This data sheet which is a part of Type Certificate No. A53NM prescribes conditions and limitations under which the aircraft for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder, Gulfstream Aerospace LP  
C/o Israel Aircraft Industries, LTD., Department 4199  
Ben Gurion International Airport  
70100, Israel

Type Certificate Holder Record, Israel Aircraft Industries, LTD. transferred ownership of Type Certificate A53NM to Gulfstream Aerospace LP on March 26, 2002

I. Model GALAXY (Transport Category), Approved December 16, 1998.

Manufacturer's Serial Numbers: S/N 004 through 056. For S/N 003 See NOTE 5.

II. Model GULFSTREAM 200 (Transport Category), Approved January 16, 2002.

The Model GULFSTREAM 200 is identical to the IAI Model GALAXY except for the model designation. The only difference is the model designation (name) used on the data plate and associated manuals.

Manufacturer's Serial Numbers: S/N 057 and Subsequent.

DATA PERTINENT TO ALL MODELS

Engines: 2 Pratt & Whitney Canada PW306A (Turbofan) Engines per FAA Type Certificate Data Sheet E35NE.

Fuel: Conforming to Pratt & Whitney Company Specifications CPW 204 as per LIMITATIONS SECTION of the approved Airplane Flight Manual.

Oil: Conforming to Pratt & Whitney Company Specification PWA 521.

Fuel Control Computer: Two Hamilton Standard fuel computers
**Engine Limits:**  
Static thrust at sea level, LBS  
- Maximum continuous: 6,040  
- Take-off (with and without APR): 6,040

Maximum continuous permissible engine operating speeds for the engine rotors, % RPM (RPM)  
- Low Pressure Rotor (N1): 105% (11138)  
- High Pressure Rotor (N2): 105% (28277)

Maximum Interstage Turbine Temperature (ITT), ºC  
- Maximum Continuous: 920  
- Take-Off: 920  
- During Starting: 950

Oil Temperature, ºC  
- Maximum Continuous: 16 to 135  
- Take-off: 16 to 135  
- During starting (minimum): -40

Oil Pressure, PSIG  
- Maximum Continuous: 36 to 107  
- Take-off: 36 to 107  
- During starting (maximum): 217

**Airspeed Limits:**  
*(Normal Operating Weight)*  
Vmo/Mmo (Maximum Operating Speed)  
Normal Operation autopilot engaged or Mach trim operative:  
- Vmo Sea Level to 15,000 ft: 310 KIAS  
- Vmo between 15,000 & 24,500 ft: 360 KIAS  
- Mmo Above 24,500 ft: 0.85 M

With Autopilot disengaged AND Mach trim inoperative:  
- Vmo Sea Level to 15,000 ft: 310 KIAS  
- Vmo above 15,000 ft: 360 KIAS  
- Mmo above 22,100 ft: 0.81 M

Va (Maneuvering)  
- Below 20,000 ft: 254 KIAS  
- Between 20,000 ft & 40,000 ft: 260 KIAS  
- Above 40,000 ft: 0.85 M

*(Increased Operating Weight)*  
MOD 7166 and MOD 10082  
Normal Operation autopilot engaged or Mach trim operative:  
- Vmo Sea Level to 10,000 ft: 310 KIAS  
- Vmo 10,000 to 20,000 ft (linear variation): 310-330 KIAS  
- Vmo/Mmo Above 20,000 ft: 360 KIAS/0.85 M

With Autopilot disengaged AND Mach trim inoperative:  
- Vmo Sea Level to 10,000 ft: 310 KIAS  
- Vmo 10,000 to 20,000 ft (linear variation): 310-330 KIAS  
- Vmo/Mmo above 20,000 ft: 360 KIAS/0.81 M

Va (Maneuvering)  
- Below 10,000 ft: 275 KIAS  
- 10,000 ft to 30,000 ft (linear variation): 275-300 KIAS  
- Above 30,000 ft: 300 KIAS/0.85 M
Aircraft Performance:

(Normal and Increased Operating Weight MOD 7166)
- \(V_{fe} \) Kruger / Slats: 250 KIAS
- \(V_{fe} \) (Flaps 12°): 250 KIAS
- \(V_{fe} \) (Flaps 20°): 225 KIAS
- \(V_{fe} \) (Flaps 40°): 195 KIAS
- \(V_{sb} \) (Airbrakes Operation): Vmo/Mmo
- \(V_{le} \) and \(V_{lo} \) (L/G Extension & Operating Speed): 195 KIAS
- \(V_{mca} \) (Flaps 0°): 122 KIAS
- \(V_{mca} \) (Flaps 12° and 20°): 118 KIAS
- \(V_{mcg} \) (Flaps 0°, 12° and 20°): 108 KIAS
- Tire Limit Ground Speed: (MPH) 182 KTS (210)

C.G. Range:
(Normal Operating Weight)

<table>
<thead>
<tr>
<th>Gross Weight</th>
<th>Forward Limit (MAC)</th>
<th>Aft limit (MAC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16950 LBS</td>
<td>35.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>20000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>32000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>35000 LBS</td>
<td>24.00%</td>
<td>40.00%</td>
</tr>
</tbody>
</table>

Linear variation between points
Gear extension and retraction moment is negligible

(Increased Operating Weight MOD 7166)

<table>
<thead>
<tr>
<th>Gross Weight</th>
<th>Forward Limit (MAC)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>16950 LBS</td>
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<td>40.00%</td>
</tr>
<tr>
<td>20000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>32000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>35600 LBS</td>
<td>24.40%</td>
<td>40.00%</td>
</tr>
</tbody>
</table>

(Increased Operating Weight MOD 10082)

<table>
<thead>
<tr>
<th>Gross Weight</th>
<th>Forward Limit (MAC)</th>
<th>Aft limit (MAC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16950 LBS</td>
<td>35.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>20000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>32000 LBS</td>
<td>22.00%</td>
<td>40.00%</td>
</tr>
<tr>
<td>35800 LBS</td>
<td>24.53%</td>
<td>40.00%</td>
</tr>
</tbody>
</table>

Linear variation between points
Gear extension and retraction moment is negligible

Datum:
Fuselage Station 0, is located 221.77 inches (5.633 meters) forward of AFT frame of main entrance.

Mean Aerodynamic Chord (MAC):
96.34 inches (2.447 meters) with leading edge at Fuselage Station 10100.

Leveling Means:
- Longitudinally: Place level on either seat rail at fuselage station 8302 parallel to aircraft centerline.
- Laterally: Place level on seat rails at fuselage station 8302 at 90° to aircraft centerline.
Maximum Weight:

(Normal Operating Weight)

- Ramp Gross Weight          35000  LBS
- Max Take-off Weight        34850  LBS
- Max Landing Weight         28000  LBS
- Max Zero Fuel Weight       24000  LBS

(Increased Operating Weight MOD 7166)

- Ramp Gross Weight          35600  LBS
- Max Take-off Weight        35450  LBS
- Max Landing Weight         30000  LBS
- Max Zero Fuel Weight       24000  LBS

(Increased Operating Weight MOD 10082)

- Ramp Gross Weight          35800  LBS
- Max Take-off Weight        35650  LBS
- Max Landing Weight         30000  LBS
- Max Zero Fuel Weight       24000  LBS

Minimum Crew: Two (Pilot and Copilot)

Maximum Passengers: 19 (See Note 4)

Maximum Baggage: Floor load 126 Lb/ft²

Fuel Capacity:

Total Usable Fuel All Tanks (LBS): 15010
Density: 6.7 LBS/U.S. Gallon

<table>
<thead>
<tr>
<th></th>
<th>LH WING TANK</th>
<th>LH FEED TANK</th>
<th>CENTER TANK</th>
<th>FUSELAGE TANK</th>
<th>FWD TANK</th>
<th>RH FEED TANK</th>
<th>RH WING TANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank Capacity (LBS)</td>
<td>2362</td>
<td>180</td>
<td>2711</td>
<td>5515</td>
<td>1792</td>
<td>180</td>
<td>2362</td>
</tr>
<tr>
<td>Tank Usable Fuel (LBS)</td>
<td>2355</td>
<td>165</td>
<td>2666</td>
<td>5515</td>
<td>1789</td>
<td>165</td>
<td>2355</td>
</tr>
<tr>
<td>Arm, inches (Meters)</td>
<td>427.95 (10.87)</td>
<td>436.61 (11.09)</td>
<td>398.03 (10.11)</td>
<td>501.57 (12.74)</td>
<td>327.95 (8.33)</td>
<td>436.61 (11.09)</td>
<td>427.95 (10.87)</td>
</tr>
<tr>
<td>Unusable Fuel (LBS)</td>
<td>7.1</td>
<td>15.0</td>
<td>45.0</td>
<td>0.0</td>
<td>3.0</td>
<td>15.0</td>
<td>7.1</td>
</tr>
<tr>
<td>Arm, inches (Meters)</td>
<td>413.39 (10.50)</td>
<td>436.61 (11.09)</td>
<td>404.72 (10.28)</td>
<td>501.57 (12.74)</td>
<td>337.40 (8.57)</td>
<td>436.61 (11.09)</td>
<td>411.02 (10.44)</td>
</tr>
</tbody>
</table>

See Note 1 for data on Fuel System.

Oil Capacity:

*TOTAL (LBS)      *USABLE (LBS)     ARM (Meters)
34.6              21.7            581.89 inches (14.78)

*For Both Engines Combined
Density: 8.2 LBS/U.S. Gallon
See Note 1 for data on Oil System

Maximum Operating Altitude: 45,000 ft.
Other Operating Limitations.

Aircraft shall be operated according to operating limitations and procedures specified in CAAI approved Airplane Flight Manual marked Galaxy-1001-1 or G200-1001-1 for GULFSTREAM Model GALAXY airplanes, or marked G200-1001-1 for GULFSTREAM 200 airplanes.

Control Surface Movements.

<table>
<thead>
<tr>
<th>Surface</th>
<th>Travel (at trailing edge)</th>
<th>Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>15° ± 0.25°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>15° ± 0.25°</td>
</tr>
<tr>
<td>Aileron Trim</td>
<td>Up</td>
<td>5° +0°,-1°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>5° +0°,-1°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Left</td>
<td>20° ± 0.25°</td>
</tr>
<tr>
<td></td>
<td>Right</td>
<td>20° ± 0.25°</td>
</tr>
<tr>
<td>Rudder Trim Tab</td>
<td>Left</td>
<td>10° +1.5°-0.75°</td>
</tr>
<tr>
<td></td>
<td>Right</td>
<td>10° +1.5°-0.75°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>27.5° ± 0.25°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>20° ± 0.25°</td>
</tr>
<tr>
<td>Stabilizer Trim (Leading Edge)</td>
<td>Up</td>
<td>2.5° ± 0.33°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>9.5° ± 0.33°</td>
</tr>
<tr>
<td>Airbrakes</td>
<td>Up</td>
<td>45° ± 1°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>25° ± 1°</td>
</tr>
<tr>
<td>Slats</td>
<td>Down</td>
<td>25° ± 1°</td>
</tr>
<tr>
<td>Flaps</td>
<td>Max Down</td>
<td>40° +1°,-1.5°</td>
</tr>
<tr>
<td>Kruger Flaps</td>
<td>Down</td>
<td>110° ± 3°</td>
</tr>
</tbody>
</table>

Import Requirements.

A U.S. Airworthiness Certificate may be issued on the basis of an Israeli Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Administration of Israel (CAAI) containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. A53NM, and to be in condition for safe operation".

Certification Basis:

- 14 CFR Part 25, effective February 1, 1965, including Amendments 25-1 through 25-82.

- 14 CFR Part 36, effective December 1, 1969, including Amendments 36-1 through 36-21.

- 14 CFR Part 34, effective September 10, 1990, including Amendment 34-1 through 34-2.

