This Data Sheet which is integral part of Type Certificate No. TL 0001 prescribes the conditions and limitations under which the product(s) for which the Type Certificate was issued meet(s) the airworthiness requirements and environmental protection requirements, stated in Certification basis mentioned in this Data Sheet.
CONTENT

SECTION I: 737-200/-300/-400/-500 MODELS

SECTION II: 737-700/-800/-900ER MODELS
SECTION 1: 737-200/-300/-400/-500 MODELS

Model 737-200

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA):
31 May 1995

Aircraft Engines:
2 turbofan engines Pratt & Whitney JT8D-7, JT8D-7A, JT8D-7B, JT8D-9, JT8D-9A, JT8D-15, JT8D-15A, JT8D-17 or JT8D-17A.

Engines intermix eligibility and limitations are specified in the FAA approved Airplane Flight Manual (see Note I.1).

Type of JT8D-7, JT8D-7A, JT8D-7B, JT8D-9, JT8D-9A, JT8D-15, JT8D-15A, JT8D-17 and JT8D-17A engines is approved by state aviation administration (SAA) on 31 May 1995 (Type Certificate No. TD 0003).

Engines Ratings:

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Takeoff/Static Thrust, Standard Day, Sea Level Conditions (5 min)</th>
<th>Maximum Continuous Thrust, Standard Day, Sea Level Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>JT8D-7, -7A, -7B</td>
<td>6 360 (14 000)</td>
<td>5 730 (12 600)</td>
</tr>
<tr>
<td>JT8D-9, -9A</td>
<td>6 590 (14 500)</td>
<td>5 730 (12 600)</td>
</tr>
<tr>
<td>JT8D-15, -15A</td>
<td>7 045 (15 500)</td>
<td>6 250 (13 750)</td>
</tr>
<tr>
<td>JT8D-17, -17A</td>
<td>7 270 (16 000)</td>
<td>6 910 (15 200)</td>
</tr>
</tbody>
</table>

Engine operation:
Operation of engines must be performed in accordance with procedures of the appropriate Airplane Flight Manual approved by FAA (see Note I.1).
For engines operating limits see Type Certificate Data Sheet No. TD 0003 or appropriate Airplane Flight Manual (see Note I.1).

Fuels and additives:
Main grades of fuel and additives are specified in the FAA approved Pratt & Whitney Service Bulletin No. 2016 and its further issues.
Fuels TS-1 (GOST 10227, DSTU 320.0014993.011-99) and RT (GOST 10227, DSTU 320.00149943.007-97)
Additives Liquid "I", Liquid "I-M", TGF, TGIF-M
Use of fuels and additives of CIS production is performed under the Engines Inspection Program No. 95-105 developed by Pratt & Whitney and approved by FAA and SAA.

Thrust Settings: The appropriate thrust setting curves (EPR or Pt7) specified in the FAA approved Airplane Flight Manual (see Note 1.1) or Appendices to AFM must be used for control of engine thrust.

Auxiliary Power Unit: One Honeywell GTCP 85-129, or Honeywell GTCP 36-280, or Hamilton Sundstrand APS 2000

Airspeed Limits: See the FAA Approved Airplane Flight Manual (see Note 1.1).

Maximum Operating Altitude: 10 660 m (35 000 ft.) - 11 270 m (37 000 ft.) if it is authorized by appropriate Airplane Flight Manual (see Note 1.1).

Maximum Passengers: 119

Model 737-300

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 31 May 1995

Aircraft Engines: 2 turbofan engines CFM56-3-B1, CFM56-3B-2 or CFM56-3C-1. Engine limitations are specified in the FAA approved Airplane Flight Manual (see Note 1.1).

Type of CFM56-3C-1 engine is approved by SAA on 28 April 1993; types of CFM56-3-B1 and CFM56-3B-2 engines are approved by SAA on 31 March 1997 (Type Certificate No.TD 0001).

