DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A16WE
Revision 66
BOEING
737-100 Series
737-200 Series
737-200C Series
737-300 Series
737-400 Series
737-500 Series
737-700 Series
737-800 Series
737-600 Series
737-700C Series
737-900 Series
737-900ER Series
737-8
737-9
Date **November 9, 2020**

TYPE CERTIFICATE DATA SHEET A16WE

This data sheet, which is part of Type Certificate No. A16WE, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: The Boeing Company
1901 Oakesdale Ave SW
Renton, WA 98057-2623

I - Model 737-100 (Approved December 15, 1967) Transport Aircraft

Engines: 2 Pratt and Whitney Turbofan Engines JT8D-7, JT8D-7A, JT8D-7B, JT8D-9, JT8D-9A, and JT8D-15; refer to the FAA Approved Airplane Flight Manual for aircraft engine and engine intermix eligibility. (Engine Type Certificate No. E2EA)

Fuel: See NOTE 4 for authorized types of fuel.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min.) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
JT8D-7, -7A, -7B	14,000	12,600
JT8D-9, -9A	14,500	12,600
JT8D-15	15,500	13,700

Engine and Weight Limits:

For engine operating limits see engine Type Certificate Data Sheet No. E2EA or the FAA Approved Airplane Flight Manual.

Thrust Setting: The appropriate EPR thrust setting curve (EPR or PT 7), in the FAA Approved Airplane Flight Manual of AFM Appendices must be used for control of engine thrust.

Airspeed Limits: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

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I - Model 737-100 (Cont'd)

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

Eligible Serial Numbers:

Model:	
737-112	19768-19772
737-130	19013-19017, 19018 -19033, 19794, 19437
737-159	19679, 19680

NOTES FOR SECTION I (737-100):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D6-15066-1) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8737. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Model designation of the airplanes are identified by the "Dash No." suffix to "737". Consider, for example, the designation "737-105". The "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not used.

NOTE 7. The Boeing Supplemental Structural Inspection Document (SSID), D6-37089 and D6-37089-1, are applicable to the 737-100, 737-200 and 737-200C (Sec ADs 98-11-04, Amendment 39-10531, 98-11-04 R1, Amendment 39-10984, and 2008-11-03, Amendment 39-15525).

NOTE 8. Except for trunnion pins described below, the life limit for 737-100 main and nose landing gear is 81,000 flight cycles when operated within the ranges of 95 – 111.2 KIPS for taxi weight and 89.7 – 103 KIPS for landing weight. The trunnion pins 65-46113-3 and -5 are to be replaced at 76,000 flight cycles. For detail components lives, see Boeing Service Letter 737-SL-32-*21*.

NOTE 9. Not used.

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. JT8D-15 engines equipped with MOD 10 exhaust mixer (Pratt & Whitney Aircraft Part No. 5004027) have same engine limits as JT8D-15 engines with splitter type exhaust system.

NOTE 12. Not used.

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

NOTE 14. Not used.

NOTE 15. Not used.

I - Model 737-100 (Cont'd)

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD 2008-10-09R1, Amendment 39-16148).

II - Model 737-200 (Approved December 21, 1967) Transport Aircraft

Engines: 2 Pratt and Whitney Turbofan Engines JT8D-7, JT8D-7A, JT8D-7B, JT8D-9, JT8D-9A, JT8D-15, JT8D-15A, JT8D-17, and JT8D-17A; Refer to the FAA Approved Airplane Flight Manual for aircraft engine and engine intermix eligibility. (Engine Type Certificate No. E2EA)

Fuel: See NOTE 4 for authorized types of fuel.

Engine Ratings:

	Takeoff static thrust, standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lbs.
JT8D-7, -7A, -7B	14,000	12,600
JT8D-9, -9A	14,500	12,600
JT8D-15, -15A	15,500	13,750
JT8D-17, -17A	16,000	15,200

Engine and Weight Limits

Thrust Settings: The appropriate thrust setting curve (EPR or Pt7), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

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

Eligible Serial Numbers:

Model:	
737-201	19418-19423, 20211-20216, 21665-21667, 21815-21818, 22018, 22273-22275, 22352-22355, 22443-22445, 22751-22758, 22795-22799, 22806, 22866-22869, 22961, 22962
737-204	19707-19712, 20236, 20417, 20632, 20633, 20806-20808, 21335, 21336, 21693, 21694, 22057-22059, 22364, 22365, 22638-22640, 22966, 22967
737-205	19408, 19409, 20412, 20711, 21184, 21219, 21445, 21729, 21765, 22022, 23464-23469
737-209	23795, 23796, 23913, 24197
737-210	21820
737-212	20492, 20521
737-214	19681, 19682, 19920, 19921, 20155-20160, 20368
737-217	19884-19888, 20196, 20197, 21716-21718, 22255-22260, 22341, 22342, 22658, 22659, 22728, 22729, 22864, 22865
737-219	19929-19931, 20344, 21130, 21131, 21645, 22088, 22657, 23470-23475
737-222	19039-19078, 19547-19556, 19758, 19932-19956
737-228	23000-23011, 23349, 23503, 23504, 23792, 23793
737-229	20907-20912, 21135-21137, 21176, 21177, 21596, 21839, 21840
737-230	22113-22143, 22402, 22634-22637, 23153-23158
737-232	23073-23105
737-236	21790-21808, 22026-22034, 23159-23172, 23225, 23226
737-241	21000-21009
737-242	21186, 22074, 22075
737-244	19707, 19708, 20229, 20329-20331, 22580-22591, 22828
737-247	19598-19617, 20125-20134, 23184-23189, 23516-23521, 23602-23609
737-248	19424, 19425, 20221-20223, 21714, 21715
737-258	22856, 22857
737-260	23914, 23915
737-266	21191-21196, 21227
737-268	20576-20578, 20882, 20883, 21275-21277, 21280-21283, 21360-21362, 21653, 21654, 22050

II - 737-200 (Cont'd)

737-269	21206
737-275	19742, 20142, 20588, 20670, 20785, 20922, 20958, 20959, 21115, 21639, 21712, 21713, 21819, 22086, 22087, 22159, 22264-22266, 22807, 22873, 22874, 23283-23285
737-277	22645-22656
737-281	20226, 20227, 20276, 20277, 20413, 20414, 20449-20452, 20506-20508, 20561-20563, 21766-21771
737-282	23041-23046
737-284	21224, 21225, 21301, 21302, 21500, 21501, 22300, 22301, 22338, 22339, 22343, 22400, 22401
737-286	20498, 20499, 21317
737-287	20403-20406, 20523, 20537, 20768, 20964-20966
737-291	20361-20365, 21069, 21508, 21509, 21544-21546, 21640-21642, 21747-21751, 21980, 21981, 22089, 22383, 22384, 22399, 22456, 22457, 22741-22744, 23023, 23024
737-293	19306-19309, 19713, 19714, 20334, 20335
737-296	22276, 22277, 22516, 22398
737-297	20209, 20210, 20242, 21739, 21740, 22051, 22426, 22629-22631
737-25A	23789-23791
737-25C	24236
737-27A	23794
737-2A1	20092-20096, 20589, 20777-20779, 20967-20971, 21094, 21095, 21597-21599, 22602
737-2A3	20299, 20300, 22737-22739
737-2A6	20194, 20195, 20412
737-2A8	20480-20486, 20960-20963, 21163, 21164, 21496-21498, 22280-22286, 22860-22863, 23036, 23037
737-2A9	20956
737-2B1	20280, 20281, 20786
737-2B2	20231, 20680
737-2B6	21214-21216, 22767
737-2B7	22878-22892, 23114-23116, 23131-23135
737-2C0	20070-20074
737-2C3	21012-21017
737-2C9	21443, 21444
737-2D6	20544, 20759, 20884, 21063-21065, 21211, 21212, 21285, 21286, 22766
737-2E1	20396, 20397, 20681, 20776, 20976, 21112
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737-2E7	22875, 22876
737-2F9	20671, 20672, 22771-22774, 22985, 22986
737-2H3	21973, 22624, 22625
737-2H4	20336, 20345, 20369, 20925, 21117, 21262, 21337-21340, 21447, 21448, 21533-21535, 21593, 21721, 21722, 21811, 21812, 21970, 22060-22062, 22356-22358, 22673-22675, 22730-22732, 22826, 22827, 22903-22905, 22963-22965, 23053-23055, 23108-23110, 23249
737-2H5	20453, 20454
737-2H6	20582-20584, 20586, 20587, 20631, 20926, 21732, 22620, 23320, 23849
737-2J8	22859
737-2K2	21397, 22025, 22296, 22906
737-2K3	23912, 24139
737-2K5	22596-22601
737-2K6	20957, 22340
737-2K9	22415, 22416, 22504, 22505, 23386, 23404, 23405
737-2L7	21616
737-2L9	21278, 21279, 21528, 21685, 21686, 22070-22072, 22406-22408, 22733-22735
737-2M2	21172, 21723, 22626, 22775, 22776, 23220, 23351
737-2M6	20913, 21138
737-2M8	21231, 21736, 21955, 22090
737-2M9	21236
737-2N1	21167
737-2N3	21165, 21166
737-2N7	21226
737-2N8	21296
737-2N0	23677-23679
737-2P5	21440, 21810, 22267, 22667, 23113
737-2P6	21355-21359, 21612, 21613, 21677, 21733, 21734
737-2Q3	21476-21478, 22367, 22736, 23117, 23481, 24103
737-2Q8	21518, 21687, 21735, 21960, 22453, 22760, 23148
737-2Q9	21719, 21720, 21975, 21976
737-2S3	21774-21776, 22278, 22279, 22633, 22660
737-2S9	21957
737-2T2	22793
737-2T4	22054, 22055, 22368-22371, 22529, 22697-22701, 22800-22804, 23272-23274, 23443-23447

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737-2T5	22023, 22024, 22395-22397, 22632, 22979
737-2T7	22761, 22762
737-2U4	22161, 22576
737-2U9	22575
737-2V2	22607
737-2V5	22531
737-2V6	22431
737-2W8	22628
737-2X2	22679
737-2X9	22777-22779
737-2Y5	23038-23040, 23847, 23848, 24031
737-2Z6	23059
737-T43A	20685-20703

NOTES FOR SECTION II (737-200):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D6-15066-2) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8737. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Model designation of the airplanes are identified by the "Dash No." suffix to "737". Consider, for example, the designation "737-105". The "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not used.

NOTE 7. The Boeing Supplemental Structural Inspection Document (SSID), D6-37089 and D6-37089-1, are applicable to the 737-100, 737-200 and 737-200C (Sec ADs 98-11-04, Amendment 39-10531, 98-11-04 R1, Amendment 39-10984, and 2008-11-03, Amendment 39-15525).

NOTE 8. All Model 737-200 series airplanes having serial numbers 20492 and on, are of the -200 advanced series airplane. All earlier airplanes can be kit modified to the advanced configuration.

NOTE 9. The "Advanced" configuration (for aircraft with serial numbers before 20492) consists of the following performance modification kits to be operator installed in the following order, if desired:

(a) A stopping package, MC 3452, (S.B. 32-1051) plus a high lift package (MC-3400).

(b) The above (a) plus JT8D-15 engine (MC-3510).

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. JT8D-15 engines equipped with MOD 10 exhaust mixer (Pratt & Whitney Aircraft Part No. 5004027) have same engine limits as JT8D-15 engines with splitter type exhaust system.

II - 737-200 (Cont'd)

NOTE 12. Reference Boeing Document D6-37349 for approved autoland equipment limitations for Model 737-200 series airplanes.

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

NOTE 14. Airplanes line numbers 1591, 1593, 1595, and on, were manufactured on or after August 20, 1988, and airplane line numbers 1718, 1903, 1907, and on, were manufactured on or after August 20, 1990. Reference §121.312(a)(1) and (2) Amendment 121-198. Airplanes 1718, 1907 through 1927 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

NOTE 15. The type design reliability and performance of the Model 737-200, -300, -400, and -500 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D6-38091 "CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" for the Model 737-200, and Boeing Document D6-38123 for the Models 737-300, -400, and -500.

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 and Special Conditions 25-308-SC are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD 2008-10-09R1, Amendment 39-16148).

NOTE 18.
(a) For 737-200 airplanes operated within the ranges of 95 – 111.2 KIPS for taxi weight and 89.7 – 103 KIPS for landing weight: The life limit for main and nose landing gear is 81,000 flight cycles.
(b) For 737-200 High Gross Weight (HGW) airplanes, operated within 114 – 128.6 KIPS taxi weight and 103 – 107 KIPS landing weight: The life limit for main and nose gear is 100,000 and 90,000 flight cycles respectively
(c) Trunnion pins 65-46113-3 and -5 are to be replaced at 76,000 flight cycles and
(d) Forward trunnion fuse bolts 65-42196-4, -5 and 69-58854-2 are to be replaced at 83,000 flight cycles.
(e) For detail components lives, see Boeing Service Letter 737-SL-32-21.

III - Model 737-200C (Approved October 29, 1968) Transport Aircraft

Engines: 2 Pratt and Whitney Turbofan Engines JT8D-7, JT8D-7A, JT8D-7B, JT8D-9, JT8D-9A, JT8D-15, JT8D-15A, JT8D-17, and JT8D-17A; Refer to the FAA Approved Airplane Flight Manual for aircraft engine and engine intermix eligibility. (Engine Type Certificate No. E2EA)

Fuel: See NOTE 4 for authorized types of fuel.

Engine Ratings:

	Takeoff static thrust, standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
JT8D-7, -7A, -7B	14,000	12,600
JT8D9D-9, -9A	14,500	12,600
JT8D-15, -15A	15,500	13,750
JT8D-17, -17A	16,000	15,200

Engine and Weight Limits

For engine operating limits see engine TC Data Sheet No. E2EA or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate thrust setting curve (EPR or Pt7), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

III - 737-200C (cont'd)

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

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

Eligible Serial Numbers:

Model:	
737-202C	19426
737-204C	20282, 20389
737-205C	20458
737-210C	19594, 20138, 20440, 20917, 21066, 21067, 21821, 21822
737-219C	22994
737-229C	20914-20916, 21139, 21738
737-230C	20253-20258
737-242C	19847, 19848, 20455, 20496, 21728, 22877
737-248C	20218-20220, 21011
737-268C	20574, 20575
737-270C	20892, 20893, 21183
737-275C	19743, 21116, 21294, 22160, 22618
737-282C	23051
737-286C	20500, 20740
737-287C	20407, 20408
737-290C	22577, 22578, 23136
737-298C	20793-20795
737-2A1C	21187, 21188
737-2A8C	22473
737-2A9C	20205, 20206
737-2B1C	20536
737-2B6C	23049, 23050
737-2D6C	20650, 20758, 21287
737-2H3C	21974
737-2H4C	20346
737-2H6C	21109
737-2H7C	20590, 20591, 23386
737-2J8C	21169, 21170
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737-2L7C	21073
737-2M2C	21173
737-2M6C	21809
737-2N9C	21499
737-2Q2C	21467
737-2Q5C	21538
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737-2R6C	22627
737-2R8C	21710, 21711
737-2S2C	21926-21929
737-2S5C	22148
737-2T2C	22056
737-2T4C	23065, 23066
737-2X6C	23121-23124, 23292

NOTES FOR SECTION III (737-200C):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D6-15066-3) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8737. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

III - 737-200C (cont'd)

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Model designation of the airplanes are identified by the "Dash No." suffix to the "737". Consider, for example, the model designation "737-105". The "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not used.

NOTE 7. The Boeing Supplemental Structural Inspection Document (SSID), D6-37089 and D6-37089-1, are applicable to the 737-100, 737-200 and 737-200C (Sec ADs 98-11-04, Amendment 39-10531, 98-11-04 R1, Amendment 39-10984, 2008-08-23, Amendment 39-15477 and 2008-11-03, Amendment 39-15525).

NOTE 8. All Model 737-200 series airplanes having serial numbers 20492 and on, are of the -200 advanced series airplane. All earlier airplanes can be kit modified to the advanced configuration.

NOTE 9. The "Advanced" configuration (for aircraft with serial numbers before 20492) consists of the following performance modification kits to be operator installed in the following order, if desired:

(a) A stopping package, MC 3452, (S.B. 32-1051) plus a high lift package (MC-3400).

(b) The above (a) plus JT8D-15 engine (MC-3510).

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. JT8D-15 engines equipped with MOD 10 exhaust mixer (Pratt & Whitney Aircraft Part No. 5004027) have same engine limits as JT8D-15 engines with splitter type exhaust system.

NOTE 12. Reference Boeing Document D6-37349 for approved autoland equipment limitations.

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

NOTE 14. Airplanes line numbers 1591, 1593, 1595, and on, were manufactured on or after August 20, 1988, and airplane line numbers 1718, 1903, 1907, and on, were manufactured on or after August 20, 1990. Reference §121.312(a)(1) and (2) Amendment 121-198. Airplanes 1718, 1907 through 1927 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

NOTE 15. The type design reliability and performance of the Model 737-200, -300, -400, and -500 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D6-38091 "CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" for the Model 737-200, and Boeing Document D6-38123 for the Models 737-300, -400, and -500.

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

III - 737-200C (cont'd)

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 and Special Condition 25-308-SC are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD's 2008-10-09R1, Amendment 39-16148).

NOTE 18. (a) For 737-200 airplanes operated within the ranges of 95 – 111.2 KIPS for taxi weight and 89.7 – 103 KIPS for landing weight: The life limit for main and nose landing gear is 81,000 flight cycles.

(b) For 737-200 High Gross Weight (HGW) airplanes, operated within 114 – 128.6 KIPS taxi weight and 103 – 107 KIPS landing weight: The life limit for main and nose gear is 100,000 and 90,000 flight cycles respectively

(c) Trunnion pins 65-46113-3 and -5 are to be replaced at 76,000 flight cycles and

(d) Forward trunnion fuse bolts 65-42196-4, -5 and 69-58854-2 are to be replaced at 83,000 flight cycles.

(e) For detail components lives, see Boeing Service Letter 737-SL-32-21.

IV - Model 737-300 (Approved November 14, 1984) Transport Aircraft

Engines: 2 CFM-56-3-B1, CFM-56-3B-2 or CFM-56-3C-1 Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. (Engine Type Certificate No. E2GL and E21EU)

Fuel: Fuel conforming to commercial jet fuel Specification ASTM-D-1655 or G.E. Specification D50TF2 Jet A, Jet A1, and Jet B are authorized for unlimited use. Fuels conforming to MIL-T-5624 grades JP-4, P-5, and JP-8 are acceptable alternatives. The use of either JP-4 or Jet B is limited to non-revenue flights. Consult flight manual for additional fuel usage limitations and additive use.

Engine Ratings:

	Takeoff static thrust, standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
CFM 56-3C-1	22,100	20,500
CFM 56-3-B1	20,100	18,900
CFM 56-3B-2	22,100	20,500

*CFM 56-3C-1 Throttle limiter to limit full throttle thrust equivalent to 22,100

Engine and Weight Limits

For engine operating limits see engine TC Data Sheet No. E2GL or E21EU or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

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

Eligible Serial Numbers:

Model:	
737-301	23228-23237, 23257-23261, 23510-23515, 23550-23560, 23739-23743, 23930-23937
737-306	23537-23546, 24261, 24262, 24404, 27420, 27421, 28719, 28720
737-317	23173-23177
737-319	25606-25609
737-322	23642-23644, 23665-23675, 23947-23957, 24147-24149, 24191-24193, 24228-24230, 24240-24253, 24301, 24319-24321, 24360-24362, 24378, 24379, 24452-24455, 24532-24540, 24637-24642, 24653-24674, 24717-24718
737-329	23771-23775, 24355, 24356
737-330	23522-23531, 23833-23837, 23871-23875, 24280-24284, 24561-24565, 25148, 25149, 25215-25217, 25242, 25359, 25414-25416, 26428-26432, 27903-27905
737-332	25994, 25995, 25996, 25997, 25998

IV- Model 737-300 (cont'd)

737-340	23294-23299
737-341	24275-24279, 24935, 24936, 25048-25051, 26852-26857
737-347	23181-23183, 23345-23347, 23440-23442, 23596-23599
737-348	23809, 23810
737-375	23707, 23708, 23808
737-376	23477-23479, 23483-23491, 24295-24298
737-377	23653-23664, 24302-24305
737-382	24364-24366, 24449, 24450, 25161, 25162
737-31B	25895, 25897, 27151, 27272, 27275, 27287-27290, 27343, 27344, 27519, 27520
737-31L	27273, 27276, 27345, 27346
737-31S	29055-29060, 29099, 29100, 29116, 29264-29267
737-32Q	29130
737-33A	23625-23636, 23827-23832, 24025-24030, 24092-24098, 24460, 24461, 24789-24791, 25010, 25011, 25032, 25033, 25056, 25057, 25118, 25119, 25138, 25401, 25402, 25426, 25502-25508, 25511, 25603, 25743, 25744, 27267, 27284, 27285, 27452-27460, 27462, 27463, 27469, 27907, 27910
737-33R	28868-28871, 28873
737-33S	29072
737-33V	29331-29342
737-34N	28081, 28082
737-34S	29108, 29109
737-35B	23970-23972, 24237, 24238, 24269, 25069
737-35N	28156-28158, 29315, 29316
737-36E	25159, 25256, 25263, 25264, 26315, 26317, 26322, 27626
737-36M	28332, 28333
737-36N	28554-28564, 28566-28573, 28586, 28590, 28594, 28596, 28599, 28602, 28606, 28668-28673, 28872
737-36Q	28657-28660, 28662, 28664, 28760, 28761, 29140, 29141, 29189, 29326, 29327, 29405, 30333-30335
737-36R	29087, 30102
737-37K	27283, 27335, 27375, 29407, 29408
737-37Q	28537, 28548
737-38B	25124
737-38J	27179-27183, 27395
737-39A	23800
737-39K	27274, 27362
737-39M	28898
737-39P	29410, 29411, 20412
737-3A1	28389
737-3A4	23251-23253, 23288-23291, 23505, 23752
737-3B3	24387, 24388, 26850, 26851
737-3B7	22950-22959, 23310-23319, 23376-23385, 23594, 23595, 23699-23706, 23856-23862, 24410-24412, 24478, 24479, 24515, 24516
737-3G7	23218, 23219, 23776-23785, 24008-24012, 24633, 24634, 24710-24712, 25400
737-3H4	22940-22949, 23333-23344, 23414, 23689-23697, 23938-23940, 23959, 23960, 24153, 24408, 24572, 24888, 24889, 25219, 25250, 25251, 26571-26602, 27378-27380, 27689-27722, 27926-27937, 27953-27956, 28033-28037, 28329-28331, 28398-28401
737-3H6	27125, 27347
737-3H9	23329, 23330, 23415, 23416, 23714-23716, 24140, 24141
737-3J6	23302, 23303, 25078-25081, 25891, 25892, 25893, 27045, 27128, 27361, 27372, 27518, 27523
737-3K2	23411, 23412, 23738, 23786, 24326-24329, 26318, 27635, 28085
737-3K9	23797, 23798, 24211-24214, 24864, 24869, 25210, 25239, 25787, 25788
737-3L9	23331, 23332, 23717, 23718, 24219-24221, 24569-24571, 25125, 25150, 25360, 25440-26442, 27061, 27336, 27337, 27833, 27834, 27924, 27925
737-3M8	24020-24024, 24376, 24377, 24413, 24414, 25015-25017, 25039-25041, 25070, 25071
737-3Q4	24208-24210
737-3Q8	23254-23256, 23387, 23388, 23401, 23402, 23406, 23506, 23507, 23535, 23766, 24068, 24131, 24132, 24299, 24300, 24403, 24470, 24492, 24698-24702, 24961-24963, 24986-24988, 25373, 26282-26286, 26288, 26292-26296, 26301, 26303, 26305, 26307, 26309-26314, 26321, 26325, 26333, 27271, 27286, 27633, 28054, 28200
737-3S1	24834, 24856
737-3S3	23712, 23713, 23733, 23734, 23787, 23788, 23811, 24059, 24060, 29244, 29245
737-3T0	23352-23375, 23455-23460, 23569-23593, 23838-23841, 23941-23943
737-3T5	23060-23064
737-3U3	28731, 28732, 28733, 28734, 28735, 28736, 28737, 28738, 28739, 28740, 28741, 28742
737-3U8	28746, 28747, 29088, 29705
737-3W0	23396, 23397, 25090, 27127, 27139, 27522, 28972, 28973, 29068, 29069

IV- Model 737-300 (cont'd)

737-3Y0	23495-23500, 23684, 23685, 23747-23750, 23812, 23826, 23921-23927, 24255, 24256, 24462-24465, 24546, 24547, 24676-24681, 24770, 24902, 24905, 24907-24910, 24913, 24914, 24916, 24918, 25172-25174, 25179, 25187, 26068, 26070, 26072, 26082-26084
737-3Y5	25613-25615
737-3Y9	25604
737-3Z0	23448-23451, 25089, 25896, 27046, 27047, 27126, 27138, 27176, 27373, 27374, 27521
737-3Z6	24480
737-3Z8	23152
737-3Z9	23601, 24081

NOTES FOR SECTION IV (737-300):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A530) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8730. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Models designation of the 737-100, 737-200, 737-200C, 737-300, 737-400, and 737-500 Series airplanes are shown by the "Dash No." of the prefix "737," i.e. 737-105; the "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not Used.

NOTE 7. The Boeing 737 Supplemental Structural Inspection Document (SSID), D6-82669 is applicable to the 737-300, 737-400 and 737-500 (See AD 2008-09-13, Amendment 39-15494).

NOTE 8. (a) For 737-300 airplanes operated within the ranges of 136.5 – 119 KIPS for taxi weight and 114 KIPS for landing weight: The life limit for main and nose landing gear is 75,000 flight cycles.

(b) For detail components lives, see Boeing Service Letter 737-SL-32-21.

NOTE 9. Not used.

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. Not used.

NOTE 12. Not used.

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

IV- Model 737-300 (cont'd)

NOTE 14. Airplanes line numbers 1591, 1593, 1595, and on, were manufactured on or after August 20, 1988, and airplane line numbers 1718, 1903, 1907, and on, were manufactured on or after August 20, 1990. Reference §121.312(a)(1) and (2) Amendment 121-198. Airplanes 1718, 1907 through 1927 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

NOTE 15. The type design reliability and performance of the Model 737-200, -300, -400, and -500 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D6-38091 "CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" for the Model 737-200, and Boeing Document D6-38123 for the Models 737-300, -400, and -500.

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 and Special Condition 25-308-SC are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD's 2008-10-09R1, Amendment 39-16148).

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V - Model 737-400 (Approved September 2, 1988) Transport Category.

Engines: 2 CFM International, S.A. CFM-56-3C-1 or CFM-56-3B-2 Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. (Engine Type Certificate No. E2GL and E21EU)

Fuel: Fuel conforming to commercial jet fuel Specification ASTM-D-1655 or G.E. Specification D50PF2 Jet A, Jet A1, and Jet B are authorized for unlimited use. Fuels conforming to MIL-T-5624 grades JP-4, JP-5, and JP-8 are acceptable alternatives. Consult flight manual for fuel usage limitations and additive use.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lbs.
CFM-56-3C-1	23,500	21,860
CFM-56-3B-2	22,100	20,500

For engine operating limits see engine TC Data Sheet No. E2GL or E21EU or the FAA Approved Airplane Flight Manual.

Engine and Weight Limits

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

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

Eligible Serial Numbers:

Model	
737-401	23876-23886, 23984-23992
737-405	24270, 24271, 24643, 24644, 25303, 25348, 25795
737-406	24514, 24529, 24530, 24857, 24858, 24959, 25355, 25412, 25423, 25424, 27232, 27233
737-408	24352, 24353, 24804, 25063
737-429	25226, 25247, 25248, 25729
737-430	27000-27005, 27007
737-436	24052, 24053, 25267, 25304, 25305, 25349, 25350 25407, 25408, 25428, 25839-25844, 25848-25860
737-446	27916, 27917, 28087, 28097, 28831, 28832, 28994, 29864
737-448	24474, 24521, 24773, 24866, 25052, 25736
737-476	24430-24446, 28150-28152
737-484	25313, 25314, 25361, 25362, 25417, 25430, 27149
737-490	27081, 27082, 28885-28896, 29270, 29318, 29858, 30161
737-497	25663, 25664
737-42C	24231, 24232, 24813, 24814
737-42J	27143
737-42R	29107
737-43Q	28489-28494
737-44P	29914, 29915
737-45D	27131, 27156, 27157, 27256, 27914, 28752, 28753
737-45R	29032-29035
737-45S	28473, 28474, 28476-28478
737-46B	24123, 24124, 24573, 25262
737-46J	27171, 27213, 27826, 28038, 28271, 28334, 28867
737-46M	28549, 28550
737-46N	28723
737-46Q	28661, 28663, 28758, 28759, 29000, 29001
737-48E	25764-25766, 25771-25776, 26334, 27630, 27632, 28053, 28198
737-49R	28881, 28882
737-4B3	24750, 24751
737-4B6	24807, 24808, 26526, 26529-26531, 27678
737-4B7	24548-24560, 24781, 24811, 24812, 24841, 24842, 24862, 24863, 24873, 24874, 24892, 24893, 24933, 24934, 24979, 24980, 24996, 24997, 25020-25024
737-4C9	25429, 26437
737-4D7	24830, 24831, 25321, 26611-26614, 28701-28704

V - Model 737-400 (cont'd)

737-4H6	26443, 26444, 26447, 26449, 26451-26453, 26455, 26457-26468, 27083-27087, 27096, 27097, 27166-27170, 27190, 27191, 27306, 27352, 27353, 27383, 27384, 27673, 27674
737-4K5	24125-24130, 24769, 24901, 26316, 27074, 27102, 27830, 27831
737-4L7	26960, 26961
737-4M0	29201-29210
737-4Q3	26603-26606, 27660, 29485-29487
737-4Q8	24069, 24070, 24234, 24332, 24703-24709, 25095-25114, 25163, 25164, 25168, 25169, 25371-25378, 25740, 26279-26281, 26285, 26289-26291, 26298-26300, 26302, 26306, 26308, 26320, 26334, 26335, 26337, 27628, 28199, 28202
737-4S3	24163-24167, 24795, 24796, 25116, 25134, 25594-25596
737-4U3	25713-25719
737-4Y0	23865-23870, 23976-23981, 24314, 24344, 24345, 24467-24469, 24493, 24494, 24511-24513, 24519, 24520, 24545, 24682-24693, 24903, 24904, 24906, 24911, 24912, 24915, 24917, 25177, 25178, 25180, 25181, 25184, 25190, 25261, 26065, 26066, 26069, 26071, 26073, 26074, 26077, 26078, 26081, 26085, 26086, 26088
737-4Z6	27906
737-4Z9	25147, 27094

NOTES FOR SECTION V (737-400):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A540) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8734. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Model designation of the airplanes are identified by the "Dash No." suffix of the "737. Consider, for example "737-105". The "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not Used.

NOTE 7. The Boeing 737 Supplemental Structural Inspection Document (SSID), D6-82669 is applicable to the 737-300, 737-400 and 737-500 (See AD 2008-09-13, Amendment 39-15494).

NOTE 8. (a) For 737-300 airplanes operated within the ranges of 136.5 – 119 KIPS for taxi weight and 114 KIPS for landing weight: The life limit for main and nose landing gear is 75,000 flight cycles.

(b) For detail components lives, see Boeing Service Letter 737-SL-32-21.

NOTE 9. Not used.

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. Not used.

NOTE 12. Not Used.

V - Model 737-400 (cont'd)

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

NOTE 14. Airplanes line numbers 1591, 1593, 1595, and on, were manufactured on or after August 20, 1988, and airplane line numbers 1718, 1903, 1907, and on, were manufactured on or after August 20, 1990. Reference §121.312(a)(1) and (2) Amendment 121-198. Airplanes 1718, 1907 through 1927 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

NOTE 15. The type design reliability and performance of the Model 737-200, -300, -400, and -500 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D6-38091 "CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" for the Model 737-200, and Boeing Document D6-38123 for the Models 737-300, -400, and -500.

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 and Special Condition 25-308-SC are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD's 2008-10-09R1, Amendment 39-16148)

VI - Model 737-500 (Approved February 12, 1990) Transport Aircraft

Engines: 2 CFM International, S.A. CFM-56-3C-1 or CFM-56-3-B1 Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. (Engine Type Certificate No. E2GL and E21EU)

Fuel: Fuel conforming to commercial jet fuel Specification ASTM-D-1655 or G.E. Specification D50PF2 Jet A, Jet A1, and Jet B are authorized for unlimited use. Fuels conforming to MIL-T-5624 grades JP-4, JP-5, and JP-8 are acceptable alternatives. Consult flight manual for limitations on fuel usage and additive use.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
CFM-56-3C-1	20,100	18,900*
CFM-56-3-B1	20,100	18,900

*CFM 56-3C-1 throttle limiter to limit full throttle thrust equivalent to 20,100.

