



Certification of Air Vehicles



Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

IMPORT

Number **ST02556SE**

This certificate, issued to

**Israel Aerospace Industries, LTD.
Ben-Gurion International Airport
70100 Israel**

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.

Original Product—Type Certificate Number: A16WE
Make: Boeing
Model: 737-700 Series

Description of the Type Design Change: Conversion of a Boeing 737-700 passenger configuration airplane to a special freighter configuration in accordance with Israel Aerospace Industries, LTD. (IAI) Master Document List (MDL) 365-00-00-4510, Revision A, dated August 21, 2017, or later Federal Aviation Administration (FAA) approved or Civil Aviation Authority of Israel (CAAI) approved revision. The modification includes incorporation of a main deck cargo door and surround structure; reinforced floor and fuselage structure; a 9G rigid cargo barrier; reconfigured environmental control systems; reconfiguration of the main deck into a Class E cargo compartment; accommodations for two supernumeraries in dedicated area behind the flight deck; and primary static port relocation.

Maintained in accordance with IAI 737-700 Bedek Special Freighter Instructions for Continued Airworthiness – Maintenance Planning Document No. 365-00-00-M4504, Revision F, dated August 2017, or later FAA-accepted revision. Operated in accordance with IAI 737-700BDSF Airplane Flight Manual Supplement (AFMS) 365-00-00-M4508-790, dated August 31, 2017, or later FAA-approved revision.

This FAA supplemental type certificate (STC) is related to CAAI STC SA299.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model series unless the installer determines that the relationship between this change and any other previously incorporated approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

(See Continuation Sheet Page 3 of 4 Pages)

Date of application: March 13, 2014
Date of issuance: September 1, 2017

Date reissued:
Date amended:



By direction of the Administrator

(Signature)

Manager, Seattle ACO Branch
(Title)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number **ST02556SE**

Israel Aerospace Industries, LTD.

Issued: September 1, 2017

Reissued:

Amended:

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

Extended Operation has not been evaluated for this change.

Certification Basis:

Based on Title 14 Code of Federal Regulations (14 CFR) 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Boeing Model 737-700 series passenger to freighter conversion is as follows:

- a. The type certification basis for Boeing Model 737-700 series airplanes is shown on TCDS A16WE for parts not changed or not affected by the change.
- b. The certification basis for parts changed or affected by the change since the reference date of application, March 13, 2014, is based upon part 25 as amended by Amendment 25-139.

Based on the effective date of application of March 13, 2014, the certification basis is summarized as follows:

14 CFR Part 25 Regulations at the Latest Amendment 25-0 through 25-139

25.1 – 25.29, 25.301, 25.303, 25.305(a)-(c), 25.307, 25.321, 25.331, 25.333, 25.335, 25.337, 25.341, 25.343, 25.351, 25.367, 25.471, 25.479, 25.481, 25.483, 25.485, 25.487, 25.489, 25.491, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.561, 25.562, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.623, 25.625, 25.629, 25.729(f), 25.777, 25.783, 25.785(b), 25.787, 25.789, 25.791, 25.793, 25.795, 25.801, 25.831(a-f), 25.841(a)(3), 25.843(a)(b)(4), 25.851, 25.853, 25.854, 25.855, 25.856, 25.857, 25.858, 25.869, 25.899, 25.903(d), 25.1301, 25.1302, 25.1309, 25.1316, 25.1317(a), 25.1322, 25.1323, 25.1325(a)-(d), 25.1351, 25.1353*, 25.1355, 25.1357, 25.1381, 25.1403, 25.1411, 25.1415, 25.1423, 25.1438, 25.1439, 25.1441, 25.1443, 25.1445, 25.1447, 25.1449, 25.1453, 25.1455, 25.1519, 25.1529, 25.1541, 25.1555, 25.1557, 25.1561, 25.1581, 25.1583, 25.1585, 25.1701, 25.1703, 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721(a)(b), 25.1729, 25.1733, and F25.1

* Section 25.1353(a) and (b), Amendment 25-123, is only applicable for new system wiring and existing wiring rerouting and electrical and avionics modification. Section 25.1353(c), Amendment 25-123, is applicable to all affected areas.

(See Continuation Sheet Page 4 of 4 Pages)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number **ST02556SE**

Israel Aerospace Industries, LTD.

Issued: September 1, 2017

Reissued:

Amended:

Certification Basis Continued:

14 CFR Part 25 Regulations at Earlier Amendment Level

25.365, Amendment 25-00
25.473, Amendment 25-91
25.493, Amendment 25-23
25.571, Amendment 25-86
25.831(g), Amendment 25-41
25.1325(e), Amendment 25-41
25.1353(a) and (b), Amendment 25-114**
25.1435, Amendment 25-72
25.1459, Amendment 25-65

** Section 25.1353(a) and (b), Amendment 25-114, for environmental control system, main deck Class E cargo compartment, main static port, flight data recorder and wing scanning light

14 CFR Part 25 Regulations granted Exemption (9792A)

25.785(j), 25.813(b), 25.857(e), 25.1447(c)(1)

14 CFR Part 26 Regulations, Continued Airworthiness and Safety Improvements for Transport Category Airplanes, through Amendment 26-1: 26.47

– 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). This certificate may be transferred in accordance with FAR 21.47.

中国民用航空局

CIVIL AVIATION ADMINISTRATION OF CHINA

补充型号认可证

VALIDATION OF SUPPLEMENTAL TYPE CERTIFICATE

编号/No. VSTC1014

本证颁发给/*This Certificate is issued to* Israel Aircraft Industries Ltd

适用机型/*Applicable Aircraft Model:* 737-800

叙述/*Description:* Conversion of Model Boeing 737-800 Aircraft from PAX to Special Freighter. The special freighter design includes a main deck Class E cargo compartment, a smoke detection system, reinforcement of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework, a new 9g rigid barrier, new cargo loading system provisions, redesign of avionics and electrical system to accommodate freighter features and accommodations for two supernumeraries in a dedicated area behind the flight deck. For details see IAI Master Document List(MDL) TR-365-00-00-4560, Rev New, dated February 24,2020.

使用限制/*Limitation:* See "Limitations and Conditions" section of CAAI STC No. SA300, April 01,2020.

经批准的中文标记标牌/*Approved Chinese Marking and Placard:* B737-800BDSF Conversion CAAI STC SA300 Chinese Exterior Placards, Doc No. 365-00-00-M2412-M0024, Rev New, May 24, 2021, approved by CAAC on July 2, 2021 or later CAAC approved revision.

经中国民用航空局审查确认,上述民用航空产品的设计更改符合中国民用航空规章的有关规定。中国民用航空局对由 以色列民航局 颁发的第 SA300 号补充型号合格证予以认可。

This certifies that the design change of above civil aeronautical product meets applicable China Civil Aviation Regulations. Civil Aviation Administration of China validates the Supplemental Type Certificate No. SA300 issued by CAAI.

局长授权:

For the Administrator of CAAC:



签字/*Signature*

Yang Zhenmei

职务/*Title*

Director General

部门/*Department*

CAAC-AAD

日期/*Date*

2021-09-27



תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA300

This certificate issued to **Israel Aerospace Industries LTD**
Bedek Aviation Group
LOD 70100. Israel

תעודה זו ניתנה ל-

certifies that the change in the type design for the following product with the limitations and conditions as thereof specified herein meets the requirements of ANR Air Navigation Regulations (Takanot Teud).

מאשרת שהשינוי בתכן הסוג של המוצר דלהלן במגבלות ובתנאים המבצעיים כמפורט להלן ממלא אחר דרישות של תקנות הטיס (נהלי תיעוד כלי טיס וחלקיהם).

FAR Part 25

Original product - Type Certificate No. IL-029 המוצר המקורי - תעודת סוג מס'
Make The Boeing Company תוצרת
Model 737-800 Series דגם

Description of Type Design Change_:

תאור השינוי בתיכון הסוג :

This Supplemental Type Certificate (STC) approves the conversion of a Boeing 737-800 PAX airplane configuration in to a Special Freighter (SF). The special freighter design includes a main deck Class E cargo compartment, a smoke detection system, reinforcement of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework, a new 9g rigid barrier, new cargo loading system provisions, redesign of avionics and electrical system to accommodate freighter features and accommodations for two supernumeraries in a dedicated area behind the flight deck. For details see IAI Master Document List (MDL) Number TR-365-00-00-M4560 Rev. New, dated February 24, 2020.

Limitations and Conditions

מגבלות ותנאים:

The following CAAI approved documents or later CAAI approved revisions, as indicated, must be maintained as part of the permanent record for each modified airplane.

(See continuation)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Director General, Civil Aviation Authority.

תעודה זו ונתוני הביסוס המהווים בסיס לאישור יהיו בתוקף עד ביטולם, התלייתם, השעיתם או עד פקיעת תוקפם כפי שנקבע על יד מנהל רשות התעופה האזרחית.

Date of application : **October 26, 2016**

תאריך הגשת הבקשה :

Date of issuance: **April 01, 2020**

תאריך הוצאת התעודה :

Date of revision :

תאריך שינוי התעודה :

By the direction of the Director General
Civil Aviation Authority.

בהתאם להוראת
מנהל רשות התעופה האזרחית.