- FAA Special Conditions:
  No. 25-ANM-106 for High Altitude Operations
  No. 25-ANM-112 for High Intensity Radiated Fields (HIRF)

- FAA equivalent safety findings:
  * Section 25.1203(a) for Turbine Engine Tailpipe Fire Detection
  * Section 25.1305 and 25.1501(b) for Auxiliary Power Unit (APU) Instrumentation and Monitoring Requirements
  * Section 25.901, 25.1305, 25.1309, 25.1321, and 25.1549 for Digital Only Display of Turbine Engine high/intermediate Pressure Rotor Speed (N2)
  * All Part 25 sections, except structural, dealing with stall speeds/related factors for use of 1-g Stall Speed instead of Minimum Speed in Stall
  * Section 25.933(a)(1)(ii) for Flight Critical Thrust Reverser

- Compliance with the following optional requirements has been established:

  Section 25.801 for ditching
  Section 25.1419 for icing
Production Basis:

None

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulation (see certification basis) must be installed in the aircraft for certification. Refer to Master Equipment List Report No. 4AS034/980439.

Service Information:

Service bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is Civil Aviation Administration of Israel (CAAI) approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

NOTES:

NOTE 1:  
(a) Current weight and balance report including list of equipment included in certificated empty weight and loading instructions must be provided for each aircraft at the time of original certification.

(b) The airplane must be loaded so that the C.G. is within the specified limits at all times.

(c) The weight of fuel and oil systems fluid as defined below must be included in the empty weight of the airplane.

<table>
<thead>
<tr>
<th>FUEL SYSTEM</th>
<th>LBS</th>
<th>ARM (Meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- drainable from tanks drain and lines</td>
<td>70.8</td>
<td>414.96 inches (10.54)</td>
</tr>
<tr>
<td>- undrainable (trapped in tanks and lines)</td>
<td>21.4</td>
<td>409.45 inches (10.40)</td>
</tr>
<tr>
<td>OIL SYSTEM</td>
<td>LBS</td>
<td>ARM (Meters)</td>
</tr>
<tr>
<td>- Unusable Drainable (systems) - Total</td>
<td>12.0</td>
<td>581.89 inches (14.78)</td>
</tr>
</tbody>
</table>

NOTE 2: All required placards listed in the Limitations Section of the Airplane Flight Manual must be installed in the appropriate locations in the airplane.

NOTE 3: Information essential to the proper servicing and maintenance of the aircraft is contained in the Maintenance Manual Section of the Instructions for Continued Airworthiness Manual marked Galaxy-1001-6 or G200-1001-6 for GULFSTREAM Model Galaxy airplanes, and marked G200-1001-6 for Gulfstream 200 airplanes. Mandatory replacement times, structural inspection intervals and related structural inspection procedures, and Certification Maintenance Requirements are presented in the approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness Manual marked Galaxy-1001-9 or G200-1001-9 for GULFSTREAM Model Galaxy airplanes, and marked G200-1001-9 for Gulfstream 200 airplanes.

NOTE 4: This Aircraft Type Certificate defines a configuration which does not include exterior painting of the aircraft and its cabin interior furnishing and passenger provisions. The Aircraft is eligible for carriage of up to 19 passengers provided approved seating arrangement and related required passenger provisions are incorporated in accordance with the Basis of Certification.

NOTE 5: Airplane S/N 003 eligibility pending demonstration of conformity with the approved Type Design.

NOTE 6: DELETED.

NOTE 7: Modification MOD7231 introduces the “GULFSTREAM 200” Model designation and makes the requisite changes to identification plates and manuals. The “GULFSTREAM 200” is only a name change from former “GALAXY”.

NOTE 8: Israel Aircraft Industries LTD. (IAI) located at Ben Gurion International Airport 70100, Israel, is licensed by Gulfstream Aerospace LP to manufacture and obtain Airworthiness Certificates for the Model aircraft listed in this Type Certificate Data Sheet for serial number 063 and subsequent.

- END -