Engine and Weight Limits

For engine operating limits see engine TC Data Sheet No. E2GL or E21EU or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

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

Eligible Serial Numbers:

Model	
737-505	24272-24274, 24645-24652, 24828, 25789-25792, 25797, 26297, 27153, 27155, 26304, 25794, 26336, 26338, 27627, 27631
737-522	25001-25009, 25254, 25255, 25290, 25291, 25381-25388, 26642, 26643, 26645, 26646, 26648, 26649, 26651-26653, 26655-26659, 26662, 26663, 26667, 26668, 26671, 26672, 26675, 26676, 26679, 26680, 26683, 26684, 26687, 26688, 26690-26692, 26695, 26696, 26700, 26703, 26704, 26707, 26739, 26699
737-524	27314-27334, 27526-27535, 27540, 27900, 27901, 26319, 26339, 26340, 28899-28928

VI - Model 737-500 (cont'd)

737-528	25206, 25227-25237, 27304, 27305, 27424-27426
737-529	25218, 25249, 25418, 25419, 26537, 26538
737-530	24815-24824, 24937-24946, 25243, 25244, 25270-25272, 25309-25311, 25357, 25358
737-548	24878, 24919, 24968, 24989, 25115, 25165, 25737-25739, 26287
737-566	25051, 25084, 25307, 25352, 26051, 26052
737-5B6	26527, 25317, 25364, 26525, 27679, 27680
737-5C9	26438, 26439
737-5H3	26639, 26640, 27257, 27912
737-5H4	24178-24190, 25153, 25154, 25318-25320, 26564-26570
737-5H6	26445, 26446, 26448, 26450, 26454, 26456, 27354-27356
737-5K5	24776, 24926, 24927, 25037, 25062
737-5L9	24778, 24805, 24859, 24928, 25066, 28083, 28084, 28128-28131, 28721, 28722, 28995-28997, 29234, 29235
737-5Q8	25160, 25166, 25167, 26323, 26324, 27629, 27634, 28052, 28055, 28201
737-5U3	28726, 28727, 28728, 28729, 28730
737-5Y0	24696, 24897-24900, 25175, 25176, 25182, 25183, 25185, 25186, 25188, 25189, 25191, 25192, 25288, 25289, 26067, 26075, 26097, 26100, 26101, 26104, 26105
737-53A	24754, 24785-24788, 24877, 24878, 24881, 24921, 24922, 24970, 25425
737-53C	24825-24827
737-53S	29073-29075
737-54K	27381, 27430-27435, 27966, 28461, 28462, 28990-28993, 29794, 29795
737-55D	27130, 27368, 27416-27419
737-55S	26539-26543, 28469-28472, 28475
737-56N	28565
737-58E	25767-25769, 29122
737-58N	28866
737-59D	24694, 24695, 25038, 25065, 26419, 26421, 26422, 27268

NOTES FOR SECTION VI (737-500):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A550) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM, Boeing Document No. D6-8735. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6-38278-CMR, is the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403. Each operator must incorporate into their airline's FAA-Approved maintenance program the applicable requirements of this document.

NOTE 4. (a) JP-1, JP-4 and JP-5 fuels conforming to P & WA specification No. 522 and later revisions may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types. See AFM specified in Note 2 for limitations on fuel use.

(b) Anti-icing fuel additive PFA-55MB may be used if concentration delivered to airplane does not exceed 0.15% by volume. No fuel system anti-icing credit is allowed. See AFM specified in Note 2 for limitations on fuel additive use.

NOTE 5. Models designation of the airplanes are shown by the "Dash No." suffix of "737". Consider, for example, the designator "737-105". The "1" represents the "-100 Series," and the "05" represents the customer's configuration for which initial approval was obtained.

NOTE 6. Not used.

NOTE 7. The Boeing 737 Supplemental Structural Inspection Document (SSID) D6-82669 is applicable to the 737-300, 737-400 and 737-500 (See AD 2008-09-13, Amendment 39-15494).

NOTE 8. (a) For 737-500 airplanes operated within the ranges of 134-139 KIPS for taxi weight and 110 KIPS for landing weight: The life limit for main and nose landing gear is 75,000 flight cycles.

(b) For detail components lives, see Boeing Service Letter 737-SL-32-21.

NOTE 9. Not Used.

VI - Model 737-500 (cont'd)

NOTE 10. Individual airplanes may be limited to weights different than those specified herein. Refer to the FAA Approved Airplane Flight Manual or the FAA Approved Weight and Balance Manual to determine maximum permissible operating weights and balance limitations.

NOTE 11. Not used.

NOTE 12. Not Used

NOTE 13. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D6-19567 titled "Service Bulletin 737". The records of airplanes imported into the USA should be reviewed to be sure that further modifications are accomplished to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

NOTE 14. Airplanes line numbers 1591, 1593, 1595, and on, were manufactured on or after August 20, 1988, and airplane line numbers 1718, 1903, 1907, and on, were manufactured on or after August 20, 1990. Reference §121.312(a)(1) and (2) Amendment 121-198. Airplanes 1718, 1907 through 1927 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

NOTE 15. The type design reliability and performance of the Model 737-200, -300, -400, and -500 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D6-38091 "CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION" for the Model 737-200, and Boeing Document D6-38123 for the Models 737-300, -400, and -500.

NOTE 16. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 17. Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 and Special Condition 25-308-SC are listed in the FAA-approved Airworthiness Limitations document, Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations and Certification Maintenance Requirements, Document D6-38278-CMR, Revision May 2006 or later FAA-approved revision (see AD's 2008-10-09R1, Amendment 39-16148).

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500:

Airframe Limits Capacities & Rigging

Minimum Crew for All Flights: 2 (Pilot and Copilot)

Maximum Passengers: 113 (737-100 Series Airplanes), 124 if compliance with FAR 25.2(b), (c), & (d) at Amendment 25.20 is shown.
119 (737-200/200C Series Airplanes), 136 if compliance with FAR 25.2(b), (c), & (d) is shown.
149 (737-300 Series Airplanes)
188 (737-400 Series Airplanes), limited by FAR 25.803(c)
140 (737-500 Series Airplanes), limited by FAR 25.807(d)

Maximum Baggage Cargo: See appropriate Weight and Balance Manual, listed in Note 1.

Fuel & Oil Capacities: See appropriate Weight and Balance Manual, listed in Note 1.

Minimum Required Fuel: See appropriate FAA Approved Airplane Flight Manual listed in NOTE 2.

Maximum Operating Altitude: 35,000 ft. 37,000 ft. if authorized by Flight Manual. (737-100 and 737-200 Series Airplanes).
37,000 ft. (737-300, 737-400, and 737-500 Series Airplanes)

Datum: 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 is 286 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.

MAC: 134.5 inches (L.E. of MAC is 625.59 inches aft of the aircraft datum).

Other Operating Limitations: See FAA Approved Airplane Flight Manual Appendices listed In NOTE 2. See NOTE 12 of Section II for 737-200 and Section III for 737-200C for autoland limitations.

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500 (Cont'd):

Control Surface Movements:

To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes must, therefore, be rigged according to the following FAA Approved data: Boeing Drawings No.

65-45101 Control Installation, Aileron Spoiler
65-45102 Control Installation, Elevator
65-45103 Control Installation, Rudder
65-45104 Control Installation, Stabilizer Trim
65-45105 Control Installation, Aileron Trim
65-45106 Control Installation, Rudder Trim
65-45116 Control Installation, Speed Brake

Certification Basis:

Type Certification Basis, (737-100 & 737-200 Series Airplanes).

14 CFR Part 25, Amendments 25-1 through 25-3, 25-7, 25-8, 25-15, 14 CFR §21, 14 CFR Part 1: and special conditions attached to FAA letter to Boeing dated October 15, 1965, and modified in letters dated December 23, 1966 and February 14, 1967,

Special Conditions:
25-89-NW-5, Special Conditions for the Boeing Models 737-200 Series Airplanes Automatic Takeoff Thrust Control System, published in the Federal Register on March 16, 1979

25-308-SC, Special Conditions: Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting) published in the Federal Register on December 5, 2005 (not applicable to 737-100)

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017

Equivalency safety findings exist with respect to the following regulations for Boeing 737-100 and 200 airplanes:

§25.811(f)	Exterior Exit Marking
§25.853(a)	Compartment Interiors (documented in TAD ELOS memo PS-08-0670-C-1)
§25.981(a)(3)	Equivalent Level of Safety (ELOS) Finding for Ground Fault Interrupter Relays on Boeing Models 707, 727, 737CL, 737NG, 747CL, 747-400, 747-8/-8F, 757, 767, and 777 (documented in TAD ELOS memo PS-05-0123-P-1)
§25.1415(d)	Emergency Locator Transmitter
§25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles (ES-1) (not applicable to 737-100)
§25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System (S-1) (not applicable to 737-100)

Exemptions from 14 CFR Part 25:

- §25.1001 - allow takeoff weight 115% of maximum landing weight (Exemption No. 575), (non-advanced airplanes only. See Note 8 of Section II provides information about advanced airplanes.)
- §25.1203(a) allows deletion of fire detector system in the extended nacelle tailpipe section of the engines (Exemption No. 2072).
- §25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Exemption No. 7968, February 4, 2003) See NOTE 16 of sections I thru VI for information about high thrust failure.
- §25.853(a), appendix F, paragraph (a)(1)(i) – Partial Time-Limited Exemption from,Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)

14 CFR Part 26
Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 subpart B and subpart E are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Compliance has been found for the following regulations at Amendment 26-0: §26.11
Compliance has been found for the following regulations at Amendment 26-1: §26.43, 26.45, 26.47, and 26.49

14 CFR Part 36 of the Federal Aviation Regulations.

Special Federal Aviation Regulation 27-5.

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500 (Cont'd):

Certification Basis(Cont'd):
Type Certification Basis, (737-300 Series Airplanes)

14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-3, 25-7, 25-8, and 25-15, except where superseded by the following sections of 14 CFR Part 25 as amended by Amendments 25-1 through:

25-11 (§ 25.939, 25.977, 25.1141);
25-16 (§ 25.1457);
25-17 (§ 25.813);
25-20 (§ 25.785);
25-23 (§ 25.701, 25.723, 25.729, 25.863, 25.1103, 25.1143, 25.1331, 25.1333, 25.1435);
25-31 (§ 25.1459);
25-32 (§ 25.787, 25.809, 25.811, 25.853, 25.1557);
25-36 (§ 25.1305(a), (c), (d)(1), and (d)(2));
25-40 (§ 25.1585);
25-51 (§ 25.2, 25.101, 25.107, 25.111, 25.113, 25.143, 25.343, *25.571(a) and (b), 25.571(d), 25.581, 25.629, *25.671, *25.672, 25.677, 25.683, *25.699, 25.703, 25.735, 25.771, 25.772, 25.773, 25.789, 25.791, 25.803, 25.812, 25.855, 25.865, 25.903, 25.933, 25.934, 25.979, 25.993, 25.994, 25.1001, 25.1019, 25.1041, 25.1043, 25.1093, 25.1183, 25.1203, 25.1303, **25.1305(d)(3), 25.1307, *25.1309, 25.1325(a) through (f), 25.1326, 25.1351(d), 25.1359, 25.1387, 25.1413, 25.1415, 25.1419, 25.1447, 25.1450, 25.1561, 25.1581, 25.1583, 25.1587);
25-53 (§25.1411).

*Applicable only to new or major modified structure or to new systems and components unique to the 737-300 series airplane with respect to the existing Model 737-200 Series airplane. For unmodified areas of Power Operated Control Systems, the original amendment level of 14 CFR §25.695 remains in effect.
**Compliance with §25.1305(d)(3) has been mandated by the FAA in accordance with the provisions of 14 CFR § 21.101(b).

14 CFR Part 26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections
Compliance has been found for the following regulations at Amendment 26-0: §26.11
Compliance has been found for the following regulations at Amendment 26-1: §26.43, 26.45, 26.47, and 26.49
Compliance has been found for the following regulations at Amendment 26-3: §26.33

14 CFR Part 36 of the Federal Aviation Regulations with Amendments 36-1 through 36-12, effective August 1, 1981. See the appropriate FAA Approved Airplane Flight Manual listed in Note (2) for applicability of Stage 4 Noise Recertification through Amendment 36-28.

Special Federal Aviation Regulation 27-5.

Special Conditions:
25-308-SC, Special Condition: Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting)

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017

Exemptions from 14 CFR Part 25:
§25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Exemption No. 7968, February 4, 2003) See NOTE 16 of sections I thru VI for information about high thrust failure.

§25.853(a), appendix F, paragraph (a)(1)(i) – Partial Time-Limited Exemption from, Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010 , Exemption No. 9791C, February 4, 2011)

Equivalency safety findings exist with respect to the following regulations: For 737-300 only:
§25.723(a) Shock Absorption Tests
§25.791 Passenger Information Signs and Placards
§25.803(c)(8) Emergency Evacuation

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500 (Cont'd):

§25.809(f)(1)(ii) Escape Slides
§ 25.853(a) Compartment Interiors (documented in TAD ELOS memo PS-08-0670-C-1)
§25.853(c) Compartment Interiors
§25.811(e)(3) Emergency Handle Illumination
§25.812(b)(1)(i) Emergency Exit Signs
§25.1093(b)(1) Induction System Deicing and Anti-Icing provisions.
§25.811(f) Exterior Exit Markings
§25.981(a)(3) Equivalent Level of Safety (ELOS) Finding for Ground Fault Interrupter Relays on Boeing Models 707, 727, 737CL, 737NG, 747CL, 747-400, 747-8/-8F, 757, 767, and 777 (documented in TAD ELOS memo PS-05-0123-P-1)
§25.1415(d) Emergency Locator Transmitter (ELT)
§25.1441(c) Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles (ES-1)
§25.1443(c) Determination of Minimum Oxygen Flow for the Lavatory Oxygen System (S-1)

Type Certification Basis, (737-400 and 737-500 Series Airplanes)

14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-3, 25-7, 25-8, and 25-15, except where superseded by the following sections of 14 CFR Part 25 as amended by Amendments 25-1 through:

25-11 (§ 25.939, 25.977, 25.1141);
25-16 (§ 25.1457);
25-17 (§ 25.813);
25-20 (§ 25.785);
25-23 (§ 25.701, 25.723, 25.729, 25.863, 25.1103, 25.1143, 25.1331, 25.1333, 25.1435);
25-31 (§ 25.1459);
25-32 (§ 25.787, 25.809, 25.811, 25.853, 25.1557);
25-33 (§ 25.772);
25-36 (§ 25.1305(a), (c), (d)(1), and (d)(2));
25-40 (§ 25.1585);
25-51 (§ 25.2, 25.101, 25.107, 25.111, 25.113, 25.143, 25.145, 25.147, 25.149, 25.177, 25.181, 25.201, 25.207, 25.233, 25.237, 25.253, 25.255, *25.305, 25.343, *25.571(a) and (b), 25.571(d), 25.581, 25.629, *25.671, *25.672, 25.677, 25.683, *25.699. 25.703, 25.735, 25.771, 25.773, 25.789, 25.791, 25.803, 25.812, 25.855, 25.865, 25.903, 25.933, 25.934, 25.979, 25.993, 25.994, 25.1001, 25.1019, 25.1041, 25.1093, 25.1183, 25.1203, 25.1303, **25.1305(d)(3), 25.1307, *25.1309, 25.1325(a) through (f), 25.1326, 25.1351(d), 25.1359, 25.1387, 25.1413, 25.1415, 25.1419, 25.1447, 25.1450, 25.1561, 25.1581, 25.1583, 25.1587);
25-53 (§25.1411).

*Applicable only to new or major modified structure or to new systems and components unique to the 737-400, and 737-500 series airplane with respect to the existing Model 737-200 Series airplane.

For unmodified areas of Power Operated Control Systems, the original amendment level of 14 CFR §25.695 remains in effect.

**Compliance with §25.1305(d)(3) has been mandated by the FAA in accordance with the provisions of 14 CFR §21.101(b).

14 CFR Part 26: Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Compliance has been found for the following regulations at Amendment 26-0: §26.11

Compliance has been found for the following regulations at Amendment 26-1: §26.43, 26.45, 26.47, and 26.49
Compliance has been found for the following regulations at Amendment 26-3: §26.33

14 CFR Part 36 of the Federal Aviation Regulations Amendments 36-1 through 36-15, effective May 6, 1988. See the appropriate FAA Approved Airplane Flight Manual listed in Note (2) for applicability of Stage 4 Noise Recertification through Amendment 36-28.

Special Federal Aviation Regulation 27-5.

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500 (Cont'd):

Special Conditions:
25-308-SC, Special Condition: Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting) published in the Federal Register on December 5, 2005

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017

Exemptions from 14 CFR Part 25:
§25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Exemption No. 7968, February 4, 2003) See NOTE 16 of sections I thru VI for information about high thrust failure events.

§25.853(a), appendix F, paragraph (a)(1)(i) – Partial Time-Limited Exemption , Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)

Equivalent safety findings exist with respect to the following regulations: For 737-100/-200/-200C/-300/-400/-500:
14 CFR §25.1415(d) Emergency Locator Transmitter

An equivalent safety finding exists, with respect to incorporation of Boeing Service Bulletin 737-28A1141, for the following regulation: For 737-200/-200C/-300/-400/-500:
14 CFR §25.901(c) Single Failures

Equivalency safety findings exist with respect to the following regulations: For 737-400 and 737-500 only:
14 CFR §1.2 Abbreviations and symbols
14 CFR §25.21 Proof of compliance
14 CFR §25.103 Stalling Speed
14 CFR §25.107 Takeoff Speeds
14 CFR §25.119 Landing Climb: All-engine- operating
14 CFR §25.121 Climb - One engine-operative
14 CFR §25.125 Landing
14 CFR §25.145 Longitudinal Control
14 CFR §25.147 Directional and lateral control
14 CFR §25.149 Minimum Control Speed
14 CFR §25.161 Trim
14 CFR §25.175 Demonstration of static longitudinal stability
14 CFR §25.177 Static directional and lateral stability
14 CFR §25.201 Stall demonstration
14 CFR §25.207 Stall Warning
14 CFR §25.723(a) Shock Absorption Tests
14 CFR §25.735 Brakes
14 CFR §25.773 Pilot compartment view
14 CFR §25.803(c)(8) Emergency evacuation
14 CFR §25.809(f)(1)(ii) Escape slides
14 CFR §25.811(e)(3) Emergency handle illumination
14 CFR §25.811(f) Exterior Exit Markings
14 CFR §25.812(b)(1)(i) Emergency exit signs
14 CFR §25.853(a) Compartment Interiors (documented in TAD ELOS memo PS-08-0670-C-1)
14 CFR §25.981(a)(3) Equivalent Level of Safety (ELOS) Finding for Ground Fault Interrupter Relays on Boeing Models 707, 727, 737CL, 737NG, 747CL, 747-400, 747-8/-8F, 757, 767, and 777 (documented in TAD ELOS memo PS-05-0123-P-1)
14 CFR §25.1323 Airspeed indicating system
14 CFR §25.1325 Static pressure systems
14 CFR §25.1415(d) Emergency Locator Transmitter (ELT)
14 CFR §25.1441(c) Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles (ES-1)
14 CFR §25.1443(c) Determination of Minimum Oxygen Flow for the Lavatory Oxygen System (S-1)
14 CFR §36 Appendix C Use of the 1g Stall Speed instead of minimum speed in the stall as a basis for determining compliance.

DATA PERTINENT TO MODELS 737 Original Series -100, -200, -200C and 737 Classic Series -300, -400, -500 (cont'd):

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

Ditching Provisions	§25.801	(Overwater operation can be approved when the aircraft has been equipped and has been approved according to FAR 25.801. The 56-person life raft is not approved for use on 737-100/200/300/400 airplanes due to ditching evacuation capability).
Ice Protection Provisions	§25.1419	

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design Data.

Service Information: Boeing Document D6-15565 (For 737-100/200), D6-37635 (For 737-300), D6-38246 (For 737-400), D6-38441 (For 737-500), "Structural Repair Manual" is FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

VII - Model 737-600 (Approved August 12, 1998), 737-700 (Approved November 7, 1997), 737-800 (Approved March 13, 1998) , Transport Aircraft.

Engines: Two CFM International, S.A. CFM56-7B2x, -7B2x/2, -7B2x/3, or -7B2xE Series Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. The CFM56-7B2x/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. The CFM56-7B2x/3 series have single annular combustors and provide the same thrust as the CFM56-72xB series engines at the respective engine ratings. The CFM56-7B2xE series have single annular combustors and provide the same thrust as the CFM56-7B2x series engines at the respective engine ratings. (Engine Type Certificate No. E00055EN or E00056EN)

Fuel: Fuels meeting the following specifications and mixtures thereof are approved for use:

* Jet A, Jet A-1 as specified in ASTM-D1655
* JP-5 as specified in MIL-T-5624
* JP-8 as specified in MIL-T-83133

Fuels conforming to G.E. Specification D50TF2 (Class A, C, D and E) or fuels produced or certified to other specifications and having properties meeting the requirements of the above specifications are acceptable for use. Consult Flight Manual for additive use.

Engine Ratings:

Model 737-600	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb
CFM56-7B20	20,600	19,400
CFM56-7B20/2*	20,600	19,400
CFM56-7B20/3	20,600	19,400
CFM56-7B20E	20,600	19,400
CFM56-7B22	22,700	22,300
CFM56-7B22/2*	22,700	22,300
CFM56-7B22/3	22,700	22,300
CFM56-7B22E	22,700	22,300

VII - 737-600, -700, -800 (Cont'd.)

Engine Ratings:	Model 737-700	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb
	CFM56-7B24	24,200	22,800
	CFM56-7B24/2*	24,200	22,800
	CFM56-7B24/3	24,200	22,800
	CFM56-7B24E	24,200	22,800
	CFM56-7B24/B1**	24,200	22,800
	CFM56-7B24/3B1**	24,200	22,800
	CFM56-7B24E/B1**	24,200	22,800
	CFM56-7B22	22,700	22,300
	CFM56-7B22/2*	22,700	22,300
	CFM56-7B22/3	22,700	22,300
	CFM56-7B22E	22,700	22,300
	CFM56-7B20	20,600	19,400
	CFM56-7B20/2*	20,600	19,400
	CFM56-7B20/3	20,600	19,400
	CFM56-7B20E	20,600	19,400
	CFM56-7B26	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/3	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26E	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/3B2	26,300	22,800
	CFM56-7B26E/B2	26,300	22,800
	CFM56-7B26/3B2F	26,300	22,800
	CFM56-7B26E/B2F	26,300	22,800
	CFM56-7B26/3F	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26E/F	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/2*	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/B2	26,300	22,800

Engine Ratings:	Model 737-700 Increased Gross Weight (IGW)		
	CFM56-7B24	24,200	22,800
	CFM56-7B24/2*	24,200	22,800
	CFM56-7B24/3	24,200	22,800
	CFM56-7B24E	24,200	22,800
	CFM56-7B24/3B1**	24,200	22,800
	CFM56-7B24E/B1**	24,200	22,800
	CFM56-7B22	22,700	22,300
	CFM56-7B22/2*	22,700	22,300
	CFM56-7B22/3	22,700	22,300
	CFM56-7B22E	22,700	22,300
	CFM56-7B20	20,600	19,400
	CFM56-70B20/2*	20,600	19,400
	CFM56-7B20/3	20,600	19,400
	CFM56-7B20E	20,600	19,400
	CFM56-7B26	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/2*	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/3	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26E	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/3F	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26E/F	26,300	25,900, Limited to 22,800 by FMC
	CFM56-7B26/B1#	26,300	25,900
	CFM56-7B26E/B1#	26,300	25,900
	CFM56-7B27A	27,300	25,900
	CFM56-7B27/B3#	27,300	25,900
	CFM56-7B27/3B3#	27,300	25,900
	CFM56-7B27E/B3#	27,300	25,900
	CFM56-7B27E	27,300	25,900
	CFM56-7B27E/F	27,300	25,900

Please see Note 4 for limitations which may be applicable to the 737-700 IGW airplanes.

VII 737-600, -700, -800 (Cont'd.)

Engine Ratings:	Model 737-800	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb
	CFM56-7B24	24,200	22,800
	CFM56-7B24/2*	24,200	22,800
	CFM56-7B24/3	24,200	22,800
	CFM56-7B24E	24,200	22,800
	CFM56-7B24/B1**	24,200	22,800
	CFM56-7B24/3B1**	24,200	22,800
	CFM56-7B24E/B1**	24,200	22,800
	CFM56-7B26	26,300	25,900
	CFM56-7B26/2*	26,300	25,900
	CFM56-7B26/3	26,300	25,900
	CFM56-7B26E	26,300	25,900
	CFM56-7B26/3F*	26,300	25,900
	CFM56-7B26E/F*	26,300	25,900
	CFM56-7B27	27,300	25,900
	CFM56-7B27/2*	27,300	25,900
	CFM56-7B27/3	27,300	25,900
	CFM56-7B27E	27,300	25,900
	CFM56-7B27/3F	27,300	25,900
	CFM56-7B27E/F	27,300	25,900
	CFM56-7B27/B1**	27,300	25,900
	CFM56-7B27/3B1**	27,300	25,900
	CFM56-7B27E/B1**	27,300	25,900
	CFM56-7B27/3B1F**	27,300	25,900
	CFM56-7B27E/B1F**	27,300	25,900
	CFM56-7B27/B3**#	27,300	25,900
	CFM56-7B27/3B3**#	27,300	25,900
	CFM56-7B27E/B3**#	27,300	25,900

** Special Rating
# Special Maintenance Provisions (BBJ applications only).

Engine and Weight Limits

For engine operating limits see Engine Type Certificate Data Sheet No. E00055EN or E00056EN or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)

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

C. G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2

Maximum Weights: 737-600	
Maximum Taxi Weight (MTW)	146,000 lbs.
Maximum Takeoff Weight (MTOW)	145,500 lbs.
Maximum Landing Weight (MLW)	120,500 lbs.
Maximum Zero Fuel Weight (MZFW)	114,000 lbs.

Maximum Weights: 737-700	
Maximum Taxi Weight (MTW)	155,000 lbs.
Maximum Takeoff Weight (MTOW)	154,500 lbs.
Maximum Landing Weight (MLW)	129,200 lbs.
Maximum Zero Fuel Weight (MZFW)	121,700 lbs.

VII - 737-600, -700, -800 (Cont'd.)

Maximum Weights:	737-700 Increased Gross Weight (IGW)	
	Please see Note 4 at the end of Section for limitations which may be applicable to the 737-700 IGW airplanes	
	Maximum Taxi Weight (MTW)	171,500 lbs.
	Maximum Takeoff Weight (MTOW)	171,000 lbs.
	Maximum Landing Weight (MLW)	134,000 lbs.
	Maximum Zero Fuel Weight (MZFW)	126,000 lbs.
Maximum Weights:	737-700 Lower Cabin Altitude (LCA)\Increased Gross Weight (IGW)	
	Please see Note 8 and Note 4 at the end of Section for limitations which may be applicable to the 737-700 LCA\IGW airplanes	
	Maximum Taxi Weight (MTW)	171,500 lbs.
	Maximum Takeoff Weight (MTOW)	171,000 lbs.
	Maximum Landing Weight (MLW)	134,000 lbs.
	Maximum Zero Fuel Weight (MZFW)	126,000 lbs.
Maximum Weights:	737-800	
	Maximum Taxi Weight (MTW)	174,900 lbs.
	Maximum Takeoff Weight (MTOW)	174,200 lbs.
	Maximum Landing Weight (MLW)	146,300 lbs.
	Maximum Zero Fuel Weight (MZFW)	138,300 lbs.
Maximum Weights:	737-800 Lower Cabin Altitude (LCA)	
	Please see Note 8 at the end Section 7 for additional information that is applicable to the LCA airplanes	
	Maximum Taxi Weight (MTW)	174,900 lbs.
	Maximum Takeoff Weight (MTOW)	174,200 lbs.
	Maximum Landing Weight (MLW)	146,300 lbs.
	Maximum Zero Fuel Weight (MZFW)	138,300 lbs.

Eligible Serial Numbers

Eligible Serial Numbers: 737-600:

Model	
737-683	28288-28313, 28322, 28605, 30189, 30190
737-6CT	34284-34289, 34621, 34633, 35111-35113, 35570, 35571
737-6D6	30209-30211, 30545, 30546
737-6H3	29496-29502
737-6Q8	28259-28261, 29348, 29349, 29353
737-6Z9	30137, 30138
737-66N	28649, 28650, 28652, 29890-29892

Eligible Serial Numbers: 737-700:

Model	
737-705	28211, 28217, 28222, 29089-29098
737-724	28762-28769, 28779, 28780, 28782-28787, 28789-28791, 28796-28800, 28803, 28936-28941, 28944, 28945, 28948-28950
737-732	29633, 29634, 29645, 29648, 29656, 29665, 29679, 29683, 29687, 29688
737-752	28262, 29356, 29363, 30038, 32842, 33783-33793, 34293-34300, 35117, 35118, 35122-35124, 35785-35787
737-758	29960, 29961
737-760	33764-33766
737-781	33872-33878, 33881-33885, 33888-33900, 33916
737-783	28314-28317, 30191, 30192, 30471, 32276, 34548, 34549
737-790	29751-29753, 30162-30166, 30343, 30344, 30542, 30543, 30626, 30662, 30663, 30778, 30792-30795, 33011, 33012
737-7B6	28982, 28984-28986, 28988, 33062
737-7C9	33802, 33803, 33956
737-7H4	27835-27897, 29275-29279, 29490, 29491, 29798-29856, 30544, 30587-30592, 30601-30606, 30677, 32452-32459, 32460-32545, 33658, 33659, 33715, 33716, 33720, 33721, 33829-33832, 33841, 33852-33861, 33866-33869, 33988-33990, 33998, 33999, 34010-34012, 34162, 34163, 34217, 34232, 34259, 34290, 34333, 34450, 34592, 34630-34632, 34713, 34714, 34863, 34864, 34951, 34972, 34973, 35554, 36153, 36640-36442, 36528, 36610-36633, 36636, 36637, 36639, 36641, 36643-36648, 36659, 36660, 36662-36665, 36667-36669, 36671-36677, 36679, 36887-36890, 39843, 36900, 36913, 36918, 36924, 36962, 36963, 36965-36967, 41528, 41777

VII - 737-600, -700, -800 (Cont'd.)

737-7K2	28256, 29347, 30659, 30364-30367, 30369, 30371, 30668, 30784, 33462-33465, 34170, 38053, 38054, 38125-38128, 38634, 38635, 39255, 39256, 39257, 39446
737-7K5	30714, 30717, 30726, 34693, 35135, 35136, 35140, 35141, 35144, 35150, 35277, 35282
737-7K9	28088-28091, 30041, 30042, 34320, 34321, 34401, 34402
737-7L9	28004-28015
737-7M2	34559-34562
737-7Q8	28209, 28210, 28212, 28216, 28219, 28223, 28224, 28238, 28240, 28250, 28254, 29346, 29350, 29352, 29354, 29355, 29359, 30037, 30629, 30630, 30633, 30635, 30638, 30641, 30642, 30644, 30647-30649, 30674, 30687, 30707, 30710, 30727
737-7U8	32371, 32372
737-7V3	28607, 29360, 30049, 30458-30464, 30497, 30676, 33705-33708, 34535, 34536
737-7W0	29912, 29913, 30074, 30075
737-7X2	28878
737-7Z9	30418, 30419
737-71B	29366, 29367, 29370-29372, 32933-32940, 35337, 35360-35364, 35368, 35372, 35378, 35382-35384, 38912, 38914, 38917-38920, 38925, 38962
737-71M	33103
737-71Q	29043-29048
737-72K	37235, 37237
737-73A	28497-28500
737-73S	29076-29083
737-73V	30235-30249, 32412-32428
737-74P	39198, 39210-39212
737-75B	28099-28110
737-75C	28258, 29042, 29084-29086, 30034, 30512, 30513, 30634, 30656, 34024-34028, 38381, 38383-38385
737-75N	33654, 33663, 33666
737-75R	30404-30406, 30411, 34805, 34806
737-76D	30167, 30168, 33470, 33472, 35778, 35779, 39303, 39305, 39313, 39315
737-76J	36114-36118, 36873, 36874
737-76N	28577, 28580, 28582-28585, 28609, 28613, 28630, 28635, 28640, 28641, 28651, 28654, 29885, 29886, 29893, 29904, 29905, 30050, 30051, 30133-30136, 30830, 32244, 32404, 32440, 32574, 32581-32583, 32596, 32652-32654, 32656, 32657, 32660-32662, 32664-32668, 32670, 32671, 32673-32681, 32684, 32695, 32696, 32731, 32734, 32737, 32738, 32741, 32743, 32744, 32881, 32883, 33005, 33378-33380, 33417, 33418, 33420, 34753-34758, 35218
737-76Q	30271, 30273, 30275, 30277, 30279, 30280, 30282, 30283, 30288, 30293
737-77L	32722
737-78J	28438-28440, 28442
737-78S	30169-30171
737-79K	29190, 29191
737-79L	33408-33413, 34019-34023, 34537-34543, 41091-41093
737-79P	28253, 28255, 29357, 29358, 29361, 29362, 29364, 29365, 30035, 30036, 30651, 30657, 33008, 33009, 33037-33046, 36269-36271, 36757-36760, 36762, 36764, 36766-36768, 36770, 36772, 37423, 39308, 39310, 39719-39721, 39723, 39725, 39729, 39731, 39733, 39735, 39737, 39739, 39741, 39743, 39745, 39747
737-7AD	28436, 28437
737-7AX	30181, 30182, 30183
737-7BD	33917-33936, 33938, 33943, 33944, 34479, 34480, 34861, 34862, 35109, 35110, 35788, 35789, 35962, 36073, 36091, 36399, 36716-36721, 36724-36726
737-7BK	30617, 33015, 33025, 33026
737-7BX	30736-30746
737-7CT	30712, 30713, 32747-32769, 32771, 32772, 33656, 33657, 33697, 33698, 33969, 33970, 34155-34157, 35078, 35084, 35086, 35503-35505, 35985, 36420-36422, 36442, 36689, 36691, 36693, 37088-37091, 37421, 37423, 37955, 37956, 38096, 40338
737-7EA	32406, 32407
737-7EE	34263
737-7EH	37595, 37608, 37609
737-7ES	35327, 35328
737-7FE	34322, 34323
737-7GL	34759-34762, 37233, 37234, 37236
737-7HB	35954, 35956
737-700	39221, 39222, 44394, 44395, 60153, 60154, 60155, 61705, 61706, 61707, 61708, 64802, 64970

VII - 737-600, -700, -800 (Cont'd.)

