

# ***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET**

**IAI/Bedek Aviation Group Boeing 737-400 SF  
Special Freighter Conversion  
(EASA STC: EASA.IM.A.S.02479)**

**Aircraft Manufacturer: Boeing**

The Boeing Company  
P.O. Box 3707  
Seattle, WA 98124-2207  
USA

**STC Holder: Israel Aircraft Industries**

**CAAI STC SA160**

Bedek Aviation Group  
Department 1090  
Ben-Gurion International Airport  
Israel

For variants:

**B737-400**

Issue 1: 02 MAR 2009

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**NOTE**

**This Type Certificate Data Sheet is supplemental to the TCDS for the basic aircraft (TCDS.IM.A.120). Paragraph numbering is consistent with the TCDS of the basic aircraft. Any paragraph not included in this TCDS is therefore unchanged from the basic aircraft TCDS.**

**SECTION 1: GENERAL**

- |      |  |   |
|------|--|---|
| 1.   | <b>Data Sheet No:</b>                                | TCDS IM.A.S.02479   |
| 2.   | <b>Airworthiness Category:</b>                       | Large Transport Airplanes   |
| 3.   | <b>Performance Category:</b>                         | A   |
| 4.   | <b>Certifying Authority, Aircraft:<br/>(Address)</b> | Federal Aviation Administration (USA)<br>Seattle Aircraft Certification Office,<br>1601 Lind Avenue S.W.<br>Renton, WA 98055-4056<br>United States of America |
| 4.1. | <b>Certifying Authority, STC:<br/>(Address)</b>      | Civil Aviation Authority of Israel<br>P.O. Box 8<br>Ben-Gurion International Airport<br>Israel, 70100   |
| 5.   | <b>Type Certificate Holder:<br/>(Address)</b>        | The Boeing Company<br>P.O. Box 3707<br>Seattle, WA 98124-2207<br>United States of America   |
| 5.1. | <b>STC Holder:<br/>(Address)</b>                     | Israel Aerospace Industries<br>BedeK Aviation Group<br>Ben-Gurion International Airport<br>Israel, 70100  |

## **SECTION 2 (-400 VARIANT: -400 SF)**

### **I. General**

1. **Aircraft:** Boeing 737-400 converted by EASA STC (EASA.IM.A.S.02479) referenced as B737-400SF,
2. **EASA STC Certification Date:** 26 Feb 2009
- 2.1. **EASA STC Validation Application Date:** 05 Jun 2007  
(Note: Effective date of applicable regulation is CAAI Reference Application Date)

### **II. STC Certification Basis**

1. **CAAI Certification Date:** 22 Feb 2009
- 1.1 **CAAI Reference Application Date:** 12 Jun 2006
2. **CAAI Certification Basis:**  
Refer to FAA Type Certificate Data Sheet 1 (TCDS) A16WE Rev. 40 dated April 27, 2007 for parts of the airplane not changed or not affected by the change.  
FAR 25 Amendment 25-1 through 25-119 for changed areas except for reversions as follows:  
Amendment 00 (25.321, 331, 333, 337, 341, 351, 365, 471, 481, 483, 485, 491)  
Amendment 18 (25.343)  
Amendment 23 (25.473, 479, 499)  
Amendment 46 (25.629)  
Amendment 54 (25.571)  
Amendment 87 (25.831 except (g))  
Amendment 72 (25.1435)
3. **EASA Validation Basis:** In accordance with Regulation (EC) 1702/2003 Basic aircraft as per EASA TCDS IM.A.120 for unaffected areas and CS 25 Issue 1 for changed areas.  
**Reversions to earlier than standard than CS 25 Issue 1 were agreed** for items where compliance to latest amendments is impractical as it does not materially contribute to the level of safety for the complete aircraft.
  - **CRI C-02 Pressurized Compartment Loads**
  - **CRI C-03 Structures Compliance**
  - **CRI F-02 Hydraulic Systems Compliance**
  - **CRI D-05 Ventilation Compliance**Including the following project related special conditions, as detailed below.  
**Special Condition:**
  - **CRI D-01 Fuselage Doors - NPA 25D-301**
  - **CRI D-02 Class E Cargo Compartments - INT/POL/25/15**
  - **CRI D-03 Provisions for Safety of Supernumeraries**Including the following project equivalent safety finding, as detailed below.  
**Equivalent Safety Findings:**
  - **CRI D-04: Smoke Detection in Aft Lower Lobe Class C Cargo Compartment**  
(ESF with JAR 25.855(i))

**III. Technical Characteristics and Operational Limitations**

1. **STC Design Definition:** IAI MDL 365-00-00-B4200 Rev. A

12. **Maximum Certified Weights:**

No changes to the original weight variants are made with this conversion. If an aircraft with lower structural weights is modified, the lower weights will apply after the change.