Signed :

תואר :

Title :

חתום :



Tamir Baram
Chief Engineer CAAI - Airworthiness

Limitations and Conditions (Continued):

Document Number				Description	Revision
365	00	00	M4560	737-800 Conversion from PAX TO SF - Master Document List	NEW
365	00	00	M4561	A/C Effectivity List B737-800 - Conversion from PAX to SF List	NEW
365	00	00	M4562	B737-800 Conversion from PAX to SF - Certification Document List	NEW
365	00	00	M4557-86J (*)	Airplane Flight Manual Supplement for IAI 737-800 Special Freighter	0
365	00	00	M0951	Installation Drawing List B737-800SF(PAX)~A/C 30498	B
365	00	00	M4556	Boeing 737-800 Special Freighter - Structural Repair Manual Supplement	NEW
365	00	00	M4554	737-800 Conversion from PAX to SF - Maintenance Planning Document (MPD) Supplement to Boeing Document D626A001	E
365	00	00	M4554-AWL	737-800 Conversion from PAX to SF - Supplement to D626A001-9-01 Airworthiness Limitations (AWL) Document	C
365	00	00	M4554-AWLLNS	Supplement to D626A001-9-02 Airworthiness Limitations Line Number Specific (AWLLNS) Document	NEW
365	00	00	M4554-CMR	Supplement to D626A001-9-03 Certification Maintenance Requirements (CMR) Document	A
365	00	00	M4554--SCI/AWL	Supplement to D626A001-9-04 Special Compliance Items (SCI)/Airworthiness Limitations (AWL) Document	A
365	00	00	M0304	IAI B737 – 800BDSF Aircraft Maintenance Manual (AMM) Supplement Part 1 & Part 2	A
365	08	00	M0700-BER1 (*)	Boeing 737-800 Special Freighter - Supplement to Weight & Balance Control & Loading Manual	B
365	08	00	M0701 (*)	Boeing 737-800 Special Freighter - Weight & Balance Control and Loading Manual – Supplement Equip. List	NEW
365	00	00	M4555	B737-800SF - Instructions for Continued Airworthiness	B
365	00	00	M4506	737-700/800 Conversion from PAX/PAX to SF - AD Compliance	D

(*) Indicated document number as certified for A/C S/N 30498 may be substituted by a new number for additional airplanes.

STC Applicability

The design approval under this STC is applicable to the design configuration of Boeing Model 737-800, Serial Number 30498. Applicability to other Boeing Model 737-800 series airplanes is identified in the IAI document TR 365-00-00- M4561.

STC Compatibility

The design approved under this STC is compatible with the 737-800 type design and other STC's incorporated in Boeing Model 737-800 Serial Number 30498 at the time of approval. Compatibility of this design change with other previously approved designs or modifications on any Model 737-800 Series airplanes must be determined by the user and installer of the approved data.

Cargo Handling System

The installation of a Cargo Handling System including roller and ball trays, guides and locks manufactured by ANCRA per FAA issued STC No ST02725LA as defined by Controlled data List (CDL) DL85700 Rev E, dated October 28, 2019 approved by FAA, has been found compatible with this STC and shall be concurrently installed with the installation of this STC.

Rights to Design Data and Installation of the Approved Design Data

Possession of the STC document does not constitute rights to the design data or installation of the approved design data. The STC and its supporting data (drawings, instructions, specifications, etc.)

Limitations and Conditions (Continued):

are the property of the STC holder. It is incumbent upon the user to contact the STC holder to obtain rights for the use of the STC and the design data contained herein.

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.

Availability of Copies of STC

Anyone may request a copy of the STC in writing. A CAAI response letter must accompany copies of the STC with the following statement referencing the STC number: "Possession of the Supplemental Type Certificate does not constitute rights to the installation of the modification or the design data contained therein. The STC and related information (drawings, data, and specifications) are the property of the STC holder. The Civil Aviation Authority of Israel will not release proprietary data without authorization from the holder. The user is required to obtain installation approval and/or data rights from the STC holder.

Certification Basis

Based on 14 CFR §21.115 and §21.101, and CAAI policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for Boeing Model 737-800 series PAX to freighter is as follows:

The type certification basis for Boeing Model 737-800 series airplanes is shown on TCDS A16WE for parts not changed or not affected by the change.

Based on the reference date of application, October 26, 2016, for parts changed or affected by the change the certification basis is based upon Part 25 as amended by Amendment 25-143. Based on 14 CFR §21.115 and §21.101, and FAA policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for this modification was determined to be:

- a. Regulations at the latest amendment 25-0 through 25-143
- b. §25.1, §25.2, §25.21, §25.23, §25.25, §25.27, §25.29, §25.301, §25.303, §25.305(a)(b)(c), §25.307, §25.321, §25.331, §25.333, §25.335, §25.337, §25.341, §25.343, §25.351, §25.367, §25.471, §25.479, §25.481, §25.483, §25.485, §25.487, §25.489, §25.491, §25.495, §25.499, §25.503, §25.507, §25.509, §25.511, §25.561, §25.581, §25.601, §25.603, §25.605, §25.607, §25.609, §25.611, §25.613(a)(b)(c)(d), §25.619, §25.623, §26.625, §25.629, §25.729(f), §25.777(a)(b), §25.783, §25.785(b), §25.787(a)(b), §25.789, §25.791, §25.793, §25.801, §25.831 except para (g), §25.851(a), §25.853(a), §25.854(a), §25.855, §25.856(a), §25.857(e), §25.858(a), §25.869(a)(3), §25.899, §25.903(d), §25.981, §25.1301(a)(b)(c)(d), §25.1302, §25.1309, §25.1316, §25.1317(a), §25.1322 (a thru d), §25.1323(c), §25.1325 except(e), §25.1351(a), §25.1353(a)(c), §25.1355, §25.1357(a)(b)(c), §25.1381, §25.1403, §25.1411(a)(b)(c)(d)(e)(f)(g), §25.1415(a)(b)(c)(d), §25.1423, §25.1438, §25.1439, §25.1441, §25.1443, §25.1445, §25.1447 except (c)(1), §25.1449, §25.1453, §25.1455, §25.1501 - §25.1533, §25.1541(a)(b), §25.1557(a)(c), §25.1561(a)(b)(c)(d)(e)), §25.1581, §25.1583, §25.1585, §25.1703, §25.1705, §25.1709, §25.1711, §25.1713(c), §25.1715, §25.1717, §25.1719, §25.1721(a)(b), §25.1729, §25.1733 Regulations at an intermediate amendment
§25.473 Amdt. 25-91, §25.1325(e) Amdt. 25-41, §25.1435 Amdt. 25-72 (for MDCD Mechanism).
- c. Regulations at TCDS A16WE amendment level
§25.365, §25.493, §25.571, §25.1435 (for MDCD Hydraulic Power Supply), §25.1431, §25.1435, §25.1459, §25.1325(e) See CAAI IP S-2 for §25.365 exception justification.

Exemptions

See CAAI IP CI-1 for 25.857(e), and the passenger requirements of 25.785(j), 25.813(b) (3) and 25.1447(c) (1)

Special Conditions

None

Equivalent Level of Safety Findings

See CAAI IP S-2 for §25.365 Exception to Type Certification Basis

- END -



תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA299

This certificate issued to **Israel Aerospace Industries LTD**
Bedek Aviation Group
LOD 70100. Israel

תעודה זו ניתנה ל-

certifies that the change in the type design
for the following product with the limitations
and conditions as thereof specified herein
meets the requirements of ANR
Air Navigation Regulations (Takanot Teud).

מאשרת שהשינוי בתכן הסוג של המוצר
דלהלן במגבלות ובתנאים המבצעיים
כמפורט להלן ממלא אחר דרישות של
תקנות הטיס (נהלי תיעוד כלי טיס וחלקיהם).

FAR Part 25

Original product - Type Certificate No. IL-029 המוצר המקורי - תעודת סוג מס'
Make The Boeing Company תוצרת
Model 737-700 Series דגם

Description of Type Design Change :

תאור השינוי בתיכון הסוג :

This Supplemental Type Certificate (STC) approves the conversion of a Boeing 737-700 PAX airplane configuration in to a Special Freighter (SF). The special freighter design includes a main deck Class E cargo compartment, a smoke detection system, reinforcement of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework, a new 9g rigid barrier, new cargo loading system provisions, redesign of avionics and electrical system to accommodate freighter features and accommodations for two supernumeraries in a dedicated area behind the flight deck. For details see IAI Master Document List (MDL) Number TR-365-00-00-M4510 Rev. New

Limitations and Conditions

מגבלות ותנאים:

The following CAAI approved documents or later CAAI approved revisions, as indicated, must be maintained as part of the permanent record for each modified airplane.

(See continuation)

This certificate and the supporting data which is
the basis for approval shall remain in effect until
surrendered, suspended, revoked, or a
termination date is otherwise established by the
Director General, Civil Aviation Authority.

תעודה זו ונתוני הביסוס המהווים בסיס לאישור יהיו
בתוקף עד ביטולם, התליתם, השעיתם או עד
פקיעת תוקפם כפי שנקבע על יד
מנהל רשות התעופה האזרחית.

Date of application : **March 13, 2014**
Date of issuance: **September 01, 2017**
Date of revision :

תאריך הגשת הבקשה :
תאריך הוצאת התעודה :
תאריך שינוי התעודה :

By the direction of the Director General
Civil Aviation Authority.

בהתאם להוראת
מנהל רשות התעופה האזרחית.