Eligible Serial Numbers: 737-700 Increased Gross Weight (IGW):

737-7ME	60460, 60461, 60462
737-781	33879, 33880
737-72T	29024
737-72U	29273
737-73Q	29102, 30789
737-73U	29200
737-74P	39199-39201, 39212
737-74Q	29135, 29136
737-74U	29233
737-74V	29272
737-75T	29142
737-75U	28976
737-75V	28579, 28581
737-76N	38028
737-79P	39727, 39310
737-79T	29317
737-7AJ	33499
737-7AK	29865, 29866, 30752, 34303
737-7AN	29972
737-7AV	30070
737-7AW	30031
737-7BC	30327, 30329, 30330, 30572, 30756, 30791, 30884, 32575, 32970, 33036, 33102, 33434
737-7BF	30496
737-7BH	29791
737-7BJ	30076
737-7BQ	30547
737-7CG	30751
737-7CJ	30754
737-7CP	30753, 30755
737-7CU	30772
737-7DF	30790
737-7DM	29971, 32916, 33080, 34807, 34808, 34809, 40706
737-7DP	32805
737-7DT	30829
737-7ED	32627
737-7EG	32807
737-7EJ	32774
737-7EM	34865
737-7EO	29251
737-7ES	33542, 33962-33965, 33474, 33476, 33477, 33986, 33987, 34700, 35329
737-7ET	33010
737-7FB	33367
737-7FD	33500
737-7FG	33405
737-7HD	35959
737-7HF	35977
737-7JF	37592
737-7H3	29149
737-7H6	29274
737-7N6	34260
737-7P3	29188
737-7Z5	29268, 29269, 29857, 29858
737-7ZF	60406
737-700 (IGW)	*Reserved for new serial numbers after Line Number 6000*

Eligible Serial Numbers: 737-700 IGW with LCA Installation (See Note 8):

Model	
737-73Q	30789
737-73T	29054
737-73W	38633, 40116, 40117
737-74T	29139
737-75G	36852
737-77W	62467, 62468
737-77Z	62699
737-7BC	32628

VII - 737-600, -700, -800 (Cont'd.)

737-79L	41090
737-79U	29441
737-79V	61040
737-7AH	29749
737-7AU	34477
737-7B5	37660
737-7BC	30328, 30782
737-7EG	35990, 40586
737-7EI	34683
737-7EL	32775
737-7FY	36493
737-7GC	34622
737-7GE	41375
737-7GJ	41658
737-7GV	36090
737-7HD	35959
737-7HE	36027
737-7HI	36106, 36107, 36108
737-7HZ	37583, 40761
737-7JB	36714
737-7JF	37592
737-7JR	37111
737-7JU	38855
737-7JV	38854
737-7JW	38408
737-7JY	39109
737-7JZ	37700
737-7KK	38608
737-7ZF	60406
737-7LT	39095
737-7ZH	38751
737-7ZW	43826
737-7ZX	40119
737-700 (IGW, LCA)	*Reserved for new serial numbers after Line Number 6000*

Eligible Serial Numbers: 737-800:

Model	
737-804	28227, 28229, 28231, 30465, 30466, 32903, 32904
737-808	34967, 34701-34710, 34968-34971
737-809	28236, 28402-28407, 29103-29106, 30173-30175, 30636, 30664
737-823	29503-29550, 29554-29573, 29574-29577, 30077-30100, 30598-30600, 30828, 30858, 30903-30908, 30910, 30912, 30914, 30916, 30918, 30920, 31067, 31069, 31071, 31073, 31075, 31077, 31079, 31081, 31083, 31085, 31087, 31089, 31091, 31093, 31095, 31097, 31099, 31101, 31103, 31105, 31107, 31109, 31111, 31127, 31129, 31131, 31133, 31135, 31137, 31139, 31141, 31143, 31145, 31147, 31149, 31151, 31153-31161, 31163, 31165, 31167, 31169, 31171-31173, 31176-31178, 31185, 31189, 31190, 31192, 31194, 31196, 31197, 31199, 31200, 31202, 31203, 31205, 31208, 31210, 31214, 31215, 31217, 31218, 31219, 31225, 31226, 31228, 31229, 31230, 31231, 31233, 31234, 31236, 31237, 31241, 31242, 31244, 31245, 31248, 33203, 33205-33214, 33219-33234, 33239, 33240, 33241, 33243,33247,33248, 33250, 33314-33319, 33321-33323, 33327-33331, 33334, 33337, 33338, 33340, 33416, 33486, 33487-33492, 33518-33521, 40579, 40580-40584, 40762-40769
737-824	28770-28778, 28781, 28788, 28792-28795, 28801, 28802, 28804-28809, 28929-28935, 28942, 28943, 28946, 28947, 28951-28958, 30132, 30429, 30576-30584, 30610-30613, 30779, 30802, 30803, 30855, 31582, 31604-31607, 31621, 31623, 31626, 31628, 31632, 31634-31639, 31642, 31652, 31658-31660, 31662, 31663, 32402, 32403, 32828, 32832, 32834, 33451-33455, 33458, 33459, 33461, 34000-34005, 37096, 37101, 38700, 38701, 39998, 39999, 62748, 62749, 62750, 62751, 62766
737-832	29619-29632, 30265, 30266, 30345-30350, 30373-30382, 30487-30493, 30536-30541, 30560-30562, 30773-30776, 30799, 30800, 30813-30823, 30825, 30835-30837, 32373-32375, 32626
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737-8BG	32353-32358
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737-8DP	32451
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737-8GQ	35790, 35791, 35793
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737-8GU	36386, 36387, 37552, 37553
737-8HC	36529, 36530, 40754, 40756, 40775-40777, 61170, 61171, 61172, 61173, 61174, 61175, 61178, 61180, 61181, 61182, 61183, 61184
737-8HG	36323-36340
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737-8KN	29636, 31716, 31765, 35794, 35795, 40233-40250-402557, 40258, 40259-40270, 40271, 40272, 40273, 40274, 40275, 40276, 40277, 40278, 40281, 40282, 60954, 60955
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737-8B6	28980, 28981, 28983, 28987, 33057-33061, 33063-33073, 37718
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737-8E4	39607
737-8E9	40334, 40335
737-8F2	29765-29790, 34405-34419, 35738-35745, 40975, 40976, 40980, 40981, 40987-40989, 40990, 40991, 40992, 42000-42009, 60012, 60013, 60014, 60015, 60016, 60017, 60018, 60019, 60020, 60021, 60022, 60023, 60024, 60025, 60026, 60027, 60028, 60030, 60031
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737-8Z0	30071, 30072, 30073
737-8Z6	35478, 62445
737-8Z9	28177, 28178, 30420, 30421, 33833, 33834, 34262
737-800	31250, 31253, 31255, 31257, 31258, 31259, 31261, 31262, 31265, 31268, 31269, 31270, 31272, 31273, 31275, 31277, 31280, 33256, 33341, 33342, 33343, 33344, 33345, 33346, 33348, 33349, 36666, 36670, 36910, 36922, 36925, 36926, 36927, 36928, 36943, 36944, 36946, 36949, 36951, 36952, 36954, 36957, 36968, 36969, 36970, 36972, 36974, 36975, 36976, 36993, 38121, 38314, 38316, 38318, 38812, 38813, 38814, 38816, 39131, 39838, 39840, 40085, 40091, 40832, 40833, 40840, 40841, 40845, 40971, 41005, 41013, 41015, 41016, 41020, 41042, 41218, 41219, 41220, 41221, 41224, 41225, 41226, 41228, 41229, 41230, 41231, 41232, 41233, 41234, 41235, 41236, 41237, 41238, 41239, 41240, 41241, 41242, 41243, 41244, 41350, 41351, 41353, 41354, 41355, 41357, 41358, 41380, 41390, 41458, 41481, 41495, 41496, 41497, 41498, 41499, 41500, 41502, 41503, 41508, 41530, 41531, 41536, 42056, 42057, 42058, 42059, 42060, 42082, 42083, 42084, 42085, 42086, 42087, 42088, 42090, 42092, 42093, 42094, 42158, 42159, 42160, 42161, 42271, 42272, 42274, 42275, 42276, 42277, 42278, 42279, 42280, 42281, 42282, 42286, 42532, 42533, 42534, 42545, 42932, 42933, 42934, 42935, 42936, 42937, 42938, 42939, 42940, 42941, 42942, 42943, 42944, 42945, 42946, 42947, 42948, 42949, 42950, 42951, 42952, 42953, 42954, 42955, 42966, 42968, 42970, 42971, 42972, 42973, 42974, 42975, 42977, 42978, 42979, 42980, 43186, 43209, 43210, 43211, 43212, 43416, 43417, 43418, 43419, 43422, 43423, 43424, 43425, 43426, 43427, 43428, 43429, 43888, 43891, 43892, 43893, 43894, 43895, 43896, 43897, 43898, 43899, 43900, 43901, 43902, 43903, 43904, 43905, 43906, 43907, 43908, 43909, 43910, 43911, 43912, 44157, 44159, 44160, 44233, 44387, 44390, 44391, 44392, 44393, 44396, 44397, 44398, 44399, 44400, 44432, 44433, 44434, 44436, 44438, 44439, 44440, 44441, 44442, 44443, 44746, 44749, 44750, 44751, 44752, 44753, 44754, 44755, 44756, 44757, 44758, 44759, 44760, 44761, 44762, 44763, 44764, 44765, 44766, 44767, 44768, 44769, 44770, 44771, 44772, 44773, 44774, 44775, 44776, 44777, 44778, 44779, 44780, 44781, 44782, 44783, 44784, 44785, 44786, 44787, 44788, 44789, 44790, 44791, 44792, 44793, 44794, 44795, 44796, 44797, 44798, 44799, 44800, 44801, 44802, 44803, 44804, 44805, 44806, 44807, 44808, 44809, 44810, 44811, 44812, 44813, 44814, 44815, 44816, 44817, , 44818, 44819, 44820, 44821, 44822, 44823, 44824, 44825, 44826, 44827, 44828, 44829, 44830, 44831, 44832, 44833, 44834, 44835, 44836, 44837, 44838, 44839, 44840, 44841, 44842, 44843, 44844, 44845, 44846, 44847, 44848, 44849, 44850, 44851, 44852, 44853, 44854, 44855, 44856, 44857, 44858, 44859, 44860, 60029, 60089, 60156, 60157, 60158, 60159, 60160, 60161, 60163, 60164, 60165, 60166, 60167, 60168, 60169, 60170, 60171, 60172, 60173, 60174, 60175, 60176, 60177, 60180, 60181, 60393, 60394, 60463, 60464, 60465, 60466, 60467, 60491, 60492, 60493, 60499, 60500, 60501, 60586, 60587, 60588, 60589, 60590, 60591, 60691, 60692, 60693, 60698, 60699, 60700, 60701, 60702, 60752, 60753, 60754, 60855, 60857, 60859, 60861, 60867, 60868, 60869, 60881, 60890, 60892, 60895, 60897, 60956, 60957, 60958, 60959, 60960, 60961, 60962, 60963, 61117, 61119, 61120, 61123, 61126, 61127, 61128, 61134, 61172, 61176, 61177, 61179, 61191, 61193, 61273, 61274, 61275, 61276, 61277, 61278, 61280, 61281, 61297, 61299, 61300, 61325, 61326, 61333, 61351, 61352, 61353, 61354, 61355, 61356, 61357, 61358, 61360, 61361, 61365, 61368, 61370, 61401, 61405, 61406, 61407, 61422, 61423, 61428, 61429, 61430, 61431, 61432, 61433, 61434, 61435, 61436, 61437, 61438, 61439, 61442, 61477, 61478, 61479, 61480, 61481, 61482, 61483, 61484, 61485, 61486, 61574, 61575, 61684, 61685, 61686, 61687, 61688, 61689, 61690, 61691, 61692, 61693, 61694, 61695, 61696, 61697, 61698, 61699, 61700, 61772, 61773, 61774, 61775, 61776, 61777, 61778, 61779, 61780, 61781, 61782, 61783, 61784, 61785, 61786, 61787, 61788, 61789, 61792, 61793, 61794, 61796, 61797, 61798, 61799, 61800, 61801, 62151, 62152, 62153, 62154, 62155, 62156, 62157, 62159, 62160, 62162, 62163, 62164, 62165, 62571, 62572, 62573, 62574, 62575, 62576, 62577, 62578, 62579, 62580, 62689, 62767, 63044, 63045, 63046, 63047, 63048, 63049, 63050, 63051, 63052, 63053, 63054, 63055, 63056, 63057, 63058, 63059, 63060, 63061, 63062, 63063, 63064, 63065, 63066, 63067, 63068, 63069, 63070, 63071, 63072, 63073, 63074, 63075, 63076, 63077, 63078, 63079, 63080, 63081, 63082, 63083, 63084, 63085, 63086, 63087, 63088, 63089, 63091, 63093, 63145, 63146, 63147, 63148, 63149, 63150,

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737-800 (Cont'd) 63151, 63152, 63153, 63154, 63155, 63156, 63157, 63158, 63159, 63160, 63161, 63162, 63163, 63164, 63165, 63166, 63167, 63168, 63169, 63170, 63230, 63231, 63232, 63233, 63234, 63235, 63236, 63237, 63238, 63239, 63240, 63241, 63242, 63243, 63244, 63246, 63247, 63250, 63255, 63256, 63257, 63259, 63260, 63261, 63262, 63263, 63265, 63266, 63269, 63270, 63324, 63325, 63403, 63404, 63405, 63406, 63407, 63408, 63409, 63410, 63411, 63412, 63413, 63568, 63569, 63570, 63571, 63572, 63573, 63574, 63575, 63576, 63577, 63578, 63579, 63580, 63581, 63582, 63583, 63584, 63585, 63586, 63587, 63588, 63589, 63590, 63591, 63592, 63593, 63594, 63595, 63596, 63597, 63598, 63599, 63600, 63601, 63602, 63613, 63614, 63615, 63616, 63617, 63618, 63619, 63620, 63621, 63622, 63623, 63624, 63642, 63646, 63647, 63682, 63683, 63684, 63685, 63686, 63687, 63688, 63689, 63690, 63691, 63692, 63694, 63701, 63702, 63703, 63704, 63705, 63725, 63760, 63761, 63762, 63763, 63764, 63765, 63766, 63767, 63768, 63769, 63799, 63800, 63801, 63802, 63803, 63804, 63805, 63806, 63990, 64017, 64018, 64019, 64020, 64115, 64171, 64172, 64174, 64177, 64178, 64179, 64248, 64250, 64251, 64347, 64348, 64349, 64350, 64439, 64440, 64441, 64442, 64799, 64800, 64801, 64842, 64843, 64844, 64845, 64855, 64856, 64857, 64858, 64859, 64860, 64861, 64862, 64863, 64864, 64865, 64866, 64867, 64868, 64869, 64870, 64871, 64872, 64873, 64874, 64875, 64876, 64877, 64878, 64927, 64986, 64987, 64988

Eligible Serial Numbers: 737-800 with LCA Installation (See NOTE 8)

Model	
737-82Z	60686
737-8GQ	35792
737-8JM	37663
737-8KB	37545
737-8KT	40118
737-8LX	39899
737-8LZ	42510
737-8U3	41706
737-8ZE	42215
737-800 with LCA	*Reserved for new serial numbers after Line Number 6000*

Airframe Limits and Capacities

Minimum Crew
For All Flights: 2 (Pilot and Copilot)

Maximum Passengers:

737-700	737-800	737-600
149	189	149

Maximum Baggage Cargo: See appropriate Weight and Balance Manual listed in Note 1.

Fuel & Oil Capacities: See appropriate Weight and Balance Manual listed in Note 1.

Minimum Required Fuel: See appropriate FAA Approved Airplane Flight Manual listed in Note 2

Maximum Operating Altitude: 41,000 ft.

Datum: See appropriate Weight and Balance Manual listed in Note 1.

MAC: 155.81 in

Other Operating Limitations: See FAA Approved Airplane Flight Manual Appendices

Control Surface Movements: To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes, must, therefore, be rigged according to the following FAA Approved data:

Boeing Drawing Numbers:
114A1001, Krueger Flap Instl - Inbd Wing L.E.
251A1001, Rigging Instructions, Lateral & Speedbrake Control
251A2001, Rigging Instructions, Elevator Control System
251A3001, Rigging Instructions, Rudder Control System
251A4001, Rigging Instructions, Stabilizer Trim Control
256A3001, Rigging Instructions - Flap Actuation
256A2284, Flap.Slat Sensor Instl - Leading Edge, Wing

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Certification Basis:

A. 14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-77 with the exceptions listed below:

SECTION NO.	TITLE	AT AMDT. 25.-
25.365	Pressurized Compartment Loads	0*****
25.561	Emergency Landing Conditions-General	0
25.562	Emergency Landing Dynamic Conditions	64*
25.571	Damage-Tolerance and Fatigue Evaluation of Structure (Structural Design)	0, 77**
25.607	Fasteners	0, 77**
25.631	Bird Strike Damage	0, 77**
25.699	Lift and Drag Device Indicator	0, 77**
25.775	Windshields and Windows	0
25.783(f)	Doors	15, 77**
25.807(c)(3)	Emergency Exits	15
25.813	Emergency Exit Access	45, 77**
25.832	Cabin Ozone Concentration	0***
25.1141	Powerplant Controls: General	11****
25.1309	Equipment, Systems and Installations	0, 77**
25.1419(c)	Ice Protection	23, 77**

* Flight attendant seats are qualified to Technical Standard Order C127, dated March 30, 1992, or qualified to TSO C127a, and
  a) Head Injury Criteria data collected and reported by TSO applicant is less than 1000, and
  b) Femur Injury Criteria data collected and reported by TSO applicant is less than 2250 pounds, and
  c) Permanent deformation data collected and reported by TSO applicant are in compliance with the requirements of FAA Advisory Circular (AC) 25.562-1A.

* Passenger and crew seats in the flight deck comply with § 25.562(a),(b),((c)(1),(2),(3),(4),(7), and (8)). In addition flight deck observer seats comply with § 25.562((c)(5)).

** Applicable to new and significantly modified structure and systems and portions of the airplane affected by these changes. Where two amendment levels are shown for the same paragraph, the number without the asterisk (*) applies to structures, systems and portions of the airplane which are not new or significantly modified. The structure, systems, and components which comply with the later amendment will be identified in Boeing document D010A001, approved by the FAA and JAA, and referenced on the TCDS.

*** Boeing provides FAA approved data (Document number D6-49779) to 737 operators to enable the operators to show ozone compliance per §121.578 for their specific route structures.

**** Exception applies to Auxiliary Power Unit spar mounted fuel shut off valve only. All other power plant controls were shown to comply with § 25.1141 at amendment 25-77.

***** For 737-800 airplanes configured with a flat aft pressure bulkhead, the airplane is also designed to withstand the effects of a sudden release of pressure venting aft through any 820 square inch opening in that bulkhead at any operating altitude.

Amendment level "0" is the original published version of Part 25 (February 1, 1965).

The certification basis for the following regulations at amendment levels later than 25-77.

SECTION NO.	TITLE	AT AMDT. 25-
25.143(c),(d),(e),(f)	General, Controllability & Maneuverability	84
25.145(b),(c)(1)	Longitudinal Control	84
25.149(f),(h)	Minimum Control Speed	84
25.203(c)	Stall Characteristics	84
25.253(b)	High-Speed Characteristics	84
25.305(d)	Strength and Deformation	86
25.321(c),(d)	Flight Loads - General	86
25.331(a),(d)	Flight Maneuver and Gust Conditions - General	86
25.333(a),(c)	Flight Envelope	86
25.341	Gust Loads	86
25.343(b)	Design Fuel and Oil Loads	86
25.345(a),(c)	High lift Devices	86
25.349	Rolling Conditions	86
25.351	Yawing Conditions	86

VII. 737-600, -700, -800 (Cont'd.)

25.371	Gyroscopic Loads	86
25.373(a)	Speed Control Devices	86
25.391	Control Surface Loads: General	86
25.427	Unsymmetrical Loads	86
25.519	Jacking and Tie-down Provisions	81
25.571(b)	Damage Tolerance and Fatigue Evaluation of Structure (Loads)	86**(Note ** above)
25.733	Use of Inert Gas for Tire Inflation	78
25.811(e)	Emergency Handle Illumination	79
25.981(b)(d)	Fuel Tank Ignition Prevention (for Flammability Reduction System)	125
25.1316	Lightning Protection Requirements	80
25.1415(d)	Ditching Equipment (ELT)	82
25.1517	Rough Air Speed V_{RA}	86

14 CFR Part 26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections. Compliance has been found for the following regulations:

SECTION NO.	TITLE	AT AMDT. 26-
26.11	Electrical wiring interconnection systems (EWIS) maintenance program.	0
26.21	Limit of Validity	5
26.33	Holders of type certificates: Fuel tank flammability.	3
26.39	Newly produced airplanes: Fuel tank flammability	3
26.43	Holders of and applicants for type certificates – Repairs	1
26.45	Holders of type certificates - Alterations and repairs to alterations	1
26.47	Holders of and applicants for a supplemental type certificate – Alterations And repairs to alterations	1
26.49	Compliance plan	1

In addition to the airworthiness standards, the type-certification basis for these derivative airplanes includes compliance with the emissions standards of Part 34 as amended by any amendments effective at the time of certification

14 CFR Part 36 as amended by amendment 36-20 or any subsequent amendment effective at the time of certification. See the appropriate FAA Approved Airplane Flight Manual listed in Note (2) for applicability of Stage 4 Noise Recertification through Amendment 36-28.

Special Conditions:

Special Conditions were proposed, in accordance with §21.16. The Special Conditions for the following subjects were issued in Renton, Washington, September 17, 1997. Their effectivity was the same day as issuance:

25-ANM-132, published in the Federal Register on September 17, 1997 for 737-600/-700/-800 airplanes and applicable to later amendments of the 737 model that incorporate the same novel or unusual design feature:

1. High Intensity Radiated Fields
2. Limit Engine Torque Loads for Sudden Engine Stoppage

25-308-SC, Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting) published in the Federal Register on December 5, 2005

25-358-SC, published in the Federal Register on June 29, 2007 addressed 737-600/-700/-700C/-800/-900 and -900ER series airplanes regarding seats with non-traditional, large, non-metallic panels

25-386-SC, published in the Federal Register on August 7, 2009, addressed 737-600/-700/-700C/-800/ and 900ER series airplanes with inflatable lapbelts installed

25-404-SC, published in the Federal Register on April 12, 2010, Modification to Boeing Model 737-600/-700/-700C/-800/-900 and -900ER Series Airplanes: Rechargeable Lithium Batteries and Rechargeable Lithium-Battery Systems

25-550-SC, published in the Federal Register on June 6, 2014, Airplane Electronic Systems Security Protection from Unauthorized External Access

25-551-SC, published in the Federal Register on June 6, 2014, Isolation [of] Airplane Electronic System Security Protection from Unauthorized Internal Access

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017

VII. 737-600, -700, -800 (Cont'd.)

Equivalent Safety Findings:

The Equivalent Safety Findings were proposed in accordance with § 21.21. The following have been identified as equivalent safety findings (specifications and restrictions of its content, such as production winglet installation, must be met before an issue paper is considered to apply to any specific configuration of a model series):

SECTION NO.	TITLE	ELOS No.
§1.2	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.21(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.101(i)	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.103	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.105(c)(1)	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.107	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.109	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.111(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.113	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.115(a)	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.119(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.121(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.125(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.143(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.145(a)(b)(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.147(a)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.149(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.161(b)(c)(d)(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.175(a)(b)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.177(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.181(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.201(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.207(b)(c)(d)(e)(f)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.231(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.233(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.237(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.251(b)	Vibration/Buffeting Compliance Criteria, Ku-Band External Antenna Installed on Boeing Model 737-800 and 737-900ER Series Aircraft.	PS14-0725-F-1
§25.395(a)	Lateral Control System Load Factors	AT0328SE-T-A-5
§25.613	Material Design Values	AT3907SE-T-A-15
§25.733	Return Landing Capability	AT0328SE-T-F-3
§25.735(f)(g)(h)	Rejected Takeoff Performance	AT0328SE-T-F-4
§25.735	Return Landing Capability	AT0328SE-T-F-3
§25.735(f)(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.773(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.791	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.810 (a)(1)(ii)	Escape Slides	AT0328SE-T-C-4
§25.811(f)	Exterior Exit Markings	TD2695SE-T-C-1
§25.812(b)(1)(i)	Emergency Exit Locator and Marking Signs	AT0328SE-T-C-3
§25.813(c)(1)(i), (c)(2)(i)	Emergency Exit Access	TD8301SE-T-C-1
§25.813(c)	Seat Obstruction of the Provided Exit Opening at Overwing Exit Door and Reduced Passageway to the Overwing Exits (for Type III Automatic Overwing Exit) (C-1)	TS8301SE-T-C-1
§25.841(b)(6)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1
§25.853(a)	Adhesives Used in Interior Panel Bent Joint Potting Applications	PS08-0670-C-1
§ 25.853(a)(d)	Equivalent Level of Safety (ELOS) Finding for Flammability Testing Hierarchy	PS13-1000-C-5
§25.853	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.933(a)	Flight Critical Thrust Reversers	AT0328SE-T-P-2
§25.979(b)(1)	Pressure Fueling System – Automatic Refueling Shutoff System Check Function	AT0328SE-T-P-5
§25.981(a)(3)	Equivalent Level of Safety (ELOS) Finding for Boeing Puget Sound Ground Fault Interrupter Relays	PS-05-0123-P-1
§25.981(b)(2)	Fuel Tank Flammability Reduction Rule	PS05-0177-P-2
§25.1001(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.1001	Return Landing Capability	AT0328SE-F-3
§25.1301	Return Landing Capability	AT0328SE-F-3

VII. 737-600, -700, -800 (Cont'd.)

SECTION NO.	TITLE	ELOS No.
§25.1309(a)	Return Landing Capability	AT0328SE-F-3
§25.1309(c)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1
§25.1323(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.1325(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT0328SE-T-F-1
§25.1389(b)(1), (b)(2)	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700 and 737-800 only)	LB08-0012-T-SE-1
§25.1389(b)(3)	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1389 (b)(3)	Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (737-700, and 737-700C)	LB08-0012-T-SE-2
§25.1391	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700, and 737-700C)	LB08-0012-T-SE-1
§25.1393	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700, and 737-700C)	LB08-0012-T-SE-1
§25.1395	Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (737-700, and 737-700C)	LB08-0012-T-SE-2
§25.1395	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1397(b)	Equivalent Level of Safety (ELOS) Finding for Aviation Green Light Chromaticity Requirements on a Model Boeing 737-700/700C/800/900ER airplanes (737-700/700C/800/900ER)	PS12-1026-SE-1
§25.1411(b)(1)	General – Overhead Life Vest Location (737-700, 737-800)	PS10-0077C-1
§25.1415(d)	Emergency Locator Transmitter (ELT)	TD1990SE-TC-1
§25.1419	Use of Analysis to Demonstrate Safe Flight in Icing Conditions (737-800 Only)	TD5046SE, S-1
§25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles	PS13-0901-ES-1
§25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	TS13-0005-S-1
§25.1443(d)	Equivalent Level of Safety (ELOS) finding for Portable Pulse Oxygen System (First Aid Oxygen Only)	TC6918SE-T-ES-20
§25.1517	Rough Air Speed, VRA (737-700IGW Only)	LB08-0012-G-8 PS05-0002-F-1
§25.1529	Inclusion of Airworthiness Limitations within the Boeing ICA Manuals	TC6918SE-T-G-8
§25.1549(b)	Equivalent Level of Safety (ELOS) Finding for Powerplant And Auxiliary Power Unit Instruments	AT00010BA-T-S-1
§25.1587(b)	Use of 1-g Stall Speed Instead of Minimum Speed (F-1)	AT0328SE-T-F-1
§25.1587(b)	Rejected Takeoff Performance (F-4)	AT0328SE-T-F-4

The following Exemptions are applicable:

- §25.305, 25.307(a), 25.601, 25.603(c), 25.613(a) and (b), 25.901(c), and 25.1103(d) Partial Exemption – Localized areas of temperature – related damage. (Exemption No. 9571, December 11, 2007)
- §25.562 and 25.785(b) Crashworthiness of Medical Stretcher Provisions (Exemption No. 17652, November 16, 2017)
- §25.853(a), appendix F, paragraph (a)(1)(i) - Partial Time-Limited Exemption, Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011)
- §25.562(b)(2) Emergency Landing Dynamic Conditions - related to Flight Deck Testing (Exemption No. 6425, April 12, 1996)
- §25.571(e)(1) Damage-Tolerance and Fatigue Evaluation of Structure - related to Bird Strike Velocity. (Exemption No. 6601, April 8, 1997)
- §25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Exemption No. 7968, February 4, 2003) See NOTE 6 for information about high thrust failure.
- §25.901(c) and § 25.981(a)(3) - Exemption from 14 CFR 25.901(c), Amendment 25-126, and 25.981(a)(3), Amendment 25-102 or later, pertaining to fuel tank ignition prevention associated with the fuel quantity indication systems (FQIS) on in-service and newly-produced Model 737-600/-700/-700C/-800/-900/-900ER (737NG) airplanes. (Time-limited Exemption No. 10905, Originally granted December 18, 2013, Expires December 18, 2017; Exemption No 10905A granted December 13, 2017, Exemption No 10905B granted September 28, 2018)
- §25.1435(b)(1) Hydraulic Systems (Exemption 6086, May 17, 1995, Exemption No. 6086A, January 29, 2009).
- §25.1447(c)(1) Automatic Presentation of Oxygen Masks to Allow Operation at High Altitude Airports (Exemption No. 8668A, December 30, 2013).

VII - 737-600, -700, -800 (Cont'd.)

B. Certification basis for §25.981(b) and §25.981(d) at amendment 25-125, with- Equivalent Safety Finding PS05-0177-P-2, dated June 13, 2011 for §25.981(b)(2), for the flammability reduction system (FRS), is applied if fuel tank inerting is installed in new airplane production (line #'s 2517, 2620 and on) or as a modification per Service Bulletins 737-47-1002 and 737-47-1003. Airworthiness limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

C. Additional certification basis items for model 737-700 increased gross weight (IGW) aircraft with in-production installation of Winglets:

For 737-700 (IGW) aircraft that have incorporated production installed winglets (BDCO Project LB08-0012), the following equivalent level of safety findings apply:

§ 25.1419 (documented in TAD ELOS Memo LB08-0012-T-S-2)
§§ 25.1389(b)(l), 25.1389(b)(2), 25.1391, and 25.1393 (documented in TAD ELOS Memo LB08-0012-T-SE-1)
§§ 25.1389(b)(3) and 25.1395 (documented in TAD ELOS Memo LB08-0012-T-SE-2)
§ 25.1517 (documented in TAD ELOS Memo PS05-0002-F-1 via LB08-0012-G-8 Collector)

Compliance has been found to 14 CFR Part 25 of the Federal Aviation Regulations above amendment 25-77 specific to the in-production installation of Winglets and is listed below:

Section No.	Title	At Amdt. 25.
25.101(i)	General-Performance	92
25.103(a),(b),(c)	Stall Speed	108
25.105(c)	Takeoff	92
25.107(a)	Takeoff speeds	94
25.107(b),(c)	Takeoff speeds	108
25.109(a),(b), (d) thru (g), (i)	Accelerate-stop distance	92
25.111(a)	Takeoff path	108
25.111(c)	Takeoff path	115
25.113(a),(b),(c)	Takeoff distance and takeoff run	92
25.115(a)	Takeoff flight path	92
25.119(b)	Landing climb: All engines operating	108
25.121(c),(d)	Climb: One engine inoperative	108
25.125(a)	Landing	108
25.143	General – Controllability and Maneuverability	108
25.145	Longitudinal control	108
25.147	Directional and lateral control	115
25.149	Minimum control speed	108
25.161	Trim	115
25.175	Demonstration of static longitudinal stability	115
25.177	Static lateral-directional stability	108
25.181	Dynamic stability	108
25.201	Stall demonstration	108
25.207	Stall warning	108
25.231	Longitudinal stability and control	108
25.233	Directional stability and control	108
25.331	Symmetric maneuvering conditions	91
25.345(d)	High lift devices	91
25.349(a),(b)	Rolling conditions	94
25.351	Yaw Maneuver Conditions	91
25.363	Side load on engine and auxiliary power unit mounts	91
25.371	Gyroscopic loads	91
25.445(a)	Auxiliary aerodynamic surfaces	86
25.571(a),(c),(e)	Damage Tolerance and Fatigue Evaluation of Structure	86*
25.571(b),(e)	Damage Tolerance and Fatigue Evaluation of Structure	96**
25.869(a)(4)	Fire protection: systems	113
25.903(c)	Engines	94
25.1323(c)	Airspeed indication system	109
25.1325(e)	Static pressure system	108
25.1329(g)	Automatic pilot system	119
25.1587(b)	Performance information	108

* For Wing box, Wing leading edge and Winglet structure
** For Wing box, Wing leading edge, and Winglet structure – Loads

VII - 737-600, -700, -800 (Cont'd.)