Engines Ratings: Takeoff static thrust, standard day, sea level conditions (5 min) kg (lb.)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Takeoff Static Thrust</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM56-3C-1</td>
<td>10 024.4 (22 100)*</td>
</tr>
<tr>
<td>CFM56-3-B1</td>
<td>9 114.7 (20 100)</td>
</tr>
<tr>
<td>CFM56-3B-2</td>
<td>10 024.4 (22 100)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine</th>
<th>Maximum Continuous Thrust</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM56-3C-1</td>
<td>9 298.6 (20 500)*</td>
</tr>
<tr>
<td>CFM56-3-B1</td>
<td>8 570.9 (18 900)</td>
</tr>
<tr>
<td>CFM56-3B-2</td>
<td>9 298.6 (20 500)</td>
</tr>
</tbody>
</table>

* - CFM 56-3C-1 throttle limiter limits thrust to the value equivalent to 10 024 kg (22 100 lb)
Engine operation: Operation of engines must be performed in accordance with procedures of the appropriate Airplane Flight Manual approved by FAA (see Note 1.1).

For engines operating limits see Type Certificate Data Sheet No. TD 0001 or appropriate Airplane Flight Manual (see Note 1.1).

Fuels and additives: Fuels Jet A1, Jet A1, and Jet B which meet Specification for commercial jet fuels ASTM-D-1655 or G.E. Specification D50PF2, and fuel RT which meets GOST 10227 or DSTU 320.00149943.007-97 are authorized for use without limitation.

Fuel TS-1 which meets GOST 10227 or DSTU 320.0014993.011-99 may be used with periodical inspection in accordance with the program developed by CFMI and approved by FAA.

Fuels which meet MIL-T-5624 (grades JP-4 or JP-5) or MIL-T-83133 (grade JP-8) may be used as alternative.

Use of additives - in accordance with FAA approved AFM (see Note 1.1).

Oils: Approved grades of oil are specified in the CFMI Service Bulletin No.79-1 (CFM56-3/3B/3C). Type B only.

Thrust Settings: The appropriate thrust setting curves (% NL) specified in the FAA approved Airplane Flight Manual (see Note 1.1) or Appendices to AFM must be used for control of engine thrust.

Auxiliary Power Unit: One Honeywell GTCP 85-129, or Honeywell GTCP 36-280, or Hamilton Sundstrand APS 2000

Airspeed Limits*: \[ V_{MO} \text{ [CAS]} \]
\[ \text{km/h (knots)} \]
630 (340) \[ M_{MO} \]
0.82

* For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note 1.1).

Maximum Operating Altitude: 11 270 m (37 000 ft.)

Maximum Passengers: 149
Model 737-400

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 28 April 1993

Aircraft Engines: 2 turbofan engines CFM56-3C-1 or CFM56-3B-2. Engine limitations are specified in the FAA approved Airplane Flight Manual (see Note I.1). Type of CFM56-3C-1 engine is approved by SAA on 28 April 1993; type of CFM56-3B2 engine is approved by SAA on 31 March 1997 (Type Certificate No.TD 0001).

Engines Ratings: Takeoff static thrust, standard day, sea level conditions (5 min) kg (lb.)

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Takeoff Thrust (kg)</th>
<th>Takeoff Thrust (lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM56-3C-1</td>
<td>10 024.4 (22 100)</td>
<td>9 298.6 (20 500)</td>
</tr>
<tr>
<td>CFM56-3B-2</td>
<td>10 024.4 (22 100)</td>
<td>9 298.6 (20 500)</td>
</tr>
</tbody>
</table>

Maximum continuous static thrust, standard day, sea level conditions kg (lb.)

Engine operation: Operation of engines must be performed in accordance with procedures of the appropriate Airplane Flight Manual approved by FAA (see Note I.1).

For engines operating limits see Type Certificate Data Sheet No.TD 0001 or appropriate Airplane Flight Manual (see Note I.1).

