

Department of Transportation Federal Aviation Administration

# Supplemental Type Certificate

*Number* ST01566LA

*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:* The Boeing Company  
*Model:* 737-300 Series

*Description of the Type Design Change:* Installation of a passenger to freighter configuration, a freighter with a rigid barrier configuration, and quick change configuration in accordance with FAA approved Israel Aerospace Industries (IAI) Master Document Lists as follows (revision levels as stated or later FAA-approved revisions):

TR-365-00-00-92100, Revision U, dated August 23, 2004 - Freighter with a Rigid Barrier installed\*

*Limitations and Conditions:* 1. The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft.

(Limitations and Conditions continued on page 3 through 7)

*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:* March 15, 2001  
*Date of issuance:* December 30, 2003

*Date reissued:* March 16, 2004  
*Date amended:* November 3, 2004; March 8, 2005; May 27, 2005, March 14, 2007

*By direction of the Administrator*



\_\_\_\_\_  
(Signature)  
\_\_\_\_\_  
Manager, Seattle Aircraft Certification Office  
(Title)

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This certificate may be transferred in accordance with FAR 21.47.

UnitedStatesofAmerica  
DepartmentofTransportation\_FederalAviationAdministration  
**Supplemental Type Certificate**  
**(Continuation Sheet)**

*Number* **ST01566LA**

*Issued to:* Israel Aerospace Industries LTD.

*Date of Issuance* December 30, 2003

*Date Amended:* November 3, 2004; March 8, 2005; May 27, 2005, March 14, 2007

*Limitations and Conditions: (cont'd)*

2. Compatibility of this design change with previously approved modifications must be determined by the installer.
3. 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.
4. The following FAA approved documents are required as part of the permanent records for each modified aircraft.
  - a. FAA Approved Airplane Flight Manual Supplement IAI 365-00-00-93769-FAA, dated December 30, 2003, or later FAA approved revision is required as part of the Special Freighter with a cargo net and Special Freighter with rigid barrier installation.
  - b. FAA Approved Airplane Flight Manual Supplement, IAI 365-00-00-99598, dated January 12, 2005, or later FAA approved revision is required as part of the 737-300 Quick Change STC installation.
  - c. A copy of this certificate and IAI Master Document List TR-365-00-00-92100
5. Equipment Functional Check Intervals as defined on pages 6.0-7, 6.0-9, and 6.0-13; and the maintenance tasks defined in Section 9 of FAA approved IAI Report 365-53-00-92484, for the Special Freighter, Revision D, dated December, 2003 "Maintenance Planning Document Input (SSID)", or any later revision, shall not be extended. For the 737-300 Quick Change, revision E is approved. For the Rigid Barrier STC, the FAA approves Revision G of the IAI Report 365-53-00-92484. The functional check intervals on the pages listed above are defined in intervals of "A" or "C" checks. An "A" check interval is 250 flight hours. A "C" check interval is 4000 flight hours or 4000 flight cycles, whichever occurs first. Revisions to maintenance tasks defined in Section 9, "Airworthiness Limitations and Certification Maintenance Requirements" of the 737-300 Supplementary Maintenance Planning Document report must be submitted to the Seattle Aircraft Certification Office for approval. Later revisions to IAI Report 365-53-00-92484 may be used only if approved by the FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office.
6. No items or equipment may be carried or installed in the cargo barrier net expansion zone; applicable to the freighter with the cargo net configuration.
7. No aircraft modified by this STC can be operated under 14 CFR part 121 unless the lower cargo compartments have been approved as class C or class E as defined by 14 CFR part 25.857.

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*Limitations and Conditions:* (cont'd)

8. This modification has been evaluated in accordance with AC 120-42A, Paragraph (8). This installation has no adverse effect on the previously approved ETOPS capability of the type certificated aircraft. This finding does not constitute approval to conduct extended range operations.
9. This STC does not approve any fire extinguisher forward of the cargo net. Only the installation provision is approved for the freighter with the cargo net configuration.
10. No aircraft modified by this STC in the Quick Change configuration can be operated under 14 CFR part 121 unless compliance to §121.312 has been shown for the interior components that have been installed as part of this modification. Flammability tests for smoke and OSU in accordance with §25.853(d) were not conducted for components added as part of the STC for the aircraft in the Quick Change configuration.
11. Ancra cargo loading STC and seat pallet system STC, ST01536LA must be installed for aircraft in the Quick Change configuration.