D. Additional cert basis items for model 737-800 aircraft with in-production installation of Winglets:

The following equivalent level of safety findings apply for the 737-800 aircraft that have incorporated production installed winglets (FAA Project No. TD5046SE-T):

§ 25.1389(b) Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (SE-1)
§ 25.1389 Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (SE-2)
§ 25.1391 Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (SE-1)
§ 25.1393 Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (SE-1)
§ 25.1395 Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (SE-2)

Compliance has been found to 14 CFR 25.1309 at Amendment 41 for Digital Flight Control and Autothrottle Systems.

Compliance has been found to 14 CFR Part 25 of the Federal Aviation Regulations above the existing certification basis specific to the in-production installation of Winglets and listed below:

Section No.	Title	At Amdt. 25.
25.101(a),(d),(e),(f),(h),(i)	General.	92
25.105(a),(b),(c),(d)	Takeoff.	92
25.107(a),(b),(c),(d),(e),(f)	Takeoff speeds.	94
25.109(a),(b),(c),(d),(e),(f),(g),(i)	Accelerate-stop distance.	92
25.111(a),(b),(c),(d)	Takeoff path.	94
25.113(a),(b),(c)	Takeoff distance and takeoff run.	92
25.115(a),(b),(c)	Takeoff flight path.	92
25.119(a),(b)	Landing climb: All-[engines]-operating.	94
25.121(a),(b),(c),(d)	Climb: One-engine-inoperative	84
25.125(a),(b),(e),(f)	Landing.	84
25.143(a)(b)	Controllability and Maneuverability (General)	84
25.145	Longitudinal control	98
25.149(a)(b)(c)(d)(e)	Minimum control speed	84
25.201	Stall demonstration.	84
25.203	Stall characteristics	84
25.233	Directional stability and control.	94
25.253	High-speed characteristics	84
25.305(a)(b)(c)(e)(f)	Strength and deformation	86
25.321(a)(b)	Flight Loads, General	86
25.331(a)(b)(c)	Symmetric maneuvering conditions	91
25.333(b)	Flight maneuvering envelope	86
25.335(a)(b)(c)(d)(e)(f)	Design airspeeds.	91
25.343(a)	Design fuel and oil loads	86
25.345(a)(b)(d)	High lift devices.	91
25.349(a)(b)	Rolling conditions.	94
25.351	[Yaw maneuver] conditions.	91
25.363(a)(b)	[Side load on engine and auxiliary power unit mounts.]	91
25.371	Gyroscopic loads.	91
25.373(b)	Speed control devices	86
25.415(a)(b)	Ground gust conditions	91
25.445(a)	[Auxiliary aerodynamic surfaces.]	86
25.473(a)(b)(c)(d)(e)	[Landing load conditions and assumptions.]	91
25.479(a)(c)(d)	Special devices.	91
25.481(a)(c)	Tail down landing conditions.	94
25.483(a)(b)	[One-gear landing conditions.]	91
25.485(a)(b)	Side load conditions.	91
25.491	[Taxi, takeoff and landing roll.]	91
25.493(b)(c)(d)	Braked roll conditions.	97
25.499	[Nose-wheel yaw and steering.]	91
25.561(a)(b)(c)(d)	Emergency Landing Conditions, General	91
25.571(a)(b)	Damage-tolerance and fatigue evaluation of structure.	86***
25.783(c)	Fuselage doors	88
25.785(f)	Seats, berths, safety belts, and harnesses	88

*** For Wing and Winglet

VII - 737-600, -700, -800 (Cont'd.)

E. Additional cert basis items for model 737-800 aircraft converted into a freighter (737-800BCF) under project number TS14-0042 that have incorporated Boeing drawing 800A0003:

Section No.	Title (or subparagraph)	Through Amdt [25-x]	Applies To:
25.107	Takeoff speeds	135	
25.143	General	129	
25.201	Stall demonstration	108	
25.331	Symmetric maneuvering conditions	91	
25.345	High lift devices	91	
25.349	Rolling conditions	94	
25.351	Yaw maneuver conditions	91	
25.365(a), (b), (c), (d), (f), (g)	Pressurized compartment loads	87	
25.371	Gyroscopic loads	91	
25.445	Auxiliary aerodynamic surfaces	86	For the installation of winglets only
25.473	Landing load conditions and assumptions	103	
25.479	Level landing conditions	91	
25.481	Tail down landing conditions	94	
25.483	One-gear landing conditions	91	
25.485	Side load conditions	91	
25.491	Taxi, takeoff and landing roll	91	
25.493	Braked roll conditions	97	
25.499	Nose-wheel yaw and steering	91	
25.561	General – Emergency landing conditions	91	
25.571	Damage-tolerance and fatigue evaluation of structure	132	• Fuselage, except MDCD
25.571	Damage-tolerance and fatigue evaluation of structure	132 See Note 1	• MDCD
25.571(b)(1), (b)(2), (b)(3), (b)(4), (b)(5) and (b)(6)	Damage-tolerance and fatigue evaluation of structure	132	• Structural loads
25.607	Fasteners	23	
25.611	Accessibility provisions	123	
25.613	Material strength properties and material design values	112	
25.723	Shock absorption tests	103	
25.729	Retracting mechanism	136	
25.731	Wheels	107	
25.783	Fuselage Doors	114	
25.795	25.795(b)(1)	See Note 1	
	25.795(b)(2)	138	
25.807	Emergency exits	114	
25.810	Emergency egress assist means and escape routes	114	
25.811	Emergency exit marking	88	
25.812	Emergency lighting	128	Granted Exemption 17218 for 25.812(e)
25.813	Emergency exit access	128	Granted Exemption 17218 for 25.813(b)
25.831	Ventilation	89	
25.853	Compartment interiors	116	
25.855	Cargo or baggage compartments	123	
25.856	Thermal/Acoustic Insulation materials	111	
25.857	Cargo compartment classification	93	Granted Exemption 17218 for 25.857(e)
25.858	Cargo or baggage compartment smoke or fire detection systems	93	
25.903	Engines	100	

VII. 737-600, -700, -800 (Cont'd.)

Section No.	Title (or subparagraph)	Through Amdt [25-x]	Applies To:
25.1301(a)	Function and installation	123	
25.1302	Installed systems and equipment for use by the flight-crew	137	
25.1309(a), (b),(c),(d),(e)	Equipment systems and installations	123	
25.1316	System lightning protection	134	
25.1317(a),(c)	High-intensity Radiated Fields (HIRF) Protection	122	
25.1329	Flight guidance system	119	
25.1353(a), (b), (c)	Electrical equipment and installations	123	
25.1357	Circuit protective devices	123	
25.1411	General	116	
25.1423	Public address system	115	
25.1431	Electronic equipment	113	
25.1435	Hydraulic systems	104	
25.1439	Protective breathing equipment	115	
25.1447	Equipment standards for oxygen dispensing units	116	Granted Exemption 17218 for 25.1447(c)(1)
25.1583	Operating limitations	130	
25.1585	Operating procedures	105	
25.1707(c)	System separation: EWIS	123	
26.21(b)	Limit of validity	26-6	
26.45(b)(c)	Holders of type certificates - Alterations and repairs to alterations	26-4	
21.93(b)	Classification of changes in type design	21-97	Acoustics
36.7	Acoustical change: Transport category large airplanes and jet airplanes	36-26	Acoustics
36.103	Noise limits	36-26	Acoustics

Notes:
Note 1: See Section VII E for 737-800BCF Exceptions table.

VII. 737-600, -700, -800 (Cont'd.)

Title 14, Code of Federal Regulations (14 CFR) part 25 as amended by Amendments 25-0 through 25-138 with exceptions requested and permitted by 14 CFR 21.101. These exceptions are noted below:

Section No.	Title (or subparagraph)	Through Amdt [25-x]	Exception Applies To:
25.365(e)(1), (e)(2)	Pressurized compartment loads	0	• Airplane
25.571(a)(b) (excluding (b)(1), (b)(2), (b)(3), (b)(4), (b)(5), (b)(6))	Damage-tolerance and fatigue evaluation of structure	86	• Airplane Structures: o Fuselage o MDCD
25.795(b)(1)	Security considerations	N/A	• Airplane
25.841(a)	Pressurized cabins	38	• Airplane
25.1322(a),(b)	Flight crew alerting	38	• ECS Cargo Fire Protection Systems • MDCD Door Mechanisms • Flight Deck / Crew Operations
25.1703	Function and installation: EWIS	N/A	• Airplane
25.1705	Systems and functions: EWIS	N/A	• Airplane
25.1707 (No exception being sought for 25.1707(c)	System separation: EWIS	N/A	• Airplane
25.1709	System safety: EWIS	N/A	• Airplane
25.1711	Component identification: EWIS	N/A	• Airplane
25.1713	Fire protection: EWIS	N/A	• Airplane
25.1715	Electrical bonding and protection against static electricity: EWIS	N/A	• Airplane
25.1717	Circuit protective devices: EWIS	N/A	• Airplane
25.1719	Accessibility provisions: EWIS	N/A	• Airplane
25.1721	Protection of EWIS	N/A	• Airplane
25.1723	Flammable fluid fire protection; EWIS	N/A	• Airplane
25.1725	Power-plants: EWIS	N/A	• Airplane
25.1727	Flammable fluid shutoff means: EWIS	N/A	• Airplane
25.1729	Instructions for Continued Airworthiness: EWIS	N/A	• Airplane
25.1731	Power-plant and APU fire detector system: EWIS	N/A	• Airplane
25.1733	Fire detector systems, general: EWIS	N/A	• Airplane

Special Conditions:

The following Special Conditions are applicable to the 737-800 aircraft converted into a freighter.

Special Condition	Title	Effective Date
25-347-SC	Interaction of Systems and Structures	March 19, 2007

Exemptions:

The following Exemptions are applicable to the 737-800 aircraft converted into a freighter.

Exemption Number	Applicable Part 25 Section	Title	Date Issued	Comments
17218	25.785(j), 25.812(e), 25.813(b), 25.857(e), 25.1447(c)(1)	Carriage of Supernumeraries	February 24, 2017	

VII. 737-600, -700, -800 (Cont'd.)

Equivalent Safety Findings (ELOS):

The following ELOS are applicable to the 737-800 aircraft converted into a freighter.

Equivalent Level of Safety (ELOS) Number	Applicable Regulations or Regulatory Guidance	Subject
AT8167SE-T-ES-1	14 CFR part 21.21(b)(1), 25.855, 25.857, 25.1309, 25.1585	Inadvertent Smoke Detection in Forward and Aft Lower Lobe Class C Cargo Compartments from a Smoke Source in a Main Deck Class E Compartment Boeing 747-400SF
PS05-0020-ES-3	14 CFR part 21.21(b)(1), 25.831(g), 25.1309(a)(b)(d)	Acceptable High Temperature Physiological Environment During Failure Conditions

Additional Design Requirements and Conditions (ADRC):

The following design features, requirements and information are included as part of the 737-800BCF certification basis. If these items are not maintained, compliance must be shown with the latest 14 CFR part 25 requirement(s) as amended by Amendment 25-1 through Amendment 25-138.

Section 25.571(a) and (b)
The following design features must be incorporated in the type design for the fuselage (including main deck cargo door (MDCD).

1. For the 737-800BCF structure the damage tolerance evaluation must include inspection thresholds that are established based upon crack growth analysis and/or tests, assuming the structure contains an initial flaw of the maximum probable size that could exist as a result of manufacturing or service induced damage.

2. A limit of validity of the engineering data that supports the structural maintenance program, stated as a number of total accumulated flight cycles or flight hours or both, must be included in the applicable airworthiness limitations section of the instructions for continued airworthiness required by § 25.1529 (Reference: 14 CFR 26.21, Amendment 26-6).

Other Operating Limitations:

1. The 737-800BCF is not approved for ETOPS.
2. Removed

VII. 737-600, -700, -800 (Cont'd.)

Certification Maintenance Requirements (CMR's) The CMR's are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D626A001-CMR thru the April 2016 revision, and Document D626A001-9-03 from the July 2016 revision thereafter at latest FAA approved Revision, or the applicable engine Type Certification Data Sheet. The more restrictive requirement from these two documents shall be in force. All 737-600/700/700IGW/800 airplanes with line numbers 715 and on must comply with the damage tolerance structural inspections contained in revision June 2000 or later FAA-approved revision.

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design Data.

Service Information: The following Boeing **"**Structural Repair Manual**"** Documents are FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect.
D634A201 for the 737-700
D634A210 for the 737-800
D634A220 for the 737-600
D634A330 for the 737-700 IGW
D634A209 for the 737-800 BCF

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

NOTES FOR SECTION VII (737-600, -700, -800):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual consists of the Basic Manual and a Supplement Aircraft Report contained in the following Boeing documents:

D043A560 for the 737-600
D043A570 for the 737-700
D043A580 for the 737-800
D043A584 for the 737-800 BCF

This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane. Boeing Document No. D631A001 is the basic FAA Approved Airplane Flight Manual for Model 737-600/-700/-800 airplanes.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Maintenance Planning Data Document (MPD) Section 9 Airworthiness Limitations and Certification Maintenance Requirements; Boeing Document D626A001-CMR thru the April 2016 revision, and starting with the July 2016 revision Document D626A001-9 thereafter. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The following documents are the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403:

Prior to July 2016:
D626A001-CMR, Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data (MPD)
After July 2016:
D626A001-9-01, 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs)
D626A001-9-02, 737-600/700/700C/800/900/900ER Airworthiness Limitations - Line Number Specific
D626A001-9-03, 737-600/700/700C/800/900/900ER Certification Maintenance Requirements (CMRs)
D626A001-9-04, 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations

Required structural inspections for compliance with 14 CFR §25.571 and the retirement times for safe-life parts are listed in the FAA Approved Airworthiness Limitations and Certification Maintenance Requirements Section 9 of Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Document D626A001-CMR thru July 2016, and Document D626A001-9-01 thereafter. All 737-600/700/700C/800/900/900ER airplanes with line numbers 715 and on must comply with the Damage Tolerance Structural Inspections contained in revision June 2000 or later FAA-approved revision. Each operator must incorporate into their airline's FAA-approved maintenance program, the applicable requirements of these documents.

VII. 737-600, -700, -800 (Cont'd.)

NOTE 4. Model 737-700 Increased Gross Weight (IGW):
The following exemptions have been granted when the airplane is not operated for hire, or for common carriage (Granted October 5, 1998, Exemption No. 6820):
§25.785(h)(2) Flight Attendant Seat Locations which do not Provide for Direct View of the Cabin,
§25.813(e) Installation of Interior Doors in between passenger compartments,
§25.853(d) Interior materials that do not comply with Heat Release and Smoke Emissions Requirements.
(Granted February 17, 1999, Exemption No. 6820A); -
§25.807(d)(7) Distance Between Exits.
§25.813(e) Installation of Interior Doors in between passenger compartments
§25.853(d) Interior materials that do not comply with Heat Release and Smoke Emissions Requirements.
Acceptable engine models installed on a 737-700 IGW are dependent on type of intended in-service use. See the individual Airplane Flight Manual for approved installation of either the CFM56-7B26 or CFM56-7B26/B1 or CFM56-7B27/B3 or CFM56-7B27E/B3.

NOTE 5. The type design reliability and performance of the Model 737-600, -700, and -800 airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D044A007, "737-600/-700/-700C/-800/-900/-900ER ETOPS CONFIGURATION, MAINTENANCE, AND PROCEDURES". Additionally, type design changes incorporated after February 15, 2007 that require ETOPS approval have been evaluated in accordance with 14 CFR 25.1535 and found suitable for Extended Operations (ETOPS) when operated and maintained in accordance with Boeing Document D044A007. This finding does not constitute approval to conduct ETOPS operations.

NOTE 6. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under 14 CFR §121.703, 125.409, and 135.415.

NOTE 7: Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR §25.981 and Special Condition 25-308-SC are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data Document D626A001-CMR, Revision December 2005 or later FAA-approved revision thru July 2016, and the latest FAA-approved revision of the D626A001-9-0x series documents thereafter. All Model 737-600, -700, and -800 series airplanes, production line number 1679 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA is planning to issue an airworthiness directive mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 737-600, -700, -700C, -800, and -900 series airplanes with production numbers lower than 1679.

NOTE 8: 737-700 and 737-800 airplanes modified by Boeing STC ST01697SE (Lower Cabin Altitude modification) 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 STC modification has been approved for airplanes listed in Figure 1 of Boeing Report D926A200, Revision N, dated May 23, 2009, or later FAA approved revision.

NOTE 9: The Model 737-600/-700/-800 has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

NOTE 10: Model 737-800:
The following exemptions have been granted when the airplane is not operated for hire, or for common carriage (Granted August 17, 2001, Exemption No. 7609):
§25.785(h)(2) Flight Attendant Seat Locations which do not Provide for Direct View of the Cabin,
§25.807(d)(7) Distance Between Exits.
§25.813(e) Installation of Interior Doors in between passenger compartments
§25.853(d) Interior materials that do not comply with Heat Release and Smoke Emissions Requirements.
Acceptable engine models installed on a 737-800 is dependent on type of intended in-service use. See the individual Airplane Flight Manual for approved installation of either the CFM56-7B26 or CFM56-7B26/B1 or CFM56-7B27/B3 or CFM56-7B27E/B3

NOTE 11. The following Serial Numbers were produced under Type Certificate prior to incorporating these model series into the production certificate:
Model 737-600: 28288 thru 28293, 28296, 28297
Model 737-700: 27841, 27842, 27843, 27835, 28100, 27836, 28004, 28005, 27837, 28209, 27838, 28100, 28101, 28102, 28088, 27839, 28210, 28103, 28840, 28089, 28006, 28107, 28108, 28099.
Model 737-800: 27977, 27978, 27979, 27980, 27981, 27982, 28068, 28069, 28213, 28373.

VIII Model 737-700C (Approved August 31, 2000) Transport Aircraft.

Engines: Two CFM International, S.A. CFM56-7B2x, 7B2x/3, or 7B2xE Series Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. (Engine Type Certificate No. E00055EN, or E00056EN)

Fuel: Fuels meeting the following specifications and mixtures thereof are approved for use:

* Jet A, Jet A-1 as specified in ASTM-D1655
* JP-5 as specified in MIL-T-5624
* JP-8 as specified in MIL-T-83133

Fuels conforming to G.E. Specification D50TF2 (Class A, C, D and E) or fuels produced or certified to other specifications and having properties meeting the requirements of the above specifications are acceptable for use. Consult Flight Manual for additive use.

Engine Ratings:

Model 737-700C	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb
CFM56-7B24	24,200	22,800
CFM56-7B24/3	24,200	22,800
CFM56-7B24E	24,200	22,800
CFM56-7B24/B1**	24,200	22,800
CFM56-7B24/3B1**	24,200	22,800
CFM56-7B24E/B1**	24,200	22,800
CFM56-7B22/3	22,700	22,300
CFM56-7B22E	22,700	22,300
CFM56-7B20/3	20,600	19,400
CFM56-7B20E	20,600	19,400
CFM56-7B26/3	26,300	25,900, Limited to 22,800 by FMC
CFM56-7B26E	26,300	25,900, Limited to 22,800 by FMC
CFM56-7B26/3B2	26,300	22,800
CFM56-7B26E/B2	26,300	22,800
CFM56-7B26/3B2F	26,300	22,800
CFM56-7B26E/B2F	26,300	22,800
CFM56-7B26/3F	26,300	25,900, Limited to 22,800 by FMC
CFM56-7B26E/F	26,300	25,900, Limited to 22,800 by FMC
CFM56-7B26/B2	26,300	22,800

** Special Rating

Engine and Weight Limits:

For engine operating limits see Engine Type Certificate Data Sheet No. E00055EN or E00056EN or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in Note 2

C. G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2

Maximum Weights: 737-700C
Please see Note 4 at the end of Section for limitations which may be applicable to the 737-700 IGW airplanes

Maximum Taxi Weight (MTW)	171,500 lbs.
Maximum Takeoff Weight (MTOW)	171,000 lbs.
Maximum Landing Weight (MLW)	134,000 lbs.
Maximum Zero Fuel Weight (MZFW)	126,000 lbs.

Eligible Serial Numbers:

Model	
737-7AF	29979, 29980, 30200, 30781, 32597, 32598, 33826, 33836, 34304, 40573, 40574, 40577, 43827, 43828, 60329
737-7AX	30184, 30185
737-7HBC	35955
737-7HJ	36756
737-7D6C	61340, 61341
737-700C	65395, 65396

VIII - Model 737-700C (Cont'd)

Airframe Limits Capacities & Rigging

Minimum Crew for All Flights: 2 (Pilot and Copilot)

Maximum Passengers:

Passenger only mode	Cargo only mode
149	0

Maximum Baggage Cargo: See appropriate Weight and Balance Manual listed in Note 1.

Fuel & Oil Capacities: See appropriate Weight and Balance Manual listed in Note 1.

Minimum Required Fuel: See appropriate FAA Approved Airplane Flight Manual listed in Note 1

Maximum Operating Altitude: 41,000 ft.

Datum: See appropriate Weight and Balance Manual listed in Note 1.

MAC: 155.81 in

Other Operating Limitations: See FAA Approved Airplane Flight Manual Appendices

Control Surface Movements: To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes, must, therefore, be rigged according to the following FAA Approved data:

Boeing Drawing Numbers:
114A1001, Krueger Flap Instl - Inbd Wing L.E.
251A1001, Rigging Instructions, Lateral & Speedbrake Control
251A2001, Rigging Instructions, Elevator Control System
251A3001, Rigging Instructions, Rudder Control System
251A4001, Rigging Instructions, Stabilizer Trim Control
256A3001, Rigging Instructions - Flap Actuation
256A2284, Flap.Slat Sensor Instl - Leading Edge, Wing

Certification Basis:

A. 14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-91 with the exceptions listed below:

SECTION NO.	TITLE	AT AMDT. 25.-
25.445	[Auxiliary Aerodynamic Surfaces]	0*****
25.562	Emergency Landing Dynamic Conditions	64*
25.607	Fasteners	0,91**
25.631	Bird Strike Damage	0,91**
25.699	Lift and Drag Device Indicator	0,91**
25.783(f)	Doors	15,91**
25.807(c)(3)	Emergency Exits	15
25.807(d)(1)	Emergency Exits	77
25.831(a) & (g)	Ventilation	41
25.832	Cabin Ozone Concentration	0***
25.841(a)	Pressurized Cabins	38
25.853(d)(3)	Compartment Interiors	72
25.904	Automatic Takeoff Thrust Control System (Not complied with –new at 25-62)	
25.1141	Power Plant Controls: General	11****
25.1309	Equipment, Systems and Installations	0,91**
25.1419(c)	Ice Protection	23,91**
25.1447(c)(3)(ii)	Equipment Standards for Oxygen Dispensing Units	41

* Flight attendant seats are qualified to Technical Standard Order C127. Passenger and crew seats in the flight deck comply with § 25.562(a),(b),((c)(1),(2),(3),(4),(7), and (8)). In addition flight deck observer seats comply with § 25.562((c)(5)).

VIII Model 737-700C (Cont'd)

** Applicable to new and significantly modified structure and systems and portions of the airplane affected by these changes. Where two amendment levels are shown for the same paragraph, the number without the asterisk (*) applies to structures, systems and portions of the airplane which are not new or significantly modified. The structure, systems, and components which comply with the later amendment will be identified in Boeing document D010A001, approved by the FAA and JAA, and referenced on the TCDS.

*** Boeing provides FAA approved data (Document number D6-49779) to 737 operators to enable the operators to show ozone compliance per §121.578 for their specific route structures.

**** Exception applies to Auxiliary Power Unit spar mounted fuel shut off valve only. All other power plant controls were shown to comply with §25.1141 at amendment 25-91.
***** Exception to Amendment 0 applies only to aircraft without winglets. For aircraft with winglets, see Section C.

Amendment level "0" is the original published version of Part 25 (February 1, 1965).

The certification basis for the following regulations at amendment levels later than 25-91.

SECTION NO.	AT AMDT. 25.-	TITLE
25.101	92	Performance; General
25.105	82	Takeoff
25.107	94	Takeoff Speeds
25.109	92	Accelerate Stop Distance
25.111	94	Take Off Path
25.113	92	Takeoff Distance and Takeoff Run
25.115	92	Takeoff Flight Path
25.119	94	Landing Climb: All Engines Operating
25.233	94	Ground Directional Stability and Control
25.349	94	Rolling Conditions
25.481	94	Tail-Down Landing Conditions
25.571(e)(1)	96	Damage-Tolerance & Fatigue Evaluation of Structure
25.735	92	Brakes
25.807 (except (g))	94	Emergency Exits
25.855	93	Cargo or Baggage Compartments
25.857	93	Cargo Compartment Classification
25.858	93	Cargo or Baggage Compartment Smoke or Fire Detection
25.981(b)(d)	125	Fuel Tank Ignition Prevention (for Flammability Reduction System)
25.1533	92	Additional Operating Limitations

Special Conditions:

25-ANM-132, Special Conditions published in the Federal Register on September 17, 1997 for 737-600/-700/-800 airplanes and applicable to later amendments of the 737 model that incorporate the same novel or unusual design feature:

1. High Intensity Radiated Fields (HIRF) Protection.
2. Limit Engine Torque Loads for Sudden Engine Stoppage.

25-358-SC, Special Conditions published in the Federal Register on June 29, 2007 addressed 737-600/-700/-700C/-800/-900 and 900ER series airplanes regarding seats with non-traditional, large, non-metallic panels

25-386-SC, Special Conditions published in the Federal Register on August 7, 2009, addressed 737-600/-700/-700C/-800/ and 900ER series airplanes with inflatable lapbelts installed

25-308-SC, Special Conditions Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting) published in the Federal Register on December 5, 2005

25-404-SC, Special Conditions published in the Federal Register on April 12, 2010, Modification to Boeing Model 737-600/-700/-700C/-800/-900 and -900ER Series Airplanes: Rechargeable Lithium Batteries and Rechargeable Lithium-Battery Systems

25-550-SC, Special Conditions published in the Federal Register on June 6, 2014, Airplane Electronic Systems Security Protection from Unauthorized External Access

25-551-SC, Special Conditions published in the Federal Register on June 6, 2014, Isolation [of] Airplane Electronic System Security Protection from Unauthorized Internal Access

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017

VIII Model 737-700C (Cont'd)

Equivalent Safety Findings for the 737-700C (specifications and restrictions of its content, such as production winglet installation, must be met before an issue paper is considered to apply to any specific configuration of a model series):

SECTION NO.	TITLE	ELOS No.
§1.2	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.21(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.103	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.107	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.111(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.119(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.121(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.125(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.143(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.145(a)(b)(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.147(a)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.149(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.161(b)(c)(d)(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.175(a)(b)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.177(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.181(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.201(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.207(b)(c)(d)(e)(f)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.231(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.233(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.237(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.395(a)	Lateral Control System Load Factors	AT2721SE-T-A-5
§25.613	Material Design Values	AT3907SE-T-A-15
§25.733	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T-G-1
§25.735	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T-G-1
§25.735(f)(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.773(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.791	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.810 (a)(1)(ii)	Escape Slides	AT2721SE-T-C-4
§25.811(f)	Exterior Exit Markings	TD2695SE-T-C-1
§25.813(c)	Seat Obstruction of the Provided Exit Opening at Overwing Exit Door and Reduced Passageway to the Overwing Exits (for Type III Automatic Overwing Exit)	TD8301SE-T-C-1
§25.841(b)(6)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1
§25.853(a)	Adhesives Used in Interior Panel Bent Joint Potting Applications	PS08-0670-C-1
§ 25.853(a)(d)	Equivalent Level of Safety (ELOS) Finding for Flammability Testing Hierarchy	PS13-1000-C-5
§25.853	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.933(a)	Flight Critical Thrust Reversers	AT2720SE-T-P-2
§25.979(b)(1)	Pressure Fueling System – Automatic Refueling Shutoff System Check Function	AT0328SE-T-P-5 via AT2721SE-T-G-1
§25.981(a)(3)	Equivalent Level of Safety (ELOS) Finding for Boeing Puget Sound Ground Fault Interrupter Relays	PS-05-0123-P-1
§25.981(b)(2)	Fuel Tank Flammability Reduction Rule	PS05-0177-P-2
§25.1001(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1001	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1301	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1309(a)	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1309(c)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1

VIII - Model 737-700C (cont'd):

SECTION NO.	TITLE	ELOS No.
§25.1323(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1325(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1389(b)(1), (b)(2)	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700 and 737-800 only)	LB08-0012-T-SE-1
§25.1389(b)(3)	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1389(b)(3)	Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (737-700, and 737-700C)	LB08-0012-T-SE-2
§25.1391	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700, and 737-700C)	LB08-0012-T-SE-1
§25.1393	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity (737-700, and 737-700C)	LB08-0012-T-SE-1
§25.1395	Equivalent Safety Finding (ESF) for Position Light Overlapping Intensities (737-700, and 737-700C)	LB08-0012-T-SE-2
§25.1395	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1397(b)	Equivalent Level of Safety (ELOS) Finding for Aviation Green Light Chromaticity Requirements on a Model Boeing 737-700/700C/800/900ER airplanes	PS12-1026-SE-1
§25.1419	Equivalent Level of Safety (ELOS) Finding for Use of Analysis to Demonstrate Safe Flight in Icing Conditions for 737-700(IGW) and 737-700C	LB08-0012-T-S-2
§25.1439	Accessible Class E Cargo Compartment	AT2721SE-T-C-6
§25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles	PS13-0901-ES-1
§25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	TS13-0005-S-1
§25.1443(d)	Equivalent Level of Safety (ELOS) finding for Portable Pulse Oxygen System (First Aid Oxygen Only)	TC6918SE-T-ES-20
§25.1517	Rough Air Speed, VRA	LB08-0012-F-1
§25.1529	Inclusion of Airworthiness Limitations within the Boeing ICA Manuals	TC6918SE-T-G-8
§25.1549(b)	Equivalent Level of Safety (ELOS) Finding for Powerplant And Auxiliary Power Unit Instruments	AT00010BA-T-S-1
§25.1587(b)	Use of 1-g Stall Speed Instead of Minimum Speed (F-1)	AT2721SE-T-F-1 via AT2421SE-T G-1

Exemptions:

- § 25.305, 25.307(a), 25.601, 25.603(c), 25.613(a) and (b), 25.901(c), and 25.1103(d) Partial Exemption – Localized areas of temperature – related damage. (Exemption No. 9571, December 11, 2007).
- §25.562 and 25.785(b) Crashworthiness of Medical Stretcher Provisions (Exemption No. 17652, November 16, 2017)
- § 25.562(b)(2) Emergency Landing Dynamic Conditions - related to Flight Deck Testing (Exemption 6425 Originally granted April 12th, 1996, Exemption No. 6425A, August 20, 1999).
- §25.853(a), appendix F, paragraph (a)(1)(i) - Partial Time-Limited Exemption, Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010 , Exemption No. 9791C, February 4, 2011)
- § 25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane (Originally granted February 4, 2003, Exemption No. 7968). See NOTE 4 for information about high thrust failure.
- § 25.901(c) and § 25.981(a)(3) - Exemption from 14 CFR 25.901(c), Amendment 25-126, and 25.981(a)(3), Amendment 25-102 or later, pertaining to fuel tank ignition prevention associated with the fuel quantity indication systems (FQIS) on in-service and newly-produced Model 737-600/-700/-700C/-800/-900/-900ER (737NG) airplanes. (Time-limited Exemption No. 10905, Originally granted December 18, 2013, Expires December 18, 2017; Exemption No 10905A granted December 13, 2017, Exemption No 10905B granted September 28, 2018)
- § 25.1435(b)(1) Hydraulic Systems (Originally granted May 17, 1995, Exemption No. 6086, applicable to 737-700, revised to add the 737-600 and 737-800 in Exemption No 6086A on January 29, 2009), extended to include the main deck cargo door hydraulic system. (Exemption 6889, granted April 15, 1999)

VIII - Model 737-700C (cont'd):

14 CFR Part 26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections. Compliance has been found for the following regulations:

SECTION NO.	TITLE	AT AMDT. 26-
26.11	Electrical wiring interconnection systems (EWIS) maintenance program.	0
26.21	Limit of Validity	5
26.33	Holders of type certificates: Fuel tank flammability.	3
26.39	Newly produced airplanes: Fuel tank flammability	3
26.43	Holders of and applicants for type certificates – Repairs	1
26.45	Holders of type certificates - Alterations and repairs to alterations	1
26.47	Holders of and applicants for a supplemental type certificate – Alterations And repairs to alterations	1
26.49	Compliance plan	1

In addition to the airworthiness standards, the type-certification basis for these derivative airplanes includes compliance with the emissions standards of Part 34 as amended by any amendments effective at the time of certification

14 CFR Part 36 as amended by Amendment 36-20 or any subsequent amendment effective at the time of certification. See the appropriate FAA Approved Airplane Flight Manual listed in Note (1) for applicability of Stage 4 Noise Recertification through Amendment 36-28.

