United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: ST00157MC

This certificate issued to: The Boeing Company
6001 South Air Depot Blvd
Oklahoma City, OK 73135

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 25 *of the* Federal Aviation Regulations.

(See continuation pages 4-15)

Original Product – Type Certificate Number: A1NM Make: Boeing
Model: 767-2C

Description of Type Design Change:

The STC alteration consists of Installation of Aerial Refueling equipment, including a Boom, Centerline Drogue, and an Aerial Refueling Operator Station (AROS). The alteration will also include installation of Military mission equipment for communication, navigation, and mission-equipment items.

The approved design configuration of the STC is controlled by the Index List Document D842-926001-1 Rev H, FAA Approved December 12, 2018 or later FAA Approved revision. The Index List Document (IL) calls out the applicable Descriptive Data List (DDL) for each aircraft.

Limitations and Conditions:

1. The applicable FAA Approved Airplane Flight Manual Supplement (AFMS) and FAA accepted Instructions for Continued Airworthiness (ICA) are as described by D842-926422-1 Rev New, FAA Approved December 12, 2018 or later FAA Approved revision.

2. This approval is limited to the airplanes listed in Boeing Index List Document D842-926001-1 Rev H, FAA Approved December 12, 2018 or later FAA Approved revision.

(See continuation page 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: November 29, 2014 Date Reissued: December 13, 2018

Date of Issuance: September 4, 2018 Date Amended:

By Direction of the Administrator

Signature _____
Mark G. Shallow

Title ODA-501296-CE Administrator

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: ST00157MC

To (Name and address of transferee)

From (Name and address of grantor)

The Boeing Company
6001 South Air Depot Blvd
Oklahoma City, OK 73135

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Limitations and Conditions (Continued from Page 1):

3. Installation of this STC modification must be accomplished at a Boeing site operating under the PC700 Production Certificate.

4. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. The installer must determine whether this design change is compatible with previously approved modifications.

5. This approval should not be incorporated in any aircraft of this specific model on which other approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously incorporated approved modifications will not introduce any adverse effect upon the airworthiness of the airplane.

6. A finding of compliance with Stage 4 noise standards requirements of 14 CFR Part 36 at amendment 36-30, effective May 5, 2014, was made by the FAA on July 26, 2018.

7. These airplanes are certified only for use by a military organization and are not eligible for a U.S. airworthiness certificate. An FAA Form 8130-31, STATEMENT OF CONFORMITY – MILITARY AIRCRAFT, will be issued for each delivered aircraft.

8. Aerial refueling operations are prohibited and are not FAA approved for civil or military operation. Aerial refueling operational procedures, crew training, receiver aircraft qualifications, military flight manuals, and approval to operate the KC-46 as an aerial refueling platform are to be obtained through issuance of the corresponding USAF KC-46 military type certificate and other associated military publications.

9. The 25.1309 System Safety Analysis has identified operational hazards when conducting aerial refueling operations (the act of passing fuel from one aircraft to another in mid-flight) in the Military Operating Environment. These hazards are associated with potential system failures and malfunctions which could be experienced during operation of tanker/receiver aircraft in close proximity, and represent conditions which are not compatible with the intent or applicability of CFR Title 14 Section 25.1309 in the civil environment. These hazards are retained in the KC-46 STC FAA System Safety Analysis to document the operational hazards, but are excluded from compliance findings to 25.1309 since they are not applicable. These items are listed in Boeing document D842-902030-3 System Safety Hazard Analysis, and have been coordinated with the USAF Technical Airworthiness Authority to develop acceptable risk mitigations for military aerial refueling operational approval under the USAF military type certificate.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

Airworthiness Standards

1. Based on 14 CFR 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Model 767-2C is as follows:

a. **For Components and Areas Not Affected by the Change,** the original certification basis for the Boeing Model 767-2C shown on the Type Certificate Data Sheet (TCDS) A1NM, Revision 37.

b. **For Components and Areas Affected by the Change,** 14 CFR part 25 effective February 1, 1965, including Amendments 25-1 through 25-138, with the following exceptions:

14 CFR Section	Amendment	Applicable Area
25.21	72	Entire airplane
25.103	108	Entire airplane
25.105	92	Entire airplane
25.107	108	Entire airplane
25.111	115	Entire airplane
25.119	108	Entire airplane
25.121	108	Entire airplane
25.123	0	Entire airplane
25.125	108	Entire airplane
25.143	108	Entire airplane
25.207	108	Entire airplane
25.237	108	Entire airplane
25.253(c)	84	Entire airplane (See Note 1)
25.519(b)(2)	N/A*	Airplane Primary Jacking Points * See “Additional Design Requirements and Conditions” for information on required design features and conditions.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.571(a) and (b) [except (b)(1), (b)(2), (b)(3), (b)(4), (b)(5), and (b)(6)]	86*	Airplane Structures (except for the Aerial Refueling Boom, Centerline Drogue, and Wing Aerial Refueling Pod/Pylon assemblies) (See Note 2) * See "Additional Design Requirements and Conditions" for information on required design features and conditions.
25.603	38	Empennage: • Fin and Rudder (except wire brackets/installation on rear spar and fixed trailing edge panels between Rudder Station 230.97 and 305.87) • Horizontal Stabilizer Elevators and Fixed Trailing Edge
25.603	38	Engine Nacelle: • Engine Nacelle Fan Cowl Panel
25.603	38	Engine Pylon: • Pylon Forward, Underwing, and Nacelle Fairings and all related fairing support structure
25.613	0	Fuselage: • Nose Landing Gear Doors and support structure
25.613	0	Empennage: • Fin and Rudder (except wire brackets/installation on rear spar and fixed trailing edge panels between Rudder Sta. 230.97 and 305.87) • Horizontal Stabilizer Elevators and Fixed TE
25.613	0	Engine Nacelle: • Engine Nacelle Fan Cowl Panel
25.613	0	Engine Pylon: • Pylon Forward, Underwing, and Nacelle Fairings and all related fairing support structure

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.613	0	Flight Control Systems: • Primary Flight Control hydraulic equipment (except Elevator Feel Computer and Elevator Feel Shift Module)
25.613	0	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication) • Nose Wheel Steering System
25.615	23	Fuselage: • Nose Landing Gear Doors and support structure
25.615	23	Empennage: • Fin and Rudder (except wire brackets/installation on rear spar and fixed trailing edge panels between Rudder Sta. 230.97 and 305.87) • Horizontal Stabilizer Elevators and Fixed TE
25.615	23	Engine Nacelle: • Engine Nacelle Fan Cowl Panel
25.615	23	Engine Pylon: • Pylon Forward, Underwing, and Nacelle Fairings and all related fairing support structure
25.615	23	Flight Control Systems: • Primary Flight Control hydraulic equipment (except Elevator Feel Computer and Elevator Feel Shift Module)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.615	23	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication) • Nose Wheel Steering System
25.735	23	Landing Gear Systems: • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.735(a), (f)(1), (f)(2), and (g)	92	Landing Gear Systems: • Tires, Wheels, and Brakes
25.735(h)(1), and (h)(2)	92	Landing Gear Systems: • Tires, Wheels, and Brakes
25.773(b)(2)	23	Flight Crew Operations: • Pilot Compartment View
25.773	121	Environmental Control Systems: • Ice and Rain Protection Systems (Window Heat System only) (See Note 3)
25.777	0	Landing Gear Systems: • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.783(c)(2)	NA*	Fuselage Doors: • Fwd Entry and Service Doors (See Note 4) * See "Additional Design Requirements and Conditions" for information on required design features and conditions.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Supplemental Type Certificate

(Continuation Sheet)

Number: ST00157MC

Certification Basis (Continued from Page 1):