**Certification Basis:**

Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes set forth in FAA Order 8110.CPR, the certification basis for the Boeing Model 737-300 series passenger to freighter is as follows:

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.

Based on the reference date of application, March 15, 2001, for parts **changed or affected** by the change the certification basis is based upon Part 25 as amended by Amendment 25-101. Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes set forth in FAA Order 8110.48, the certification basis for this modification was determined to be:

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*Limitations and Conditions:* (cont'd)

**Certification Basis: (continued)**

**Special Freighter-with Cargo Net Configuration – Certification Basis**

Regulations at the latest amendment 25-0 through 25-101

25.1 - 25.31, 25.301 - 25.307, 25.561 - 25.563, 25.581, 25.601 - 25.625, 25.671 - 25.689, 25.729, 25.777, 25.783 - 25.793, 25.801 - 25.812, 25.843, 25.851 - 25.869, 25.871, 25.903, 25.1301, 25.1309, 25.1322 - 25.1326, 25.1351 - 25.1363, 25.1411 - 25.1423, 5.1431 - 25.1461, 25.1501, 25.1519 - 25.1533, 25.1541 - 25.1563, 25.1581 - 25.1585, Appendix F

Regulations at an intermediate amendment

25.574 at 25-54; 25.629 at 25-46; Appendix H at 25-54

Regulations at the TCDS amendment level

25.25, 25.321 - 25.373, 25.471 - 25.519, 25.731 - 25.735, 25.831, Appendix G

**Special Freighter with Rigid Barrier – Certification Basis**

Regulations at the latest amendment 25-0 through 25-101

25.1 - 25.31, 25.301 - 25.307, 25.561 - 25.563, 25.581, 25.601 - 25.625, 25.671 - 25.689, 25.729, 25.777, 25.783 - 25.793, 25.801 - 25.812, 25.813(b)(3), 25.843, 25.851 - 25.869, 25.871, 25.903, 25.1301, 25.1309, 25.1322 - 25.1326, 25.1351 - 25.1363, 25.1411 - 25.1423, 5.1431 - 25.1461, 25.1501, 25.1519 - 25.1533, 25.1541 - 25.1563, 25.1581 - 25.1585, Appendix F

Regulations at intermediate amendment level

Attendant seat 25.785(b)(c)(i) at 25-20; Oxygen bottle, mask, and fire extinguisher 25.785(e) at 25-20; Door 1L marking 25.811(f) at 25-32; Door 1L lighting and marking 25.812 at 25-46; AFM Supplement 25.1581 at 25-87

**Special Freighter with Rigid Barrier – Certification Basis (continued)**

Regulations at the TCDS amendment level

Attendant seat 25.785(a); Door 1L 25.807(a)(b)(c)(d); Door 1L slide 25.809; Door 1L slide 25.811(a)(b)(c)(e); Attendant life vests 25.841, 25.1411; Attendant life vests 25.1415

**737-300 Quick Change – Certification Basis**

Regulations at the latest amendment level 25-0 through 25-112

General 25.21-.29, 25.1501-1533, 25.1581-1583, Appendix H; Main Deck Cargo Door (MDCD)(structure) 25.301, 25.305(a)(b)(c), 25.495, 25.511, 25.561, 25.563, 25.601, 25.603, 25.605(a), 25.609, 25.611, 25.619, 25.621, 25.623, 25.625, 25.843(b)(4); MDCD (hydraulic actuating system, control and mechanism) 25.783(b)(e)(f)(d), 25.981(a)(b), 25.1301, 25.1309, 25.1316, 25.1322, 25.1351(a), 25.1353(a)(b), 25.1355, 25.1357(a), 25.1557(a), 25.1435(b)(3); MDCD (surround Structure) 25.607, 25.609, 25.611, 25.619, 25.621, 25.623, 25.625, 25.801(a), 25.903(d); Main deck floor and cargo loading system interface 25.301, 25.305(a)(b)(c), 25.561, 25.601, 25.603, 25.605(a), 25.607, 25.609, 25.611, 25.619, 25.621,

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*Limitations and Conditions:* (cont'd)