B. Certification basis for §25.981(b) and §25.981(d) at amendment 25-125, with Equivalent Safety Finding PS05-0177-P-2, dated June 13, 2011 for §25.981(b)(2), for the flammability reduction system (FRS), is applied if fuel tank inerting is installed in new airplane production (line #'s 2517, 2620 and on) or as a modification per Service Bulletins 737-47-1002 and 737-47-1003. Airworthiness limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

C. Additional certification basis items for model 737-700C aircraft with in-production installation of Winglets:
For model 737-700C aircraft that have incorporated production installed winglets (BDCO Project LB08-0012), the following equivalent level of safety findings apply:

§ 25.1419 (documented in TAD ELOS Memo LB08-0012-T-S-2)
§ 25.1389(b)(l), 25.1389(b)(2), 25.1391, and 25.1393 (documented in TAD ELOS Memo LB08-0012-T-SE-1)
§ 25.1389(b)(3) and 25.1395 (documented in TAD ELOS Memo LB08-0012-T-SE-2)
§ 25.1517, "Rough Air Speed, V_{RA}" (documented in TAD ELOS Memo PS05-0002-F-1 via LB08-0012-G-8 Collector)

Compliance has been found to 14 CFR Part 25 of the Federal Aviation Regulations above amendment 25-91 specific to the in-production installation of Winglets and is listed below:

Section No.	**Title**	**At Amdt. 25.**
25.103(a),(b),(c)	Stall Speed	108
25.107(b),(c), (g)	Takeoff speeds	108
25.111(a)	Takeoff path	108
25.111(c)	Takeoff path	115
25.113(a),(b),(c)	Takeoff distance and takeoff run	92
25.115(a)	Takeoff flight path	92
25.119(b)	Landing climb: All engines operating	108
25.121(c),(d)	Climb: One engine inoperative	108
25.125(a)	Landing	108
25.143	General – Controllability and Maneuverability	108
25.145	Longitudinal control	108
25.147	Directional and lateral control	115
25.149	Minimum control speed	108
25.161	Trim	115
25.175	Demonstration of static longitudinal stability	115
25.177	Static lateral-directional stability	108
25.181	Dynamic stability	108
25.201	Stall demonstration	108
25.207	Stall warning	108
25.231	Longitudinal stability and control	108
25.233	Directional stability and control	108
25.571(b),(e)	Damage Tolerance and Fatigue Evaluation of Structure	96*
25.869(a)(4)	Fire protection: systems	113
25.903(c)	Engines	94
25.1323(c)	Airspeed indication system	109

VIII - Model 737-700C (cont'd):

25.1325(e)	Static pressure system	108
25.1329(g)	Automatic pilot system	119
25.1587(b)	Performance information	108

* For Wing box, Wing leading edge, and Winglet structure – Loads

Certification Maintenance Requirements (CMR's) The CMR's are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D626A001-CMR, revision June 2000 thru the April 2016 revision, and Document D626A001-9-03 from the July 2016 revision thereafter at latest FAA approved Revision, or the applicable engine Type Certification Data Sheet. The more restrictive requirement from these two documents shall be in force.

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design Data.

Service Information: The following Boeing "Structural Repair Manual" Documents are FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect.
D634A201 for the 737-700C

NOTES FOR SECTION VIII (737-700C):

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A573) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27. .

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane. Boeing Document No. D631A001 is the basic FAA Approved Airplane Flight Manual for Model 737-600/-700/-800 airplanes

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Maintenance Planning Data Document (MPD) Section 9 Airworthiness Limitations and Certification Maintenance Requirements; Boeing Document D626A001-CMR thru the April 2016 revision, and starting with the July 2016 revision Document D626A001-9 thereafter. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The following documents are the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403.

Prior to July 2016:
D626A001-CMR, Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data (MPD)
After July 2016:
D626A001-9-01, 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs)
D626A001-9-02, 737-600/700/700C/800/900/900ER Airworthiness Limitations - Line Number Specific
D626A001-9-03, 737-600/700/700C/800/900/900ER Certification Maintenance Requirements (CMRs)
D626A001-9-04, 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations

Each operator must incorporate into their airline's FAA-approved maintenance program, the applicable requirements of these documents.

NOTE 4. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under 14 CFR §121.703, 125.409, and 135.415.

NOTE 5: The type design reliability and performance of the Model 737-700C, airplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D044A007, "737-600/-700/-700C/-800/-900/-900ER ETOPS CONFIGURATION, MAINTENANCE, AND PROCEDURES". Additionally, type design changes incorporated after February 15, 2007 that require ETOPS approval have been evaluated in accordance with 14 CFR 25.1535 and found suitable for Extended Operations (ETOPS) when operated and maintained in accordance with Boeing Document D044A007. This finding does not constitute approval to conduct ETOPS operations.

VIII - Model 737-700C (cont'd):

NOTE 6: The Model 737-700C has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

NOTE 7: Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with § 25.981 are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 737-600/ 700/ 700C/ 800/ 900/ 900ER Maintenance Planning Data Document D626A001-CMR, Revision December 2005 or later FAA-approved revision thru July 2016, and the latest FAA-approved revision of the D626A001-9-0x series documents thereafter. All Model 737-700C series airplanes, production line number 1679 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA is planning to issue an airworthiness directive mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 737-600, -700, -700C, -800, and -900 series airplanes with production numbers lower than 1679.

IX Model 737-900 (Approved April 17, 2001) Transport Aircraft.

Engines: Two CFM International, S.A. CFM 56-7B2x, -7B2x/3 or -7B2xE Series Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual for engine limitations. (Engine Type Certificate No. E00055EN, or E00056EN)

Fuel: Fuels meeting the following specifications and mixtures thereof are approved for use:
* Jet A, Jet A-1 as specified in ASTM-D1655
* JP-5 as specified in MIL-T-5624
* JP-8 as specified in MIL-T-83133
Fuels conforming to G.E. Specification D50TF2 (Class A, C, D and E) or fuels produced or certified to other specifications and having properties meeting the requirements of the above specifications are acceptable for use. Consult Flight Manual for additive use.

Oil Consumption: For compliance with FAR 25.1011(b), the approved maximum oil consumption rate for the CFM56-7B engines installed on this model airplane has been established as 0.340 gallons per hour. Operation of the Model 737-900 airplane with engine oil consumption rates higher than this limit is not permitted.

Engine Ratings:

Model 737-900	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
CFM56-7B24	24,200	22,800
CFM56-7B24/3	24,200	22,800
CFM56-7B24E	24,200	22,800
CFM56-7B24/3B1**	24,200	22,800
CFM56-7B24E/B1**	24,200	22,800
CFM56-7B26	26,300	25,900
CFM56-7B26/3	26,300	25,900
CFM56-7B26E	26,300	25,900
CFM56-7B26/3F	26,300	25,900
CFM56-7B26E/F	26,300	25,900
CFM56-7B26/B1	26,300	25,900
CFM56-7B27	27,300	25,900
CFM56-7B27/3	27,300	25,900
CFM56-7B27E	27,300	25,900
CFM56-7B27/3F	27,300	25,900
CFM56-7B27E/F	27,300	25,900
CFM56-7B27/B1	27,300	25,900
CFM56-7B27/3B1	27,300	25,900
CFM56-7B27E/B1	27,300	25,900
CFM56-7B27/3B1F	27,300	25,900
CFM56-7B27E/B1F	27,300	25,900
CFM56-7B27/B3	27,300	25,900
CFM56-7B27/3B3	27,300	25,900
CFM56-7B27E/B3	27,300	25,900

** Special Rating

IX - Model 737-900 (cont'd)

Engine and Weight Limits

For engine operating limits see Engine Type Certificate Data Sheet No. E00055EN or E00056EN or the FAA Approved Airplane Flight Manual.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

C. G. Range: See the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

Maximum Weights: 737-900
Please see Note 4 at the end of Section VII *for* limitations which may be applicable to the 737-900 airplanes

Maximum Taxi Weight (MTW)	174,700 lbs.
Maximum Takeoff Weight (MTOW)	174,200 lbs.
Maximum Landing Weight (MLW)	147,300 lbs.
Maximum Zero Fuel Weight (MZFW)	140,300 lbs.

Eligible Serial Numbers:

Model	
737-9B5	29987-30002
737-9K2	29599-29602, 32944
737-95R	30412, 33740
737-97L	33644-33646, 33648, 33649
737-924	30118-30129
737-990	30013-30019, 30021, 30856, 30857, 33679, 33680

Airframe Limits Capacities & Rigging

Minimum Crew for All Flights: 2 (Pilot and Copilot)

Maximum Passengers: Passenger only mode 189

Maximum Baggage Cargo: See appropriate Weight and Balance Manual listed in Note 1.

Fuel & Oil Capacities: See appropriate Weight and Balance Manual listed in Note 1.

Minimum Required Fuel: See appropriate FAA Approved Airplane Flight Manual listed in Note 2.

Maximum Operating Altitude: 41,000 ft.

Datum: See appropriate Weight and Balance Manual listed in Note 1.

MAC: 155.81 in

Other Operating Limitations: See FAA Approved Airplane Flight Manual Appendices (Note 2).

Control Surface Movements: To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes, must, therefore, be rigged according to the following FAA Approved data:

Boeing Drawing Numbers:
114A1001, Krueger Flap Instl - Inbd Wing L.E.
251A1001, Rigging Instructions, Lateral & Speedbrake Control
251A2001, Rigging Instructions, Elevator Control System
251A3001, Rigging Instructions, Rudder Control System
251A4001, Rigging Instructions, Stabilizer Trim Control
256A3001, Rigging Instructions - Flap Actuation
256A2284, Flap Slat Sensor Instl - Leading Edge, Wing

IX - Model 737-900 (cont'd)

Certification Basis:

A. 14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-91 with the exceptions listed below:

SECTION NO.	TITLE	AT AMDT. 25.-
25.365	Pressurized Compartment Loads	0
25.562	Emergency Landing Dynamic Conditions	64*
25.607	Fasteners	0,91**
25.631	Bird Strike Damage	0,91**
25.699	Lift and Drag Device Indicator	0,91**
25.783(f)	Doors	15,91**
25.807(c)(3)	Emergency Exits	15
25.813	Emergency Exit Access	45,91**
25.831(a) & (g)	Ventilation	41
25.832	Cabin Ozone Concentration	0***
25.841(a)	Pressurized Cabins	38
25.853(d)(3)	Compartment Interiors	72
25.904	[Automatic Takeoff Thrust Control System]	Not complied with (New at 25-62)
25.1141	Power Plant Controls: General	11****
25.1309	Equipment, Systems and Installations	0,91**
25.1419(c)	Ice Protection	23,91**
25.1447(c)(3)(ii)	Equipment Standards for Oxygen Dispensing Units	41

* Flight attendant seats are qualified to:

1. Technical Standard Order (TSO) C127, dated March 30, 1992, or
2. TSO C127a, and

Head Injury Criteria data collected and reported by the TSO applicant is less than 1000 and,
Femur Injury Criteria data collected and reported by the TSO applicant is less than 2250 pounds, and,
Permanent deformation data collected and reported by the TSO applicant are in compliance with the requirements of FAA Advisory Circular (AC) 25.562-1A.

Passenger and crew seats in the flight deck comply with § 25.562(a),(b), ((c)(1),(2),(3),(4),(7), and (8)). In addition flight deck observer seats will comply with § 25.562((c)(5)).

** Applicable to new and significantly modified structure and systems and portions of the airplane affected by these changes. Where two amendment levels are shown for the same paragraph, the number without the asterisk (*) applies to structures, systems and portions of the airplane which are not new or significantly modified. The structure, systems, and components which comply with the later amendment are identified in Boeing document D010A001, approved by the FAA and JAA, and referenced on the TCDS.

*** Boeing provides FAA approved data (Document number D6-49779) to 737 operators to enable the operators to show ozone compliance per §121.578 for their specific route structures.

**** Exception applies to Auxiliary Power Unit spar mounted fuel shut off valve only. All other power plant controls were shown to comply with § 25.1141 at amendment 25-91.

Amendment level "0" is the original published version of 14 CFR Part 25 (February 1, 1965). The certification basis for the following regulations at amendment levels later than amendment 25-91.

SECTION NO.	AT AMDT. 25.	TITLE
25.101	92	Performance; General
25.105	92	Takeoff
25.107	94	Takeoff Speeds
25.109	92	Accelerate Stop Distance
25.113	92	Takeoff Distance and Takeoff Run
25.115	92	Takeoff Flight Path
25.571(e)(1)	96	Damage Tolerance and Fatigue Evaluation of Structure
25.735	92	Brakes
25.855	93	Cargo or Baggage Compartments
25.857	93	Cargo Compartment Classification
25.858	93	Cargo or Baggage Compartment Smoke or Fire Detection System
25.981(b)(d)	125	Fuel Tank Ignition Prevention (for Flammability Reduction System)
25.1533	92	Additional Operating Limitations

IX - Model 737-900 (cont'd)

Special Conditions:

25-ANM-132, Special Conditions published in the Federal Register on September 17, 1997 for 737-600/-700/-800 airplanes and applicable to later amendments of the 737 model that incorporate the same novel or unusual design feature:

1. High Intensity Radiated Fields (HIRF) Protection.
2. Limit Engine Torque Loads for Sudden Engine Stoppage.

25-308-SC, Special Conditions Boeing Model 737-200/200C/300/400/500/600/700/700C/800/900 Series Airplanes; Flammability Reduction Means (Fuel Tank Inerting) published in the Federal Register on December 5, 2005

25-358-SC, Special Conditions published in the Federal Register on June 29, 2007 addressed 737-600/-700/-700C/-800/-900 and 900ER series airplanes regarding seats with non-traditional, large, non-metallic panels

25-386-SC, Special Conditions published in the Federal Register on August 7, 2009, addressed 737-600/-700/-700C/-800/ and 900ER series airplanes with inflatable lapbelts installed

25-404-SC, Special Conditions published in the Federal Register on April 12, 2010, Modification to Boeing Model 737-600/-700/-700C/-800/-900 and -900ER Series Airplanes: Rechargeable Lithium Batteries and Rechargeable Lithium-Battery Systems

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017.

Equivalent Safety Findings for the 737-900 (specifications and restrictions of its content, such as production winglet installation, must be met before an issue paper is considered to apply to any specific configuration of a model series):

SECTION NO.	TITLE	ELOS No.
§1.2	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.21(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.103	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.107	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.111(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.119(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.121(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.125(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.143(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.145(a)(b)(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.147(a)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.149(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.161(b)(c)(d)(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.175(a)(b)(c)(d)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.177(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.181(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.201(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.207(b)(c)(d)(e)(f)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.231(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.233(a)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.237(a)(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.395(a)	Lateral Control System Load Factors	AT2721SE-T-A-5
§25.613	Material Design Values	AT2720SE-T-A-9
§25.733	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T-G-1
§25.735	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T-G-1
§25.735(f)(g)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.773(b)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.791	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.810 (a)	Escape Slides	AT2721SE-T-C-4
§25.811(f)	Exterior Exit Markings	TD2695SE-T-C-1
§25.811(f)	Door Sill Reflectance on B727, B737, B747, B757, B767, and B777	AT1736SE-T-C-14
§25.812(b)	Emergency Exit Locator and Marking Signs	AT0328SE-T-C-3 via AT2720SE-T-G-1
§25.813(c)	Seat Obstruction of the Provided Exit Opening at Overwing Exit Door and Reduced Passageway to the Overwing Exits (for Type III Automatic Overwing Exit)	TD8301SE-T-C-1
§25.831	Airplane Operation with Air Conditioning Packs Off During Takeoff	AT2720SE-T-S-20 via PS05-0002-G-8
§25.841(a)(b)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1

IX - Model 737-900 (cont'd)

SECTION NO.	TITLE	ELOS No.
§25.853(a)	Adhesives Used in Interior Panel Bent Joint Potting Applications	PS08-0670-C-1
§ 25.853(a)(d)	Equivalent Level of Safety (ELOS) Finding for Flammability Testing Hierarchy	PS13-1000-C-5
§25.853	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5
§25.933(a)	Flight Critical Thrust Reversers	AT2720SE-T-P-2 via PS05-0002-G-8
§25.979(b)(1)	Pressure Fueling System – Automatic Refueling Shutoff System Check Function	AT0328SE-T-P-5 via AT2720SE-T-G-1
§25.981(a)(3)	Equivalent Level of Safety (ELOS) Finding for Boeing Puget Sound Ground Fault Interrupter Relays	PS-05-0123-P-1
§25.981(b)(2)	Fuel Tank Flammability Reduction Rule	PS05-0177-P-2
§25.1001(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1001	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1301	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1309(a)	Return Landing Capability	AT0328SE-T-F-3 via AT2421SE-T G-1
§25.1309(c)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1
§25.1323(c)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1325(e)	Use of 1-g Stall Speed Instead of Minimum Speed	AT2721SE-T-F-1
§25.1389(b)(3)	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles	PS13-0901-ES-1
§25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	TS13-0005-S-1
§25.1443(d)	Equivalent Level of Safety (ELOS) finding for Portable Pulse Oxygen System (First Aid Oxygen Only)	TC6918SE-T-ES-20 vis PS15-0817-G-6
§25.1447(c)(1)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1
§25.1529	Inclusion of Airworthiness Limitations within the Boeing ICA Manuals	TC6918SE-T-G-8
§25.1549(b)	Equivalent Level of Safety (ELOS) Finding for Powerplant And Auxiliary Power Unit Instruments	AT00010BA-T-S-1
§25.1587(b)	Use of 1-g Stall Speed Instead of Minimum Speed (F-1)	AT2721SE-T-F-1 via AT2421SE-T G-1

Exemptions:

- §25.305, 25.307(a), 25.601, 25.603(c), 25.613(a) and (b), 25.901(c), and 25.1103(d) Partial Exemption – Localized areas of temperature – related damage (Exemption No. 9571, December 11, 2007).
- §25.562 and 25.785(b) Crashworthiness of Medical Stretcher Provisions (Exemption No. 17652, November 16, 2017)
- §25.853(a), appendix F, paragraph (a)(1)(i) - Partial Time-Limited Exemption, Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010 , Exemption No. 9791C, February 4, 2011)
- § 25.562(b)(2) Emergency Landing Dynamic Conditions - related to Flight Deck Testing (Exemption No. 6425 Originally granted April 12th, 1996, Exemption 6425A granted August 20,1999).
- §25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Originally granted February 4, 2003, Exemption No. 7968) See NOTE 5 for information about high thrust failure.
- §25.901(c) and § 25.981(a)(3) - Exemption from 14 CFR 25.901(c), Amendment 25-126, and 25.981(a)(3), Amendment 25-102 or later, pertaining to fuel tank ignition prevention associated with the fuel quantity indication systems (FQIS) on in-service and newly-produced Model 737-600/-700/-700C/-800/-900/-900ER (737NG) airplanes. (Time-limited Exemption No. 10905, Originally granted December 18, 2013, Expires December 18, 2017; Exemption No 10905A granted December 13, 2017, Exemption No 10905B granted September 28, 2018)
- §25.1435(b)(1) Hydraulic Pressure Test (Originally granted August 20, 1999, Exemption No. 6953).
- §25.1447(c)(1) Automatic Presentation of Oxygen Masks to Allow Operation at High Altitude Airports (Exemption No. 8668A, December 30, 2013).

IX - Model 737-900 (cont'd)

14 CFR Part 26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections. Compliance has been found for the following regulations:

SECTION NO.	TITLE	AT AMDT. 26-
26.11	Electrical wiring interconnection systems (EWIS) maintenance program.	0
26.21	Limit of Validity	5
26.33	Holders of type certificates: Fuel tank flammability.	3
26.39	Newly produced airplanes: Fuel tank flammability	3
26.43	Holders of and applicants for type certificates – Repairs	1
26.45	Holders of type certificates - Alterations and repairs to alterations	1
26.47	Holders of and applicants for a supplemental type certificate – Alterations And repairs to alterations	1
26.49	Compliance plan	1

14 CFR Part 34:

§34 of the FAR as amended at the time of certification.

14 CFR Part 36:

§36 of the FAR as amended at the time of certification. See the appropriate FAA Approved Airplane Flight Manual listed in Note (2) for applicability of Stage 4 Noise Recertification through Amendment 36-28.

B. Certification basis for §25.981(b) and §25.981(d) at amendment 25-125, with Equivalent Safety Finding PS05-0177-P-2, dated June 13, 2011 for §25.981(b)(2), for the flammability reduction system (FRS), is applied if fuel tank inerting is installed in new airplane production (line #'s 2517, 2620 and on) or as a modification per Service Bulletins 737-47-1002 and 737-47-1003. Airworthiness limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

Certification Maintenance Requirements (CMR's): The CMR's are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D626A001-CMR, revision March 2001 thru the April 2016 revision, and Document D626A001-9-03 from the July 2016 revision thereafter at latest FAA approved revision, or the applicable engine Type Certification Data Sheet. The more restrictive requirement from these two documents shall be in force.

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design data.

Service Information: The following Boeing "Structural Repair Manual" Documents are FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect. D634A211 for the 737 900.

IX - Model 737-900 (cont'd)

NOTES FOR SECTION IX (737-900):

NOTE 1. A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A590) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane. Boeing Document No. D631A001 is the basic FAA Approved Airplane Flight Manual for Model 737-900 airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Maintenance Planning Data Document (MPD) Section 9 Airworthiness Limitations and Certification Maintenance Requirements; Boeing Document D626A001-CMR thru the April 2016 revision, and starting with the July 2016 revision Document D626A001-9 thereafter. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The following documents are the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403.

Prior to July 2016:
D626A001-CMR, Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data (MPD)
After July 2016:
D626A001-9-01, 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs)
D626A001-9-02, 737-600/700/700C/800/900/900ER Airworthiness Limitations - Line Number Specific
D626A001-9-03, 737-600/700/700C/800/900/900ER Certification Maintenance Requirements (CMRs)
D626A001-9-04, 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations

Each operator must incorporate into their airline's FAA-approved maintenance program, the applicable requirements of these documents.

NOTE 4. The type design reliability and performance of the Model 737-900, airplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D044A007, "737-600/-700/-700C/-800/-900/-900ER ETOPS CONFIGURATION, MAINTENANCE, AND PROCEDURES". Additionally, type design changes incorporated after February 15, 2007 that require ETOPS approval have been evaluated in accordance with 14 CFR 25.1535 and found suitable for Extended Operations (ETOPS) when operated and maintained in accordance with Boeing Document D044A007. This finding does not constitute approval to conduct ETOPS operations.

NOTE 5. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

NOTE 6: Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR §25.981 and Special Conditions 25-308-SC are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data Document D626A001-CMR, Revision November 2005 or later FAA-approved revision thru July 2016, and the latest FAA-approved revision of the D626A001-9-0x series documents thereafter. All Model 737-900 series airplanes, production line number 1679 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA is planning to issue an airworthiness directive mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 737-600, -700, -700C, -800, and -900 series airplanes with production numbers lower than 1679.

NOTE 7: The Model 737-900 has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

X. Model 737-900ER (Approved April 20, 2007) Transport Aircraft.

Engines: Two CFM International, S.A. CFM 56-7B2x, -7B2x/3 or -7B2xE Series Turbofan Engines. Refer to the FAA Approved Airplane Flight Manual identified in Note 2 for engine limitations. (Engine Type Certificate No. E00055EN, or E00056EN)

Fuel: Fuels meeting the following specifications and mixtures thereof are approved for use:

* Jet A, Jet A-1 as specified in ASTM-D1655
* JP-5 as specified in MIL-T-5624
* JP-8 as specified in MIL-T-83133

Fuels conforming to G.E. Specification D50TF2 (Class A, C, D and E) or fuels produced or certified to other specifications and having properties meeting the requirements of the above specifications are acceptable for use. Consult Flight Manual for additive use.

Oil Consumption: For compliance with §25.1011(b), the approved maximum oil consumption rate for the CFM56-7B engines installed on this model airplane has been established as 0.340 gallons per hour. Operation of the Model 737-900ER airplane with engine oil consumption rates higher than this limit is not permitted.

Engine Ratings:

Model 737-900ER	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
CFM56-7B24	24,200	22,800
CFM56-7B24/3	24,200	22,800
CFM56-7B24E	24,200	22,800
CFM56-7B24/3B1**	24,200	22,800
CFM56-7B24E/B1**	24,200	22,800
CFM56-7B26	26,300	25,900
CFM56-7B26/B1	26,300	25,900
CFM56-7B26/3	26,300	25,900
CFM56-7B26E	26,300	25,900
CFM56-7B26/3F	26,300	25,900
CFM56-7B26E/F	26,300	25,900
CFM56-7B27	27,300	25,900
CFM56-7B27/3	27,300	25,900
CFM56-7B27E	27,300	25,900
CFM56-7B27/3F	27,300	25,900
CFM56-7B27E/F	27,300	25,900
CFM56-7B27/B1	27,300	25,900
CFM56-7B27/3B1	27,300	25,900
CFM56-7B27E/B1	27,300	25,900
CFM56-7B27/3B1F	27,300	25,900
CFM56-7B27E/B1F	27,300	25,900
CFM56-7B27/B3	27,300	25,900
CFM56-7B27/3B3	27,300	25,900
CFM56-7B27E/B3	27,300	25,900

** Special Rating

Engine and Weight Limits:

For engine operating limits see Engine Type Certificate Data Sheet No. E00055EN or E00056EN or the FAA Approved Airplane Flight Manual identified in Note 2. Additional limitations may apply to 737-900ER model airplanes (see Note 8)

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO - 340/0.82 (KCAS)
For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual listed in Note 2.

C. G. Range: See the appropriate FAA Approved Airplane Flight Manual (See Note 2)

Maximum Weights: 737-900ER

Maximum Taxi Weight (MTW)	188,200 lbs.
Maximum Takeoff Weight (MTOW)	187,700 lbs.
Maximum Landing Weight (MLW)	157,300 lbs.
Maximum Zero Fuel Weight (MZFW)	149,300 lbs.

X - Model 737-900ER (cont'd)

Eligible Serial Numbers:

Model	
737-924ER	30130, 30131, 31620, 31622, 31633, 31640, 31643, 31644, 31646-31651, 31653 31655, 31661, 31664-31666, 32826, 32827, 32829, 32833, 32835, 32836, 33456, 33457, 33460, 33527-33529, 33531-33537, 35719, 35727, 36599, 36600, 37093-37095, 37097-37100, 37102, 37199-37201, 37205-37208, 38702, 38703, 40000, 40003-40005, 41742-41745, 42175-42180, 42181, 42182, 42183, 42184, 42185, 42186, 42187, 42188, 42189, 42190, 42191, 42192, 42193, 42194, 42195, 42196, 42197, 42198, 42199, 42200, 42201, 42202, 42203, 42204, 42739, 42740, 42742, 42744, 42745-42748, 42816-42821, 43530-43535, 44560, 44561, 44562-44565, 44580, 44581, 60087, 60088, 60121, 60122, 60316, 60317
737-932ER	31912-31942, 31943, 31944, 31945, 31946, 31947, 31948, 31949, 31950, 31951, 31952, 31953, 31954, 31955, 31956, 31957, 31958, 31959, 31960, 31961, 31962, 31963, 31964, 31965, 31966, 31967, 31968, 31969, 31970, 31971, 31972, 31973, 31974, 31975, 31976
737-958ER	41552-41554, 41555, 41556, 41557, 41558, 41559
737-990ER	35205, 35206, 36348, 36349, 36350, 36351,36352, 36353, 36354, 36355, 36356, 36357, 36360, 36361-36363, 36364, 40714, 40715, 40716, 41189, 41702-41704, 41705, 41727, 41728, 41729, 41730-41735, 43255, 43292, 43293, 44105, 44106, 44107, 44108, 44109, 44110, 60576, 60580, 62469, 62470, 62471, 61620, 62680, 62681
737-91MER	40069, 40070, 40071, 44424, 44425
737-93YER	40888, 40889
737-94XER	36086, 36087
737-96NER	35223, 35225, 35227, 36539
737-97YER	62515 (See NOTE 9 for information about Lower Cabin Altitude)737-9B5ER 37633-37636, 42173, 42174
737-9BQER	37632 (See NOTE 9 for information about Lower Cabin Altitude)
737-9F2ER	40973, 40974, 40977-40979, 40982, 40983, 40984,40985, 40986, 42010, 42011, 42012, 42013, 42014
737-9FGER	39317, 39318 (See NOTE 9 for information about Lower Cabin Altitude)
737-9GJER	34952, 34953, 34956, 34957, 34961, 37363
737-9GPER	35679, 35680, 35710-35723, 35724-35737, 37268-37288-37290, 37291, 37296, 38299-38302, 38304, 38305, 38306, 38307, 38310, 38311, 38313, 38315, 38683, 38684, 38687-38690, 38720, 38723, 38726, 38729-38732, 38736-38739, 38741, 38742, 38743, 38748, 38749, 39823, 39824, 39832, 39837, 39839, 39841, 39860, 39878, 39880
737-9HWER	37546 (See NOTE 9 for information about Lower Cabin Altitude)
737-9JAER	37560 (See NOTE 9 for information about Lower Cabin Altitude)
737-9KFER	41114, 41118, 41119
737-9KVER	41534, 41535
737-9LBER	38890 (See NOTE 9 for information about Lower Cabin Altitude)
737-9LPER	41712, 41843
737-900ER	31977, 31978, 31979, 31980, 31981, 31982, 31983, 31984, 31985, 31986, 31987, 31988, 31989, 31990, 31991, 31992, 31993, 31994, 31995, 31996, 31997, 31998, 31999, 32000, 32001, 32002, 32003, 32004, 32005, 32006, 32007, 32008, 32009, 32010, 32011, 36347, 36358, 36359, 36365, 38312, 41113, 41115, 43188, 43213, 43214, 44111, 44112, 44113, 60575, 60577, 60578, 60579, 60581, 60582, 60583, 61554, 61555, 61556, 62472, 62473, 62679, 62682, 62683, 62768, 62769, 62774, 62775, 62776, 62777, 62778, 62779, 62780, 62781, 62782, 62783, 62814, 62815, 62816, 62817, 63491, 63530, 63531, 63532, 63533, 63534, 63535, 63536, 63537, 63538, 63539, 64152, 64300, 64301, 64302, 64303, 64304, 64879, 64880, 64881, 64882, 64883, 64884, 64885, 64886, 64887, 64888

Airframe Limits Capacities & Rigging

Minimum Crew for All Flights:	2 (Pilot and Copilot)
Maximum Passengers:	Three exit configurations based on the activation and classification of the Mid-Cabin Emergency Door (MED) Two door arrangement with MED de-activated has 189 maximum passenger capacity Three door arrangement with MED activated and rated as a Type II exit – 215 maximum passenger capacity Three door arrangement with MED activated and rated as a Type I exit – 220 maximum passenger capacity
Maximum Baggage Cargo:	See Note 1 and appropriate Weight and Balance Manual listed in Note 1.
Fuel & Oil Capacities:	See Note 1 and appropriate Weight and Balance Manual listed in Note 1.
Minimum Required Fuel:	See appropriate FAA Approved Airplane Flight Manual listed in Note 2.
Maximum Operating Altitude:	41,000 ft.

X - Model 737-900ER (cont'd)

Datum: See appropriate Weight and Balance Manual listed in Note 1.

MAC: 155.81in

Other Operating Limitations: See Note 4 - Extended Range Two-Engine Operations (ETOPS)

Control Surface Movements: To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes, must, therefore, be rigged according to the following FAA Approved data:
Boeing Drawing Numbers:
114A1001, Krueger Flap Instl - Inbd Wing L.E.
251A1001, Rigging Instructions, Lateral & Speedbrake Control
251A2001, Rigging Instructions, Elevator Control System
251A3001, Rigging Instructions, Rudder Control System
251A4001, Rigging Instructions, Stabilizer Trim Control
256A3001, Rigging Instructions - Flap Actuation
256A2284, Flap Slat Sensor Instl - Leading Edge, Wing

Certification Basis:

A. 14 CFR Part 25 of the Federal Aviation Regulations as amended by Amendments 25-1 through 25-108 with the exceptions listed below:

SECTION NO.	TITLE	AT AMDT. 25-
25.365	Pressurized Compartment Loads	0*******
25.562	Emergency Landing Dynamic Conditions	64*
25.571 except (e)	Damage Tolerance	86 (See Note 3)
25.607	Fasteners	0**
25.631	Bird Strike Damage	0**
25.699	Lift and Drag Device Indicator	0**
25.783(f)	Doors-Exception applies to all except Forward Access & Airstair, EE Access, automatic overwing exit (AOE) and MED	15**
25.807 except (c)(3)	Emergency Exits (with MED de-activated)	72******
25.807(c)(3)	Emergency Exits (with MED de-activated)	15******
25.831(a)(g)	Ventilation	41
25.832	Cabin Ozone Concentration	0***
25.841(a)	Pressurized Cabins	38
25.903	Engines	94
25.981	Fuel Tank Ignition Prevention	11
25.1091	Air Induction	57
25.1141	Power Plant Controls: General, Exception applies to APU spar mounted fuel shut off valve only	11****
25.1183	Flammable Fluid-Carrying Components	57
25.1185	Flammable Fluids	19
25.1309	Equipment, Systems and Installations	0,108**
25.1419(c)	Ice Protection	23
25.1419 except (c)	Ice Protection	72
25.1435	Hydraulic Systems	72
25.1447(c)(3)(ii)	Equipment Standards for Oxygen Dispensing Units	41

* Flight attendant seats are qualified to:

1. Technical Standard Order (TSO) C127, dated March 30, 1992, or
2. TSO C127a, and
   a) Head Injury Criteria data collected and reported by the TSO applicant is less than 1000 and,
   b) Femur Injury Criteria data collected and reported by the TSO applicant is less than 2250 pounds, and,
   c) Permanent deformation data collected and reported by the TSO applicant are in compliance with the requirements of FAA Advisory Circular (AC) 25.562-1A.
3. As an alternative, flight attendant partitions may be qualified to §25.562(a), (b),(c). Passenger and crew seats in the flight deck comply with § 25.562(a),(b), ((c)(1),(2),(3),(4),(7), and (8)). In addition flight deck observer seats will comply with § 25.562((c)(5)).