Fuels and additives: Fuels Jet A1, Jet A1, and Jet B which meet Specification for commercial jet fuels ASTM-D-1655 or G.E. Specification D50PF2, and fuel RT which meets GOST 10227 or DSTU 320.00149943.007-97 are authorized for use without limitation.

Fuel TS-1 which meets GOST 10227 or DSTU 320.0014993.011-99 may be used with periodical inspection in accordance with the program developed by CFMI and approved by FAA.

Fuels which meet MIL-T-5624 (grades JP-4 or JP-5) or MIL-T-83133 (grade JP-8) may be used as alternative.

Use of additives - in accordance with FAA approved AFM (see Note I.1).

Oils: Approved grades of oil are specified in the CFMI Service Bulletin No.79-1 (CFM56-3B/3C). Type B only.

Thrust Settings: The appropriate thrust setting curves (% NI) specified in the FAA approved Airplane Flight Manual (see Note I.1) or Appendices to AFM must be used for control of engine thrust.
Auxiliary Power Unit: One Honeywell GTCP 85-129, or Honeywell GTCP 36-280, or Hamilton Sundstrand APS 2000

Airspeed Limits*: \[ V_{MO} \] [CAS] \[ M_{MO} \]
\[ \text{km/h (knots)} \]
\[ 630 \] (340) \[ 0.82 \]

*: For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note 1.1).

Maximum Operating Altitude: 11 270 m (37 000 ft.)

Maximum Passengers: 188

Model 737-500

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 19 November 2001

Aircraft Engines: 2 turbofan engines CFM56-3C-1 or CFM56-3-B1. Engine limitations are specified in the FAA approved Airplane Flight Manual (see Note 1.1).
Type of CFM56-3C-1 engine is approved by SAA on 28 April 1993; type of CFM56-3-B1 engine is approved by SAA on 31 March 1997 (Type Certificate No.TD 0001).

Engines Ratings: Takeoff static thrust, standard day, sea level conditions (5 min) Maximum continuous static thrust, standard day, sea level conditions kg (lb.) kg (lb.)

<table>
<thead>
<tr>
<th>Engines</th>
<th>Takeoff static Thrust</th>
<th>Maximum continuous Thrust</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFM56-3C-1</td>
<td>9 114,7 (20 100)*</td>
<td>8 570,9 (18 900)*</td>
</tr>
<tr>
<td>CFM56-3-B1</td>
<td>9 114,7 (20 100)</td>
<td>8 570,9 (18 900)</td>
</tr>
</tbody>
</table>

* - CFM 56-3C-1 throttle limiter limits thrust to the value equivalent to 9 114,7 kg (20 100 lb.)

Engine operation: Operation of engines must be performed in accordance with procedures of the appropriate Airplane Flight Manual approved by FAA (see Note 1.1).

For engines operating limits see Type Certificate Data Sheet No.TD 0001 or appropriate Airplane Flight Manual (see Note 1.1).
Fuels and additives: Fuels Jet A1, Jet A1, and Jet B which meet Specification for commercial jet fuels ASTM-D-1655 or G.E. Specification D50PF2, and fuel RT which meets GOST 10227 or DSTU 320.00149943.007-97 are authorized for use without limitation.

Fuel TS-1 which meets GOST 10227 or DSTU 320.0014993.011-99 may be used with periodical inspection in accordance with the program developed by CFMI and approved by FAA.

Fuels which meet MIL-T-5624 (grades JP-4 or JP-5) or MIL-T-83133 (grade JP-8) may be used as alternative.

Use of additives - in accordance with FAA approved AFM (see Note I.1).

Oils: Approved grades of oil are specified in the CFMI Service Bulletin No.79-1 (CFM56-3/3B/3C). Type B only.

Thrust Settings: The appropriate thrust setting curves (% NL) specified in the FAA approved Airplane Flight Manual (see Note I.1) or Appendices to AFM must be used for control of engine thrust.