**Certification Basis (continued)**

25.623, 25.625; Cargo Net 25.301, 25.305, 25.561, 25.605, 25.607, 25.609, 25.611, 25.619, 25.621, 25.623, 25.625; Class E Main Deck Smoke Detection Depressurization, Passenger to Freighter master switch, Liners 25.855, 25.857(e), 25.858, 25.981(a)(b), 25.1301, 25.1309, 25.1316, 25.1322, 25.1351(a), 25.1353(a)(b), 25.1355, 25.1357, 25.1381, 25.1555(a), 25.1557(a), Appendix F; Emergency Evacuation 25.803, 25.807, 25.809(a)-(g), 25.810, 25.1557(c)(d); Safety Equipment (2 life rafts stowage in flight deck) 25.787(a)(b), 25.789, 25.1411, 25.1415, 25.1561; Secondary Nose Landing Gear Indication 25.981(a)(b), 25.1301, 25.1309, 25.1316, 25.1322, 25.1351(e), 25.1353(a)(b), 25.1357; ECS Duct 25.855; relocation of Passenger seats on seat pallets 25.561, 25.807(e)(3), 25.815, 25.817; Floor Surfaces 25.793; Emergency lighting 25.812; Automatic passenger Oxygen mask drop activation and ECS shutoff valve and smoke mode deactivation by passenger to freighter master switch 25.981(a)(b), 25.1301, 25.1309, 25.1316, 25.1322, 25.1351, 25.1353, 25.1357, 25.1557

Regulations at earlier amendment levels

Surround MDCD structure 25.345 at 25-0, 25.351 at 25-0, 25.365 at 25-0, 25.471(a)(b) at 25-0, 25.493 at 25-0, 25.509 at 25-0, 25.571(a)(b)(c)(e) at 25-54, 25.613 at 25-72; Main deck floor/cargo loading system interface 25.365 at intermediate amendment level\*\*, 25.613 at 25-72; Cargo net 9-G 25.613 at 25-72; Ventilation, Class E main deck compartment 25.831 at 25-0, 25.856(a) not applicable in side cargo door and surrounding area, above floor level; ECS duct 25.831 at 25-0; relocation of Passenger seats on seat pallets 25.785 at 25-20; Stowage compartment 25.787(a)(b) at 25-32; Passenger information signs and placards 25.791 at 25-32; Compartment interiors 25.853 at 25-32; Ventilation, Automatic Passenger Oxygen mask drop and ECS shutoff valve and smoke mode deactivation by passenger to freighter master switch 25.831 at 25-0; MDCD – Hydraulic actuating system 25.1435(a)(b)(1)(2)(c) at 25-7

\*Master Document List (MDL) TR-365-00-00-92100 is approved at Revision G, dated September 21, 2003 for the Passenger to Freighter conversion. The (MDL) for the Rigid Barrier configuration and Quick Change configuration are approved at Revision U, dated August 23, 2004.

\*\*An Exception to §25.365 amendment 25-54 was granted as allowed by §21.101 on the basis of not contributing materially to the level of safety for the floor with a reversion to amendment 25-0. The Exception was based on an improved level of safety provided by reinforcement to the floor and frames which can withstand decompression effects with a hole size defined in IAI decompression analysis. Repairs and alterations to the 737 Quick Change configuration must maintain the current level of reinforcements to the floor provided by these design improvements.

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**Certification Basis (continued)**

**Equivalent Level of Safety, dated February 24, 2005**

Equivalent Level of Safety Finding for Inadvertent Smoke Detection in Aft Lower Lobe Class C Cargo Compartment, regulatory reference §§25.855, 25.857, 25.1309, 25.1581, and 25.1585, applicable to the 737-300 Quick Change, Rigid Barrier, and Special Freighter configurations

**Exemption 8174, dated November 17, 2003**

Exemption for Freighter with 9g net

Exemption from §§ 25.783(h), 25.807(g)(1), 25.807(i)(1), 25.810(a)(1), 25.813(b)(3), 25.857(e) and 25.1447(c)(1).

**Exemption No. 8335, dated February 17, 2004**

Exemption for the Freighter in the Rigid Barrier configuration

Exemption from §§ 25.813(b)(3), 25.857(e) and 25.1447(c)(1) applies for aircraft modified under the IAI STC B737-300 freighter, with a rigid 9g barrier.

**Exemption No. 8254, dated February 18, 2004**

Exemption for the Quick Change configuration in the freighter mode

Exemption from §§ 25.783(h), 25.807(g)(1), 25.810(a)(1), 25.813(b)(3), 25.857(e), and 25.1447(c)(1)

**END**

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