25.783	23	Fuselage: • Wing-to-Body Fairing Access Door Assy – ADP, Aft Fairing (See Note 5) • Wing-to-Body Fairing Access Door Assy – Hydraulic Reservoir Fill, Aft Fairing (See Note 5) • Wing-to-Body Fairing Access Door Assy – Pressure Bottle, Aft Fairing (See Note 5) • Wing-to-Body Fairing Panel Assy – Pressure Relief Door, Aft Fairing (See Note 5) • Wing-to-Body Fairing Door Assy – RAT, Aft Fairing (See Note 5) • Wing-to-Body Fairing Underwing Fairing Access Panels/Doors (See Note 5)
25.783	23	Fuselage Doors: • Fwd Access Door • EE Access Door • Lower Fwd Small Cargo Door • Lower Aft Small Cargo Door • Aft Entry Door • Aft Service Door • Overwing Exit Doors
25.783	23	Fuselage Doors: • Electrical Subsystems Door Control and Indication
25.783	23	Flight Deck Windows: • Flight Deck No. 2 Openable Window (See Note 5)
25.795(c)(2)	106	Entire airplane (See Note 6)
25.809(a)	34	Escape Systems: • Flight Deck Window Egress Viewing Means • Overwing Exit and Aft Exit Windows Viewing Means

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Supplemental Type Certificate

(Continuation Sheet)

Number: ST00157MC

Certification Basis (Continued from Page 1):

25.863	23	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.869	N/A	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1021	0	Engine Systems: Engine Oil System (drainage hardware)
25.1091(e)	N/A	Engine Systems: Engine Inlet Probe
25.1093(b)	38	Engine Systems: Engine Operability
25.1163(a)	0	Engine Systems: Engine Air Turbine Starter Oil System
25.1183	57	Engine Systems: Engine Air/Vent System (hardware)
25.1301	0	Entire airplane
25.1302	N/A	Entire airplane
25.1309	41	Entire airplane
25.1310	N/A	Entire airplane
25.1316	NA*	Avionics: • Thrust Management Computer * See "Additional Design Requirements and Conditions" for information on required design features and conditions.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.1316	N/A	Flight Control Systems: • Control System Electronics Unit Spoiler Control Module
25.1316	N/A	Flight Control Systems: • High Lift System
25.1316	N/A	Landing Gear Systems: • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1316	N/A*	Environmental Control Systems: • Ice and Rain Protection Systems (Window Heat System only) * See "Additional Design Requirements and Conditions" for information on required design features and conditions.
25.1317	N/A*	Avionics: • Thrust Management Computer * See "Additional Design Requirements and Conditions" for information on required design features and conditions.
25.1317	N/A*	Engine Systems: • Engine Control System * See "Additional Design Requirements and Conditions" for information on required design features and conditions.
25.1317	N/A	Flight Control Systems: • Control System Electronics Unit • Spoiler Control Module
25.1317	N/A	Flight Control Systems: • High Lift System

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.1317	N/A	Landing Gear Systems: • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1317	N/A*	Environmental Control Systems: • Ice and Rain Protection Systems (Window Heat System only) * See "Additional Design Requirements and Conditions" for information on required design features and conditions.
25.1353	42	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1360	N/A	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1419	23	Entire airplane (See Note 7)
25.1431	0	Landing Gear Systems: • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication)
25.1435	41	Flight Control Systems: • Primary Flight Control hydraulic equipment (except Elevator Feel Computer, Horizontal Stabilizer Trim Actuator, and Elevator Feel Shift Module)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

25.1435	41	Flight Control Systems: • High Lift System
25.1435	41	Landing Gear Systems: • Landing Gear Actuation System (except for gear extension/retraction command, alternate extend cable load limiter, and flight deck indication) • Brake Control System (except for right brake control cable and antiskid light and brake temperature indication) • Nose Wheel Steering System
25.1435	72	Flight Control Systems: • Elevator Control System Feel Computer • Elevator Control System Feel Shift Module • Horizontal Stabilizer Trim Actuator