Auxiliary Power Unit: One Honeywell GTCP 85-129, or Honeywell GTCP 36-280, or Hamilton Sundstrand APS 2000

Airspeed Limits*: $V_{MO}$ [CAS] $\quad M_{MO}$
km/h (knots) $\quad 630 (340)$ $\quad 0.82$

*: For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note I.1).

Maximum Operating Altitude: 11 270 m (37 000 ft.)

Maximum Passengers: 140
Data pertinent to all 737-200/-300/-400/-500 models

C.G. Range: Refer to the FAA approved Airplane Flight Manual (see Note I.1).

Datum:
The airplane reference origin of coordinates is a point located 5.286 m (540 in.) 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 which is 13.716 m (208.1 in.) below passenger floor (see Weight and Balance Control and Loading Manual, Boeing documents No.D6-15066).

Horizontal distance from the airplane reference origin of coordinates to nose wheel mount axe is 6.35 m (250 in.) for 737-200 series airplanes; 5.267 m (207.7 in.) for 737-300 series airplanes; 3.447 m (135.7 in.) for 737-400 series airplanes; 6.64 m (261.7 in.) for the 737-500.

Contaminated runway surface limitation:
The depth of contaminations on runway may not be greater then:
- standing water, slush, wet snow: 1.25 cm (0.5 in).
- loose dry snow: 10.00 cm (4 in).

Operation on icy runway is prohibited.

Crosswind limits:

Maximum crosswind component at an angle of 90 degrees to runway:

<table>
<thead>
<tr>
<th>Runway conditions</th>
<th>Crosswind component at 10 m over runway m/s (knots)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Wet:</td>
<td>13 (25)</td>
</tr>
<tr>
<td>- Standing water:</td>
<td>9 (16)</td>
</tr>
<tr>
<td>- No melting snow:</td>
<td>11 (21)</td>
</tr>
<tr>
<td>- Melting snow:</td>
<td>4 (7)</td>
</tr>
</tbody>
</table>

Other limitations:
Refer to the appropriate Sections of FAA approved Airplane Flight Manual and Supplement ARU1, approved by SAA.

Maximum Weights:
Refer to the appropriate FAA approved Airplane Flight Manual (see Note I.1).

Maximum baggage/cargo:
Refer to the appropriate Weight & Balance Manual, Boeing Document No.D6-15066.

Minimum crew for all flights:
2 (Pilot and Copilot).

Fuel and oil capacities:
Refer to the appropriate Weight & Balance Manual, Boeing Document No.D6-15066.

Minimum Required fuel:
Refer to the appropriate FAA approved Airplane Flight Manual (see Note I.1).
Certification Basis:
(a) Civil aircraft airworthiness requirements (NLGS-3) with Amendment 16 inclusive.
Level of airworthiness adequate to requirements of NLGS-3, currently in force in Ukraine, and Annex 16 to Convention on International Civil Aviation is established on the basis of the certification work results done by Aviation Register of Interstate Aviation Committee (see Type certificates No.19-737 dated 22 December 1992, and No.21-737-200 dated 30 December 1992) and Aviation Register of State Department of Air Transport Department of Ukraine.

Notes applicable to 737-200/-300/-400/-500 models

Note I.1. Operating and Maintenance Instructions:
(a) FAA approved Airplane Flight Manual:
   - Boeing Doc. No.D6-8737 - for 737-200 model,
   - Boeing Doc. No.D6-8730 - for 737-300 model,
   - Boeing Doc. No.D6-8734 - for 737-400 model,
   - Boeing Doc. No.D6-8735 - for 737-500 model;
(b) Airplane Flight Manual Supplement ARU1 for Doc. No D6-8737, Doc. No D6-8730, Doc. No D6-8734 and Doc. No D6-8735 for Ukraine;
(c) Operating Manual, Boeing document No.D6-27370;
(d) Maintenance Manual - Boeing document No.D6-120XX with the revised page 12-50-0 approved by SAA for 737-200 model and Boeing document No.D6-37540 for 737-300, 737-400and 737-500 models;
(e) Weight and Balance Control and Loading Manual, Boeing document No.D6-13066. Weight and Balance Control and Loading Manual is composed of the Main Manual and additional aircraft report. The valid Manual, which establishes the list of equipment included to the certified empty weight, must be carried on board of each airplane, except when operator has approved system of weight control.