Signed :

תואר :

Title :

חתיום :



Tamir Baram
Engineering Branch Manager CAAI - Airworthiness

Limitations and Conditions (Continued):

Document Number				Description	Revision
365	00	00	M4510	737-700 Conversion from PAX TO SF - Master Document List	A
365	00	00	M4511	A/C Affectivity list B737-700 - Conversion from PAX to SF	A
365	00	00	M4512	B737-700 Conversion from PAX to SF - Compliance Check List	B
365	00	00	M4507-790 (*)	Airplane Flight Manual Supplement for IAI 737-700 Special Freighter	New
365	00	00	M0850	Installation Drawing List B737-700SF(PAX)~A/C 30794	E
365	00	00	M4515	Boeing 737-700 Special Freighter - Structural Repair Manual Supplement	A
365	00	00	M4504	737-700 Conversion from PAX to SF - Maintenance Planning Document (MPD) Supplement to Boeing Document D626A001.	F
365	00	00	M4504-AWL	737-700 Conversion from PAX to SF - Supplement to D626A001-9-01 Airworthiness Limitations (AWL) Document	E
365	00	00	M4504-AWLLNS	Supplement to D626A001-9-02 Airworthiness Limitations Line Number Specific (AWLLNS) Document	A
365	00	00	M4504-CMR	Supplement to D626A001-9-03 Certification Maintenance Requirements (CMR) Document	C
365	00	00	M4504--SCI/AWL	Supplement to D626A001-9-04 Special Compliance Items (SCI)/Airworthiness Limitations (AWL) Document	New
365	00	00	M4516	IAI B737 – 700BDSF Aircraft Maintenance Manual (AMM) Supplement Part 1 & Part 2	New
365	08	00	M4513-ASA1 (*)	Boeing 737-700 Special Freighter - Supplement to Weight & Balance Control & Loading Manual	B
365	08	00	M4514 (*)	Boeing 737-700 Special Freighter - Weight & Balance Control and Loading Manual – Supplement	B
365	00	00	M4505	B737-700SF - Instructions for Continued Airworthiness	New
365	00	00	M4506	737-700 Conversion from PAX/PAX to SF - AD Compliance	New

(*) Indicated document number as certified for A/C S/N 30794 may be substituted by a new number for additional airplanes.

STC Applicability

The design approval under this STC is applicable to the design configuration of Boeing Model 737-700, Serial Number 30794. Applicability to other Boeing Model 737-700 series airplanes is identified in the IAI document TR 365-00-00- M4511.

STC Compatibility

The design approved under this STC is compatible with the 737-700 type design and other STC's incorporated in Boeing Model 737-700 Serial Number 30794 at the time of approval. Compatibility of this design change with other previously approved designs or modifications on any Model 737-700 Series airplanes must be determined by the user and installer of the approved data.

Cargo Handling System

The installation of a Cargo Handling System including roller and ball trays, guides and locks manufactured by ANCRA per FAA issued STC No ST02656LA as defined by Controlled data List (CDL) DL85450 Rev F, dated May 24, 2017 approved by FAA has been found compatible with this STC and shall be installed for aircraft operation in freighter configuration.

Rights to Design Data and Installation of the Approved Design Data

Possession of the STC document does not constitute rights to the design data or installation of the approved design data. The STC and its supporting data (drawings, instructions, specifications, etc.)

Limitations and Conditions (Continued):

are the property of the STC holder. It is incumbent upon the user to contact the STC holder to obtain rights for the use of the STC and the design data contained herein.

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.

Availability of Copies of STC

Anyone may request a copy of the STC in writing. A CAAI response letter must accompany copies of the STC with the following statement referencing the STC number: "Possession of the Supplemental Type Certificate does not constitute rights to the installation of the modification or the design data contained therein. The STC and related information (drawings, data, and specifications) are the property of the STC holder. The Civil Aviation Authority of Israel will not release proprietary data without authorization from the holder. The user is required to obtain installation approval and/or data rights from the STC holder.

Certification Basis

Based on 14 CFR §21.115 and §21.101, and CAAI policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for Boeing Model 737-700 series PAX to freighter is as follows:

The type certification basis for Boeing Model 737-700 series airplanes is shown on TCDS A16WE for parts not changed or not affected by the change.

Based on the reference date of application, March 13, 2014, for parts changed or affected by the change the certification basis is based upon Part 25 as amended by Amendment 25-139. Based on 14 CFR §21.115 and §21.101, and FAA policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for this modification was determined to be:

a. Regulations at the latest amendment 25-0 through 25-139

§25.1, §25.2, §25.21, §25.23, §25.25, §25.27, §25.29, §25.301, §25.303, §25.305(a)(b)(c), §25.307, §25.321, §25.331, §25.333, §25.335, §25.337, §25.341, §25.343, §25.351, §25.367, §25.471, §25.479, §25.481, §25.483, §25.485, §25.487, §25.489, §25.491, §25.495, §25.499, §25.503, §25.507, §25.509, §25.511, §25.561, §25.581, §25.601, §25.603, §25.605, §25.607, §25.609, §25.611, §25.613(a)(b)(c)(d), §25.619, §25.623, §25.625, §25.629, §25.729(f), §25.777(a)(b), §25.783, §25.785(b), §25.787(a)(b), §25.789, §25.791, §25.793, §25.801, §25.831 except para (g), §25.851(a), §25.853(a), §25.854(a), §25.855, §25.856(a), §25.857(e), §25.858(a), §25.869(a)(3), §25.899, §25.903(d), §25.981, §25.1301(a)(b)(c)(d), §25.1302, §25.1309, §25.1316, §25.1317(a), §25.1322 (a thru d), §25.1323(c), §25.1325 except(e), §25.1351(a), §25.1353(a)(c), §25.1355, §25.1357(a)(b)(c), §25.1381, §25.1403, §25.1411(a)(b)(c)(d)(e)(f)(g), §25.1415(a)(b)(c)(d), §25.1423, §25.1438, §25.1439, §25.1441, §25.1443, §25.1445, §25.1447 except (c)(1), §25.1449, §25.1453, §25.1455, §25.1501 - §25.1533, §25.1541(a)(b), §25.1557(a)(c), §25.1561(a)(b)(c)(d)(e)), §25.1581, §25.1583, §25.1585, §25.1703, §25.1705, §25.1709, §25.1711, §25.1713(c), §25.1715, §25.1717, §25.1719, §25.1721(a)(b), §25.1729, §25.1733

b. Regulations at an intermediate amendment

§25.473 Amdt. 25-91, §25.1325(e) Amdt. 25-41, §25.1435 Amdt. 25-72 (for MDCD Mechanism).

c. Regulations at TCDS A16WE amendment level

§25.365, §25.493, §25.571, §25.1435 (for MDCD Hydraulic Power Supply), §25.1431, §25.1435, §25.1459, §25.1325(e) See CAAI IP S-2 for §25.365 exception justification.

Exemptions

See CAAI IP CI-1 for 25.857(e), and the passenger requirements of 25.785(j), 25.813(b) (3) and 25.1447(c) (1)

Special Conditions

None

Equivalent Level of Safety Findings

See CAAI IP ES-1 for §25.855(i) Equivalent Safety Justification

See CAAI IP S-2 for §25.365 Exception to Type Certification Basis

- END -

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

IMPORT

Number ST02682SE

This certificate, issued to

**Israel Aerospace Industries, LTD.
Ben-Gurion International Airport
70100 Israel**

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.

Original Product—Type Certificate Number: A16WE
Make: Boeing
Model: 737-800 Series

Description of the Type Design Change: Conversion of a Boeing 737-800 passenger configuration airplane to a special freighter configuration in accordance with Israel Aerospace Industries, LTD. (IAI) Master Document List (MDL) 365-00-00-4560, Revision New, dated February 24, 2020, or later Federal Aviation Administration (FAA) approved or Civil Aviation Authority of Israel (CAAI) approved revision. The modification includes incorporation of a main deck cargo door and surround structure; reinforced floor and fuselage structure; a 9G rigid cargo barrier; reconfigured environmental control systems; reconfiguration of the main deck into a Class E cargo compartment; accommodations for two supernumeraries in dedicated area behind the flight deck; and primary static port relocation.

Maintained in accordance with IAI 737-800 Bedek Special Freighter Instructions for Continued Airworthiness – Maintenance Planning Document No. 365-00-00-M4555, Revision B, dated September 2019, or later FAA-accepted revision. Operated in accordance with IAI 737-800 BDSF Airplane Flight Manual Supplement (AFMS) 365-00-00-M4558-86J, dated April 2, 2020, or later FAA-approved revision.

This FAA supplemental type certificate (STC) is related to CAAI STC SA300.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model series unless the installer determines that the relationship between this change and any other previously incorporated approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

(See Continuation Sheet Page 3 of 4 Pages)

Date of application: January 15, 2017

Date reissued:

Date of issuance: April 2, 2020

Date amended:



By direction of the Administrator

(Signature)

For Acting Manager, Seattle ACO Branch
(Title)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number ST02682SE

Israel Aerospace Industries, LTD.

Issued: April 2, 2020

Reissued:

Amended:

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

Extended Operation has not been evaluated for this change.

Concurrent installation of STC ST02725LA dated April 2, 2020, for the Main Cargo Loading System Modification, is required with the installation of this STC.

Certification Basis:

Based on Title 14 Code of Federal Regulations (14 CFR) 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Boeing Model 737-800 series passenger to freighter conversion is as follows:

- a. The type certification basis for Boeing Model 737-800 series airplanes is shown on TCDS A16WE for parts not changed or not affected by the change.
- b. The certification basis for parts changed or affected by the change since the reference date of application, October 10, 2016, is based upon part 25 as amended by Amendment 25-143.

