

DepartmentofTransportation_FederalAviationAdministration

Supplemental Type Certificate

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 therfor 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 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.

(Limitations and Conditions continued on Page 3 of 5)

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 reissued:

Date of issuance: December 21, 2009

Date amended: January 13, 2010-



By direction of the Administrator

(Signature)

Manager, Seattle Aircraft Certification Office

(Title)

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Limitations and Conditions (continued):

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

Concurrent installation of STC Number ST02767CH dated October 15, 2009 [or STC ST02279LA dated December 24, 2009](#) 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).

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).

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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.

Limitations and Conditions (continued):

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.
- b. 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*,

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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,

Limitations and Conditions (continued):

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.

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.

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Limitations and Conditions (continued):

- Special Conditions:** Special conditions that are part of the certification basis for the 767-300 Series apply to the airplane operating in the 767-300BDSF configuration, unless otherwise noted.
- Exemptions:** 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.
- Equivalent Safety Findings:** Equivalent Level of Safety Findings have been made for the following regulation(s): §§ 25.855(i), 25.857(c)(1) and documented in TAD ELOS Memo ST10123SE-T-ES-1
- TCDS Notes:** All Notes in TCDS A1NM that apply to the 767-300 Series also apply to an airplane operated in the 767-300BDSF configuration.
- Optional Requirements:** All optional requirements in TCDS A1NM that apply to the 767-300 Series also apply to an airplane operated in the 767-300BDSF 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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