Note I.2. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.
All the placards related to emergency evacuation and emergency equipment must be written in Ukrainian and English languages.

Note I.3. The retirement times of fatigue critical parts(3):
Life limits for main/nose landing gears

<table>
<thead>
<tr>
<th>Model</th>
<th>Weight Range kg (lb)</th>
<th>Taxi</th>
<th>Landing</th>
<th>Life Limits flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>-200 BGW</td>
<td>43 100 - 50 000</td>
<td>40 700 - 46 700</td>
<td>(95 000 - 111 200)</td>
<td>(89 700 - 103 000)</td>
</tr>
<tr>
<td>200 HGWA</td>
<td>61 400 - 63 000</td>
<td>51 700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>200 HGWB</td>
<td>(135 500 - 139 000)</td>
<td>(114 000)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-300</td>
<td>61 400 -63000</td>
<td>51 700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(135 500 - 139 000)</td>
<td>(114 000)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-400</td>
<td>64 800</td>
<td>54 800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(143 000)</td>
<td>(121 000)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Note I.4. Models designation of the 737-200, 737-300, 737-400 and 737-500 series airplanes are shown by the "Dash No." of the prefix "737", i.e. 737-205: "2" - represents the "-200" Series, "05" - represents the customer's configuration for which initial approval was obtained; 737-4Y0 - represents the "-400" Series, "Y0" - represents the customer's configuration.

Note I.5. All model 737-200 series airplanes having serial number 20492 and on, are of the 737-200 advanced airplanes. All earlier airplanes can be kit modified to the advanced configuration.

Note I.6. JT8D-15 engines equipped with MOD 10 exhaust mixer (Pratt & Whitney Part No.5004027) have the same engine limits as JT8D-15 engines with splitter type exhaust system.

Note I.7. Restrictions on equipment for automatic landing of 737-200 series airplane are approved (see Boeing document No.D6-37349).

Note I.8. The only approved flights in Ukrainian airspace boundaries are the international routes equipped with VOR/DME, continuous ATC ensured.


Note I.10. The following documentation, and changes of it, which contain statement of approval by FAA or by The Boeing Company under the authorization granted by FAA, are accepted by SAA and considered as approved by SAA:

- Airplane Flight Manuals and Operating Manuals (see Note I.1);
- Maintenance Manual (see Note I.1) and others Boeing's Instructions for Continued Airworthiness;
- Boeing's Type Design changes and Alterations;
- Boeing's Service Bulletins;
- vendors' Manuals/Instructional mentioned in Boeing's Service Bulletins;
- Boeing's repair documentation.
SECTION II: 737-700/-800/-900ER MODELS

Model 737-700

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 5 February 2010

Aircraft Engines: CFM56- : 7B20; 7B20/2; 7B20/3 ;7B20E.  
  7B22; 7B22/3; 7B22E;  
  7B24; 7B24/2; 7B24/3; 7B24E  
  7B26; 7B26/B1; 7B26/3F; 7B26E; 7B26/E/B1;  
  7B26/E/B2; 7B26/E/B2F; 7B26/E/F  
  7B27/B3; 7B27/3B3; 7B27E/B3  
(see Note II.5 and Note II.6).

Engines approval by SAA: Type Certificate No.TD 0038.

Engines Ratings: Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual.

Engine limitations: Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual (see Note II.1).