** Exception applies only to structures, systems and portions of the airplane which are not new or significantly modified. The structure, systems, and components which comply with amendment 25-108 are identified in Boeing document D010A001 "New and Significantly Modified Systems, Equipment, and Structures on the Next Generation 737 Airplane Family."

X - Model 737-900ER (cont'd)

*** Boeing provides FAA approved data (Document number D6-49779) to 737 operators to enable the operators to show ozone compliance per §121.578 for their specific route structures.

**** Exception applies to Auxiliary Power Unit spar mounted fuel shut off valve only.

**** Exception applies to Auxiliary Power Unit spar mounted fuel shut off valve only. All other power plant controls were shown to comply with § 25.1141 at Amendment 25-108.

***** Note deleted

****** Exceptions to §25.807(c)(3) at Amendment 25-15 and §25.807 at amendment 25-72 apply to the exit configuration with a de-activated Mid Cabin Emergency Exit Door only. The exit configurations with the activated Mid Cabin Emergency Door (Type I or Type II) comply with §25.807 at Amendment 25-108.

******* The airplane is designed to withstand the effects of a sudden release of pressure venting aft through an 820 square inch opening in that bulkhead above the main deck floor and the total available bulkhead area below the main deck floor at any operating altitude.

The certification basis for the following regulations at amendment levels later than 25-108.

SECTION NO.	TITLE	AT AMDT. 25-
25.869(a)(4)	Fire Protection Systems	113
25.981(b)(d)	Fuel Tank Ignition Prevention (for Flammability Reduction System)	125
25.1353(d)	Electrical Equipment and Installations	113

Special Conditions:

25-ANM-132, Special Conditions published in the Federal Register on September 17, 1997 for 737-600/-700/-800 airplanes and applicable to later amendments of the 737 model that incorporate the same novel or unusual design feature:

1. High Intensity Radiated Fields (HIRF) Protection.
2. Limit Engine Torque Loads for Sudden Engine Stoppage.

25-347-SC, Special Conditions published in the Federal Register on March 26, 2007 addressed 737-900ER series airplanes regarding the Interaction of Systems and Structures

25-358-SC, Special Conditions published in the Federal Register on June 29, 2007 addressed 737-600/-700/-700C/-800/-900 and 900ER series airplanes regarding seats with non-traditional, large, non-metallic panels

25-386-SC, Special Conditions published in the Federal Register on August 7, 2009, addressed 737-600/-700/-700C/-800/ and 900ER series airplanes with inflatable lapbelts installed

25-404-SC, Special Conditions published in the Federal Register on April 12, 2010, Modification to Boeing Model 737-600/-700/-700C/-800/-900 and -900ER Series Airplanes: Rechargeable Lithium Batteries and Rechargeable Lithium-Battery Systems

25-550-SC, Special Conditions published in the Federal Register on June 6, 2014, Airplane Electronic Systems Security Protection from Unauthorized External Access

25-551-SC, Special Conditions published in the Federal Register on June 6, 2014, Isolation [of] Airplane Electronic System Security Protection from Unauthorized Internal Access

25-632-SC, Special Conditions: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations, published in the Federal Register on August 19, 2016 (contains applicability that extends across all 737 model series), Effective for changes applied for after April 22, 2017.

Equivalent Level of Safety Findings for the 737-900ER (specifications and restrictions of its content, such as production winglet installation, must be met before an issue paper is considered to apply to any specific configuration of a model series):

SECTION NO.	TITLE	ELOS No.
§25.251(b)	Vibration/Buffeting Compliance Criteria, Ku-Band External Antenna Installed on Boeing Model 737-800 and 737-900ER Series Aircraft.	PS14-0725-F-1
§25.395(a)	Lateral Control System Load Factors	AT0328SE-T-A-5 via PS05-0002-G-8
§25.613	Material Design Values	AT2720SE-T-A-9 via PS05-0002-G-8
§25.733	Return Landing Capability	AT0328SE-T-F-3 via PS05-0002 G-8
§25.735	Return Landing Capability	AT0328SE-T-F-3 via PS05-0002-G-8
§25.791	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5 via PS05-0002-G-8
§25.807(g)	Acceptable Passenger Capacity and Access to Mid Cabin Exits	AT6325SE-T-C-1

X - Model 737-900ER (cont'd)

SECTION NO.	TITLE	ELOS No.
§25.810 (a)(1)(ii)	Escape Slides	AT0328SE-T-C-4 via PS05-0002-G-8
§25.811(f)	Door Sill Reflectance on B727, B737, B747, B757, B767, and B777	AT1736SE-T-C-14 via PS05-0002-G-8
§25.811(f)	Exterior Exit Markings	TD2695SE-T-C-1
§25.812(b)	Emergency Exit Locator and Marking Signs	AT0328SE-T-C-3 via PS05-0002-G-8
§25.813(a)	Acceptable Passenger Capacity and Access to Mid Cabin Exits	AT6325SE-T-C-1
§25.813(c)	Seat Obstruction of the Provided Exit Opening at Overwing Exit Door and Reduced Passageway to the Overwing Exits (for Type III Automatic Overwing Exit)	TD8301SE-T-C-1 via PS05-0002-G-8
§25.831(a)	Airplane Operation with Air Conditioning Packs Off During Takeoff	AT2720SE-T-S-20 via PS05-0002-G-8
§25.841(a), (b)(6)	Cabin Altitude Warning System with Dual Limits for Operations into High Altitude Airports	TD9770SE-T-S-1 via PS08-0120 G-6
§25.853	"No Smoking" limitation in the Passenger Compartment	AT0328SE-T-C-5 via PS05-0002-G-8
§25.853(a)	Adhesives Used in Interior Panel Bent Joint Potting Applications	PS08-0670-C-1
§25.933(a)	Flight Critical Thrust Reversers	AT2721SE-T-P-2 via PS05-0002-G-8
§25.979(b)(1)	Pressure Fueling System – Automatic Refueling Shutoff System Check Function	AT0328SE-T-P-5 via PS05-0002-G-8
§25.981(a)(3)	Equivalent Level of Safety (ELOS) Finding for Boeing Puget Sound Ground Fault Interrupter Relays	PS-05-0123-P-1
§25.981(b)(2)	Fuel Tank Flammability Reduction Rule	PS05-0177-P-2
§25.1001	Return Landing Capability	AT0328SE-T-F-3 via PS05-0002-G-8
§25.1301	Return Landing Capability	AT0328SE-T-F-3 via PS05-0002-G-8
§25.1309(a)	Return Landing Capability	AT0328SE-T-F-3 via PS05-0002-G-8
§25.1389(b)(3)	Equivalent Level of Safety (ELOS) Finding for the Position Light System	AT0328SE-T-S-17
§25.1389(b)	Equivalent Level of Safety (ESF) Finding for the Position Light System	TD5046SE-T-SE-2 via PS05-0002-G-8
§25.1389(b)	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity	LB08-0012-T-SE-1 via PS05-0002-G-8
§25.1391	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity	LB08-0012-T-SE-1 via PS05-0002-G-8
§25.1393	Equivalent Safety Finding (ESF) for Forward Position Light System Minimum Intensity	LB08-0012-T-SE-1 via PS05-0002-G-8
§25.1395	Equivalent Level of Safety (ESF) Finding for the Position Light System	TD5046SE-T-SE-2 via PS05-0002-G-8
§25.1395	Equivalent Safety Finding for Forward and Rear Position Lights	AT2721SE-T-S-17
§25.1397(b)	Requirements Equivalent Level of Safety (ELOS) Finding for Aviation Green Light Chromaticity Requirements on a Model Boeing 737-700/700C/800/900ER airplanes	PS12-1026-SE-1
§25.1411(b)	Equivalent Level of Safety and Means of Compliance for Life Vest Stowage in Overhead Passenger Service Units (PSU)	PS10-0077-C-1
§25.1419	Use of Analysis to Demonstrate Safe Flight in Icing Conditions	AT6325SE-T-S-2
§25.1435(b)	Request for an Equivalent Level of Safety Finding for the Hydraulic System Pressure Test	AT6325SE-T-S-1
§25.1441(c)	Crew Determination of the Quantity of Oxygen Available in the Lavatory Passenger Service Units Bottles	PS13-0901-ES-1
§25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	TS13-0005-S-1
§25.1443(d)	Equivalent Level of Safety (ELOS) finding for Portable Pulse Oxygen System (First Aid Oxygen Only)	TC6918SE-T-ES-20 via PS15-0817-G-6
§25.1517	Rough Air Speed VRA	AT6325SE-T-F-1
§25.1529	Inclusion of Airworthiness Limitations within the Boeing ICA Manuals	TC6918SE-T-G-8
§25.1549(b)	Equivalent Level of Safety (ELOS) Finding for Powerplant And Auxiliary Power Unit Instruments	AT00010BA-T-S-1

X - Model 737-900ER (cont'd)

Exemptions applicable to the 737-900ER:

- §25.562 and 25.785(b) Crashworthiness of Medical Stretcher Provisions (Exemption No. 17652, November 16, 2017)
- §25.562(b)(2) Emergency Landing Dynamic Conditions - related to Flight Deck Testing (Exemption No. 6425 Originally granted August 12th, 1996, Exemption 6425A granted August 20,1999, Exemption No. 6425B granted March 10, 2009).
- §25.853(a), appendix F, paragraph (a)(1)(i) - Partial Time-Limited Exemption, Testing on Large Interior Panels, granted through November 28, 2011. (Exemption No. 9791, November 28, 2008, Exemption No. 9791B, March 1, 2010, Exemption No. 9791C, February 4, 2011).
- §25.901(c) Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane. (Originally granted February 4, 2003, Exemption No. 7968) (See Note 5)
- §25.901(c) and § 25.981(a)(3) - Exemption from 14 CFR 25.901(c), Amendment 25-126, and 25.981(a)(3), Amendment 25-102 or later, pertaining to fuel tank ignition prevention associated with the fuel quantity indication systems (FQIS) on in-service and newly-produced Model 737-600/-700/-700C/-800/-900/-900ER (737NG) airplanes. (Time-limited Exemption No. 10905, Originally granted December 18, 2013, Expires December 18, 2017; Exemption No 10905A granted December 13, 2017, Exemption No 10905B granted September 28, 2018)
- §25.1447(c)(1). Automatic Presentation of Oxygen Masks to Allow Operation at High Altitude Airports (Exemption No. 8668A, December 30, 2013).

14 CFR Part 26:

Based on 14 CFR §21.101(g) for changes made to TCs applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections. Compliance has been found for the following regulations:

SECTION NO.	TITLE	AT AMDT. 26-
26.11	Electrical wiring interconnection systems (EWIS) maintenance program.	0
26.21	Limit of Validity	5
26.33	Holders of type certificates: Fuel tank flammability.	3
26.39	Newly produced airplanes: Fuel tank flammability	3
26.43	Holders of and applicants for type certificates – Repairs	1
26.45	Holders of type certificates - Alterations and repairs to alterations	1
26.47	Holders of and applicants for a supplemental type certificate – Alterations And repairs to alterations	1
26.49	Compliance plan	1

Certification basis for §25.981(b) and §25.981(d) at amendment 25-125, with Equivalent Safety Finding PS05-0177-P-2, dated June 13, 2011 for §25.981(b)(2), for the flammability reduction system (FRS), is applied if fuel tank inerting is installed in new airplane production (line #'s 2517, 2620 and on) or as a modification per Service Bulletins 737-47-1002 and 737-47-1003. Airworthiness limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

14 CFR Part 34:

§34-3

14 CFR Part 36:

§36-28

X - Model 737-900ER (cont'd)

Certification Maintenance Requirements (CMR's): The CMR's are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D626A001-CMR, revision R2 of March 2007 thru the April 2016 revision, and Document D626A001-9-03 from the July 2016 revision thereafter at latest FAA approved revision, or the applicable engine Type Certification Data Sheet. The more restrictive requirement from these two documents shall be in force.

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design data.

Service Information: The following Boeing "Structural Repair Manual" Documents are FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect. D634A213 for the 737-900ER.

NOTES FOR SECTION X (737-900ER):

NOTE 1. A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual (Boeing Document D043A590) consists of the Basic Manual and a Supplement Aircraft Report. This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2. Airplane operation must be in accordance with the FAA Approved AFM. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane. Boeing Document No. D631A001 is the basic FAA Approved Airplane Flight Manual for Model 737-900ER airplane.

NOTE 3. The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness are referenced in Maintenance Planning Data Document (MPD) Section 9 Airworthiness Limitations and Certification Maintenance Requirements; Boeing Document D626A001-CMR thru the April 2016 revision, and starting with the July 2016 revision Document D626A001-9 thereafter. The Airworthiness Limitations section is FAA-approved and specifies maintenance required under 14 CFR 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The following documents are the FAA approved requirement to comply with 14 CFR 25.1529, 43.16 and 91.403.

Prior to July 2016:
D626A001-CMR, Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data (MPD)
After July 2016:
D626A001-9-01, 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs)
D626A001-9-02, 737-600/700/700C/800/900/900ER Airworthiness Limitations - Line Number Specific
D626A001-9-03, 737-600/700/700C/800/900/900ER Certification Maintenance Requirements (CMRs)
D626A001-9-04, 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations

Required structural inspections for compliance with §25.571 and the retirement times for Safe-life parts are listed in the FAA Approved Airworthiness Limitations and Certification Maintenance Requirements Section 9 of Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Document D626A001-CMR, Revision R2, or later FAA-approved revision thru July 2016, and the latest FAA-approved revision of the D626A001-9-0x series documents thereafter. Each operator must incorporate into their airline's FAA-approved maintenance program, the applicable requirements of this document.

NOTE 4. The type design reliability and performance of the Model 737-900ER, airplane has been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D044A007, "737-600/-700/-700C/-800/-900/-900ER ETOPS CONFIGURATION, MAINTENANCE, AND PROCEDURES." Additionally, type design changes incorporated after February 15, 2007 that require ETOPS approval have been evaluated in accordance with 14 CFR 25.1535 and found suitable for Extended Operations (ETOPS) when operated and maintained in accordance with Boeing Document D044A007. This finding does not constitute approval to conduct ETOPS operations.

NOTE 5. The FAA has determined that the occurrence of any uncontrollable high thrust failure condition "may endanger the safe operation of an airplane" and hence is reportable under §121.703, 125.409, and 135.415.

X - Model 737-900ER (cont'd)

NOTE 6: Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with §25.981 are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 737-600/700/700C/800/900 /900ER Maintenance Planning Data Document D626A001-CMR, Revision R2, dated March, 2007, or later FAA-approved revision thru July 2016, and the latest FAA-approved revision of the D626A001-9-0x series documents thereafter.

NOTE 7: The Model 737-900ER has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

NOTE 8: The acceptable engine models on 737-900ER model aircraft are dependent on the type of in-service use. See the Airplane Flight Manual for approved installation of the CFM56-7B26, CFM56-7B26/B1, or CFM56-7B27/B3 or CFM56-7B27E/B3. This applies only when the airplane is operating under the low cycles/hours maintenance program.

NOTE 9: 737-900ER airplanes modified by Boeing STC ST01697SE (Lower Cabin Altitude modification) 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 STC modification has been approved for airplanes listed in Figure 1 of Boeing Report D926A200, Revision N, dated May 23, 2009, or later FAA approved revision.

XI - Model 737-8 (Approved March 8, 2017), and 737-9 (Approved February 15, 2018), Transport Aircraft

Engines: Two CFM International S.A CFM LEAP-1B Series Turbofan Engines, Reference Engine Type Certificate No. E00088EN

Engine Model and Configurations	737-8	737-9
LEAP-1B28G05	X	X
LEAP-1B28G06	X	X
LEAP-1B28B1G05	X	X
LEAP-1B28B1G06	X	X
LEAP-1B28BBJ1G05	X	
LEAP-1B28BBJ1G06	X	
LEAP-1B27G05	X	X
LEAP-1B27G06	X	X
LEAP-1B25G05	X	
LEAP-1B25G06	X	

Refer to the FAA approved Airplane Flight Manual identified in Note 2 for engine limitations.

Fuel: Kerosene jet fuels meeting the requirements defined in the Boeing document D6-85140-101 revision C or later FAA approved revision "Aviation Fuel and Fuel Additives Properties, Composition and Performance Requirements", are authorized for unlimited use. Examples of fuel specifications that have been shown to meet the requirements defined in the Boeing document D6-85140-101 revision C or later FAA approved revision are:

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

Consult the Flight Manual for additive use.

The use of any Wide Cut Fuel as defined in the D6-85140-101 revision C or later FAA approve revision document (e.g. Jet B as specified in ASTM D6615, JP-4 as specified in MIL-DTL-5624) is prohibited. Operation of the CFM LEAP-1B series engines with fuel containing Kathon FP 1.5 biocide is prohibited.

Engine Limits: See Engine Ratings

Oil Consumption: For compliance with §25.1011(b), the approved maximum oil consumption rate for the CFM LEAP-1B engines installed on this model airplane has been established as shown in the table below. Operation of the Model 737-8 and 737-9 airplane with engine oil consumption rates higher than this limit are not permitted.

Models	737-8	737-9
Maximum oil consumption rate (US Quarts per hour)	0.45	0.76

Engine Ratings:

Model 737-8 and 737-9	Takeoff static thrust standard day, sea level conditions (5 min) lb	Maximum continuous static thrust, standard day, sea level conditions lb.
LEAP-1B28	29,317	28,690
LEAP-1B28B1	29,317	28,690
LEAP-1B28BBJ1*	29,317	28,690
LEAP-1B27	28,037	27,272
LEAP-1B25	26,786	25,958

Note: * Applies to the 737-8 Only

Engine and Weight Limits: For engine operating limits see Engine Type Certificate Data Sheet No. E00088EN or the FAA approved Airplane Flight Manual listed in Note 2.

Thrust Settings: The appropriate engine power setting curve (%N1), in the FAA Approved Airplane Flight Manual or AFM Appendices must be used for control of engine thrust.

Airspeed Limits: VMO/MMO – 340KCAS/0.82M
270 KCAS for extension, 320 KCAS for extended, 235 KCAS for retraction of gear.
For other airspeed limits see the appropriate FAA approved Airplane Flight Manual listed in Note 2.

C. G. Range: See appropriate FAA approved Airplane Flight Manual listed in Note 2.

Empty Weight C.G. Range:
See appropriate Weight and Balance Manual listed in Note 1.

Datum: See appropriate Weight and Balance Manual listed in Note 1.

XI - Model 737-8, and 737-9 (cont'd)

Leveling Means: See appropriate Aircraft Maintenance Manual (AMM) D633AM101 [Chapter 08, Section 20] for process means for leveling the aircraft. A plumb bob attachment and leveling scale are provided in the right main gear wheel well.

Maximum Weights:

	737-8	737-9
Maximum Taxi Weight (MTW)	181,700 lbs.	195,200 lbs.
Maximum Takeoff Weight (MTOW)	181,200 lbs.	194,700 lbs.
Maximum Landing Weight (MLW)	152,800 lbs.	163,900 lbs.
Maximum Zero Fuel Weight (MZFW)	145,400 lbs.	156,500 lbs.

Minimum Crew For All Flights: 2 (Pilot and Copilot)

Maximum Passengers:

737-8	189 Seats	
737-9	Three exit configurations based on the activation and classification of the Mid-Cabin Emergency Door (MED):	
	Two door arrangement with MED de-activated	189 Seats
	Three door arrangement with MED activated and rated as a Type II exit	215 Seats
	Three door arrangement with MED activated and rated as a Type I exit	220 Seats

Maximum Baggage/ Cargo Weights: See appropriate Weight and Balance Manual listed in Note 1.

Fuel & Oil Capacities: See appropriate Weight and Balance Manual listed in Note 1.

Maximum Operating Altitude: 41,000 ft.

Control Surface Movements: To ensure proper operation of the airplane, the movements of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplanes, must, therefore, be rigged according to the following FAA approved data in the following Boeing documents:

114A1001, Krueger Flap Instl - Inbd Wing L.E.
251A1001, Rigging Instructions, Lateral & Speedbrake Control
251A2001, Rigging Instructions, Elevator Control System
251A3001, Rigging Instructions, Rudder Control System
251A4001, Rigging Instructions, Stabilizer Trim Control
256A3001, Rigging Instructions - Flap Actuation
256A2284, Flap Slat Sensor Instl - Leading Edge, Wing

Minimum Required Fuel: See appropriate FAA approved Airplane Flight Manual listed in Note 2.

Mean Aerodynamic Chord (MAC): 155.81 in

Other Operating Limitations: See FAA approved Airplane Flight Manual Appendices.
ETOPS: See Note 4

XI - Model 737-8, and 737-9 (cont'd)

Model	Eligible Serial Numbers
737-8	36929, 36930, 36934, 36979, 36984, 36988, 36989, 37019, 37042, 37043, 42544, 42546, 42547, 42548, 42549, 42550, 42551, 42554, 42558, 42559, 42563, 42566, 42567, 42570, 42571, 42572, 42573, 42574, 42575, 42576, 42577, , 42825, 42826, 42827, 42828, 42829, 42830, 42831, 42832, 42833, 42834, 42835, 42836, 42956, 42957, 42958, 42959, 42960, 42985, 42986, 42988, 42990, 42994, 42995, 42996, 42997, 42998, 43000, 43001, 43294, 43295, 43296, 43297, 43298, 43302, 43320, 43328, 43347, 43555, 43556, 43557, 43558, 43559, 43560, 43561, 43562, 43567, 43615, 43616, 43617, 43620, 43704, 43705, 43706, 43707, 43708, 43710, 43794, 43795, 43796, 43829, 43830, 43831, 43857, 43858, 43950, 43951, 43952, 43953, 43954, 43986, 43987, 43988, 43989, 43990, 43991, 44240, 44241, 44242, 44244, 44246, 44250, 44293, 44294, 44296, 44297, 44298, 44299, 44353, 44354, 44355, 44356, 44358, 44446, 44447, 44448, 44449, 44450, 44451, 44452, 44453, 44454, 44455, 44456, 44457, 44458, 44459, 44460, 44461, 44462, 44463, 44464, 44465, 44466, 44467, 44468, 44469, 44588, 44589, 44590, 44591, 44592, 44593, 44594, 44595, 44596, 44597, 44598, 44599, 44600, 44601, 44648, 44649, 44861, 44862, 44863, 44864, 60008, 60011, 60032, 60033, 60034, 60035, 60036, 60037, 60038, 60052, 60053, 60054, 60055, 60056, 60133, 60184, 60224, 60387, 60432, 60458, 60459, 60510, 60511, 60512, 60513, 60514, 60515, 60516, 60517, 60518, 60519, 60520, 60521, 60644, 60645, 60646, 60703, 60704, 60705, 60706, 60707, 60708, 60710, 60711, 60713, 60872, 60877, 60880, 60883, 60886, 60889, 60894, 60899, 60902, 60903, 60904, 60905, 60906, 60907, 60909, 60953, 60965, 60966, 60967, 60968, 60969, 60970, 60974, 60976, 60979, 60980, 60984, 61135, 61136, 61138, 61140, 61141, 61207, 61208, 61209, 61210, 61211, 61212, 61213, 61214, 61215, 61216, 61217, 61218, 61219, 61220, 61221, 61222, 61223, 61224, 61225, 61226, 61227, 61228, 61229, 61230, 61329, 61371, 61377, 61440, 61441, 61443, 61444, 61445, 61446, 61447, 61621, 61622, 61623, 61624, 61625, 61626, 61627, 61628, 61629, 61630, 61631, 61632, 61633, 61634, 61737, 61852, 62093, 62179, 62180, 62181, 62183, 62192, 62196, 62199, 62446, 62447, 62448, 62449, 62450, 62743, 62743, 62873, 62876, 62879, 62880, 62882, 63245, 63248, 63249, 63251, 63252, 63253, 63254, 63258, 63264, 63267, 63268, 63271, 63272, 63273, 63274, 63275, 63561, 63809, 63970, 63971, 63972, 63973, 64067, 64068, 64069, 64207, 64208, 64295, 64296, 64299, 64307, 64308, 64505, 64506, 64507, 64508, 64509, 64605, 64606, 64607, 64608, 64609, 64936, 64937, 64938, 64939, 64940, 64992, 64993
737-8 with Lower Cabin Altitude (LCA) Configuration – See note 7	*Reserved for serial numbers of 737-8 airplanes with LCA modification installation complete.*
737-9	42989, 42991, 42992, 43339, 43430, 43431, 43432, 43433, 43434, 43435, 43437, 43439, 43443, 43445, 43449, 43450, 44161, 44162, 44163, 44164, 44165, 44166, 44357, 60062, 60063, 60977, 60978, 60983, 64493, 64494

XI - Model 737-8, and 737-9 (cont'd)

CERTIFICATION BASIS:
Date of application: June 30, 2012 (737-8), and June 12, 2013 (737-9)

The certification basis for the 737-8 and 737-9 airplanes is Title 14, Code of Federal Regulations (14 CFR) part 25 as amended by Amendments 25-0 through 25-137, plus amendment 25-141 with exceptions permitted by 14 CFR 21.101.

Extended Operations (ETOPS) - See Note 4

Table A-1: 14 CFR 25 Certification Basis for the 737-8 and 737-9

The following definitions apply to **Table A-1:**

NA = No Amendment. All regulations identified as NA include additional design requirements and conditions (ADRC) that must be followed.

N/A = Not Applicable. All regulations identified as N/A are not applicable to the 737-8 or 737-9.