The structural justifications are applicable up to the following maximum weights:

	-400 SF	
	lbs	Kg
MTW	150500	68266
MTOW	150000	68039
MLW	124000	56246
MZFW	117000	53070

17. **Minimum Flight Crew:** Two (2): Pilot and Co-pilot, for all types of flight

18. **Maximum Seating Capacity:**

2 Pilots plus 4 Persons on approved seats within approved seating areas for observers and supernumeraries.

Note: Not for passenger transport, persons carried are for the safe operation of the flight and cargo as defined in the IAI Airplane Flight Manual supplement.

19. **Exits:**

Door 1L and 1R are active. All other doors are modified and no longer considered as exits. No change in flight deck exits.

20. **Baggage/Cargo Compartment: See Weight and Balance Manual:**

Location	Class	Usable Volume m <sup>3</sup> (ft <sup>3</sup> )
Main Deck	E	533 (5736)
Fwd	C *	56 (607)
Aft	C *	71 (766)

\* conversion of Class D/C is not part of this modification.

**IV Operating and Service Instructions**

1. **Flight Manual Supplement:**

IAI Flight Manual Supplement 365-00-00-B4014-EASA  
IAI Weight and Balance Supplement 365-08-00-B4052-XXXX

2. **Mandatory Maintenance Instructions:**

IAI Maintenance Manual – Airworthiness Limitations and Certification Maintenance Requirements Supplement Document. 365-00-00-B4022-CMR

**3. Service Letters and Service Bulletins:**

As published by IAI.

**V Notes**

1. Additional information is provided in FAA TCDS A16WE and EASA TCDS IM.A.120.
2. ANCRA STC (EASA.IM.A.S.02819, FAA ST00680DE) covers the Cargo Loading System and is required to be installed in conjunction with this STC.
3. Incorporation of this STC affects FAA AD compliance with either terminating action or additional means of compliance as detailed below:

<u>AD Number</u>	<u>Subject</u>	TERMINATED/AMOC
<b>92-19-16</b>	Overhead stowage bins	TERMINATED
<b>93-17-03</b>	Evacuation slides	AMOC
<b>2000-14-13</b>	Door handle mounting hub assy replacement	AMOC
<b>2002-07-08</b>	Find cracks of certain fuselage lap joints	AMOC
<b>2002-07-10</b>	Find and fix premature cracks in lap joint repairs	AMOC
<b>2003-14-06</b>	Detect and correct fatigue cracks in lap joints	AMOC
<b>2004-03-34 R1</b>	Door mounted escape slides	TERMINATED
<b>2004-18-06</b>	inspections and repair any cracking skin Upper and lower fuselage skin panels	AMOC
<b>2004-23-07</b>	Fuselage support structure modification for the number 2 galley	TERMINATED
<b>2005-03-02</b>	Air condition overhead ducts-lanyard installation	TERMINATED
<b>2005-13-27</b>	inspection for cracks & corrective action on fuselage skin - crown area	AMOC
<b>2005-20-03</b>	Fwd entry door - detect & fatigue cracks of intercostals, clips, stringer splice	AMOC
<b>2006-07-12</b>	Scribe line or crack in the fuselage skin at certain lap joints, butt joints, external doublers & other area.	AMOC
<b>2007-07-02</b>	Chemical oxygen generator	TERMINATED
<b>2008-06-27</b>	Evacuation System Shear Pin	AMOC
<b>2008-09-13</b>	Incorporation of DTA inspections per Boeing SSID D6-82669	AMOC
<b>2008-19-03</b>	Inspection to detect cracks along chem. Milled steps	TERMINATED