Fuels and additives: In accordance with the CFM56-7 CFM1 Service Bulletin No.73-0138, FAA approved AFM and Ukrainian AFM Supplement (see Note II.1)

Oils: Approved grades of oil are specified in the CFM1 Service Bulletin No.79-001.

Auxiliary Power Unit: One Honeywell 131-9 [B]

Airspeed Limits*: $V_{MO}$ [CAS] km/h (knots) $M_{MO}$

630 (340) 0.82

* - For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note II.1).

Weights:

<table>
<thead>
<tr>
<th></th>
<th>MRW</th>
<th>MTOW</th>
<th>MLW</th>
<th>MZFW</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg (lbs)</td>
<td>70 300</td>
<td>70 080</td>
<td>58 600</td>
<td>55 200</td>
</tr>
<tr>
<td></td>
<td>(155 000)</td>
<td>(154 500)</td>
<td>(129 200)</td>
<td>(121 700)</td>
</tr>
</tbody>
</table>

Fuel capacity: Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A570
Maximum Passengers: 149

Baggage/Cargo Compartments Loading:
Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A570

Datum:
Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A570

Maximum Operating Altitude: 12 500 m (41 000 ft)

Model 737-800

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 5 February 2010

Aircraft Engines:
(2 turbofan engines)
CFM56-7B24; 7B24/3; 7B24/3B1; 7B24E; 7B24E/B1
7B26; 7B26/2; 7B26/3; 7B26/3F; 7B26E; 7B26E/F
7B27; 7B27/2; 7B27/3; 7B27/3F; 7B27E; 7B27E/F
7B27/B1; 7B27/3B1; 7B27/3B1F; 7B27/3B3; 7B27E/B1; 7B27E/B1F; 7B27E/B3

(see Note II.5 and Note II.6).

Engines approval by SAA: Type Certificate No.TD 0038.

Engines Ratings:
Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual.

Engine limitations:
Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual (see Note II.1).

Fuels and additives:
In accordance with the CFM56-7 CFMI Service Bulletin No.73-0138, FAA approved AFM and Ukrainian AFM Supplement (see Note II.1)

Oils:
Approved grades of oil are specified in the CFMI Service Bulletin No.79-001.

Auxiliary Power Unit:
One Honeywell 131-9 [B]

Airspeed Limits*:

\[ V_{MO} \text{ [CAS]} \quad M_{MO} \]
\[ \text{km/h (knots)} \quad 0.82 \]

630 (340)

* - For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note II.1).
Weights:

<table>
<thead>
<tr>
<th></th>
<th>MRW kg (lbs)</th>
<th>MTOW kg (lbs)</th>
<th>MLW kg (lbs)</th>
<th>MZFW kg (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>79 240 (174 700)</td>
<td>79 000 (174 200)</td>
<td>66 360 (146 300)</td>
<td>62 730 (138 300)</td>
</tr>
</tbody>
</table>

Fuel capacity: Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A580

Maximum Passengers: 189

Baggage/Cargo Compartments Loading: Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A580

Datum: Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A570

Maximum Operating Altitude: 12 500 m (41 000 ft)

Model 737-900ER

Category of aircraft: Transport category airplane

Approval by State Aviation Administration (SAA): 5 February 2010

Aircraft Engines: CFM56-7B24; 7B24/3; 7B24/3B1; 7B24E; 7B24E/B1 7B26; 7B26/3; 7B26/3F; 7B26E; 7B26E/F 7B27; 7B27/3; 7B27/3F; 7B27E; 7B27E/F 7B27/B1; 7B27/3B1; 7B27/3B3; 7B27E/B1; 7B27E/B3

(see Note II.5 and Note II.6).

Engines approval by SAA: Type Certificate No.TD 0038.

Engines Ratings: Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual.

Engine limitations: Refer to Type Certificate Data Sheet No.TD 0038 and appropriate Airplane Flight Manual (see Note II.1).

