STATE OF ISRAEL
MINISTRY OF TRANSPORT
CIVIL AVIATION AUTHORITY

A6IL.
Revision 13-1
Gulfstream Aerospace L.P.
GALAXY
GULFSTREAM 200 (Note 10)
January, 2010

TYPE CERTIFICATION DATA SHEET NO. A6IL

This Data Sheet which is part of Type Certificate No. A6IL prescribes conditions and limitations under which the aircraft for which the Type Certificate was issued meets the airworthiness requirements of the Aviation Regulations (Certification Procedures for Aircraft and Parts thereof) 1977 תקנות הטיס – תשל"ז

Type Certificate Holder (Note 9): **GULFSTREAM AEROSPACE L.P.**
Ben Gurion Airport 70100, Israel.

Type Certificate Holder Record: **Israel Aircraft Industry LTD. transferred TC A6IL to GULFSTREAM AEROSPACE L.P. on March 26, 2002.**

I. MODEL GALAXY (Transport Category) Approved December 15, 1998

Manufacturer's Serial Numbers eligible: Model: **GALAXY**
S/N: 004 through 056, S/N 003 (See NOTE 5).

II. MODEL GULFSTREAM 200 (Transport Category) Approved December 31, 2001 (NOTE 8)

Manufacturer's Serial Numbers eligible: Model: **GULFSTREAM 200**
S/N: 057 and subsequent.

Modification MOD 7231 introduces the "GULFSTREAM 200" model designation. The "GULFSTREAM 200" is only a name change from the former "GALAXY". The "GULFSTREAM 200" model is identical to "GALAXY" model except for the model designation.

DATA PERTINENT TO ALL MODELS

Engines: 2 Pratt & Whitney Canada engines PW306A (Turbofan) per DOT Canada Type Certificate Data Sheet E-22 REV. 6

Fuel: Conforming to Pratt & Whitney Company Specifications as per LIMITATIONS SECTION of the approved AFM. **CPW 204**

Oil: Conforming to Pratt & Whitney Company Specification **PWA 521**

Fuel Control Computer: Two HAMILTON STANDARD fuel control computers

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Engine Limits:

Static Thrust at Sea Level, **LBS**

- Maximum continuous	**6040**
- Maximum Take-Off (with and without APR)	**6040**

Maximum Continuous Permissible Engine Operating Speeds for the Engine Rotors, % RPM (**RPM**)

- Low pressure rotor (N1)	**105% (11138)**
- High pressure rotor (N2)	**105% (28277)**

Maximum Interstage Turbine Temperature (ITT), **°C**

- Maximum Continuous	**920**
- Take-Off (5 minutes)	**920**
- During starting	**950**

Oil Temperature, °C

- Maximum Continuous	**16 ÷ 135**
- Take-Off	**16 ÷ 135**
- During starting (minimum)	**-40**

Oil Pressure (PSI)

- Maximum continuous	**36 to 107**
- Take-Off	**36 to 107**
- During starting (maximum)	**217**

Airspeed Limits: (Normal Operating Weight)

Normal operation autopilot engaged or Mach trim operative:

- Vmo (Max. Operating) S.L. to 15,000 ft	**310 KIAS**
- Vmo between 15,000 & 24,500 ft	**360 KIAS**
- Mmo Above 24,500 ft	**0.85 Mi**

With autopilot disengaged AND Mach trim inoperative:

- Vmo S.L. to 15,000 ft	**310 KIAS**
- Vmo above 15,000 ft	**360 KIAS**
- Mmo above 22,100 ft	**0.81 Mi**

Va (Maneuvering)

- Below 20,000 ft	**254 KIAS**
- Between 20,000 ft to 40,000 ft	**260 KIAS**
- Above 40,000 ft	**0.85 Mi**

Airspeed Limits: Increased Weight (MOD 7166 and MOD 10082)

Normal operation autopilot engaged or Mach trim operative:

- Vmo Sea level to 10,000 ft	**310 KIAS**
- Vmo 10,000 ft to 20,000 ft (linear variation)	**310 – 330 KIAS**
- Vmo/Mmo Above 20,000 ft	**360 KIAS/0.85 Mi**

With autopilot disengaged AND Mach trim inoperative:

- Vmo Sea level to 10,000 ft	**310 KIAS**
- Vmo 10,000 ft to 20,000 ft (linear variation)	**310 – 330 KIAS**
- Vmo/Mmo Above 20,000 ft	**360 KIAS/0.81 Mi**

Va (Maneuvering):

- Below 10,000 ft	**275 KIAS**
- 10,000 ft – 30,000 ft (linear variation)	**275 - 300 KIAS**
- Above 30,000 ft	**300 KIAS/0.85 Mi**

Airspeed Limits (Normal & Increased Operating Weight)

- Vfe Kruger /Slats	**250 KIAS**
- Vfe (Flaps 12°)	**250 KIAS**
- Vfe (Flaps 20°)	**225 KIAS**
- Vfe (Flaps 40°)	**195 KIAS**
- Vsb (Airbrakes Operation)	**360 KIAS/0.79 M_i**
- Vle and Vlo (L/G Extension & Operating Speed)	**195 KIAS**
- Vmca (Flaps 0°)	**122 KIAS**
- Vmca (Flaps 12° and 20°)	**118 KIAS**
- Vmcg (Flaps 0°, 12° and 20°)	**108 KIAS**
- Tire Limit Ground Speed: KTAS (MPH)	**182 KTAS (210)**