NOTES
Note 1: The flight in icing requirements of § 25.253(c) did not exist at Amendment 25-84.
Note 2: The certification requirements for § 25.571(a) and (b) are Amendment 25-86. The certification requirements for § 25.571(b)(1), (b)(2), (b)(3), (b)(4), (b)(5) and (b)(6) are Amendment 25-132.
Note 3: The certification requirements for § 25.773 are Amendment 25-136, except for § 25.773(b)(2) for which the certification requirement is Amendment 25-23.
Note 4: The certification requirement for Fwd Entry and Service Doors is § 25.783 Amendment 25-114, except that the self-latching requirement of § 25.783(c)(2) does not apply; the self-latching requirement of subparagraph (c)(2) did not exist prior to Amendment 25-114.
Note 5: The certification requirements of § 25.783 are not applicable to this area at Amendment 25-23.
Note 6: Compliance is not required (for the entire airplane) for the following regulations: § 25.795(c)(2), (c)(2)(i), and (c)(2)(ii) Amendment 25-127.
Note 7: Compliance with the ice protection requirements of § 25.1419 at Amendment 25-23 includes compliance with Part 25 Appendix C at Amendment 25-0.

2. Special Conditions: None.

3. Equivalent Safety Findings:

TAD ELOS Memo No	Applicable Part 25 Section	Subject
ST00279MC-T-A-3	§ 25.629(b)(d)	Aeroelastic stability requirements

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

4. Exemptions:

Exemption Number	Applicable Part 25 Section	Title	Date Issued
12733	25.979 (d) and (e)	Pressure Fueling System	September 2, 2015
13477	25.345(c)	Deployment of Flaps or Other High Lift Devices for Enroute Conditions	October 30, 2015
15762	25.341(a)	Discrete Gust and Turbulence Design Loads and Criteria	March 25, 2016
17794	25.1322(c)(2)	Warning, Caution, and Advisory Lights	April 10, 2018
17890	25.901(c), 25.979(b)(c), 25.1309(b), and 25.1322(a)(1)	Potential ARMS Fuel Tank Onload Overpressure Protection	June 29, 2018

Certification Maintenance Requirements (CMRs):
See FAA-approved Certification Maintenance Requirements for the Model KC-46A STC, Boeing document number D011T030-09.

5. Additional Design Requirements and Conditions: The following design details or information must be maintained to ensure that an unsafe design condition is not present.

14 CFR 25.519(b)(2) – Jacking and tie-down provisions

The following design features must be incorporated in the type design (reference § 25.519, Amendment N/A). In lieu of the following, you may show compliance to § 25.519, Amendment 25-81:

1. The primary jacking points on the body and wing must be designed for the following ultimate conditions with the maximum jacking loads prescribed in the Maintenance Manual:
   a. Vertical 2.5 factor
   b. Vertical 2.0 factor and side 0.50 factor (acting singularly)
   c. Vertical 2.0 factor and longitudinal 0.50 factor (acting singularly)

14 CFR 25.571(a) and (b) [excluding (b)(1) through (b)(6)] – Damage-tolerance and fatigue evaluation of structure, 767-2C Airplane Structures

The following design features must be incorporated in the type design (reference § 25.571(a) and (b), Amendment 25-86). In lieu of incorporating the following design features, you may show compliance to § 25.571(a) and (b), Amendment 25-96:

1. For the 767-2C structure, an evaluation of the existing damage tolerance analysis (DTA) maintenance actions must be performed to determine if any changes are required due to changes in loads, geometry, material, etc. New or changed maintenance actions for the Model KC-46A STC must be included in Section 9 (Airworthiness Limitations Section) of the Boeing Maintenance Planning Document (MPD)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

D011T030-02 in accordance with § 25.571(a)(3) at Amendment 25 86.

2. The above evaluation must include loading magnitudes and loading spectra which are developed in accordance with § 25.571 at Amendment 25-96. This evaluation includes usage of the 1.15 factor for pressure acting alone in accordance with § 25.571(b)(5) at Amendment 25-96.
3. Maintenance instructions must be based on in-service data and fatigue testing to ensure freedom from widespread fatigue damage.

14 CFR 25.783(c)(2) – Doors. Forward Entry and Service Doors

The following design features must be incorporated in the type design. In lieu of complying with the following design features, you may show compliance to § 25.783(c)(2), Amendment 25-114:

1. These doors must remain open to the extent necessary to prevent pressurization or safely close (but not latch) as pressurization takes place.

