	APU instruments	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1549
25J1551	Oil quantity indicator	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1551
25J1557	Miscellaneous markings and placards	CS 11	▪ 737-8 Airplane	
25J1583	Operating limitations	CS 11	▪ 737-8 Airplane	737-800 JAR 25A1583
Appendix A	Appendix A (Basic dimensions)	CS 11	▪ 737-8 Airplane	
Appendix C	Appendix C (Atmospheric Icing Conditions)			Associated CRI: B-07/MAX (Reversion)
	Appendix C	See CRI B-07/MAX	▪ 737-8 Airplane	
Appendix D	Appendix D (Criteria for determining minimum flight crew)	CS 11	▪ 737-8 Airplane	
Appendix F	Appendix F (Flammability)			Associated CRIs: D-GEN02/PTC (SC/MOC)
	Appendix F	CS 11	■ 737-8 Airplane	
Appendix H	Appendix H (Instructions for Continuing Airworthiness)			Associated CRIs: G-GEN1 (ESF)
	Appendix H	CS 11	■ 737-8 Airplane	
Appendix I	Appendix I (Automatic Takeoff Thrust Control System (ATTCS)	N/A		Not applicable
Appendix J	Appendix J	CS 11	▪ 737-8 Airplane	
Appendix K	Appendix K (Interaction of Systems and Structure)	CS 11	▪ 737-8 Airplane	
Appendix L	Appendix L	CS 11	▪ 737-8 Airplane	
Appendix M	Appendix M (Fuel Tank Flammability Reduction Means (FRM)	CS 11	▪ 737-8 Airplane	
Appendix N	Appendix N (Fuel Tank Flammability Exposure)	CS 11	■ 737-8 Airplane	

SECTION: Appendix A – continued

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