



תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA256

This certificate issued to

ELTA Systems Ltd.,
100 Yitzchak Hanassi Blvd.,
Ashdod 77102, Israel.

תעודה זו ניתנה ל-

certifies that the change in the type design for the following product with the limitations and conditions as specified herein meets the requirements of the Air Navigation Regulations (Procedures for Documentation of Aircraft and Aircraft Parts).

מאשרת שהשינוי בתכנ הסוג של המוצר דלהלן במגבלות ובתנאים המבצעיים כמפורט להלן ממלא אחר דרישות תקנות הטיס (נהלי תיעוד כלי טיס וחלקיהם).

Original product – Type Certificate No.

IA186

המוצר המקורי – תעודת סוג מס'

Make

Bombardier Inc.

תוצרת

Model

BD-700-1A11 (Global 5000)
S/N 9424 & 9431

דגם

Description of Type Design Change :

תאור השינוי בתכנ הסוג :

Modification of a Bombardier Aerospace BD-700-1A11 (Global 5000) to a special mission aircraft by the installation of internal and external special mission equipment, including antennae, aerodynamic radomes, an electrooptic payload, operator work stations, ventral fins, a vertical stabilizer bullet extension, and other equipment. Other aircraft equipment is relocated.

Limitations and Conditions:

(See Reverse Side)

מגבלות ותנאים:

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 Director General, Civil Aviation Authority.

תעודה זו ונתוני הביסוס לאישור יהיו בתוקף עד ביטולם, התליטם, השעיתם או עד פקיעת תוקפם כפי שנקבע על ידי מנהל רשות התעופה האזרחית.

Date of application:

September 18, 2011

תאריך הגשת הבקשה:

Date of issuance:

July 17, 2014

תאריך הוצאת התעודה:

Date of amendment:

August 13, 2014

תאריך שינוי התעודה:

By the direction of the Director General, Civil Aviation Authority.

בהתאם להוראת מנהל רשות התעופה האזרחית.

Signed:


רשות התעופה האזרחית
Tamir Bar-Am
מנהל רשות התעופה האזרחית

חתום:

Title:

Manager, Engineering Branch

תפקיד:



תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA256
(Continued)

Limitations and Conditions:

All Limitations and Conditions of Transport Canada Type Certificate Data Sheet (TCDS) A-177 Issue 15 or later apply (per G5000 Israeli TC IA186), with the following modifications and additions:

1. Data pertinent to Model BD-700-1A10 (Global Express) and to aircraft having the Global Vision Flight Deck (GVFD) installed are not applicable.
2. Jet Aviation Interior Installation per CAAI STCs SA254 (for aircraft S/N 9431) and SA255 (for aircraft S/N 9424) are incorporated in this STC.
3. Serial Numbers Eligible: 9424 and 9431 only.
4. Maximum Occupants: 8 (Including crew).
5. Maximum Operating Altitude:
 - a) Take off and landing: 13,700 ft (4,521 m),
 - b) Enroute: 45,000 ft (13,716 m).
6. Approved Publications: As listed on the TCDS, with the addition of the following documents at their latest CAAI approved revision:
 - a) ARMIS Top Drawing: IAI Drawing ARM310000000,
 - b) Flight Manual Supplement: ELTA Document 14781,
 - c) Weight and Balance Supplement: IAI Document ARM034/140001,
 - d) Time Limits/Maintenance Checks Supplement: IAI Document ARM042/141190,
 - e) Instructions for Continued Airworthiness IAI Document ARM042/141045.
7. Certification basis: As listed on the TCDS (including Special Conditions, Equivalent Level of Safety Findings, and Exemptions) with the following additions:
 - a) 14 CFR §25.2 as amended by 25-99,
 - b) 14 CFR §25.143 as amended by 25-121,
 - c) 14 CFR §25.1317 as amended by 25-122,
 - d) 14 CFR §§25.869, 25.899, 25.1360, 25.1365, 25.1701 through 25.1723, and 25.1729 as amended by 25-123.
 - e) Equivalent Level of Safety Findings:
 - i. ARMIS IP S-1 *Use of ARAC Recommended Rulemaking and AC/AMJ 25.1309 arsenal draft version as a basis for compliance with 14 CFR §25.1309,*
 - ii. ARMIS IP S-2 *Misleading / Incorrect Rudder Travel Display.*
8. Placards: As listed on the TCDS with the additional placard detailed in IAI Drawing ARM310840200-501A01.
9. Operation is limited to aircraft configurations defined in the CAAI approved Flight Manual Supplement.
10. Compatibility of the ARMIS modification with previously approved design changes (STCs) and ADs is the responsibility of the applicant for the STC. This has been evaluated and found compatible by the applicant.
11. Operation of each ARMIS aircraft is limited to 400 cycles or 2,000 flight hours, whichever occurs first (This limitation will be removed following approval of the Damage Tolerance and Fatigue assessment report).

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