Based on the effective date of application of October 10, 2016, the certification basis is summarized as follows:

14 CFR Part 25 Regulations at the Latest Amendment 25-0 through 25-143

25.1 – 25.29, 25.301, 25.303, 25.305(a)-(c), 25.307, 25.321, 25.333, 25.335, 25.337, 25.351, 25.367, 25.471, 25.479, 25.481, 25.483, 25.485, 25.487, 25.489, 25.491, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.561, 25.562, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.623, 25.625, 25.629, 25.729(f), 25.777, 25.783, 25.785(b), 25.787, 25.789, 25.791, 25.793, 25.795, 25.801, 25.831(a-f), 25.841(a)(3), 25.843(a)(b)(4), 25.851, 25.853, 25.854, 25.855, 25.856, 25.857, 25.858, 25.869, 25.899, 25.1301, 25.1302, 25.1309, 25.1316, 25.1317(a), 25.1322, 25.1351, 25.1353, 25.1355, 25.1357, 25.1381, 25.1403, 25.1411, 25.1415, 25.1423, 25.1438, 25.1439, 25.1441, 25.1443, 25.1445, 25.1447, 25.1449, 25.1453, 25.1455, 25.1501 – 25.1533, 25.1529, 25.1541, 25.1555, 25.1557, 25.1561, 25.1581, 25.1583, 25.1585, 25.1701, 25.1703, 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721(a)(b), 25.1729, 25.1733, F25.1, H25.1 – H25.5

(See Continuation Sheet Page 4 of 4 Pages)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number ST02682SE

Israel Aerospace Industries, LTD.

Issued: April 2, 2020

Reissued:

Amended:

Certification Basis Continued:

14 CFR Part 25 Regulations at Earlier Amendment Level

25.331, Amendment 25-91
25.341, Amendment 25-86
25.343, Amendment 25-86
25.365, Amendment 25-00
25.473, Amendment 25-91
25.571, Amendment 25-86
25.831(b)(1) and (g), Amendment 25-41
25.903(d), Amendment 100
25.1323(a)(b)(d)(e)(f), Amendment 57
25.1323(c), Amendment 109
25.1325(e), Amendment 41
25.1325 (a), (b), (c), (d), (f), (g), (h), Amendment 25-108
25.1435, Amendment 25-72
25.1459, Amendment 25-65

14 CFR Part 25 Regulations granted Exemption (9792B)

25.785(j), 25.813(b), 25.857(e), 25.1447(c)(1)

14 CFR Part 26 Regulations, Continued Airworthiness and Safety Improvements for Transport Category Airplanes, through Amendment 26-1: 26.47

— 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). This certificate may be transferred in accordance with FAR 21.47.

SUPPLEMENTAL TYPE CERTIFICATE

10079576 REV. 4

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ISRAEL AEROSPACE INDUSTRIES, LTD.

IAI

**BEN GURION INTERNATIONAL AIRPORT
7010000 BEN GURION
ISRAEL**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.IM.A.120

Type Certificate Holder: THE BOEING COMPANY

Type: 737

Model: 737-800

Original STC Number: CAAI NO. SA300

Description of Design Change:

Conversion of a Boeing 737-800 PAX airplane configuration into a Special Freighter (SF).

This conversion to a special freighter configuration among other features includes a main deck Class E cargo compartment and associated smoke detection system; installation of a main deck cargo door with surrounding structure; structural reinforcements of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework; installation of a new 9g rigid barrier; provisions for a cargo loading system; redesign of avionics and electrical system to accommodate freighter features and accommodations for two supernumeraries in a dedicated area behind the flight deck.

Rev 2: implementation of minor changes including (but not limited to) MDCD Lift Actuator Interchangeability, Electrical & Avionics changes, Main Deck Warning Horn replacement and MMEL changes.

Rev. 3: implementation of minor corrections.

Rev.4: provided updated revision status for associated documents (structural repair manual supplement).

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 29 January 2024



Nicolas DUPREZ

Project Certification Manager – STC Coordinator



EASA Certification Basis:

The Type and OSD Certification Bases for the original product as amended by the following additional or alternative airworthiness requirements:

- Special Condition(s): D-01 "Courier compartment" issue 2; D-02 "Class E cargo compartments fire protection of essential systems" issue 2; D-03 "Access to class E cargo compartment in flight" issue 2.

- The following CS25 requirements at amendment level 18: 25.301; 25.303; 25.305(a)(b)(c); 25.307; 25.321; 25.333; 25.335; 25.337; 25.351; 25.367; 25.471; 25.479; 25.481; 25.483; 25.485; 25.487; 25.489; 25.491; 25.493; 25.495; 25.499; 25.503; 25.507; 25.509; 25.511; 25.561; 25.571; 25.601; 25.603; 25.605; 25.607; 25.609; 25.611; 25.613; 25.619; 25.623; 25.625; 25.629; 25.777; 25.783; 25.785(b)(j); 25.787; 25.789; 25.791; 25.793; 25.795(b)(1)(2)(3), (c)(2); 25.801; 25.813(b); 25.841(a)(3); 25.843(b)(4); 25.851(a); 25.853 and Appendix F25; 25.854(a); 25.855 and Appendix F25; 25.856; 25.857(e); 25.858; 25.869(a)(3); 25.899; 25.1301; 25.1309; 25.1316; 25.1317; 25.1321(e); 25.1323(b) and (c); 25.1325; 25.1351(a)(1); 25.1353(a)(c); 25.1355; 25.1357; 25.1381; 25.1411(a) to (g); 25.1415(a) to (d); 25.1423; 25.1431; 25.1438; 25.1439; 25.1441(c)(d); 25.1443; 25.1445; 25.1447; 25.1449; 25.1453; 25.1455; 25.1541(a)(b); 25.1555; 25.1557(a)(c); 25.1561(a) to (e); 25.1581; 25.1585; 25.1703; 25.1705; 25.1707; 25.1709; 25.1711; 25.1713(c); 25.1715; 25.1717; 25.1719; 25.1721(a)(b); 25.1729; 25.1733, and

The following CS25 requirements at amendment level 21: 25.1441(b), and

The following CS25 requirements at amendment level 23: 25.831.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

See Continuation Sheet(s)



Associated Technical Documentation:

The following IAI's documents:

- 365-00-00-M4560 Master Document List MDL revision AA, and
- 365-00-00-M4565 Airplane Flight Manual Supplement (EASA) revision 1, and
- 365-00-00-M4556 Structural Repair Manual Supplement revision 6, and
- 365-00-00-M4554 Maintenance Planning Document (MPD) Supplement to Boeing Document D626A001 revision H, and
- 365-00-00-M4554-AWL Supplement to D626A001-9-01 Airworthiness Limitations (AWL) Document revision D, and
- 365-00-00-M4554-AWLLNS Supplement to D626A001-0-02 Airworthiness Limitations Line Number Specific (AWLLNS) Document revision New, and
- 365-00-00-M4554-CMR Supplement to D626A001-0-03 Certification Maintenance Requirements (CMR) Document revision B, and
- 365-00-00-M4554-SCI/AWL Supplement to D626A001-0-04 Special Compliance Items (SCI) / Airworthiness Limitations (AWL) Document revision A, and
- 365-00-00-M0304 IAI B737-800BDSF Aircraft Maintenance Manual (AMM) Supplement Part 1 & Part 2 revision 9, and
- 365-00-00-M4555 B737-800SF Instructions for Continued Airworthiness revision B, and
- 365-00-00-M1031 B737-700BDSF/-800BDSF EASA Master Minimum Equipment List (MMEL) Change Proposal revision E.

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

Serial Number B737-800 aircraft converted into this IAI's Special Freighter (SF) configuration STC are re-delivered without ETOPS airworthiness approval.

Serial Number B737-800 aircraft converted into this IAI's Special Freighter (SF) configuration STC are re-delivered without Reduced Vertical Separation Minimum (RVSM) airworthiness approval, unless this RVSM capability is provided through the embodiment of a separate EASA approved modification.

The following STC's are to be installed previously or concurrently with this IAI's SF configuration:

-) "Installation of a cargo loading system (CLS)" in accordance with FAA STC ST02725LA issued to ANCRA International LLC. This FAA STC is already validated by EASA through approval 10075771, and
-) "Lightweight passenger window plugs" i.a.w. FAA STC ST01091SE issued to LiteAir Aviation Products, Inc. This FAA STC is already validated by EASA through approval 10015384. Alternatively, embodiment of FAA STC ST02605LA "Installation of Passenger Window Plugs" issued to ANCRA International LLC and validated through EASA 10070128 approval is a valid option instead of LiteAir passenger window plugs.

See Continuation Sheet(s)



Limitations/Conditions (Continuation):

IAI's Service Bulletin 365-35-M011 revision 0 (or later revisions) defines the specific EASA type design definition for this STC approval validation concerning the supplemental oxygen mask part numbers for the two supernumeraries positions located in the dedicated area behind the flight deck for the retrofit of already STC converted aircraft. Alternatively, implementation of IAI's MOD M0034 for all incoming serial number aircraft modified since May 2022 is also a valid way to achieve this EASA required configuration.