C.G. Range: (Normal Operating Weight)

Gross Weight	Forward Limit	Aft Limit
16950 LBS	35.00 % MAC	40.00 % MAC
20000 LBS	22.00 % MAC	40.00 % MAC
32000 LBS	22.00 % MAC	40.00 % MAC
35000 LBS	24.00 % MAC	40.00 % MAC

C.G. Range: Increased Weight (MOD 7166)

Gross Weight	Forward Limit	Aft Limit
16950 LBS	35.00 % MAC	40.00 % MAC
20000 LBS	22.00 % MAC	40.00 % MAC
32000 LBS	22.00 % MAC	40.00 % MAC
35600 LBS	24.40 % MAC	40.00 % MAC

C.G. Range: Increased Weight (MOD 10082)

Gross Weight	Forward Limit	Aft Limit
16950 LBS	35.00 % MAC	40.00 % MAC
20000 LBS	22.00 % MAC	40.00 % MAC
32000 LBS	22.00 % MAC	40.00 % MAC
35800 LBS	24.53 % MAC	40.00 % MAC

Linear variation between points
Gear extension and retraction moment is negligible.

Datum: Fuselage Station 0, is located 5.633 meters forward of AFT frame of main entrance.

Mean Aerodynamic Chord (MAC): 2.447 meters with leading edge at Fuselage Station 10100.

Leveling Means:

Longitudinally: Place level on either seat rail at fuselage station 8302 parallel to aircraft centerline

Laterally: Place level on seat rails at fuselage station 8302 at 90° to aircraft centerline.

Maximum Weights: (Normal Operating Weight)

- Ramp Gross Weight	**35000 LBS**
- Maximum Take-Off Weight	**34850 LBS**
- Maximum Landing Weight	**28000 LBS**
- Maximum Zero Fuel Weight	**24000 LBS**

Maximum Weights: Increased Weight (MOD 7166)

- Ramp Gross Weight	**35600 LBS**
- Maximum Take-Off Weight	**35450 LBS**
- Maximum Landing Weight	**30000 LBS**
- Maximum Zero Fuel Weight	**24000 LBS**

Maximum Weights: Increased Weight (MOD 10082)

- Ramp Gross Weight	**35800 LBS**
- Maximum Take-Off Weight	**35650 LBS**
- Maximum Landing Weight	**30000 LBS**
- Maximum Zero Fuel Weight	**24000 LBS**

Minimum Crew: 2 (Pilot and Copilot)

Maximum Passengers: None (See NOTE 4)

Maximum Baggage: Floor load 126 LB/ft^2 (See NOTE 6)

LBS	ARM (Meters)
1980	13.90

Fuel Capcity (LBS): (DENSITY : 6.7 LBS PER US GALLON)

	LH WING TANK	LH FEED TANK	CENTER TANK	FUSELAGE TANK	FWD TANK	RH FEED TANK	RH WING TANK
Tank Capacity (LBS)	2362	180	2711	5515	1792	180	2362
Tank Usable Fuel (LBS)	2355	165	2666	5515	1789	165	2355
Arm (Meters)	10.87	11.09	10.11	12.74	8.33	11.09	10.87
Unusable Fuel (LBS)	7.1	15.00	45.0	0.0	3.0	15.00	7.1
Arm (Meters)	10.50	11.09	10.28	12.74	8.57	11.09	10.44

Total Usable Fuel All Tanks (LBS):15010

See NOTE 1 for data on Fuel System.

Oil Capacity: (Density: 8.2 LBS/US Gallon)

	Total	Usable	Arm (Meters)
2 Engine Systems, Total, LBS	34.6	21.7	14.78

See NOTE 1 for data on Oil System.

Maximum Operating Altitude: 45000 ft

Other Operating Limitations: Aircraft shall be operated according to operating limitations and procedures specified in the CAAI Approved Airplane Flight Manual marked Galaxy-1001-1 or G200-1001-1 for GULFSTREAM Model GALAXY airplane or marked G200-1001-1 for Model GULFSTREAM 200 airplane.

Control Surface Movements:

Surface		Travel (at trailing edge)	Tolerance
Aileron	Up	**15°**	**± 0.25°**
	Down	**15°**	**± 0.25°**
Aileron Trim	Up	**5°**	**+0°,-1°**
	Down	**5°**	**+0°,-1°**
Rudder	Left	**20°**	**± 0.25°**
	Right	**20°**	**± 0.25°**
Rudder Trim Tab	Left	**10°**	**+1.5°,-0.75°**
	Right	**10°**	**+1.5°,-0.75°**
Elevator	Up	**27.5°**	**± 0.25°**
	Down	**20°**	**± 0.25°**
Stabilizer Trim	Up	**2.5°**	**± 0.33°**
(Leading Edge)	Down	**9.5°**	**± 0.33°**
Airbrakes	Up	**45°**	**± 1°**
Slats	Down	**25°**	**± 1°**
Flaps	Max. Down	**40°**	**+1°, -1.5°**
Kruger Flaps	Down	**110°**	**± 3°**

Certification Basis:

- 14 CFR Part 25, effective Feb.1, 1965, including Amendments 25-1 through 25-82.