14 CFR 25.1316 – System Lightning Protection.

The following design features must be incorporated in the type design (reference § 25.1316, Amendment N/A). In lieu of the following, you may show compliance to § 25.1316, Amendment 25 134:

1. Thrust Management Computer (TMC). The following design features are required to minimize exposure of the TMC to coupled lightning transients:
   a. TMC wiring routed to the Electronic Engine Control (inside the pressure vessel) must incorporate enhanced shielding, i.e., have a single, braided shield, grounded at every break.
   b. TMC wiring routed to the Electronic Engine Control (outside the pressure vessel) must incorporate enhanced shielding, i.e., have a second layer of shielding (typically overbraid) applied to it, and the majority of this shielding must be terminated peripherally at pressure hull, at outboard equipment, and all disconnects between the outboard equipment and pressure hull.
2. Window Heat System. The following design features are required to minimize exposure of the Window Heat System to coupled lightning transients:
   a. The power and sensor wiring between the Window Heat Control Unit and the No. 1 flight deck window must be shielded.

14 CFR 25.1317 High-intensity Radiated Fields (HIRF) Protection.

The following design features must be incorporated in the type design (reference § 25.1317, Amendment N/A). In lieu of the following, you may show compliance to § 25.1317, Amendment 25-122:

1. Electronic Engine Control System (EECS). The following design features are required to minimize exposure of the EECS to internal HIRF fields.
   a. The EECS must comply with Special Condition 25-ANM-18, dated April 29, 1988.
   b. All on-engine EECS wiring must incorporate enhanced shielding, i.e., have a second layer of shielding (typically overbraid) applied to it, and the majority of this shielding must be terminated peripherally, rather than with multi-inch long jumper wires.
   c. RF shielding of the EECS is required as part of the engine nacelle type design as follows:
      i. The fan cowl shall have a ply of BMS 8-336 expanded aluminum foil or equivalent on the outer

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

Certification Basis (Continued from Page 1):

mold line (OML) surfaces.

ii. The fan cowl and its access doors shall have a ply of BMS8-289 aluminum foil or equivalent on their inner mold line (IML) which shall be in electrical physical contact with the adjacent nacelle components when closed.

iii. An aluminum foil layer must be incorporated on the forward strut fairing panels.

2. Thrust Management Computer (TMC). The following design features are required to minimize exposure of the TMC to internal HIRF fields:
   a. TMC wiring routed to the Electronic Engine Control (inside the pressure vessel) must incorporate enhanced shielding, i.e. have a single, braided shield, grounded at every break.
   b. TMC wiring routed to the Electronic Engine Control (outside the pressure vessel) must incorporate enhanced shielding, i.e., have a second layer of shielding (typically overbraid) applied to it, and the majority of this shielding must be terminated peripherally at pressure hull, at outboard equipment, and all disconnects between the outboard equipment and pressure hull.
3. Window Heat System. The following design features are required to minimize exposure of the Window Heat System to internal HIRF fields:
   a. The power and sensor wiring between the Window Heat Control Unit and the No. 1 flight deck window must be shielded.

6. Optional Design Requirements:

14 CFR 25.1535 – ETOPS approval.

7. 14 CFR part 26: effective December 10, 2007, including Amendments 26-1 through 26-6. Based on 14 CFR 21.101(g), 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 STC must demonstrate compliance with the applicable sections. As of the issuance date of this STC, compliance has been found for the following regulations:

§ 26.11 at Amendment 26-0
§§ 26.47 and 26.49 at Amendment 26-1
§§ 26.33 and 26.39 at Amendment 26-3
§§ 26.43, 26.45 at Amendment 26-4
§ 26.21 at Amendment 26-6

Environmental Standards for the Changed Product

1. **Noise Standards per 14 CFR Part 36:** The "No Acoustical Change" provisions of § 21.93(b). Not applicable. This modification has been determined to be a no acoustic change by analysis approved by the FAA in accordance with 14 CFR 21.93(b).

2. **Fuel Venting and Exhaust Emissions Standards per 14 CFR Part 34:** This modification has been determined to be a no emissions change by design review in accordance with 14 CFR 21.93(c) by the FAA.

- END -

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).