This EASA' STC airworthiness approval also constitutes an Alternate Method of Compliance (AMOC) with regards the following FAA Airworthiness Directives adopted by the Agency (under the terms and conditions of FAA letter 780-20-3053 which is part of IAI document 365-00-00-M4506 737-700/800):

- 90-25-01 Aging Airplane Corrosion Prevention and Control Program, and
- 2001-10-14 Oxygen – Chemical Oxygen Generators and Passenger Oxygen System Service Unit Assemblies – Inspection, and
- 2001-15-01 Equipment / Furnishing – Escape Slide / Latch Assembly – Inspection / Modification, and
- 2008-06-27 Goodrich (Formerly BF Goodrich) – Evacuation System Shear-pin Restraint – Inspection/ Replacement, and
- 2008-12-04 S Fuselage – Skin Chemically milled Steps – Inspection / Repairs, which is superseded by FAA AD 2017-19-26, and
- 2008-24-08 Equipment / Furnishing – Escape Slide / Latch Assembly - Inspection / Modification, and
- 2009-12-06 Electrical Power – In-Flight Entertainment (IFE) System Control & Wiring – Modification, and
- 2010-26-06 Fuselage – Fuselage Skin – Inspections / Repair, and
- 2013-08-16 Fuselage – Fuselage Skin – Inspections / Repair, and
- 2013-19-23 Principal Structural Elements (PSEs) – Inspection / Revision of Maintenance Program, and
- 2016-04-06 Air Distribution System – Equipment Cooling System and Low Pressure Environmental Control System – Testing, and
- 2016-20-14 Fuselage – Window Corner Surround Structure – Inspection, and
- 2016-22-13 Fuselage – Fasteners of Stringer Splices – Inspection, and
- 2017-19-26 Fuselage – Skin Chemically-milled Steps – Inspection / Repair, and
- 2009-01-02 Support Brackets of the air conditioning outlet extrusions between Body Station 320 and BS 907 – Inspection / Modification, and
- 2013-02-07 Equipment & Furnishings – Centre Overhead Stowage (COS) Boxes – Modification / Installation, and
- 2015-02-26 Fuselage – Seat Track Link Assembly – Modification / Repair / Replacement, and
- 2021-26-17 Equipment/Furnishings – Passenger Service Units – Inspection/Modification (which superseded 2019-03-26), and
- 2023-09-04 Equipment/Furnishings – Escape Slide Assembly – Inspection (under the terms and conditions of FAA letter 523-23-00038).

See Continuation Sheet(s)



Limitations/Conditions (Continuation):

Initial revision of EASA STC 10079576 approval was issued on 29 June 2022.

The updated Revision 1 dated 12 July 2022 consisted of an editorial update to include the FAA STC ST02605LA "Installation of Passenger Window Plugs" issued to ANCRA International LLC (EASA approval 10070128) as a valid alternative option for the passengers' window plug installation pre-required configuration.

The scope of the Revision 2 of EASA STC 10079576 approval (dated 13th November 2023) consists of incorporating updated revisions of several IAI STC documents as well as granting EASA airworthiness approval to four IAI's minor design changes as listed below, all these minor changes related with the embodiment of this cargo conversion STC on serial number aircraft 28327:

-) Main deck cargo door's lift actuator interchangeability Mod M0007, and
-) Electrical and avionics changes Mod M0023, and
-) Main deck warning horn replacement Mod M0030, and
-) Supernumerary oxygen system mask replacement Mod M0034.

The scope of the Revision 3 of EASA STC 10079576 approval (dated 15th November 2023) is to quote the latest status revision 9 for the document 365-00-00-M0304 IAI B737-800BDSF Aircraft Maintenance Manual (AMM) Supplement Part 1 & Part 2.

The scope of the Revision 4 of EASA STC 10079576 approval is to quote the latest status revision 6 for the document 365-00-00-M4556 Structural Repair Manual Supplement.

Prior to installation of this change/repair it must be determined that the interrelationship between this change/repair and any other previously installed change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -





תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA218

This certificate issued to

Israel Aerospace Industries LTD
BedeK Aviation Group
LOD 70100. Israel

תעודה זו ניתנה ל-

certifies that the change in the type design for the following product with the limitations and conditions as thereof specified herein meets the requirements of ANR Air Navigation Regulations (Takanot Teud).

מאשרת שהשינוי בתכנ הסוג של המוצר דלהלן במגבלות ובתנאים המבצעיים כמפורט להלן ממלא אחר דרישות של תקנות הטיס (נהלי תיעוד כלי טיס וחלקיהם).

FAR Part 25

Original product - Type Certificate No.

IL-036

המוצר המקורי - תעודת סוג מס'

Make

The Boeing Company

תוצרת

Model

767-300 Series

דגם

Description of Type Design Change:

תאור השינוי בתיכון הסוג:

This Supplemental Type Certificate (STC) approves the conversion of a Boeing 767-300 PAX airplane configuration in to a Special Freighter (BDSF). The special freighter design includes a main deck Class E cargo compartment, a main deck cargo door, a smoke detection system, reinforcement of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework, a new 9g rigid barrier, new cargo loading system provisions, redesign of oxygen and electrical system to accommodate freighter features and accommodations for three supernumeraries in the flight deck in addition to the existing two crew and one observer positions. For details see IAI Master Document List (MDL) Number TR-371-00-00-C0010 rev New or later approved revision.

Limitations and Conditions

מגבלות ותנאים:

The following CAAI approved documents or later CAAI approved revisions, as indicated, must be maintained as part of the permanent record for each modified airplane.

(See continuation)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Director General, Civil Aviation Authority.

תעודה זו ונתוני הביסוס המהווים בסיס לאישור יהיו בתוקף עד ביטולם, התליתם, השעיתם או עד פקיעת תוקפם כפי שנקבע על יד מנהל רשות התעופה האזרחית.

Date of application : November 2, 2006

תאריך הגשת הבקשה :

Date of issuance: December 17, 2009

תאריך הוצאת התעודה :

Date of revision : January 11, 2010

תאריך שינוי התעודה :

Date of revision : January 30, 2020

תאריך שינוי התעודה :

By the direction of the Director General
Civil Aviation Authority.

בהתאם להוראת
מנהל רשות התעופה האזרחית.

Signed :



חתימה :

Title :

Tamir Baram
Chief Engineer, Aircraft Certification Department
CAAI - Airworthiness

תואר :

Limitations and Conditions (Continued):

Document Number				Description	Revision
371	00	00	C0010	767-300 Conversion from PAX TO SF - Master Document List	New
371	00	00	C0011	A/C Effectivity list B767-300- Conversion from PAX to SF	New
371	00	00	C0489-EUA (*)	Airplane Flight Manual Supplement for IAI 767-300 Special Freighter	0
371	00	00	C0800(*)	Installation Drawing List 767-300BDSF(PAX)~A/C 1	D
371	00	00	C0061	Boeing 767-300 Special Freighter - Structural Repair Manual Supplement	New
368	00	00	94107	767-300 Conversion from PAX to SF - Maintenance Planning Document (MPD) Supplement to Boeing Document D622T001.	R
371	00	00	C0467	B767-300 Special Freighter - Aircraft Maintenance Manual Supplement	May 31, 09
365	08	00	C0510-CDI1 (*)	Boeing 767-300 Special Freighter - Supplement to Weight & Balance Control & Loading Manual	1
371	08	00	C0511 (*)	Boeing 767-300 Special Freighter - Weight & Balance Control and Loading Manual – Supplement	2
371	00	00	C0004	767-300BDSF Instructions for Continued Airworthiness	New
368	00	00	94037	767-200/300 Special Freighter AD's SB's Compliance	AA

(*) Indicated document number as certified for A/C S/N 24086 may be substituted by a new number for additional airplanes.

STC Applicability

The design approval under this STC is applicable to the design configuration of Boeing Model 767-300, Serial Number 24086. Applicability to other Boeing Model 767-300 series airplanes are identified in the IAI document TR 371-00-00-C0011.

STC Compatibility

The design approved under this STC is compatible with the 767-300 type design and other STC's incorporated in Boeing Model 767-300 Serial Number 24086 at the time of approval. Compatibility of this design change with other previously approved designs or modifications on any Model 767-300 Series airplanes must be determined by the user and installer of the approved data.

Cargo Loading System

The installation of a Cargo Loading System including roller and ball trays, guides and locks manufactured by:

- AAR Cargo Systems per FAA issued STC ST02767CH as defined by Drawing List Report No. 3255, rev C, dated September 30, 2009, approved by FAA, and has been found compatible with this STC.

or

- Ancra International LLC per FAA issued STC ST02279LA as defined by Data List DL85000, rev D, dated December 24, 2009, approved by FAA, and has been found compatible with this STC.

or

- Ancra International LLC per FAA issued STC ST02702LA dated June 3, 2019 as defined by Data List DL85750, rev D, dated May 30, 2019, approved by FAA, and has been found compatible with this STC.

Should be installed on aircraft for operation in freighter configuration.

Limitations and Conditions (Continued):

Rights to Design Data and Installation of the Approved Design Data

Possession of the STC document does not constitute rights to the design data or installation of the approved design data. The STC and its supporting data (drawings, instructions, specifications, etc.) are

the property of the STC holder. It is incumbent upon the user to contact the STC holder to obtain rights for the use of the STC and the design data contained herein.

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.

Availability of Copies of STC

Anyone may request a copy of the STC in writing. A CAAI response letter must accompany copies of the STC with the following statement referencing the STC number: "Possession of the Supplemental Type Certificate does not constitute rights to the installation of the modification or the design data contained therein. The STC and related information (drawings, data, and specifications) are the property of the STC holder. The Civil Aviation Authority of Israel will not release proprietary data without authorization from the holder. The user is required to obtain installation approval and/or data rights from the STC holder.

Certification Basis

Based on 14 CFR 521.115 and 521.101, and CAAI policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for Boeing Model 767-300 series PAX to special freighter is as follows:

The type certification basis for Boeing Model 767-300 series airplanes as shown on TCDS AI NM for parts not changed or not affected by the change.