- 14 CFR Part 36, effective Dec.1, 1969, including Amendments 36-1 through 36-21.

- 14 CFR Part 34, effective Sep.10, 1990, including Amendments 34-1 through 34-2.

- Special conditions for operation up to 45000 feet, per FAA S.C. No. 25-ANM-106.

- Special conditions for High Intensity Radiated Fields (HIRF), per FAA S.C. No. 25-ANM-112.

- Equivalent Safety: FAR 25.1203(a) for Turbine Tail Pipe Fire Detection.

- Equivalent Safety: FAR 25.1305 & 25.1501(b) for Auxiliary Power Unit (APU) Instrumentation and Monitoring Requirements.

- Equivalent Safety: FAR 25.901, 25.1305, 25.1309, 25.1321, 25.1549 for Digital only display of turbine engine high/ intermediate pressure rotor speed (N2).

- Equivalent Safety: All Part 25 Sections, except structural, dealing with stall speeds/related factors for use of 1-g Stall Speed instead of minimum speed in the stall.

- Equivalent Safety: Sections: 1.1, 1.2, 25.101, 25.105, 25.109, 25.113, 25.115, 25,735 and 25.1587 for rejected take-off and landing performance criteria.

- Equivalent Safety: 25.933 (a)(1)(ii) for Thrust Reversers operation.

- Special Conditions for Pilot Compartment View: FAR 25.773(b) per CAAI I.P. F-3.

Production Basis: Production certificate **- PA30**

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulation (see certification basis) must be installed in the aircraft for certification.
Refer to Master Equipment List Report No. 4AS 034 / 980439 Rev.B or later.

NOTES:

NOTE 1:

(a) Current weight and balance report including list of equipment included in certificated empty weight and loading instructions must be provided for each aircraft at the time of original certification.

(b) The airplane must be loaded so that the C.G. is within the specified limits at all times.

(c) The weight of fuel and oil systems fluid as defined below must be included in the empty weight of the airplane:

FUEL SYSTEM:	LBS	ARM (Meters)
Unusable:		
- drainable from tanks drain and lines	70.8	10.54
- undrainable (trapped in tanks and lines)	21.4	10.40

OIL SYSTEM:	LBS	ARM (Meters)
- Unusable Drainable (Systems) - Total	12.0	14.78

NOTE 2: All required placards listed in the Limitations Section of the Airplane Flight Manual must be installed in the appropriate locations in the airplane.

NOTE 3: Information essential to the proper servicing and maintenance of the aircraft is contained in the Manufacturer's Maintenance Manual section of the Instructions for Continued Airworthiness Manual marked Galaxy-1001-6 or G200-1001-6 for GULFSTREAM Model GALAXY airplanes and G200-1001-6, for GULFSTREAM Model GULFSTREAM 200 airplanes. Mandatory replacement times, structural inspection intervals and related structural inspection procedures and Certification Maintenance Requirements are presented in the approved Airworthiness Limitations Section of the Instruction for Continued Airworthiness Manual marked Galaxy-1001-9 or G200-1001-9 for GULFSTREAM Model GALAXY airplanes and marked G200-1001-9 for GULFSTREAM Model GULFSTREAM 200 airplanes.

NOTE 4: This Aircraft Type Certificate defines a configuration, which does not include exterior painting of the aircraft and its interior furnishing and passenger provisions.
The Aircraft is eligible for carriage of up to 19 passengers provided approved seating arrangement and related required passenger provisions are incorporated in accordance with the Basis of Certification .

NOTE 5 : Airplane S/N 003 eligibility pending demonstration of conformity with the approved Type Design.

NOTE 6 : The baggage compartment is eligible for use only if MOD 7074 is not implemented or if an approved baggage compartment interior configuration is installed to replace the installation removed under MOD 7074.

NOTE 7: DELETED.

NOTE 8: Modification MOD7231 introduces the "GULFSTREAM 200" designation and makes the requisite changes to identification plates according to תקנות הטיס (Registration of A/C and Markings) Sec. 55 [equivalent to FAR 45.11 (a) Amnd 45-17 and FAR 45.13 Amnd 45-20]. The "GULFSTREAM 200" is only a name change from former "GALAXY".

NOTE 9: Israel Aircraft Industries LTD., (IAI): Ben Gurion International Airport 70100, ISRAEL is licensed by GULFSTREAM AEROSPACE LP to manufacture and obtain Airworthiness Certificates for the Model aircraft listed in this Type Certificate Data Sheet **(See NOTE 11).**

NOTE 10: The following provides approved alternate aircraft identification information: Model GULFSTREAM 200, serial number 057 and subsequent are eligible for identification as GULFSTREAM G200.

NOTE 11: In December 2006 Israel Aircraft Industries LTD changed its name to Israel Aerospace Industries LTD.

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