Fuels and additives: In accordance with the CFM56-7 CFMI Service Bulletin No.73-0138, FAA approved AFM and Ukrainian AFM Supplement (see Note II.1)

Oils: Approved grades of oil are specified in the CFMI Service Bulletin No.79-001.

Auxiliary Power Unit: Honeywell 131-9 [B]
Airspeed Limits*:

\[ V_{MO} \text{ [CAS]} \quad M_{MO} \]

km/h (knots)

630 (340) \quad 0.82

* - For other airspeed limits see the appropriate FAA Approved Airplane Flight Manual (see Note II.1).

Weights:

<table>
<thead>
<tr>
<th>MRW</th>
<th>MTOW</th>
<th>MLW</th>
<th>MZFW</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg (lbs)</td>
<td>kg (lbs)</td>
<td>kg (lbs)</td>
<td>kg (lbs)</td>
</tr>
<tr>
<td>85 350</td>
<td>85 120</td>
<td>71 340</td>
<td>67 700</td>
</tr>
<tr>
<td>(188 200)</td>
<td>(187 700)</td>
<td>(157 300)</td>
<td>(149 300)</td>
</tr>
</tbody>
</table>

Fuel capacity:

Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A590.

Maximum Passengers: 220*

* - As approved for emergency evacuation. See interior layout drawing for the maximum passenger capacities approved for each airplane delivered.

Baggage/Cargo Compartments Loading:

Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A590.

Datum:

Refer to appropriate Weight and Balance Manual, Boeing Document No.D043A590.

Maximum Operating Altitude: 12 500 m (41 000 ft)

Data pertinent to all 737-700/-800/-900ER models

C.G. Range:

Refer to the FAA approved Airplane Flight Manual (see Note II.1).

Crosswind limits:

Maximum crosswind component at an angle of 90 degrees to runway:

Runway conditions: Crosswind component at 10 m over runway m/s (knots):

- Wet: 13 (25)
- Standing water: 8 (15)
- No melting snow: 13 (25)
- Melting snow: 8 (15)
- No melting ice: operation prohibited
- Melting ice: operation prohibited

Other limitations:

Refer to the appropriate Sections of FAA approved Airplane Flight Manual and Supplement ISAAU (see Note II.1).
Minimum crew for all flights: 2 (Pilot and Copilot).

Certification Basis:
(a) Part 25 of Aviation Regulation of Interstate Aviation Committee (AR-25) - Airworthiness Standards for Transport Category Airplanes;
(b) Annex 16 to Convention on International Civil Aviation, Volume 1.

Notes applicable to 737-700/-800/-900ER models

Note II.1. Operating and Maintenance Instructions:

(a) Operating Instructions:
(1) Airplane Flight Manuals in the JAA/EASA format (see SAA CRI G-3):
   Boeing document No.D631A001.J01 - for model 737-700;
   Boeing document No.D631A001.J02 - for model 737-800;
   Boeing document No.D631A001.J05/4 - for model 737-900ER;
   Note: Numbering J01; J02; J05/4 is used for certification purpose only. AFM for each individual airplane has different number consists of main constant part D632A001 and suffix XXX which reflects the airplane configuration.
(2) Airplane Flight Manual Supplement for Ukraine:
   Boeing document No.1SAA for 737-800 model.
   Ukrainian Airplane Flight Manual Supplements for other 737NG models shall be approved before delivery to Ukraine of the first airplane of appropriate model.
   Note: FCOM No.D6-27370-TBC and Ukrainian Supplement No. D6-27370-8HX-UKR are used to advise operators only for creating its customized Flight Crew Operation Manual
(4) Weight and Balance Manual:
   Boeing document No.D043A570 - for model 737-700;
   Boeing document No.D043A580 - for model 737-800;
   Boeing document No.D043A590 - for model 737-900ER;
(b) Maintenance Instructions (Instructions for Continued Airworthiness):

(1) Maintenance Review Board Report (MRB-R): FAA approved document No.D626A001-MRBR (for all 737-700/-800/-900ER models);