Section No.	Title (or subparagraph)	737-8 [25-x] / 737-9 [25-x]	System/Area	Notes
25.1	Applicability	0	▪ 737-8/-9 Airplane	
25.2	Special Retroactive Requirements	99	▪ 737-8/-9 Airplane	
25.3	Special Provision for ETOPS Type Design Approvals	120	▪ 737-8/-9 Airplane	
25.5	Incorporation by Reference	125	▪ 737-8/-9 Airplane	
25.21	Proof of Compliance			
	25.21	135	▪ 737-8/-9 Airplane except as noted below	
	25.21(g)(1)	NA (+ additional design requirements)	▪ 737-8/-9 Airplane	See ADRC §25.21(g)(1) [Amdt 25-NA]
25.23	Load Distribution Limits	0	▪ 737-8/-9 Airplane	
25.25	Weight Limits	63	▪ 737-8/-9 Airplane	
25.27	Center of Gravity Limits	0	▪ 737-8/-9 Airplane	
25.29	Empty Weight and Corresponding Center of Gravity	72	▪ 737-8/-9 Airplane	
25.31	Removable ballast	0	▪ 737-8/-9 Airplane	
25.33	Propeller Speed and Pitch Limits	N/A	N/A	Not applicable
25.101	General – Performance	92	▪ 737-8/-9 Airplane	
25.103	Stall Speed	121	▪ 737-8/-9 Airplane	
25.105	Takeoff	121	▪ 737-8/-9 Airplane	
25.107	Takeoff Speed	135	▪ 737-8/-9 Airplane	
25.109	Accelerate –stop Distance	92	▪ 737-8/-9 Airplane	
25.111	Takeoff Path	121	▪ 737-8/-9 Airplane	
25.113	Takeoff Distance and Takeoff Run	92	▪ 737-8/-9 Airplane	
25.115	Takeoff Flight Path	92	▪ 737-8/-9 Airplane	
25.117	Climb: General	0	▪ 737-8/-9 Airplane	
25.119	Landing Climb: All Engines Operating	121	▪ 737-8/-9 Airplane	
25.121	Climb: One-engine inoperative	121	▪ 737-8/-9 Airplane	
25.123	En route Flight Paths	121	▪ 737-8/-9 Airplane	
25.125	Landing			
	25.125	121	▪ 737-8/-9 Airplane except as noted below	
	25.125(b)(2)(ii)(B)	NA (+ additional design requirements)	▪ 737-8/-9 Airplane	See ADRC §25.125(b)(2)(ii)(B) [Amdt 25-NA]
25.143	General – Controllability and Maneuverability			
	25.143	129	▪ 737-8/-9 Airplane except as noted below	
	25.143(c)	108	▪ 737-8/-9 Airplane	
	24.143(j)	NA (+ additional design requirements)	▪ 737-8/-9 Airplane	See ADRC §25.143(j) [Amdt 25-NA]
25.145	Longitudinal Control	108	▪ 737-8/-9 Airplane	
25.147	Directional and Lateral Control	115	▪ 737-8/-9 Airplane	
25.149	Minimum Control Speed	108	▪ 737-8/-9 Airplane	
25.161	Trim	115	▪ 737-8/-9 Airplane	
25.171	General – Stability	7	▪ 737-8/-9 Airplane	
25.173	Static Longitudinal Stability	7	▪ 737-8/-9 Airplane	
25.175	Demonstration of Static Longitudinal Stability	115	▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.177	Static Lateral-Directional Stability	135		▪ 737-8/-9 Airplane	
25.181	Dynamic Stability	108		▪ 737-8/-9 Airplane	
25.201	Stall demonstration	108		▪ 737-8/-9 Airplane	
25.203	Stall Characteristics	84		▪ 737-8/-9 Airplane	
25.207	Stall Warnings				
	25.207	129		▪ 737-8/-9 Airplane except as noted below	
	25.207(e)	108 (+ additional design requirements)		▪ 737-8/-9 Airplane	See ADRC §25.207(e) [Amdt 25-108]
	25.207(f),(h),(i)	N/A		▪ 737-8/-9 Airplane	Not applicable
25.231	Longitudinal Stability and Control	108		▪ 737-8/-9 Airplane	
25.233	Directional Stability and Control	108		▪ 737-8/-9 Airplane	
25.235	Taxiing Condition	0		▪ 737-8/-9 Airplane	
25.237	Wind Velocities	121		▪ 737-8/-9 Airplane	
25.239	Spray Characteristics, Control and Stability on Water	N/A			Not applicable
25.251	Vibration and buffeting	77		▪ 737-8/-9 Airplane	
25.253	High speed characteristics				
	25.253	135		▪ 737-8/-9 Airplane except as noted below	
	25.253(c)	NA (+ additional design requirements)		▪ 737-8/-9 Airplane	See ADRC §25.253(c) [Amdt 25-NA]
25.255	Out of Trim Characteristics	42		▪ 737-8/-9 Airplane	
25.301	Loads	23		▪ 737-8/-9 Airplane	
25.303	Factor of Safety	23		▪ 737-8/-9 Airplane	
25.305	Strength and Deformation	86		▪ 737-8/-9 Airplane	
25.307	Proof of Structure	72		▪ 737-8/-9 Airplane	
25.321	General – Fight Loads	86		▪ 737-8/-9 Airplane	
25.331	Symmetric Maneuvering Conditions	141		▪ 737-8/-9 Airplane	
25.333	Flight Maneuvering Conditions	86		▪ 737-8/-9 Airplane	
25.335	Design Airspeeds	91		▪ 737-8/-9 Airplane	
25.337	Limit Maneuvering Load Factors	23		▪ 737-8/-9 Airplane	
25.341	Gust and Turbulence Loads	141		▪ 737-8/-9 Airplane	
25.343	Design Fuel and Oil Loads	141		▪ 737-8/-9 Airplane	
25.345	High Lift Devices	141		▪ 737-8/-9 Airplane	
25.349	Rolling Conditions	94		▪ 737-8/-9 Airplane	
25.351	Yawing Conditions	91		▪ 737-8/-9 Airplane	
25.361	Engine Torque	141		▪ 737-8/-9 Airplane	
25.362	Engine Failure Loads	141		▪ 737-8/-9 Airplane	
25.363	Side Load on Engine and Auxiliary Power Unit Mounts	91		▪ 737-8/-9 Airplane	
25.365	Pressurized Compartment Loads				
	25.365	87		▪ 737-8/-9 Airplane except as noted below	
	25.365(e)(1)	NA (+ additional design requirements)		▪ 737-8/-9 Airplane	See ADRC §25.365(e)(l) [Amdt 25-NA]
25.367	Unsymmetrical Loads due to Engine Failure	0		▪ 737-8/-9 Airplane	
25.371	Gyroscopic Loads	141		▪ 737-8/-9 Airplane	
25.373	Speed Control Devices	141		▪ 737-8/-9 Airplane	
25.391	Control Surface Loads: General	141		▪ 737-8/-9 Airplane	
25.393	Loads Parallel to Hinge Line	0		▪ 737-8/-9 Airplane	
25.395	Control System	141		▪ 737-8/-9 Airplane	
25.397	Control System Loads	72		▪ 737-8/-9 Airplane	
25.399	Dual Control System	0		▪ 737-8/-9 Airplane	
25.405	Secondary Control System	0		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.407	Trim Tab Effects	N/A			Not applicable – the tabs are not used to control airplane trim
25.409	Tabs	0		▪ 737-8/-9 Airplane	
25.415	Ground Gust Conditions	141		▪ 737-8/-9 Airplane	
25.427	Unsymmetrical Loads	86		▪ 737-8/-9 Airplane	
25.445	Auxiliary Aerodynamic Surfaces	86		▪ 737-8/-9 Airplane	
25.457	Wing Flaps	0		▪ 737-8/-9 Airplane	
25.459	Special Devices	72		▪ 737-8/-9 Airplane	
25.471	General – Ground Loads	23		▪ 737-8/-9 Airplane	
25.473	Landing Load Conditions and Assumptions	103		▪ 737-8/-9 Airplane	
25.477	Landing Gear Arrangement	0		▪ 737-8/-9 Airplane	
25.479	Level Landing Conditions	91		▪ 737-8/-9 Airplane	
25.481	Tail Down Landing Conditions	94		▪ 737-8/-9 Airplane	
25.483	One-Gear Landing Conditions	91		▪ 737-8/-9 Airplane	
25.485	Side Load Conditions	91		▪ 737-8/-9 Airplane	
25.487	Rebound Landing Condition	0		▪ 737-8/-9 Airplane	
25.489	Ground Handling Conditions	23		▪ 737-8/-9 Airplane	
25.491	Taxi, Takeoff and Landing Roll	91		▪ 737-8/-9 Airplane	
25.493	Braked Roll Conditions	97		▪ 737-8/-9 Airplane	
25.495	Turning	0		▪ 737-8/-9 Airplane	
25.497	Tail-Wheel Yawing	N/A			Not applicable
25.499	Nose-Wheel Yaw	91		▪ 737-8/-9 Airplane	
25.503	Pivoting	0		▪ 737-8/-9 Airplane	
25.507	Reversed Braking	0		▪ 737-8/-9 Airplane	
25.509	Towing Loads	23		▪ 737-8/-9 Airplane	
25.511	Ground Load: Unsymmetrical Loads on Multiple Wheel Units	0		▪ 737-8/-9 Airplane	
25.519	Jacking and Tie Down Provisions	81		▪ 737-8/-9 Airplane	
25.521	General – Water Loads	N/A			Not applicable
25.523	Design Weights and Center of Gravity Positions	N/A			Not applicable
25.525	Application of Loads	N/A			Not applicable
25.527	Hull and Main Float Load Factors	N/A			Not applicable
25.529	Hull and Main Float Landing Conditions	N/A			Not applicable
25.531	Hull and Main Float Takeoff Conditions	N/A			Not applicable
25.533	Hull and Main Float Bottom Pressures	N/A			Not applicable
25.535	Auxiliary Float Loads	N/A			Not applicable
25.537	Seawing Loads	N/A			Not applicable
25.561	General – Emergency Landing Conditions				
	25.561	91		▪ 737-8/-9 Airplane except as noted below	
	25.561	0		**Interiors:** ▪ Passenger Seats (737-8 Only)	
25.562	Emergency landing dynamic conditions				Introduced at Amdt 25-64
	25.562	64 (See Note)		▪ 737-8/-9 Airplane except as noted below	Exemption 6425C applies to 25.562(b)(2) for the flight deck seats only. Exemption 17652 Medical Stretcher applies to 25.562.
	25.562(c)(5)	N/A		**Flight Deck:** ▪ Pilot Seats	Not applicable to the noted areas
	25.562(c)(5),(c)(6)	N/A		**Interiors:** ▪ Passenger Seats	Not applicable to the noted areas
	25.562(c)(6)	N/A		**Flight Deck:** ▪ Flight Deck Observer Seat ▪ Pilot Seats	Not applicable to the noted areas
25.563	Structural Ditching Provisions	0		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.571	Damage-tolerance and fatigue evaluation of structure	132		▪ 737-8/-9 Airplane	737-8/-9: ELOS to [Amdt 25-132] of §25.571(b) applicable to the entire airframe was completed after initial ATC for the 737-8/-9 and the ADRC and §26.21 were removed.
25.581	Lightning Protection	23		▪ 737-8/-9 Airplane	
25.601	General – Design and Construction	0		▪ 737-8/-9 Airplane	
25.603	Materials	46		▪ 737-8/-9 Airplane	
25.605	Fabrication Methods	46		▪ 737-8/-9 Airplane	
25.607	Fasteners				
	25.607	23		▪ 737-8/-9 Airplane except as noted below	
	25.607	0		**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	0		▪ 737-8/-9 Airplane	
25.611	Accessibility provisions				
	25.611	123		▪ 737-8/-9 Airplane except as noted below	
	25.611(b)	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.613	Material Strength Properties and Material Design Values	112		▪ 737-8/-9 Airplane	
25.619	Special Factors	23		▪ 737-8/-9 Airplane	
25.621	Casting Factors	0		▪ 737-8/-9 Airplane	
25.623	Bearing Factors	0		▪ 737-8/-9 Airplane	
25.625	Fitting Factors	72		▪ 737-8/-9 Airplane	
25.629	Aeroelastic Stability Requirements	77		▪ 737-8/-9 Airplane	
25.631	Bird Strike Damage	23		▪ 737-8/-9 Airplane	
25.651	Proof of Strength	0		▪ 737-8/-9 Airplane	
25.655	Installation	0		▪ 737-8/-9 Airplane	
25.657	Hinges	23		▪ 737-8/-9 Airplane	
25.671	General – Control Systems	23		▪ 737-8/-9 Airplane	
25.672	Stability Augmentation and Automatic and Power-Operated Systems	23		▪ 737-8/-9 Airplane	
25.675	Stops	38		▪ 737-8/-9 Airplane	
25.677	Trim Systems	115		▪ 737-8/-9 Airplane	
25.679	Control System Gust Locks	0		▪ 737-8/-9 Airplane	
25.681	Limit Load Static Tests	0		▪ 737-8/-9 Airplane	
25.683	Operation Tests	23		▪ 737-8/-9 Airplane	
25.685	Control System Details	38		▪ 737-8/-9 Airplane	
25.689	Cable Systems	0		▪ 737-8/-9 Airplane	
25.693	Joints	72		▪ 737-8/-9 Airplane	
25.697	Lift and Drag Devices, Controls	57		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.699	Lift and Drag Device Indicator	23		▪ 737-8/-9 Airplane	
25.701	Flap and Slat Interconnection	72		▪ 737-8/-9 Airplane	
25.703	Takeoff Warning System	42		▪ 737-8/-9 Airplane	
25.721	General – Landing Gear	32		▪ 737-8/-9 Airplane	
25.723	Shock Absorption tests	103		▪ 737-8/-9 Airplane	
25.725	Reserved	N/A			Not applicable
25.727	Reserved	N/A			Not applicable
25.729	Retracting Mechanism	136		▪ 737-8/-9 Airplane	
25.731	Wheels	107		▪ 737-8/-9 Airplane	
25.733	Tires	78		▪ 737-8/-9 Airplane	
25.735	Brakes				
	25.735	108		▪ 737-8/-9 Airplane except as noted below	
	25.735	72, 108 (See Note)	92, 108 (See Note)	**Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	Within the brake control system, only the brake hydraulic system flow limiter and parking brake demonstration are certified to Amdt 25-108.
25.737	Skis	N/A			Not applicable
25.751	Main Float Buoyancy	N/A			Not applicable
25.753	Main Float Design	N/A			Not applicable
25.755	Hulls	N/A			Not applicable
25.771	Pilot Compartment	4		▪ 737-8/-9 Airplane	
25.772	Pilot Compartment Doors	106		▪ 737-8/-9 Airplane	
25.773	Pilot Compartment View				
	25.773	136		▪ 737-8/-9 Airplane except as noted below	
	25.773(b)	72	108	**Environmental Control System:** ▪ Windshield Wipers System	
	25.773(b),(c)	72	108	**Environmental Control System:** ▪ Window Heat System	
25.775	Windshield and Windows	0	38	▪ 737-8/-9 Airplane	
25.777	Cockpit Controls	46		▪ 737-8/-9 Airplane	
25.779	Motion and Effect of Cockpit Controls	72		▪ 737-8/-9 Airplane	
25.781	Cockpit Control Knob Shape	72		▪ 737-8/-9 Airplane	
25.783	Fuselage Doors				
	25.783	114		**Doors:** ▪ Forward Access Door	
	25.783	72	88	**Doors:** ▪ Airstair Door ▪ Automatic Overwing Exit (AOE) Door ▪ EE Access Door ▪ Mid Exit Door (MED) (737-9 only)	
	25.783	N/A		**Transparencies:** ▪ Flight Deck #2 Window	Not applicable to the Flight Deck #2 Window only
	25.783(a),(b),(h)	88		**Interiors:** ▪ Emergency Exits	
	25.783(b),(e)	72	88	**EE Subsystems** ▪ PSEU/Fuselage Doors	
	25.783 except 25.783(f) for the Pressurization Prevention Means	72	88	**Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.783(f) at [25-72 and 25-88] for the Pressurization Prevention Means	N/A (See Note)		**Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door	Not applicable to the noted areas for 25.783(f) at Amdt [25-54] thru [25-88] as the requirement did not exist prior to [25-54]. Current equivalent requirement is 25.783(c) at [25-114]
	25.783(g)	N/A		**Doors:** ▪ Access and Blowout Door ▪ ECS Access Door ▪ External Access Door ▪ Lavatory Service Panel ▪ Water Service Door	Not applicable to the noted areas
25.785	Seats, Berths, Safety Belts and Harnesses	88 (See Note)		▪ 737-8/-9 Airplane	Exemption 17652 Medical Stretcher applies to 25.785(b).
25.787	Stowage Compartments	51		▪ 737-8/-9 Airplane	
25.789	Retention of items of mass in passenger and crew compartments	46		▪ 737-8/-9 Airplane	
25.791	Passenger information signs [and placards]	72		▪ 737-8/-9 Airplane	
25.793	Floor Surfaces	51		▪ 737-8/-9 Airplane	
25.795	Security considerations				Introduced at Amdt 25-106
	25.795	127		▪ 737-8/-9 Airplane except as noted below	
	25.795(b)(1)		106	**737-9 Airplane:** Security considerations (Flight Deck Smoke Protection)	
	25.795(c)(2)	NA (+ additional design requirements for post ATC modifications)		**737-8/-9 Airplane:** ▪ Security considerations (survivability of systems)	See ADRC §25.795(c)(2) [Amdt 25-NA]
	25.795(c)(3)(i), (c)(3)(iii)	N/A		▪ 737-8/-9 Airplane	Not Applicable
25.801	Ditching	72		▪ 737-8/-9 Airplane	
25.803	Emergency Evacuation	72		▪ 737-8/-9 Airplane	
25.807	Emergency exits				
	25.807	114		▪ 737-8/-9 Airplane except as noted below	
	25.807	72 (See Note)		**Interiors:** ▪ Emergency Exits (737-8 only) ▪ Emergency Exits with Deactivated Mid Exit Door (MED) (737-9 only)	In addition to compliance to 25.807 [Amdt 25-72], compliance to 25.807(c)(3) [Amdt 25-15] may be shown for the noted area.
	25.807(c)(3)	15 (See Note)		**Interiors:** ▪ Emergency Exits (737-8 only) ▪ Emergency Exits with Deactivated Mid Exit Door (MED) (737-9 only)	25.807(c)(3) Amdt 25-15 did not exist at Amdt 25-72 and later amendments
25.809	Emergency Exit Arrangement	72		▪ 737-8/-9 Airplane	
25.810	Emergency egress assist means and escape routes	114		▪ 737-8/-9 Airplane	
25.811	Emergency Exit Marking	88		▪ 737-8/-9 Airplane	
25.812	Emergency lighting	128		▪ 737-8/-9 Airplane	
25.813	Emergency exit access	88		▪ 737-8/-9 Airplane	
25.815	Width of Aisle	38		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.817	Maximum number of seats abreast	15		▪ 737-8/-9 Airplane	
25.819	Lower Deck Service Compartments (Including galleys)	N/A			Not applicable
25.820	Lavatory Doors	114		▪ 737-8/-9 Airplane	
25.831	Ventilation				
	25.831	89		▪ 737-8/-9 Airplane except as noted below	
	25.831(b),(c)	41		**Environmental Control System (737-8 Only):** ▪ 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	94		▪ 737-8/-9 Airplane	
25.833	Combustion Heating Systems	N/A			Not applicable
25.841	Pressurized cabins				
	25.841	87 (See Note)		▪ 737-8/-9 Airplane except as noted below	Exemption 11082 applies to 25.841(a)(2) and 25.841(a)(3)
	25.841(a)(2)(i)	NA (+ additional design requirements)		▪ 737-8/-9 Airplane	See ADRC §25.841(a)(2)(i) [Amdt 25-NA]
25.843	Tests for pressurized cabins	0		▪ 737-8/-9 Airplane	
25.851	Fire Extinguishers	74		▪ 737-8/-9 Airplane	
25.853	Compartment interiors	116		▪ 737-8/-9 Airplane	
25.854	Lavatory Fire Protection	74		▪ 737-8/-9 Airplane	
25.855	Cargo or baggage compartments	123		▪ 737-8/-9 Airplane	
25.856	Thermal / Acoustic Insulation Materials				Introduced at Amdt 25-111
	25.856	111		▪ 737-8/-9 Airplane	
25.857	Cargo Compartment Classification	93		▪ 737-8/-9 Airplane	
25.858	Cargo and Baggage Compartment Fire Detection Systems	54	93	▪ 737-8/-9 Airplane	
25.859	Combustion heater fire protection	N/A			Not applicable
25.863	Flammable Fluid Fire Protection	46		▪ 737-8/-9 Airplane	
25.865	Fire Protection of flight controls, engine mounts, and other flight structure	23		▪ 737-8/-9 Airplane	
25.867	Fire protection: other components	23		▪ 737-8/-9 Airplane	
25.869	Fire protection: systems				
	25.869	123		▪ 737-8/-9 Airplane except as noted below	
	25.869(a)(3)	N/A (See Note)		**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 [Amdt 25-123] except the noted Interior areas. In lieu of compliance to 25.869(a)(3) [Amdt 25-123] and 25.1713 [Amdt 25-123], compliance to 25.869(a)(4) [Amdt 25-113] may be shown for the noted areas.
	25.869(a)(4)	113 (See Note)		**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 Amendment 25-123 except the noted Interior areas.

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.871	Leveling means	23		▪ 737-8/-9 Airplane	
25.875	Reinforcement near propellers	N/A			Not applicable
25.899	Electrical bonding and protection against static electricity				Introduced at Amdt 25-123
	25.899	123		▪ 737-8/-9 Airplane except as noted below	
	25.899	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 **Flight Controls/Flight Deck Instruments:** ▪ Floodlights **Mech/Hyd – Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	Not applicable to the noted areas
	25.899(b)	N/A		**Avionics:** ▪ Cockpit Voice Recorder (CVR) System	Not applicable to the noted areas
25.901	Installation	126 (See Note)		▪ 737-8/-9 Airplane	Exemptions 7968 and 17241 apply to 25.901(c)
25.903	Engines				
	25.903	100		▪ 737-8/-9 Airplane	
	25.903(e)	100 (+ additional design requirements)		▪ 737-8/-9 Airplane	See ADRC §25.903(e) [Amdt 25-100]
25.904	Automatic Takeoff Thrust Control System (ATTCS)	N/A			Not applicable
25.905	Propellers	N/A			Not applicable
25.907	Propeller Vibration and Fatigue	N/A			Not applicable
25.925	Propeller Clearance	N/A			Not applicable
25.929	Propeller Deicing	N/A			Not applicable
25.933	Reversing Systems	72		▪ 737-8/-9 Airplane	
25.934	Turbojet Engine Thrust Reverser System Tests	23		▪ 737-8/-9 Airplane	
25.937	Turbopropeller-drag limiting systems	N/A			Not applicable
25.939	Turbine engine Operating characteristics	40		▪ 737-8/-9 Airplane	
25.941	Inlet, engine and exhaust compatibility	N/A			Not applicable
25.943	Negative acceleration	40		▪ 737-8/-9 Airplane	
25.945	Thrust or Power Augmentation System	N/A			Not applicable
25.951	General – Fuel System	73		▪ 737-8/-9 Airplane	
25.952	Fuel System Analysis and Test	40		▪ 737-8/-9 Airplane	
25.953	Fuel System Independence	0		▪ 737-8/-9 Airplane	
25.954	Fuel System Lightning Protection	14		▪ 737-8/-9 Airplane	
25.955	Fuel Flow	11		▪ 737-8/-9 Airplane	
25.957	Flow between interconnected tanks	0		▪ 737-8/-9 Airplane	
25.959	Unusable fuel supply	40		▪ 737-8/-9 Airplane	
25.961	Fuel System Hot Weather Operation	57		▪ 737-8/-9 Airplane	
25.963	Fuel Tanks: general	69		▪ 737-8/-9 Airplane	
25.965	Fuel Tank Tests	40		▪ 737-8/-9 Airplane	
25.967	Fuel Tank Installations	0		▪ 737-8/-9 Airplane	
25.969	Fuel Tank Expansion Space	11		▪ 737-8/-9 Airplane	
25.971	Fuel Tank Sump	0		▪ 737-8/-9 Airplane	
25.973	Fuel Tank Filler Connection	115		▪ 737-8/-9 Airplane	
25.975	Fuel tank vents and carburetor vapor vents	0		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x] / 737-9 [25-x]	System/Area	Notes
25.977	Fuel Tank outlet	36	▪ 737-8/-9 Airplane	
25.979	Pressure Fueling System	72	▪ 737-8/-9 Airplane	
25.981	Fuel Tank Explosion Prevention	125 (See Note)	▪ 737-8/-9 Airplane	Exemptions 17021 and 17241 apply to 25.981(a)(3)
25.991	Fuel Pumps	0	▪ 737-8/-9 Airplane	
25.993	Fuel System Lines and Fittings	15	▪ 737-8/-9 Airplane	
25.994	Fuel System Components	57	▪ 737-8/-9 Airplane	
25.995	Fuel Valves	40	▪ 737-8/-9 Airplane	
25.997	Fuel Strainer or Filter	57	▪ 737-8/-9 Airplane	
25.999	Fuel System Drains	38	▪ 737-8/-9 Airplane	
25.1001	Fuel Jettisoning System	108	▪ 737-8/-9 Airplane	
25.1011	General – Oil System	0	▪ 737-8/-9 Airplane	
25.1013	Oil Tanks	72	▪ 737-8/-9 Airplane	
25.1015	Oil Tank Tests	36	▪ 737-8/-9 Airplane	
25.1017	Oil Lines and Fittings	0	▪ 737-8/-9 Airplane	
25.1019	Oil Strainer or Filter	57	▪ 737-8/-9 Airplane	
25.1021	Oil [System Drains]	57	▪ 737-8/-9 Airplane	
25.1023	Oil radiators	0	▪ 737-8/-9 Airplane	
25.1025	Oil valves	0	▪ 737-8/-9 Airplane	
25.1027	Propeller Feathering System	N/A		Not applicable
25.1041	General – Cooling	38	▪ 737-8/-9 Airplane	
25.1043	Cooling tests	42	▪ 737-8/-9 Airplane	
25.1045	Cooling Test procedures	57	▪ 737-8/-9 Airplane	
25.1091	Air Induction	100	▪ 737-8/-9 Airplane	
25.1093	Induction System Icing Protection	72	▪ 737-8/-9 Airplane	
25.1101	Carburetor air preheater design	N/A		Not applicable
25.1103	Induction system ducts	46	▪ 737-8/-9 Airplane	
25.1105	Induction system screens	N/A		Not applicable
25.1107	Inter-coolers and after-coolers	N/A		Not applicable
25.1121	General – Exhaust System	40	▪ 737-8/-9 Airplane	
25.1123	Exhaust piping	40	▪ 737-8/-9 Airplane	
25.1125	Exhaust heat exchangers	N/A		Not applicable
25.1127	Exhaust driven turbo-superchargers	N/A		Not applicable
25.1141	Powerplant controls: general			
	25.1141	115	▪ 737-8/-9 Airplane except as noted below	
	25.1141(f)(2)	NA (+ additional design requirements)	**Propulsion – APU:** ▪ APU Fuel Shut Off Valve (FSOV)	See ADRC §25.1141(f)(2) [Amdt 25-NA]
25.1142	Auxiliary Power Unit Controls	46	▪ 737-8/-9 Airplane	
25.1143	Engine Controls	57	▪ 737-8/-9 Airplane	
25.1145	Ignition Switches	40	▪ 737-8/-9 Airplane	
25.1147	Mixture Controls	N/A		Not applicable
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	11	▪ 737-8/-9 Airplane	
25.1157	Carburetor Air Temperature Controls	N/A		Not applicable
25.1159	Supercharger Controls	N/A		Not applicable
25.1161	Fuel Jettisoning System Controls	N/A		Not applicable
25.1163	Powerplant accessories	57	▪ 737-8/-9 Airplane	
25.1165	Engine Ignition Systems	72	▪ 737-8/-9 Airplane	
25.1167	Accessory Gearboxes	N/A		Not applicable
25.1181	Designated Fire Zones: Regions Included	115	▪ 737-8/-9 Airplane	
25.1182	Nacelle areas behind firewalls, and engine pod attaching structures containing flammable fluid lines	11	▪ 737-8/-9 Airplane	
25.1183	Flammable fluid carrying components	101	▪ 737-8/-9 Airplane	
25.1185	Flammable Fluids	94	▪ 737-8/-9 Airplane	
25.1187	Drainage and ventilation of fire zones	0	▪ 737-8/-9 Airplane	
25.1189	Shutoff means	57	▪ 737-8/-9 Airplane	
25.1191	Firewalls	0	▪ 737-8/-9 Airplane	
25.1192	Engine Accessory Section Diaphragm	N/A		Not applicable

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.1193	Cowling and Nacelle Skin	0		▪ 737-8/-9 Airplane	
25.1195	Fire Extinguishing Systems	46		▪ 737-8/-9 Airplane	
25.1197	Fire Extinguishing Agents	40		▪ 737-8/-9 Airplane	
25.1199	Extinguishing Agent Containers	40		▪ 737-8/-9 Airplane	
25.1201	Fire Extinguishing System materials	0		▪ 737-8/-9 Airplane	
25.1203	Fire Detector System	123		▪ 737-8/-9 Airplane	
25.1205	Revoked	N/A			Not applicable
25.1207	Compliance	46		▪ 737-8/-9 Airplane	
25.1301	Function and installation				
	25.1301	123		▪ 737-8/-9 Airplane except as noted below	
	25.1301(b)	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1302	Installed Systems and Equipment for Use by the Flightcrew	137		▪ 737-8/-9 Airplane	
25.1303	Flight and Navigation Instruments	90		▪ 737-8/-9 Airplane	
25.1305	Powerplant Instruments	115		▪ 737-8/-9 Airplane	
25.1307	Miscellaneous Equipment	72		▪ 737-8/-9 Airplane	
25.1309	Equipment systems and installations				
	25.1309	123		▪ 737-8/-9 Airplane except as noted below	
	25.1309	0		**Doors:** ▪ Forward/Aft Cargo Door ▪ Forward/Aft Entry Door ▪ Forward/Aft Galley Door **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	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1309	41		**Avionics:** ▪ Airborne Data Loading System ▪ Air Traffic Control (ATC) ▪ Communications Management Unit (CMU) System ▪ Cockpit Voice Recorder (CVR) System ▪ Flight Deck Audio System ▪ Flight Deck Printer ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, ELT, GLS, GPS, ILS, LRRA, VOR/MB) ▪ 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 ▪ Mid Exit Door (MED) (737-9 Only) **EE Subsystems:** ▪ Aural Warning Module/Master Caution ▪ Window Heat **Flight Controls:** ▪ Standby Compass **Flight Controls/Flight Deck Instruments:** ▪ Floodlights	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1309	41 (Continued)		**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 Installation ▪ Crew Oxygen Installations ▪ Door – Flight Deck Access System (FDAS) ▪ Flight Deck Observer Seat ▪ 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 **Interiors:** ▪ AC Rails ▪ Attendant Control Panel (ACP) ▪ Attendant Partitions ▪ Cabin Interphone ▪ Cabin (Passenger) Telecommunications ▪ 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 **Mech/Hyd - Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1309(f)	N/A (See Note)		**Interiors:** EWIS components integral to the following interior design area: ▪ Closets ▪ Galley ▪ Lavatories ▪ Passenger Seats ▪ Windscreens	All design areas comply with the EWIS requirements at Amendment 25-123 except the noted Interior areas.
25.1310	Power source capacity and distribution	123		▪ 737-8/-9 Airplane	
25.1316	Electrical and electronic system lightning protection				
	25.1316	134		▪ 737-8/-9 Airplane except as noted below	
	25.1316(a)	80		**Avionics:** ▪ Air Data Inertial Reference System (ADIRS) ▪ Radio Nav Systems (ILS, GLS, GPS, LRRA) **Flight Controls – Autoflight System:** ▪ Flight Control Computer (FCC)	
	25.1316(b)	80		**Avionics:** ▪ Air Traffic Control (ATC) ▪ Communications Management Unit (CMU) System ▪ Flight Deck Audio System ▪ Flight Management Computer System (FMCS) ▪ High Frequency (HF) Communications System ▪ Radio Nav Systems (ADF, DME, VOR/MB) ▪ Stall Management Yaw Damper (SMYD) System ▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications System **Environmental Control 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)	N/A		**Flight Controls – Autoflight System:** ▪ Integrated Flight Systems Accessory Unit (IFSAU)	Not applicable to the noted areas
25.1317	High-intensity Radiated Fields (HIRF) Protection				Introduced at Amdt 25-122
	25.1317	122		▪ 737-8/-9 Airplane except as noted below	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x] / 737-9 [25-x]	System/Area	Notes
	25.1317(a)	NA (+ additional design requirements)	**Avionics:** ▪ Air Data Inertial Reference System (ADIRS) ▪ Radio Nav Systems (GLS, GPS, ILS, LRRA)	See ADRC §25.1317(a) [Amdt 25-NA]
	25.1317(b)	N/A	**Flight Controls – Autoflight System** ▪ Integrated Flight Systems Accessory Unit (IFSAU)	Not Applicable to the noted areas
	25.1317(b)	NA (+ additional design requirements)	**Avionics:** ▪ Flight Management Computer System (FMCS) ▪ Radio Nav Systems (ADF, DME, VOR/MB) ▪ Stall Management Yaw Damper (SMYD) System **Flight Deck:** ▪ Door – Flight Deck Access System (FDAS) **Mech/Hyd - Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	See ADRC §25.1317(b), (c) [Amdt 25-NA]
	25.1317(c)	NA (+ additional design requirements)	**Avionics:** ▪ Air Traffic Control (ATC) ▪ Communications Management Unit (CMU) System ▪ Flight Deck Audio System (Exception does not include Audio Control Panels) ▪ High Frequency (HF) Communications System ▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications System **Environmental Control 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	See ADRC §25.1317(b), (c) [Amdt 25-NA]
25.1321	Arrangement and Visibility	41	▪ 737-8/-9 Airplane	
25.1322	Flight crew alerting			
	25.1322	131	▪ 737-8/-9 Airplane except as noted below	
	25.1322(b)(2), (c)(3)	NA (+ additional design requirements)	▪ 737-8/-9 Airplane	See ADRC §25.1322(b)(2), (c)(3) [Amdt 25-NA]
	25.1322(b)(3),(c)(2), (d), (d)(1), and (d)(2)	N/A	▪ 737-8/-9 Airplane	Not Applicable
25.1323	Airspeed Indicating System			
	25.1323	109	▪ 737-8/-9 Airplane except as noted below	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1323(e)	57	108	**Environmental Control System:** ▪ Ice/Rain Protection – Air Data Sensor Heat System	25.1323(e) has become 25.1323(i) at Amdt 25-109. No verbiage changes.
25.1325	Static Pressure Systems	108		▪ 737-8/-9 Airplane	
25.1326	Pitot Heat Indication Systems	43		▪ 737-8/-9 Airplane	
25.1327	Magnetic Direction Indicator	0		▪ 737-8/-9 Airplane	
25.1329	Flight Guidance System	119		▪ 737-8/-9 Airplane	
25.1331	Instruments using a power supply	41		▪ 737-8/-9 Airplane	
25.1333	Instrument Systems	41		▪ 737-8/-9 Airplane	
25.1335	Removed	N/A			Not applicable
25.1337	Powerplant Instruments	40		▪ 737-8/-9 Airplane	
25.1351	General – Electrical Systems and Equipment	72		▪ 737-8/-9 Airplane	
25.1353	Electrical Equipment and Installation				
	25.1353	123		▪ 737-8/-9 Airplane except as noted below	
	25.1353(a),(b),(c)	42		**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)	113 (See Note)		**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 Amendment 25-123 except the noted Interior areas.
	25.1353(c)	42		Avionics: ▪ Radio Nav Systems (ELT)	
25.1355	Distribution System	38		▪ 737-8/-9 Airplane	
25.1357	Circuit Protective Devices	123		▪ 737-8/-9 Airplane	
25.1359	Removed	N/A			Not applicable
25.1360	Precautions against injury				Introduced at Amdt 25-123
	25.1360	123		▪ 737-8/-9 Airplane except as noted below	
	25.1360	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 **Flight Controls/Flight Deck Instruments:** ▪ Floodlights **Mech/Hyd - Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	Not applicable to the noted areas
25.1362	Electrical Supplies for Emergency Conditions	123		▪ 737-8/-9 Airplane	
25.1363	Electrical System Tests	0		▪ 737-8/-9 Airplane	
25.1365	Electrical appliances, motors, and transformers				Introduced at Amdt 25-123
	25.1365	123		▪ 737-8/-9 Airplane except as noted below	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	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, GLS, GPS, ILS, LRRA VOR/MB) ▪ Satellite Communications (SATCOM) System ▪ Selective Call (SELCAL) System ▪ Traffic Collision Avoidance System (TCAS) ▪ Very High Frequency (VHF) Communications 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 ▪ Galleys ▪ General Lighting ▪ 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	Not applicable to the noted areas
25.1369	Revoked	N/A			Not applicable
25.1381	Instrument Lights	72		▪ 737-8/-9 Airplane	
25.1383	Landing Lights	0		▪ 737-8/-9 Airplane	
25.1385	Position Light System Installation	38		▪ 737-8/-9 Airplane	
25.1387	Position Light System Dihedral Angles	30		▪ 737-8/-9 Airplane	
25.1389	Position Light Distribution and Intensities	0		▪ 737-8/-9 Airplane	
25.1391	Minimum Intensities in the Horizontal Plane of Forward and Rear Position Lights	0		▪ 737-8/-9 Airplane	
25.1393	Minimum Intensities in Overlapping Beams of Forward and Rear Position Lights	0		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.1395	Maximum Intensities in Overlapping Beams of Forward and Rear Position Lights	0		▪ 737-8/-9 Airplane	
25.1397	Color Specifications	27		▪ 737-8/-9 Airplane	
25.1399	Riding Light	N/A			Not applicable
25.1401	Anticollision Light System	41		▪ 737-8/-9 Airplane	
25.1403	Wing Icing Detection Lights	38		▪ 737-8/-9 Airplane	
25.1411	General – Safety Equipment	116		▪ 737-8/-9 Airplane	
25.1413	Removed	N/A			Not applicable
25.1415	Ditching Equipment	82		▪ 737-8/-9 Airplane	
25.1416	Removed	N/A			Not applicable
25.1419	Ice protection				
	25.1419	129		▪ 737-8/-9 Airplane except as noted below	
	25.1419(e),(f),(g),(h)	N/A		▪ 737-8/-9 Airplane	Not applicable
25.1421	Megaphones	41		▪ 737-8/-9 Airplane	
25.1423	Public address system	115		▪ 737-8/-9 Airplane	
25.1431	Electronic Equipment				
	25.1431	113		▪ 737-8/-9 Airplane except as noted below	
	25.1431(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, ELT, GLS, GPS, ILS, LRRA, VOR/MB) ▪ Satellite Communications (SATCOM) System ▪ Selective Call (SELCAL) System ▪ 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:** ▪ Floodlights ▪ 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	Not applicable to the noted areas
25.1433	Vacuum Systems	72		▪ 737-8/-9 Airplane	
25.1435	Hydraulic Systems				