Based on the reference date of application, November 2, 2006, for parts changed or affected by the change the certification basis is based upon Part 25 as amended by Amendment 25-119. Based on 14 CFR 521.115 and 521.101, and FAA policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for this modification was determined to be:

a. Regulations at the latest amendment 25-0 through 25-119

§25.1, §25.21, §25.23, §25.25, §25.27, §25.29, §25.301, §25.303, §25.305(a)(b)(c), §25.307, §25.365 (except (e)(2)), §25.397, §25.399, §25.405, §25.415, §25.471, §25.489, §25.493, §25.495, §25.503, §25.507, §25.509, §25.511, §25.561, §25.562, §25.581, §25.601, §25.603, §25.605, §25.607, §25.609, §25.611, §25.613(a)(b)(c)(d), §25.619, §25.621, §25.623, §26.625, §25.671, §25.681, §25.683, §25.685, §25.689, §25.693, §25.773, §25.777(a)(b), §25.783, §25.785 (except (j)), §25.787(a)(b), §25.789, §25.791, §25.793, §25.801, §25.803, §25.807(except (g)(1)), §25.809, §25.810 (except (a)(1)), §25.811, §25.812, §25.813 (except (b)(1)), §25.815, §25.820, §25.843, §25.851, §25.853, §25.855, §25.856(a), §25.857, §25.858, §25.865, §25.869(a)(4), §25.903 (d), §25.1301, §25.1307, §25.1309, §25.1316, §25.1322, §25.1325, §25.1331, §25.1333, §25.1351(a), §25.1353, §25.1355, §25.1357(a)(b)(c), §25.1363, §25.1381, §25.1411(a)(b)(c)(d)(e)(f)(g), §25.1415(a)(b)(c)(d), §25.1431, §25.1438, §25.1441(c), §25.1443, §25.1445, §25.1447(except (c)(1)), §25.1449, §25.1453, §25.1455, §25.1457, §25.1459(b), §25.1519, §25.1529, §25.1541(a)(b), §25.1555, §25.1557(a)(c)(d), §25.1561, §25.1581, §25.1583, §25.1585, Appendix F, Appendix H.

b. Regulation at higher amendment

§25.1317(a) at amendment 25-122.

c. Regulations at an intermediate amendment

§25.365(e)(2) Amdt. 25-54, §25.571 Amdt. 25-54, §25.629 Amdt. 25-46, §25.831 Amdt. 25-87(except paragraph (g)), §25.841 Amdt. 25-38.

Limitations and Conditions (Continued):

d. Regulations at TCDS AI NM amendment level

§25.321, §25.331, §25.333, §25.341, §25.343, §25.345, §25.349, §25.351, §25.471, §25.473, §25.479, §25.481, §25.483, §25.485, §25.491, §25.499, §25.629, §25.1459.

Exemptions

See exemption issue paper CI-I dated December 9, 2009, for §25.857(e), and the passenger requirements of §25.785(j), §25.807(g)(1), §25.807(j)(1), §25.810(a)(1), §25.813(b) and §25.1447(c) (1)

Special Conditions

None.

Equivalent Level of Safety Findings

See equivalent level of safety ES1 dated December 9, 2009, for FAR 25.857(c)(1).

-- END --

Supplemental Type Certificate IMPORT

Number ST02040SE

This certificate, issued to

**Israel Aerospace Industries, LTD.
BedeK Aviation Group
LOD. 70100
Israel**

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.

Original Product—Type Certificate Number: A1NM
Make: Boeing
Model: 767-300 Series

Description of the Type Design Change: Conversion of a Boeing 767-300 passenger configuration airplane to a special freighter (SF) configuration in accordance with Israel Aerospace Industries, LTD. (IAI) Master Document List (MDL) TR-371-00-00-C0010 Revision New, dated December 8, 2009, or later Federal Aviation Administration (FAA) approved revisions. The freighter configuration is designated as 767-300 BDSF. The modification includes an electrically operated left side main deck cargo door with a control and warning panel, a redesigned floor beams and posts, floor panels replacement, cargo loading system provisions, a 9g barrier design, modification of passenger accommodations to a Class E cargo compartment with new linings and a main deck smoke detection system, a modification of the air conditioning distribution system to a freighter configuration, accommodations for three (3) supernumeraries in the flight deck, in addition to existing two crew and one observer positions making a total occupancy of six persons, control cable rerouting, design, and redesign of avionics and electrical system to accommodate freighter features.

Operating weight limits update as approved and is specified in the applicable Airplane Flight Manual (AFM) and Weight & Balance Control and Loading manual supplements.

Limitations and Conditions: Approval of this change in type design applies to the aircraft model listed above only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate and the following IAI FAA approved documents, or later FAA-approved revisions, must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet Page 3 of 6 Pages)

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

Date of application: September 25, 2006
Date of issuance: December 21, 2009

Date reissued:
Date amended: January 13, 2010; February 25, 2020



By direction of the Administrator

(Signature)

Manager, Seattle ACO Branch

(Title)

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). This certificate may be transferred in accordance with FAR 21.47.

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional 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 them.

TRANSFER ENDORSEMENT

Transfer the ownership of Supplemental Type Certificate Number _____

to *(Name of Transferee)*

(Address of Transferee)

(Number and Street)

(City, State, and ZIP Code)

from *(Name of Grantor) (Print or Type)*

(Address of Grantor)

(Number and Street)

(City, State, and ZIP Code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of Grantor *(In Ink)*:

Supplemental Type Certificate IMPORT

Number ST02040SE

Israel Aircraft Industries, LTD.

Issued: December 21, 2009

Amended: January 13, 2010; February 25, 2020

Limitations and Conditions continued:

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.

Document Number	DESCRIPTION	Revision for FAA STC*	Revision or FAA approval Date	Approval
371-00-00-C0010	Master Document List	New	December 8, 2009	CAAI approval accepted
371-00-00-C0011	A/C Effectivity list B767-300BDSF conversion	New	December 8, 2009	CAAI approval accepted
371-00-00-C0757	767-300BDSF Conversion Compliance Check List	E	December 8, 2009	CAAI approval accepted
371-00-00-C0489-EUA	Airplane Flight Manual Supplement for Boeing 767-300 Special Freighter	New	November 18, 2009	FAA
371-08-00-C0510-CDI1	Supplement to Weight & Balance Control & Loading Manual	A	December 2, 2009	CAAI approval accepted
368-00-00-94107	767-200SF/-300BDSF Section 9 on Airworthiness Limitations and CMRs of Supplementary Maintenance Planning Document (MPD)	R	December 15 2009	FAA

* or later Civil Aviation Authority Approved Revision.

Concurrent installation of STC Number ST02767CH dated October 15, 2009 or STC ST02279LA dated December 24, 2009 or STC ST02702LA dated June 3, 2019 for the Main Cargo Loading System Modification, is required for the installation of this STC.

The Instructions for Continued Airworthiness, IAI Document 371-00-00-C0004, Revision New, dated September 16, 2009, or later FAA-accepted revisions, must be incorporated into the operator's maintenance program.

This modification may not be installed after August 30, 2010, unless (1) previously approved electrical wiring interconnection system (EWIS) instructions for continued airworthiness (ICA) have been approved by the FAA Oversight Office (Refer to 14 CFR part 26 § 26.11).

(See Continuation Sheet Page 4 of 6 Pages)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number ST02040SE

Israel Aircraft Industries, LTD.

Issued: December 21, 2009

Amended: January 13, 2010; February 25, 2020

Limitations and Conditions continued:

This engineering approval of a changed type certificate limitation does not permit a change in operating rule applicability to the operator of the changed aircraft. An applicant for an operating rule applicability change must obtain any change in operating rule applicability through consultation with their responsible certificate management office (CMO).

STC Applicability

The design approval under this STC is applicable to the design configuration of Boeing Model 767-375, Serial Number 24086. Applicability to other Boeing Model 767-300 series airplanes is identified in the IAI document TR 371-00-00-C0011.

STC Compatibility

The design approved under this STC is compatible with the 767-300 type design and other STCs incorporated in Boeing Model 767-375 Serial Number 24086 at the time of approval. Compatibility of this design change with other previously approved designs or modifications on any Model 767-300 Series airplanes must be determined by the user and installer of the approved data.

Rights to Design Data and Installation of the Data

Possession of the STC document does not constitute rights to the design data or installation of the approved design data. The STC and its supporting data (drawings, instructions, specifications, etc.) are the property of the STC holder. It is incumbent upon the user to contact the STC holder to obtain rights for the use of the STC and the design data contained herein. 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.

Availability of Copies of STC

Anyone may request a copy of the STC in writing. An FAA response letter must accompany copies of the STC with the following statement referencing the STC number: "Possession of the Supplemental Type Certificate does not constitute rights to the installation of the modification or the design data contained therein. The STC and related information (drawings, data, specifications etc.) are the property of the STC holder. The Federal Aviation Administration will not release proprietary data without authorization from the holder. The user is required to obtain installation approval and/or data rights from the STC holder.

Certification Basis:

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 Boeing Model 767-300 series passenger to Freighter is as follows:

- a. The type certification basis for Boeing Model 767-300BDSF series airplanes is shown on TCDS A1NM for parts not changed or not affected by the change.

(See Continuation Sheet Page 5 of 6 Pages)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
IMPORT
Number ST02040SE

Israel Aircraft Industries, LTD.