(2) Maintenance Planning Data (MPD): Boeing document No.D626A001 (for all 737-700/-800/-900ER models);

(3) Airplane Maintenance Manual (AMM): Boeing document No.D633A101 (for all 737-700/-800/-900ER models);

(4) Task Cards: Boeing document No.D633A109 (for all 737-700/-800/-900ER models);

(5) Wiring Diagram Manual: Boeing document No.D280A157 (for all 737-700/-800/-900ER models);

(6) Non-Destructive Testing Manual: Boeing document No.D6-37239 (for all 737-700/-800/-900ER models);

(7) Structural Repair Manual:

FAA approved document No.D634A201- for model 737-700;

FAA approved document No.D634A210- for model 737-800;

FAA approved document No.D634A213- for model 737-900ER.

Note II.2. All placards required in either the FAA Approved AFM, the applicable operating rules or the Certification Basis must be installed in the airplane.

All placards related to emergency evacuation and emergency equipment must be written in Ukrainian and English languages.

Note II.3. Airworthiness Limitations (structural inspections and retirement times) for 737-700/-800/-900ER models are specified in FAA approved document No.D626A001-CMR “Airworthiness Limitations & Certification Maintenance Requirements” (Section 9 of Maintenance Planning Data Document).

Information related to Corrosion Prevention and Control Program (CPCP) for the 737-700/-800/-900ER models CPCP is incorporated into the Airplane Maintenance Manual or into the Structural Repair Manuals.

Note II.3. (continued) Certification Maintenance Requirements (CMR) for 737-700/-800/-900ER models are specified in FAA approved document No.D626A001-CMR “Airworthiness Limitations & Certification Maintenance Requirements” (Section 9 of Maintenance Planning Data Document).

Note II.4. Group of airplanes of one contractor are designated by Minor modal. For example - 737-8HX, where 737 - designates airplane type; 8 - designates 737-800 airplane model; HX - code of contractor.

Note II.5. Refer to the individual Airplane Flight Manual for installed engine model

Note II.6. The CFM56-7B/2 series have double annular combustors and provide the same thrust as the CFM56-7B series engines at the respective engine ratings and are approved for all models. The CFM56-7B/3 series (so called “Tech Insertion Engines”) have single annular combustors and provide the same thrust as the CFM56-7B series engines at the respective engine ratings. The CFM56-7BE series have single annular combustors and provide the same thrust as the CFM56-7B series engines at the respective engine ratings.
Note II.7. The following equipment is mandatory for airplanes intended to be registered in Ukraine:

- Protective Breathing Equipment - see SAA CRI SL-5;
- Automatic-Fixed Emergency Locator Transmitter (ELT) compatible with the COSPAS-SARSAT system - see SAA CRI A-9-1/3;
- Portable Emergency Locator Transmitter (ELT) compatible with the COSPAS-SARSAT system - see SAA CRI A-9-3/3.

Note II.8. The 737-700, -800 and -900ER models are approved for ETOPS operation. Airplane configuration for ETOPS operation is defined in the Boeing Document D044A007 "737-600/-700/-700C/-800/-900/-900ER ETOPS Configuration, Maintenance and Procedures".


Note II.10 737-700/-800/900ER models are named as “Next Generation” of Boeing 737 airplanes.

Note II.11 The following documentation, and changes of it, which contain statement of approval by FAA or by The Boeing Company under the authorization granted by FAA, are accepted by SAA and considered as approved by SAA:

- Airplane Flight Manuals and Operating Manuals (see Note II.1);
- Instructions for Continued Airworthiness (see Note II.1);
- Boeing’s Type Design changes and Alterations;
- Boeing’s Service Bulletins;
- vendors’ Manuals/Instructions mentioned in Boeing’s Service Bulletins;
- Boeing’s repair documentation.

Head of Aeronautical Products
Type Certification Department

S. Haidenko