

Supplemental Type Certificate

Number **ST01961SE**

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 therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product Type Certificate Number: **A16WE**
Make: **Boeing**
Model: **737-400 Series**

Description of Type Design Change: Conversion of a Boeing 737-400 passenger configuration airplane to a special freighter configuration in accordance with Israel Aerospace Industries, LTD. (IAI) Master Document List (MDL) TR-365-00-00-B4200 Revision A, dated February 19, 2009, or later Federal Aviation Administration (FAA) approved revisions. The modification includes incorporation of a main deck side cargo door and door surround structure; reinforced main deck floor and fuselage frames; new structure to support the cargo loading system; a 9g rigid cargo barrier; reconfigured air conditioning, air distribution, equipment cooling, and cabin pressurization to freighter configurations; added main deck smoke detection system and Class E cargo compartment depressurization capability; and accommodations for two supernumeraries in a dedicated area behind the flight deck.

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 Israel Aerospace Industries, LTD. MDL TR-365-00-00-B4200 Revision A, dated February 19, 2009, or later FAA-approved revisions, must be maintained as part of the permanent records for the modified aircraft.

(Limitations and Conditions continued on Page 3 of 5)

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.

Date of application: **June 12, 2006**

Date issued:

Date of issuance: **February 24, 2009**

Date amended:



By direction of the Administrator

Jeffrey E. Dorman
(Signature)

Manager, Seattle Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Date of Issuance: **February 24, 2009**

Limitations and Conditions (continued):

Concurrent installation of STC Number ST00680DE, dated February 25, 2009, for the installation of a cargo loading system, is required for the installation of this STC.

The Instructions for Continued Airworthiness, IAI Document 365-00-00-B4007, Revision B, dated November 25, 2008, or later FAA-accepted revisions, must be incorporated into the operator's maintenance program.

Airplane Flight Manual Supplement, IAI Document 365-00-00-B04014-FAA, Revision New, dated January 30, 2009, or a later FAA-approved revision, is applicable to airplanes modified in accordance with this STC.

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).

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).

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 737-400 series passenger to Freighter is as follows:

- a. The type certification basis for Boeing Model 737 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, June 12, 2006, is based upon part 25 as amended by Amendment 25-119, and Amendment 25-122 for § 25.1317. 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 is as follows:

Note that the following only identifies regulations that are relevant to the changes being incorporated. Regulations that are not affected in any manner by the change remain at the TCDS amendment level and are not listed below:

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

§§ 25.301, 25.303, 25.305(a),(b) and (c), 25.307, 25.367, 25.489, 25.495, 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, 25.619, 25.621, 25.623, 25.625, 25.777, 25.783, 25.785*, 25.787, 25.789, 25.791, 25.793, 25.801, 25.807, 25.813*, 25.843, 25.853, 25.855, 25.856, 25.857*, 25.858, 25.863, 25.869**, 25.903, 25.981, 25.1301, 25.1307, 25.1309, 25.1316, 25.1322,

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Certification Basis(continued):

25.1351, 25.1353***, 25.1355, 25.1357, 25.1381, 25.1438, 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, 25.1585, Appendixes F and H.

Regulations at amendment 25-122

§ 25.1317(a)

Regulations at an intermediate amendment

25.473	Amendment 25-23
25.479	Amendment 25-23
25.499	Amendment 25-23
25.571	Amendment 25-54
25.831(a)(b)(c)(d)(e)(f)	Amendment 25-87
25.831 (g)	Amendment 25-41
25.869** (data/voice recorder)	Amendment 25-72
25.1353*** (data/voice recorder)	Amendment 25-42
25.1435 (cargo door)	Amendment 25-72
25.1435 (cargo door hydraulic supply)	Amendment 25-23
25.1459 (data/voice recorder)	Amendment 25-31

* Exemption 9792, dated November 26, 2008, provides relief from the requirements of §§ 25.785(j); 25.813(b); 25.857(e); and 25.1447(c)(1) to allow for the carriage of supernumeraries on the 737-400SF.

** § 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.

Regulations at the amendment level in TCDS A16WE

25.305(d), 25.321, 25.331, 25.333, 25.337, 25.341, 25.343, 25.351, 25.365, 25.471, 25.481, 25.483, 25.485, 25.491, 25.493, 25.629, 25.729

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: 26.11, 26.47

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Certification Basis (continued):

Special Conditions: Special conditions that are part of the certification basis for the 737-400 Series apply to the airplane operating in the 737-400 SF configuration, unless otherwise noted.

Exemptions: Exemption 9792, dated November 26, 2008, allow two non-crewmembers (supernumeraries) to occupy the area aft of the flight deck, FWD of the 9g barrier, in addition to the two crew and two non crew persons that occupy the flight deck, and allows supernumeraries to enter the class E compartment in flight with relief from FAR 25.785(j); 25.813(b); 25.857(e); and 25.1447(c)(1).

Equivalent Safety Findings: An equivalent safety finding was made with relation to FAR 25.855(i).

TCDS Notes: All Notes in TCDS A16WE that apply to the 737-400 Series also apply to an airplane operated in the 737-400 SF configuration.

Optional Requirements: All optional requirements in TCDS A16WE that apply to the 737-400 Series also apply to an airplane operated in the 737-400SF configuration.

Compliance to Part 121.313 (j)(2) must be shown prior to operation under Part 121. This FAA Regulation states that after October 1, 2003, for transport category, all-cargo airplanes that had a door installed between the pilot compartment and any other occupied compartment on or after January 15, 2002, each such door must meet the requirements of Sec. 25.795(a)(1) and (2) in effect on January 15, 2002; or the operator must implement a security program approved by the Transportation Security Administration for the operation of all airplanes in that operator's fleet.

All other changes resulting from the Passenger to Freighter Product Level Change are either Secondary or Not Affected in accordance with § 21.101 and AC 21.101-1.

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.

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