Issued: December 21, 2009

Amended: January 13, 2010; February 25, 2020

Certification Basis continued:

- a. The certification basis for parts changed or affected by the change since the reference date of application, September 25, 2006, is based upon part 25 as amended by Amendment 25-119. 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 this modification of the 767-300 is as follows:

Regulations at the latest amendment 25-0 through 25-119

§§ 25.301-25.307, 25.365, 25.395 – 25.405, 25.415, 25.471, 25.489, 25.493 – 25.495, 25.503 – 25.511, 25.561 – 25.562, 25.581 – 25.625, 25.631, 25.671, 25.681 – 25.693, 25.773, 25.777, 25.783, 25.785*, 25.787 – 25.803, 25.807*, 25.809, 25.810*, 25.811 – 25.812, 25.813*, 25.843, 25.853, 25.855, 25.856, 25.857*, 25.858, 25.863, 25.865, 25.869**, 25.903, 25.981, 25.1301, 25.1307 – 25.1316, 25.1317(a), 25.1322, 25.1351, 25.1353***, 25.1355 – 25.1357, 25.1381, 25.1438, 25.1441 – 25.1445, 25.1447*, 25.1449, 25.1453 – 25.1459, 25.1529, 25.1541, 25.1555 – 25.1561, 25.1581 – 25.1585, Appendix F, Appendix H,

Regulation at amendment 25-122

§ 25.1317(a)

Regulations at an intermediate amendment

§ 25.571	Amendment 25-54
§ 25.831(except paragraph (g))	Amendment 25-87
§ 25.841	Amendment 25-38
§ 25.869** (data/voice recorder)	Amendment 25-72
§ 25.1353*** (data/voice recorder)	Amendment 25-42

Regulations at the amendment level in TCDS A1NM

§§ 25.321 – 25.333, 25.341 – 25.351, 25.473, 25.479 – 25.485, 25.491, 25.499, 25.629

* Exemption 9853 dated April 10, 2009 provides relief from the requirements of Sections 25.785(j); 25.807(g)(1) and (i)(1); 25.810(a)(1); 25.813(b)(1), (b)(2), and (b)(6); 25.857(e); and 25.1447(c)(1) to allow for the carriage of supernumeraries on the 767-300BDSF.

** § 25.869 is at latest amendment for changes related to ECS distribution system, main deck cargo compartment, supernumerary area, and wire re-routing, and at Amendment 25-72 for the data recorder relocation.

*** § 25.1353 is at latest amendment except for voice data recorder location, which is at Amendment 25-42.

(See Continuation Sheet Page 6 of 6 Pages)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate
IMPORT

Number ST02040SE

Israel Aircraft Industries, LTD.

Issued: December 21, 2009

Amended: January 13, 2010; February 25, 2020

Certification Basis continued:

Concurrent Change

The certification basis for the following change is the original certification basis for the Model 767-300 as shown on TCDS A1NM:

Replacement of the lower lobe cargo (Class C) smoke detectors. Same as the new detectors in the main deck (Class E)

Part 26 regulations

Based on § 21.101(g), applicable provisions of part 26 are included in the certification basis. For any future part 26 amendments, the holder of this STC must demonstrate compliance with the applicable sections.

- 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). This certificate may be transferred in accordance with FAR 21.47.



CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO **2011S03-14**
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Israel Aerospace Industries LTD
is granted to:) Bedek Aviation Group
 LOD 70100.
 Israel

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)
especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicable airworthiness requirements.)

Produto Original - Número do Certificado de Tipo: 8302 (ANAC).
(Original Product - Type Certificate No:)

Fabricante: The Boeing Company.
(Manufacturer:)

Modelo(s): 767-200 Series.
(Model(s):)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Conversion of a Boeing 767-200 passenger airplane configuration into a Special Freighter (SF) configuration in accordance with Israel Aerospace Industries (IAI) Master Document List (MDL) No. TR-368-00-00-94100, Rev. E, dated 14 July 2004, or later approved revisions. (See continuation sheet)

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento: 14 July 2010
(Application:)

Da emissão: 30 Mar. 2011
(Issue:)

Da reemissão:
(Reissue:)



HÉLIO TARQUÍNIO JÚNIOR
Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Products Certification)



DINO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)



Folha de Continuação ao
(Continuation Sheet to)

CERTIFICADO SUPLEMENTAR DE TIPO (Supplemental Type Certificate)

NÚMERO 2011S03-14
(Number)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO: (Description of Type Design Change:)

The freighter configuration is designated as 767-200SF. The 767-200SF design includes a main deck electrically operated left side cargo door with a control and warning panel design, Class E cargo compartment, accommodations for three (3) supernumeraries, a redesign of floor beams and posts, floor panels replacement, new 9g net design, new cargo loading system provisions, changes to passenger accommodations, control cable rerouted, a new smoke detection system design, a smoke barrier design, new lining design, and redesign of avionics and electrical system to accommodate freighter features.

This CST validates in Brazil the STC # SA138 issued by CAAI (Israel).

LIMITAÇÕES E CONDIÇÕES: (Limitations and Conditions:)

- I. The approval of this type design change should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in Type Design, will introduce no adverse effect upon the airworthiness of that aircraft.
- II. 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.
- III. Some IAI configurations convert airplanes which were previously modified by ABX Air CST's for Package Carrier configuration. To install the conversion from Package Carrier (PC) to IAI Special Freighter (SF), the installation of the ABX Air ANAC CST's # 2011S03-15, # 2011S03-16 and # 2011S03-17, which validates the FAA STC's # ST01669AT-D, # ST01670AT-D and # ST01671AT-D respectively, for the Package Carrier configuration is required. The following additional changes in the 767-200SF design are approved for installation on these airplanes:
 - A double supernumerary's seat, a PSU with lights, gaspers and oxygen masks and descent devices for emergency egress through the RH flight deck window are retained as installed and certified by the PC CST. The SF supernumerary's triple seat and PSU are not installed in the area behind the flight deck.
 - A galley and a closet installation in the area behind the flight deck are retained as installed and certified by the PC CST. The SF galley is not installed.
 - Service door 1R permanently deactivated and external opening mechanism of flight deck window 2L are retained as modified and certified by Package Carrier CST.



Folha de Continuação ao
(Continuation Sheet to)

CERTIFICADO SUPLEMENTAR DE TIPO

(Supplemental Type Certificate)

NÚMERO **2011S03-14**
(Number)

LIMITAÇÕES E CONDIÇÕES: (Limitations and Conditions:)

- A flushing system toilet with an external service panel is installed, replacing the SF vacuum system toilet.
- IV. Operation must be performed in accordance with the following documents:
- CAAI approved IAI Airplane Flight Manual Supplement (AFMS) Document No. 368-00-00-94621-(*), Rev. New, dated 29 June 2004, or later CAAI approved revision; and
 - Boeing 767-200 Special Freighter - Supplement to Weight & Balance Control and Loading Manual Document No. 368-08-00-94132, Rev. B, or later CAAI approved revision.
 - Boeing 767-200 Special Freighter - Supplement to Weight & Balance Control and Loading Manual Document No. P2S-08-00-94132-PC1(*), Rev. 1, or later CAAI approved revision for the PC to SF configuration.
- (*) Three-digit code for aircraft operator.
- V. The aircraft approved maintenance schedule shall be amended to include the maintenance actions called for:
- Instructions for Continued Airworthiness - B767-200SF Document No. TR-368-00-00-91405, Rev. New, dated Dec. 2003, or later CAAI approved revision; and
 - B767 Special Freighter - Maintenance Planning Document (MPD) Supplement to Boeing Document D622T001, Document No. 368-00-00-94107, Rev. R, dated 09 Oct. 2009, or later CAAI approved revision.
- VI. Applicability PAX to SF configuration: The design approval under this CST is applicable to the design configuration of Boeing Model 767-200, Serial Number 23147. Applicability to other Boeing Model 767-200 Series airplanes is identified in the IAI A/C Affectivity list 767-200 conversion from PAX to SF Document No. TR 368-00-00-91716, Rev. B, or later CAAI approved revision.
- VII. Applicability PC to SF configuration: The design approval under this CST is applicable to the design configuration of Boeing Model 767-200, Serial Number 23145. Applicability to other Boeing Model 767-200 Series airplanes is identified in the IAI A/C Affectivity list 767-200 conversion from PAX to SF Document No. TR 368-00-00-91716, Rev. BJ, or later CAAI approved revision



Folha de Continuação ao
(Continuation Sheet to)

CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO **2011S03-14**
(Number)

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

- VIII. Concurrent installation of CST # 2011S03-09, which validates in Brazil the FAA STC # ST01998CH, for the Cargo Handling System, is required for the installation of this STC.
- IX. The Certification Basis for parts changed or affected by this change, as specified on the CAAI STC # SA138 is applicable.
- X. An Exemption, "Supernumeraries", finding to 14 CFR Sections: 25.857(e), and the passenger requirements 25.810(a)(1), 25.813(b) and 25.1447(c)(1) are defined in the Issue Paper CI-1, Stage 4, dated 29 June 2004, issued by CAAI and accepted by ANAC.
- XI. For Brazilian registered aircraft the required Portuguese translated markings and placards, must be installed in accordance with IAI Service Bulletin No. 368-11-037, Placards Replacement for Brazilian Registration, Rev. 0, dated Dec. 2010 or later approved revision.
- XII. A copy of this Certificate and the Supplements referred on item IV above, as applicable, shall be maintained as part of the permanent records of the modified aircraft.

-----END-----

SUPPLEMENTAL TYPE CERTIFICATE

10079988

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ISRAEL AEROSPACE INDUSTRIES, LTD.