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1435	104		▪ 737-8/-9 Airplane except as noted below	
	25.1435 (a), (b)(2)	72		**Mech/Hyd - Landing Gear Systems:** ▪ Mechanical Brake Control System including Antiskid/Auto brake	
	25.1435 (a), (b)(2)	72		**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	
25.1438	Pressurization and Pneumatic Systems	41		▪ 737-8/-9 Airplane	
25.1439	Protective Breathing Equipment				
	25.1439	115		▪ 737-8/-9 Airplane except as noted below	
	25.1439(a)	38		**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	0		▪ 737-8/-9 Airplane	
25.1443	Minimum Mass Flow of Supplemental Oxygen	0		▪ 737-8/-9 Airplane	
25.1445	Equipment Standards for the Oxygen Distributing System	0		▪ 737-8/-9 Airplane	
25.1447	Equipment standards for oxygen dispensing units				
	25.1447	116 (See Note)		▪ 737-8/-9 Airplane except as noted below	Exemption 8668A applies to 25.1447(c)(1)
	25.1447(c)(3)(ii)	N/A		**Flight Deck:** ▪ Crew Oxygen Installations	Not applicable to the noted area
25.1449	Means for Determining Use of Oxygen	0		▪ 737-8/-9 Airplane	
25.1450	Chemical Oxygen Generators	41		▪ 737-8/-9 Airplane	
25.1451	Removed	N/A			Not applicable
25.1453	Protection of Oxygen Equipment from Rupture	0		▪ 737-8/-9 Airplane	
25.1455	Draining of Fluids Subject to Freezing	23		▪ 737-8/-9 Airplane	
25.1457	Cockpit Voice Recorder				
	25.1457	124		▪ 737-8/-9 Airplane except as noted below	
	25.1457(d)(5)	N/A (See Note)		**Avionics:** ▪ Cockpit Voice Recorder (CVR) System	Addition of the optional Recorder Independent Power Supply (RIPS) allows the Cockpit Voice Recorder System to comply with 25.1457(d)(5) at Amdt 25-124.
25.1459	Flight Recorders	124		▪ 737-8/-9 Airplane	
25.1461	Equipment Containing High Energy Rotors	41		▪ 737-8/-9 Airplane	
25.1501	General – Operating Limitations and Information	42		▪ 737-8/-9 Airplane	
25.1503	Airspeed Limitations: General	0		▪ 737-8/-9 Airplane	
25.1505	Maximum Operating Limit Speed	23		▪ 737-8/-9 Airplane	
25.1507	Maneuvering Speed	0		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
25.1511	Flap Extended Speed	0		▪ 737-8/-9 Airplane	
25.1513	Minimum Control Speed	0		▪ 737-8/-9 Airplane	
25.1515	Landing Gear Speeds	38		▪ 737-8/-9 Airplane	
25.1516	Other Speed Limitations	105		▪ 737-8/-9 Airplane	No other speed limitations required for the 737-8/-9 type design.
25.1517	Rough Air Speed, VRA	141		▪ 737-8/-9 Airplane	
25.1519	Weight, Center of Gravity, and Weight Distribution	0		▪ 737-8/-9 Airplane	
25.1521	Powerplant Limitations	72		▪ 737-8/-9 Airplane	
25.1522	Auxiliary Power Unit Limitations	72		▪ 737-8/-9 Airplane	
25.1523	Minimum Flight Crew	3		▪ 737-8/-9 Airplane	
25.1525	Kinds of Operation	0		▪ 737-8/-9 Airplane	
25.1527	Ambient Air Temperature and Operating Altitude	105		▪ 737-8/-9 Airplane	
25.1529	Instructions for Continuing Airworthiness	54		▪ 737-8/-9 Airplane	
25.1531	Maneuvering Flight Load Factors	0		▪ 737-8/-9 Airplane	
25.1533	Additional Operating Limitations	92		▪ 737-8/-9 Airplane	
25.1535	ETOPS Approval	120		▪ 737-8/-9 Airplane	
25.1541	General	0		▪ 737-8/-9 Airplane	
25.1543	Instrument Markings: General	72		▪ 737-8/-9 Airplane	
25.1545	Airspeed Limitation Information	0		▪ 737-8/-9 Airplane	
25.1547	Magnetic Direction Indicator	0		▪ 737-8/-9 Airplane	
25.1549	Powerplant and Auxiliary Power Unit instruments	40		▪ 737-8/-9 Airplane	
25.1551	Oil Quantity Indicator	72		▪ 737-8/-9 Airplane	
25.1553	Fuel Quantity Indicator	0		▪ 737-8/-9 Airplane	
25.1555	Control Markings	0		▪ 737-8/-9 Airplane	
25.1557	Miscellaneous Markings and Placards	72		▪ 737-8/-9 Airplane	
25.1561	Safety Equipment	46		▪ 737-8/-9 Airplane	
25.1563	Airspeed Placard	0		▪ 737-8/-9 Airplane	
25.1581	General – Airplane Flight Manual	72		▪ 737-8/-9 Airplane	
25.1583	Operating Limitations	130		▪ 737-8/-9 Airplane	
25.1585	Operating Procedures	105		▪ 737-8/-9 Airplane	
25.1587	Performance Information	108		▪ 737-8/-9 Airplane	
25.1701	Definition	123		▪ 737-8/-9 Airplane	
25.1703	Function and installation: EWIS				Introduced at Amdt 25-123
	25.1703	123		▪ 737-8/-9 Airplane except as noted below	
	25.1703	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1705	Systems and functions: EWIS				Introduced at Amdt 25-123
	25.1705	123		▪ 737-8/-9 Airplane except as noted below	
	25.1705	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1707	System separation: EWIS				Introduced at Amdt 25-123
	25.1707	123		▪ 737-8/-9 Airplane except as noted below	

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
	25.1707	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1709	System safety: EWIS				Introduced at Amdt 25-123
	25.1709	123		▪ 737-8/-9 Airplane except as noted below	
	25.1709	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1711	Component identification: EWIS				Introduced at Amdt 25-123
	25.1711	123		▪ 737-8/-9 Airplane except as noted below	
	25.1711	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1713	Fire protection: EWIS				Introduced at Amdt 25-123
	25.1713	123		▪ 737-8/-9 Airplane except as noted below	
	25.1713	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas. In lieu of compliance to 25.869(a)(3) [Amendment 25-123] and 25.1713 [Amendment 25-123], compliance to 25.869(a)(4) [Amendment 25-113] may be shown for the noted areas.
25.1715	Electrical bonding and protection against static electricity: EWIS				Introduced at Amdt 25-123
	25.1715	123		▪ 737-8/-9 Airplane except as noted below	
	25.1715	N/A (See Note)		**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 Amendment 25-123 except the noted Interior areas.
25.1717	Circuit protective devices: EWIS				Introduced at Amdt 25-123

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x] / 737-9 [25-x]	System/Area	Notes
	25.1717	123	▪ 737-8/-9 Airplane except as noted below	
	25.1717	N/A (See Note)	**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 Amdt 25-123 except the noted Interior areas.
25.1719	Accessibility provisions: EWIS			Introduced at Amdt 25-123
	25.1719	123	▪ 737-8/-9 Airplane except as noted below	
	25.1719	N/A (See Note)	**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 Amendment 25-123 except the noted Interior areas.
25.1721	Protection of EWIS			Introduced at Amdt 25-123
	25.1721	123	▪ 737-8/-9 Airplane except as noted below	
	25.1721	N/A (See Note)	**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 Amendment 25-123 except the noted Interior areas.
25.1723	Flammable Fluid Fire Protection	123	▪ 737-8/-9 Airplane	
25.1725	Powerplants: EWIS	123	▪ 737-8/-9 Airplane	
25.1727	Flammable Fluid Shutoff Means: EWIS	123	▪ 737-8/-9 Airplane	
25.1729	Instructions for Continued Airworthiness; EWIS			
	25.1729	123	▪ 737-8/-9 Airplane except as noted below	
	25.1729	N/A (See Note)	**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 Amendment 25-123 except the noted Interior areas.
25.1731	Powerplant and APU Fire Detector System: EWIS	123	▪ 737-8/-9 Airplane	
25.1733	Fire Detector Systems, General: EWIS	123	▪ 737-8/-9 Airplane	
25.1801	SFAR No. 111--Lavatory Oxygen Systems		**Note:** SFAR 111 expired on 9/10/15. 737 NG revised to use gaseous oxygen in place of chemical oxygen (reference AD 2012-11-09).	
	25.1801	N/A		Not applicable
A25.1	Appendix A	0	▪ 737-8/-9 Airplane	
B25.1	Appendix B	N/A		Not applicable
C25.1	Appendix C			
	C25.1	0 (+ additional design requirements)	▪ 737-8/-9 Airplane	See ADRC 14 CFR Part 25 App C §C25.1 [Amdt 25-0]
D25.1	Appendix D	3	▪ 737-8/-9 Airplane	
E25.1	Appendix E, I--Limited Weight Credit For Airplanes Equipped With Standby Power	N/A		Not applicable
E25.2	Appendix E, II – Performance Credit for Transport Category Airplanes Equipped with Standby Power	N/A		Not applicable

XI - Model 737-8, and 737-9 (cont'd)

Section No.	Title (or subparagraph)	737-8 [25-x]	737-9 [25-x]	System/Area	Notes
F25.1	Appendix F – Part I – Test Criteria and procedures for Showing Compliance with Sec 25.853 or Sec 25.855	111		▪ 737-8/-9 Airplane	
F25.2	Appendix F – Part II – Flammability of Seat Cushions	94		▪ 737-8/-9 Airplane	
F25.3	Appendix F – Part III – Test Method to Determine Flame Penetration Resistance of Cargo Compartment Liners	60		▪ 737-8/-9 Airplane	
F25.4	Appendix F--Part IV--Test Method to Determine the Heat Release Rate From Cabin	83		▪ 737-8/-9 Airplane	
F25.5	Appendix F--Part V--Test Method to Determine the Smoke Emission Characteristics of Cabin Materials	66		▪ 737-8/-9 Airplane	
F25.6	Appendix F--Part VI--Test Method To Determine the Flammability and Flame Propagation Characteristics of Thermal/Acoustic Insulation Materials	111		▪ 737-8/-9 Airplane	
F25.7	Appendix F--Part VII--Test Method To Determine the Burnthrough Resistance of Thermal/Acoustic Insulation Materials	128		▪ 737-8/-9 Airplane	
G25.1	Appendix G – Continuous Gust Design Criteria	141		▪ 737-8/-9 Airplane	
H25.1	General	123		▪ 737-8/-9 Airplane	
H25.2	Format	54		▪ 737-8/-9 Airplane	
H25.3	Content	54		▪ 737-8/-9 Airplane	
H25.4	Airworthiness Limitations Section	132		▪ 737-8/-9 Airplane	
H25.5	Electrical Wiring Interconnection System (EWIS) Instructions for Continues Airworthiness	123		▪ 737-8/-9 Airplane	
I25.1	Installation of an Automatic Takeoff Thrust Control System (ATTCS) General	N/A			Not applicable
I25.2	Installation of an Automatic Takeoff Thrust Control System (ATTCS) Definitions	N/A			Not applicable
I25.3	Installation of an Automatic Takeoff Thrust Control System (ATTCS) Performance and System Reliability Requirements	N/A			Not applicable
I25.4	Installation of an Automatic Takeoff Thrust Control System (ATTCS) Thrust Setting	N/A			Not applicable
I25.5	Installation of an Automatic Takeoff Thrust Control System (ATTCS) Powerplant Controls.]	N/A			Not applicable
I25.6	Installation of an Automatic Takeoff Thrust Control System (ATTCS) Powerplant Instruments	N/A			Not applicable
J25.1	Emergency Evacuation	117		▪ 737-8/-9 Airplane	
K25.1	Design Requirements (ETOPS)	120		▪ 737-8/-9 Airplane	
K25.2	Early ETOPS Method	120		▪ 737-8/-9 Airplane	
L25.1	Appendix L to Part 27 - HIRF Environments and Equipment HIRF Test Levels	122		▪ 737-8/-9 Airplane	
M25.1	Fuel tank flammability exposure requirements	125		▪ 737-8/-9 Airplane	
M25.2	Showing compliance	125		▪ 737-8/-9 Airplane	
M25.3	Reliability indications and maintenance access	125		▪ 737-8/-9 Airplane	
M25.4	Airworthiness limitations and procedures	125		▪ 737-8/-9 Airplane	
M25.5	Reliability reporting	125		▪ 737-8/-9 Airplane	
N25.1	General	125		▪ 737-8/-9 Airplane	
N25.2	Definitions	125		▪ 737-8/-9 Airplane	
N25.3	Fuel Tank Flammability Exposure Analysis	125		▪ 737-8/-9 Airplane	
N25.4	Variables and Data Tables	125		▪ 737-8/-9 Airplane	

XI - Model 737-8, and 737-9 (cont'd)

Additional Design Requirements and Conditions (ADRC):

ADRC-§25.21(g)(1) [Amdt 25-NA] - Proof of compliance

Each requirement of this subpart, except §25.121(a), 25.123(c), 25.143(b)(1) and (b)(2), 25.149, 25.201(a)*, 25.201(c)(2), 25.203(c), 25.239, and 25.251(b) through (e), must be met in icing conditions. Section 25.207(c) and (d) must be met in the landing configuration in icing conditions, but need not be met for other configurations. Compliance must be shown using the atmospheric icing conditions defined in Appendix C at Amendment 25-0 and the ice accretions defined as additional requirements under § C25.1, assuming normal operation of the airplane and its ice protection system in accordance with the operating limitations and operating procedures provided in the Airplane Flight Manual.

For §25.201(a) stalls must be shown in straight flight with power off and power on in icing conditions.

ADRC-§25.125(b)(2)(ii)(B) [Amdt 25-NA] - Landing

(1) In icing conditions, V_{REF} may not be less than 1.23 V_{SR0} with the holding ice accretion if the icing stall speed exceeds the stall speed for non-icing conditions by the greater of 5 knots or 5% of V_{SR0}.
(2) A low-speed aural warning must be provided for additional flight crew awareness of approaching a potential stall condition, if the airspeed decreases below the minimum maneuver speed.

ADRC-§25.143(j) [Amdt 25-NA] - General

For flight in icing conditions before the ice protection system has been activated and is performing its intended function, it must be demonstrated in flight with ice accretions that:
(1) The airplane is controllable in a pull-up maneuver up to 1.3 g load factor; and
(2) There is no pitch control force reversal during a pushover maneuver down to 0.5 g load factor

ADRC-§25.207(e) [Amdt 25-108] - Stall Warnings

In straight flight, there should be no reduction in the stall warning margin above the stall speed in icing conditions from that required for the clean airplane (3% stall warning margin for all flap settings). The distinctiveness of the stall warning should be that required for the stall warning of the clean airplane.

ADRC-§25.253(c) [Amdt 25-NA] - High-speed characteristics

For stability characteristics, the following maneuvers must be shown:
(1) Windup turn at 270 knots
(2) Roll response at 200 knots
(3) General handling qualities at 220 knots
(4) Dutch roll maneuver at 250 knots
(5) Speed stability at 280 knots

ADRC-§25.365(e)(l) [Amdt 25-NA] - Pressurized Compartment Loads

In lieu of the following compliance criteria, compliance to§ 25.365(e)(1), Amendment 25-87, may be shown:

Any structure, component or part, inside or outside a pressurized compartment, the failure of which could interfere with continued safe flight and landing, must be designed to withstand the effects of a sudden release of pressure through an 820 in^2 opening in any compartment at any operating altitude.

ADRC-§25.795(c)(2) [Amdt 25-NA] - Security Considerations

The Boeing Model 737-8 and 737-9 was granted an exception per 14 CFR 21.101(b) for § 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 the level of safety designed into the 737-8 and 737-9 is maintained. In lieu of the following, compliance to § 25.795(c)(2), Amendment 25-127, may be shown:

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

XI - Model 737-8, and 737-9 (cont'd)

ADRC-§25.841(a)(2)(i) [Amdt 25-NA] - Pressurized Cabins

When evaluating the compliance to §25.841(a)(2)(i), the airplane must be analyzed in accordance with the conditions identified below. In lieu of the following, compliance to § 25.841(a)(2)(i) Amendment 25-87, may be shown:

1. The cabin altitude time exposure to 25,000 feet must not be greater than 146 seconds (737-8) or 161 seconds (737-9).
2. Analytically predicted time must be validated in flight test.

ADRC-§ 25.903(e) [Amdt 25-100] – Engines

The following design details or information must be maintained to ensure that an unsafe design condition is not present as required by § 21.21(b)(2):

Ignition System

The engine in-flight start demonstration flight test conditions should be performed using the most critical single ignition configuration. The configuration(s) selected should be based on a consideration of the most critical igniter position, the most critical applicable ignition power configuration, the most critical igniter plug adjustment, and any other relevant factors.

In-Flight All-Engine Restart

A minimum restart capability after an all-engines-out scenario must be established under the following conditions using procedures provided in the airplane flight manual (AFM):

a. During the take-off and the initial climb-out portion of the flight, the airplane should have the capability for the flightcrew to restore engine power immediately following an all-engine-out scenario and when the fuel source to the engine is restored.
b. During the high altitude portion of the flight at cruise speed and maximum altitude, the airplane should have the capability for the flightcrew to restart engines from a stabilized windmill speed prior to descending below an altitude of 15,000 feet, by showing either or both:
    1) All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
    2) The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.
c. During flight at speeds greater than the minimum flaps-up "holding speed" and at altitudes below 20,000 feet, the airplane should have the capability for the flightcrew to restart engines from a stabilized windmill speed prior to descending 5000 feet from the initiation of the restart procedure and prior to exceeding an airspeed of 300 knots, by showing either or both:
    1) All but one engine should be restarted and accelerated to produce maximum continuous thrust/power, or
    2) The engine(s) should be restarted, and the necessary thrust/power achieved, to enable the airplane to maintain level flight.

ADRC-§25.1141(f)(2) [Amdt 25-NA] - Powerplant Controls: General

The following design features must be incorporated in the type design (reference § 25.1141, Amendment N/A). In lieu of the following, compliance to 25.1141, Amendment 25-115, may be shown.

1. Auxiliary Power Unit (APU) spar mounted fuel shut off valve must be controlled and position monitored by the APU engine control unit including fault indication in the flight deck if the valve does not reach its commanded position and maintenance fault reporting. A dedicated indication for the fuel valve position is not required in the flight deck.
2. Control of the fuel valve position is accomplished by the APU electronic control unit (ECU) for normal operation (Note that § 25.1141(f)(1) is met by the physical position of the APU Master switch ON (valve selected open) or OFF (valve selected closed) located in the flight deck).
    a) During the APU start sequence, the fuel valve must be commanded closed by the APU ECU until it indicates closed (it is likely already closed from the previous shutdown), then it is commanded open. The starter is not energized until the valve indicates open.
    b) At start, APU BITE will detect a valve that fails to open or close.
    c) The fuel valve must be commanded closed at shutdown.
    d) At shutdown, APU BITE will detect a valve that fails to close.

ADRC-§25.1317(a) [Amdt 25-NA] - High-intensity radiated fields (HIRF) protection

Special condition 25-ANM-132(1) is an applicable requirement.

DAL A Equipment HIRF Design Criteria:

RF susceptibility testing was performed per FAA HIRF special condition 25-ANM-132(1). Per the special condition, testing was performed to set levels. In addition, RF susceptibility testing (radiated and conducted) was performed to HIRF certification levels (shown in the table below) as attenuated by the airframe. Airframe attenuation testing was performed to verify that the test levels used were sufficient.

Table: HIRF Certification Environment for the 737NG, Field Strengths in Volts/Meter

Frequency	Peak	Average
10-100 KHz	40	40
100-500 KHz	40	40

XI - Model 737-8, and 737-9 (cont'd)

Frequency	Peak	Average
500Khz-2MHz	40	40
2-30 MHz	100	100
30-70 MHz	20	20
70-100 MHz	20	20
100-200 MHz	50	30
200-400 MHz	70	70
400-700 MHz	730	30
700 MHz-1 GHz	1300	70
1-2 GHz	2500	160
2-4 GHz	3500	240
4-6 GHz	3200	280
6-8 GHz	800	330
8-12 GHz	3500	330
12-18 GHz	1700	180

ADRC-§25.1317(b), (c) [Amdt 25-NA] - High-intensity radiated fields (HIRF) protection

DO-160 is an applicable requirement.

DAL B/C Equipment HIRF Design Criteria:
RF susceptibility testing (radiated and conducted) was performed to Category R levels and modulation methods as described in section 20 of DO-160 Revision C Change 3, or later revision.

ADRC-§25.1322(b)(2), (c)(3) [Amdt 25-NA] – Flight crew alerting

(b) Alerts must conform to the following prioritization hierarchy based on the urgency of flightcrew awareness and response.
  (2) Caution: For conditions indicating the possible need for future corrective action.

Note: This requirement is technically equivalent to § 25.1322(b), amendment 25-38

(c) Warning and caution alerts must:
  (3) Warning and caution alerts must permit each occurrence of the attention-getting cues to be acknowledge and suppressed, unless they are required to be continuous.

ADRC-14 CFR Part 25 Appendix C §C25.1 [Amdt 25-0]

(1) Ice accretions--General. The most critical takeoff or holding ice accretion in terms of airplane performance and handling qualities must be used to show compliance with the applicable airplane performance and handling requirements in icing conditions of Subpart B of this part. The full range of atmospheric icing conditions of this appendix must have been considered, including the mean effective drop diameter, liquid water content, and temperature appropriate to the flight conditions (for example, configuration, speed, angle-of-attack, and altitude). The ice accretions to be considered are defined as follows:
  (a) Takeoff ice is the most critical ice accretion on unprotected surfaces, and any ice accretion on the protected surfaces appropriate to normal ice protection system operation, between liftoff and either 1,500 feet above the takeoff surface, or the height at which the transition from the takeoff to the en route configuration is completed and VFTO is reached, whichever is higher.
  (b) Holding ice is the critical ice accretion on the unprotected surfaces, and any ice accretion on the protected surfaces appropriate to normal ice protection system operation, during the holding flight phase.
(2) In order to reduce the number of ice accretions, holding ice accretions may be used for any other flight phase.
(3) The ice accretion that has the most adverse effect on handling qualities may be used for airplane performance tests provided any difference in performance is conservatively taken into account.
(4) For both unprotected and protected parts, the ice accretion for the takeoff phase may be determined by calculation, assuming that:
  (a) Airfoils and control surfaces are free from frost, snow, or ice at the start of the takeoff;
  (b) The ice accretion starts at liftoff;
  (c) The critical ratio of thrust/power-to-weight;
  (d) Failure of the critical engine occurs at VEF; and
  (e) Crew activation of the ice protection system is in accordance with a normal operating procedure provided in the Airplane Flight Manual, except that after beginning the takeoff roll, it must be assumed that the crew takes no action to activate the ice protection system until the airplane is at least 400 feet above the takeoff surface.
(5) The ice accretion before the ice protection system has been activated and is performing its intended function can be represented by the WTAI failure ice accretions on the unprotected and normally protected surfaces (nominally 3 inches and 1.5 inches, respectively).

XI - Model 737-8, and 737-9 (cont'd)

Special Conditions:

The following Special Conditions are applicable to both the Model 737-8 and 737-9:

Special Condition	Special Condition Title	Effective Date
25-347-SC	Interaction of Systems and Structures	3/19/2007
25-610-SC	Design Roll Maneuvers Requirement	01/10/2016
25-358-SC	Special Conditions: Boeing Model 737 Series Airplanes; Seats with Non-Traditional, Large, Non-Metallic Panels	08/09/2007
25-386-SC	Seats With Inflatable Lapbelts	8/7/2009
25-ANM-132(1)	High Intensity Radiated Fields (HIRF) Protection	9/17/1997
25-404-SC	Rechargeable Lithium Batteries and Rechargeable Lithium Battery Systems	4/5/2010
25-550-SC	Aircraft Electronic System Security Protection from Unauthorized External Access	6/6/2014
25-551-SC	Isolation or Aircraft Electronic System Security Protection from Unauthorized Internal Access	6/6/2014
25-632-SC	Non-Rechargeable Lithium Batteries and Battery Systems	For changes applied for after 4/22/2017

Exemptions:

The following Exemptions are applicable to both the 737-8 and the 737-9:

Exemption Number	Applicable Part 25 Section	Exemption Title	Date Issued	Comments
6425C	25.562(b)(2)	Emergency Landing Dynamic Conditions – Relief from floor warpage test requirement for flight deck seats	11/26/2013	
7968	25.901(c)	Partial Exemption – No single powerplant or auxiliary power unit failure will jeopardize the safe operation of the airplane.	2/4/2003	
8668A	25.1447(c)(1)	Equipment standards for oxygen dispensing units - related to high altitude airport operation	12/30/2013	
11082	25.841(a)(2) 25.841(a)(3)	Partial Exemption - Pressurized Cabins - Uncontained Engine Failure	10/14/2014	
17021	25.981(a)(3)	Fuel Tank Explosion Prevention - Fuel Systems Lightning Protection	7/7/2016	
17241	25.901(c), 25.981(a)(3)	Time Limited Exemption - Fuel Tank Electrostatic Protection for FQIS	3/1/2017	Exemption for 737 MAX: Applicable to first 36 aircraft produced. See note *
17652	25.562, 25.785(b)	Crashworthiness of Medical Stretcher Provisions	11/16/2017	

Notes: * Exemption 17241 only applies to the first 19 737-8 and 737-9 (MAX) aircraft produced due to early incorporation of FQIS Tank Unit and Compensator Redesign. The line numbers using this exemption are 5602, 5668, 5728, 5788, 5852, 5902, 5948, 5992, 6034, 6074, 6114, 6154, 6188, 6222, 6250, 6272, 6290, 6308, and 6326.

Equivalent Level of Safety Findings (ELOS):

The following ELOSs are applicable to both the 737-8 and the 737-9:

Regulations Requiring an ELOS Finding	ELOS Title	ELOS Memorandum Number
25.123(a), 25.123(b)	En Route Climb Speed	PS12-0038-F-3
25.161(a), 25.161(c)(3), 25.1301(a), 25.1309(a)	Longitudinal Trim	PS12-0038-F-2
25.571(b)	Damage-Tolerance and Fatigue Evaluation of Structure	PS15-0560-A-10
25.777(e)	Wing Flap Control Lever	PS12-0038-SF-1
25.791(a)	Lighted "No Smoking" Signs in Lieu of Placards	PS12-0038-C-5
25.810(a)(1)(ii)	Escape Slides	PS12-0038-C-4
25.811(f)(2)	Emergency Exit Markings	TC6918SE-T-CS-2 Rev 2
25.813(c)(1)(i), 25.813(c)(2)(i)	Seat Obstruction of the Provided Exit Opening at Over wing Exit Door and Reduced Passageway to the Over wing Exits	PS12-0038-C-1-1
25.831(g)	Acceptable High Temperature Physiological Environment During Failure Conditions	PS05-0020-ES-3 Rev 1
25.841(a), 25.841(b)(6)	Cabin Altitude Warning System with Dual Limits for Operations into High Elevation Airports	PS12-0038-S-2
25.853(a),	Flammability Testing Hierarchy	PS13-1000-C-5

XI - Model 737-8, and 737-9 (cont'd)

Regulations Requiring an ELOS Finding	ELOS Title	ELOS Memorandum Number
25.853(d)		
25.865	Fireproof Requirements for the Auxiliary Power Unit Mount System	PS12-0038-P-29
25.867(a)	Wing Leading Edge Slats	PS12-0038-P-12
25.901(c), 25.981(a)(3)	Fueling Float Switch Installation	PS12-0038-P-7
25.933(a)(1)(i), 25.933(a)(1)(ii)	Flight Critical Thrust Reverser	PS12-0038-P-2-TR
25.934	Engine and Thrust Reverser System Testing	PS12-0038-P-17
25.979(b)(1)	Pressure Fueling System - Automatic Refueling Shutoff System Check Function	AT0328SE-T-P-5
25.981(a)	Fuel Tank Ignition Prevention - Hot Surface Ignition Temperature	PS12-0038-P-19
25.981(b)(2)	Fuel Tank Flammability Rule (FTFR)	PS12-0038-P-2-NGS
25.997(d), 25.1305(c)(6)	Fuel Filter Location	PS12-0038-P-14
25.1182(a), 25.1183	Flammable Fluid Carrying Components in Nacelle Areas Behind the Firewall	PS12-0038-P-18
25.1183(a)	Engine Aft Fairing Compartment and Main Strut Fire Safety Requirements	PS12-0038-P-20
25.1191 25.1193 (c)(1) 25.1193 (c)(2) 25.1193 (e)(3)	Fire Proof Cowling and Nacelle Skin	PS12-0038-P-8
25.1191(b)(1), 25.1191(b)(2)	Fire Protection for Sealant on the Non-Fire Side of Firewalls	PS12-0038-P-32
25.1305(a)(3), 25.1305(a)(4), 25.1305(a)(6), 25.1305(c)(1), 25.1305(c)(3), 25.1305(c)(4), 25.1305(c)(6), 25.1501(b)	Auxiliary Power Unit Installation – Flight Deck Indications and Operation as an Alternate Electrical Power Source	PS12-0038-P-3
25.1389(b)(3), 25.1395	Equivalent Safety Finding for Forward and Rear Position Lights (Position Light Overlap)	AT0328SE-T-S-17
25.1411(b)(1)	Life Vest Stowage in Overhead Passenger Service Units (PSU)	PS12-0038-C-1-3
25.1441(c)	Oxygen Quantity Indication of the Lavatory Supplemental Oxygen System	PS13-0901-ES-1
25.1443(c)	Determination of Minimum Oxygen Flow for the Lavatory Oxygen System	TS13-0005-S-1 Rev 1
25.1443(d)	Portable Pulse Oxygen System	TC6918SE-T-ES-20
25.1522, 25.1549	Auxiliary Power Unit Installation Limitations	PS12-0038-P-4
25.1529, 25.1729, Appendix H25.4(a) and (b)	Boeing Instructions for Continued Airworthiness Manuals – Airworthiness Limitations	TC6918SE-T-G-8
25.1549(b)	Display of Powerplant Instruments	PS12-0038-P-16
25.1713(c)	EWIS Requirements for Engine Type Design Hardware	PS12-0038-SE-11

The following ELOS is applicable to only the 737-9:

Regulations Requiring an ELOS Finding	ELOS Title	ELOS Memorandum Number
25.807(g), 25.813(a)	Acceptable Passenger Capacity and Access to Mid Cabin Exits on Boeing Model 737-9 Airplanes	PS12-0039-C-1

14 CFR Part 26 - Continued Airworthiness and Safety Improvements for Transport Category Airplanes

14 CFR Part 26, through Amendment 26-6, and any later amendments in existence at the time of certification per 14 CFR 26.5. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

SECTION NO.	TITLE	AT AMDT. 26-
26.11	Electrical wiring interconnection systems (EWIS) maintenance program	0
26.43	Holders of and applicants for type certificates – Repairs	4
26.45	Holders of type certificates - Alterations and repairs to alterations	4

XI - Model 737-8, and 737-9 (cont'd)

14 CFR Part 34 – Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes14 CFR Part 34 through Amendment 34-5A, and any later amendments in existence at the time of certification per 14 CFR 34.10, 34.20 and 34.23. For any future 14 CFR Part 34 amendments, the holder of this TC must demonstrate compliance with the applicable sections. The certification basis for emissions also includes compliance to the International Civil Aviation Organization (ICAO) Annex 16, Volume II at Amendment 8.

14 CFR Part 36 – Noise Standards: Aircraft Type and Airworthiness Certification
14 CFR Part 36, Stage 4 through Amendment 36-28, at the date of application per 14 CFR 36.2, and elected to advance to Amendment 36-30. The certification basis for noise also includes compliance to ICAO Annex 16, Volume I, Amendment 10.

Production Basis: Production Certificate No. 700

Required Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The required equipment is noted in the Type Design data.

Service Information: The following Boeing "Structural Repair Manual" Documents are FAA-approved. Service Bulletins and other service information, when FAA-approved, will carry a statement to that effect.

D634A238 for the 737-8
D634A242 for the 737-9

NOTES FOR SECTION XI (737-8/-9):

NOTE 1: A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. For each Model the Weight and Balance Control and Loading Manual consists of the Basic Manual and a Supplement Aircraft Report contained in the following Boeing documents:

D636A080 for the 737-8
D636A090 for the 737-9

This is in accordance with 14 CFR 25.29 and 25.1519 which establishes operating limitations determined under 25.23 through 25.27.

NOTE 2: Airplane operation must be in accordance with the FAA approved AFM. All placards required in either the FAA approved Aircraft Flight Manual (AFM), the applicable operating rules or the certification basis must be installed as specified. Boeing Document No. D631A002 is the basic FAA approved Airplane Flight Manual for Model 737-8 and 737-9 airplanes.

NOTE 3 In accordance with 14 CFR 25.571, 25.981, 25.1529, and 25.1729, the FAA has accepted the Boeing Model 737-7/-8/-8200/-9/-10 Instructions for Continued Airworthiness in Section 9 of the 737-7/-8/-8200/-9/-10 Maintenance Planning Document, Boeing Document D626A011 and sub-tier documents. Each operator must incorporate into their airline's FAA-approved maintenance program the applicable items from the following FAA-approved documents:

Boeing Document	Title
D626A011-9-01	737-7/-8/-8200/-9/-10 Airworthiness Limitations (AWLs). Contains required structural inspections and the retirement times for structural safe-life and life-limited parts. Also contains required retirement times for systems life-limited parts and other systems limitations.
D626A011-9-02	737-7/-8/-8200/-9/-10 Airworthiness Limitations (AWLs) – Line Number Specific. Existing structures AWLs that were impacted by airplane production non-conformances may result in airplane specific revised inspection requirements and/or inspection intervals
D626A011-9-03	737-7/-8/-8200/-9/-10 Certification Maintenance Requirements (CMRs). Required periodic tasks to specific Systems installations
D626A011-9-04	737-7/-8/-8200/-9/-10 Special Compliance Items (SCIs) /Airworthiness Limitations. This document lists and provides instructions for Airworthiness Limitation Instructions (ALIs) and Critical Design Configuration Control Limitations (CDCCLs) required to comply with 14 CFR Part 25.981.

NOTE 4: The type design reliability and performance of the 737-8 and 737-9 airplanes have been evaluated in accordance with the requirements of 14 CFR § 25.3(b)(1) and 25.1535 and found suitable for up to and including 180-minute Extended Operations (ETOPS) when operated and maintained in accordance with Boeing Document No. D044A032, "737 MAX ETOPS Configuration, Maintenance, and Procedures." This finding does not constitute approval to conduct ETOPS.

XI - Model 737-8, and 737-9 (cont'd)

NOTE 5: The Model 737-8 and 737-9 has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-85, titled "Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace."

NOTE 6: The FAA has determined that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed within the Boeing 737 Maintenance Planning Document, "may endanger the safe operation of an airplane" and hence are reportable under 14 CFR § 121.703, 125.409, and 135.415.

NOTE 7: 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 FAA approved revision.

-END-