IAI

**BEN GURION INTERNATIONAL AIRPORT
7010000 BEN GURION
ISRAEL**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.IM.A.120

Type Certificate Holder: THE BOEING COMPANY

Type: 737

Model: 737-700

Original STC Number: CAAI SA299

Description of Design Change:

Conversion of a Boeing 737-700 PAX airplane configuration into a Special Freighter (SF)

This conversion to a special freighter configuration among other features includes a main deck Class E cargo compartment and associated smoke detection system; installation of a main deck cargo door with surrounding structure; structural reinforcements of main deck floor beams and frames, addition of three seat tracks, floor panels replacement and rework; installation of a new 9g rigid barrier; provisions for a cargo loading system; redesign of avionics and electrical system to accommodate freighter features and accommodations for two supernumeraries in a dedicated area behind the flight deck.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 23 August 2022



Nicolas DUPREZ

Project Certification Manager – STC Coordinator



EASA Certification Basis:

The Type and OSD Certification Bases for the original product as amended by the following additional or alternative airworthiness requirements:

- Special Condition(s): D-01 "Courier compartment" issue 2; D-02 "Class E cargo compartments fire protection of essential systems" issue 2; D-03 "Access to class E cargo compartment in flight" issue 2.
- The following paragraph(s) at a later amendment: CS25 requirements at amendment level 14: 25.301; 25.303; 25.305(a)(b)(c); 25.307; 25.321; 25.331; 25.333; 25.335; 25.337; 25.341; 25.343; 25.351; 25.367; 25.471; 25.479; 25.481; 25.483; 25.485; 25.487; 25.489; 25.491; 25.495; 25.499; 25.503; 25.507; 25.509; 25.511; 25.561; 25.571; 25.581; 25.601; 25.603; 25.605; 25.607; 25.609; 25.611; 25.613; 25.619; 25.623; 25.625; 25.629; 25.777; 25.783; 25.785(j); 25.787(c); 25.789; 25.791; 25.793; 25.795; 25.801(e); 25.813(b); 25.841(a)(3); 25.843(b)(4); 25.851; 25.853; 25.854(a); 25.855; 25.856; 25.857(e); 25.858; 25.869(a)(3); 25.899; 25.1301; 25.1309; 25.1321(e); 25.1323(b) and (c); 25.1325; 25.1351(a)(1); 25.1353(a)(c); 25.1355; 25.1357; 25.1381; 25.1403; 25.1411(a) to (g); 25.1415(a) to (d); 25.1423; 25.1431; 25.1438; 25.1439; 25.1441(c)(d); 25.1443; 25.1445; 25.1447 (except (c)(1)); 25.1449; 25.1453; 25.1455; 25.1541(a)(b); 25.1555; 25.1557(a)(c); 25.1561(a) to (e); 25.1581; 25.1585; 25.1703; 25.1705; 25.1707; 25.1709; 25.1711; 25.1713(c); 25.1715; 25.1717; 25.1719; 25.1721(a)(b); 25.1729; 25.1733
- CS25 requirements at amendment level 17: 25.1316; 25.1317
- CS25 requirements at amendment level 21: 25.1441(b)
- CS25 requirements at amendment level 23: 25.831.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

The following IAI's documents:

- 365-00-00-M4510 Master Document List MDL revision M
- 365-00-00-M4525 Airplane Flight Manual Supplement (EASA) revision New
- 365-00-00-M4515 Structural Repair Manual Supplement revision D
- 365-00-00-M4504 Maintenance Planning Document (MPD) Supplement to Boeing Document D626A001 revision U
- 365-00-00-M4504-AWL Supplement to D626A001-9-01 Airworthiness Limitations (AWL) Document revision T
- 365-00-00-M4504-AWLLNS Supplement to D626A001-9-02 Airworthiness Limitations Line Number Specific (AWLLNS) Document revision A
- 365-00-00-M4504-CMR Supplement to D626A001-9-03 Certification Maintenance Requirements (CMR) Document revision G, and
- 365-00-00-M4504-SCI/AWL Supplement to D626A001-9-04 Special Compliance Items (SCI) / Airworthiness Limitations (AWL) Document revision New
- 365-00-00-M4516 IAI B737-700BDSF Aircraft Maintenance Manual (AMM) Supplement Part 1 Rev 3 & Part 2 Rev 7

See Continuation Sheet(s)



Associated Technical Documentation (Continuation):

- 365-00-00-M4505 B737-800SF Instructions for Continued Airworthiness revision C
- 365-00-00-M1032 B737-700BDSF/-800BDSF EASA Master Minimum Equipment List (MMEL) Change Proposal revision C

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

B737-700 aircraft converted into this IAI's Special Freighter (SF) configuration STC are re-delivered without ETOPS airworthiness approval.

B737-700 aircraft converted into this IAI's Special Freighter (SF) configuration STC are re-delivered without Reduced Vertical Separation Minimum (RVSM) airworthiness approval, unless this RVSM capability is provided through the embodiment of a separate EASA approved modification.

The following STC's are to be installed previously or concurrently with this IAI's SF configuration:

- "Installation of main deck cargo loading system (CLS)" EASA STC 10063477, validation of FAA STC ST02656LA issued to ANCRA International LLC.
- "Installation of passenger window plugs" EASA STC 10070128, validation of FAA STC ST02605LA issued to ANCRA International LLC, or, alternatively, "Lightweight passenger windows plugs" EASA STC 10015384, validation of FAA STC ST01091SE issued to LiteAir Aviation Products

IAI's Service Bulletin 365-35-M011 revision 3 (or later revisions) defines the specific EASA type design definition for this STC approval validation concerning the supplemental oxygen mask part numbers for the two supernumeraries positions located in the dedicated area behind the flight deck.

See Continuation Sheet(s)



Limitations/Conditions (Continuation):

This EASA' STC airworthiness approval also constitutes an Alternate Method of Compliance (AMOC) with regards the following FAA Airworthiness Directives adopted by EASA (under the terms and conditions of FAA letters which are part of, and are referenced in, IAI document 365-00-00-M4506 737-700/800):

- 90-25-01 Aging Airplane Corrosion Prevention and Control Program,
- 2001-10-14 Oxygen – Chemical Oxygen Generators and Passenger Oxygen System Service Unit Assemblies – Inspection,
- 2001-15-01 Equipment / Furnishing – Escape Slide / Latch Assembly – Inspection / Modification,
- 2007-07-02 Passenger Service Units - Chemical Oxygen Generator Activation Mechanism - Modification
- 2008-06-27 Goodrich (Formerly BF Goodrich) – Evacuation System Shear-pin Restraint – Inspection/ Replacement,
- 2008-24-08 Equipment / Furnishing – Escape Slide / Latch Assembly - Inspection / Modification,
- 2009-01-02 Support brackets of the air conditioning outlet extrusions between Body Station 360 and BS 907 - Inspection / Modification
- 2009-12-06 Electrical Power – In-Flight Entertainment (IFE) System Control & Wiring – Modification,
- 2010-26-06 Fuselage – Fuselage Skin – Inspections / Repair,
- 2013-02-07 Equipment & Furnishings - Center Overhead Stowage (COS) Boxes - Modification / Installation
- 2013-08-16 Fuselage – Fuselage Skin – Inspections / Repair,
- 2013-19-23 Principal Structural Elements (PSEs) – Inspection / Revision of Maintenance Program,
- 2015-02-26: Fuselage - Seat Track Link Assembly - Modification / Repair / Replacement
- 2016-04-06 Air Distribution System – Equipment Cooling System and Low Pressure Environmental Control System – Testing,
- 2016-20-14 Fuselage – Window Corner Surround Structure – Inspection,
- 2016-22-13 Fuselage – Fasteners of Stringer Splices – Inspection,
- 2017-19-26 Fuselage – Skin Chemically-milled Steps – Inspection / Repair,
- 2021-26-17 Equipment/Furnishings – Passenger Service Units – Inspection/Modification

Prior to installation of this change/repair it must be determined that the interrelationship between this change/repair and any other previously installed change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -





תעודת סוג לכלי טיס TYPE CERTIFICATE

No. **A7IL** מס

This Certificate issued to -

תעודה זו שניתנה ל -

**Gulfstream Aerospace LP
P.O. Box 1036
Airport City
7019900, Israel**

certifies that the Type Design for the following product with the operating limitations and conditions therefore as specified in the Air Navigation Regulations) Certification Procedures for Aircraft and Aeronautical Products) 1977, and the Type Certificate Data Sheet, meets the airworthiness requirements of

מאשרת שתכן הסוג למוצר דלהלן במגבלות ובתנאים המבצעיים בהתאם לתקנות הטיס (נהלי תיעוד כלי טיס וחלקיהם) תשל"ז - 1977, וגיליון הנתונים של תעודת הסוג, ממלא אחר דרישות כושר אוירי של

CFR TITLE 14 PART 25

MODEL: GULFSTREAM G280 דגם :

This Certificate and the Type Certificate Data Sheet which is a part thereof shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Director General of the Civil Aviation Authority.

תעודה זו וגיליון הנתונים של תעודת הסוג המהווה חלק בלתי נפרד ממנה, תהיה בתוקף עד ביטולה, התליתתה, השעיתה, או עד פקיעת תוקפה כפי שנקבע בה על ידי מנהל רשות התעופה האזרחית.

Date of application:	March 30, 2006	א' ניסן תשס"ו	תאריך הגשת הבקשה:
Date of issuance:	August 30, 2012	י"ב אלול תשע"ב	תאריך הוצאת התעודה:
Date of revision (1):	July 28, 2014	א' אב תשע"ד	תאריך שינוי התעודה:

By the direction of Director General
Civil Aviation Authority.

בהתאם להוראות
מנהל רשות התעופה האזרחית.

Signature : **Tamir Bar-Am**

חתימה:

Title: **Engineering Branch Manager**



תואר: **מנהל מחלקת הנדסה**



Certification of Air Vehicles

