STATE OF ISRAEL
Ministry of Transport
Civil Aviation Authority

מדינת ישראל
משרד התחבורה
רשות התעופה האזרחית

תעודת סוג - תוספת
SUPPLEMENTAL TYPE CERTIFICATE No. SA393

This certificate issued to **Israel Aerospace Industries LTD**
Aviation Group
LOD 70100. Israel

תעודה זו ניתנה ל–

certifies that the change in the type design for the following product with the limitations and conditions as thereof specified herein meets the requirements of ANR Air Navigation Regulations (Takanot Teud).

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

FAR Part 25

Original product - Type Certificate No.	**IA-175**	המוצר המקורי – תעודת סוג מס׳
Make	**The Boeing Company**	תוצרת
Model	**777-300ER Series**	דגם

Description of Type Design Change : תאור השינוי בתיכון הסוג :

This Supplemental Type Certificate (STC) approves the conversion of a Boeing 777-300ER PAX airplane configuration in to a Special Freighter (SF). The special freighter design includes a main deck Class E cargo compartment, a smoke detection system, replacement of main deck floor beams and reinforcement of frames, floor panels replacement and rework, a new 9g rigid barrier, new cargo loading system provisions, redesign of avionics and electrical system to accommodate freighter features, crew rest and accommodations for up to 11 supernumeraries in a dedicated area behind the flight deck. For details see IAI Master Document List (MDL) Number TR-777-00-00-G7510 Rev. New

Limitations and Conditions מגבלות ותנאים:

The following CAAI approved documents or later CAAI approved revisions, as indicated, must be maintained as part of the permanent record for each modified airplane.

(See continuation)

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 המהווים בסיס לאישור יהיו בתוקף עד ביטולם, התליתם, השעיתם או עד פקיעת תוקפם כפי שנקבע על יד מנהל רשות התעופה האזרחית.

Date of application: **December 24, 2019** תאריך הגשת הבקשה :

Date of issuance: **August 31, 2025** תאריך הוצאת התעודה :
Date of revision: **January 15, 2026** תאריך שינוי התעודה :

By the direction of the Director General
Civil Aviation Authority.

בהתאם להוראת
מנהל רשות התעופה האזרחית.

Signed : חתום :

Title : תואר :

Ami Weisz
CAAI Chief Engineer – Airworthiness Division

Limitations and Conditions (Continued):

Document Number				Description	Revision (*)
777	00	00	G7510	777-300ER CONVERSION FROM PAX TO 777-300ERSF MASTER DOCUMENT LIST (MDL)	NEW
777	00	00	G7507-31HG	777-300ERSF - Airplane Flight Manual Supplement, AFMS -CAAI	NEW (0)
777	08	00	FB001-GEF1	Boeing 777-300ERSF - Supplement to Weight & Balance Control & Loading Manual	C (4)
777	00	00	G7505	777-300ERSF - Instructions for Continued Airworthiness (ICA)	B
777	00	00	G7506	777-300ERSF - Maintenance Planning Document Supplement to Boeing Document D622W001	E

(*) Or later Civil Aviation Authority Approved Revision.

STC Applicability & Compatibility

Approval of this change in type design applies to Boeing Model 777-300ER Series, with GE 90-115B Series engines. This approval should not be extended to other aircraft of this model series unless the installer determines that the relationship between this change and any other previously incorporated approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

Supernumeraries

A maximum of eleven (11) supernumeraries are allowed when this STC is installed.

Extended Range Over Water Operations (ETOPS)

The type-design reliability and performance of this airplane-engine combination has been evaluated under 14 CFR 25.1535 and found suitable for not more than 323-minute extended operations (ETOPS) when the configuration, maintenance and procedure standards contained in Boeing 777 ETOPS Configuration Maintenance and Procedures document number D044W054 as supplemented by IAI 777-300ERSF Configuration Maintenance and Procedure (CMP) Supplement document number 777-00-00-G7250 are complied with. The actual maximum approved diversion time for this modified airplane may be less based on its most limiting system time capability. This finding does not constitute operational approval to conduct ETOPS.

Auto Land Capability

Use of the automatic landing system above 554,000 lbs (252,290 kgs) is prohibited. The automatic landing system has been demonstrated to perform satisfactorily within the weight and c.g. limits defined in the Boeing 777-300ER certificate limitations, up to a landing weight of 554,000 Lbs (252,290 kgs).

Concurrent installations of the following STCs are required with the installation of this STC:

1) LiteAir STC ST02073SE Installation of Lightweight Window Plugs.
2) B/E Aerospace Inc. - FSI CAAI validated STC SA394 (FAA STC ST02707SE) - Installation of Cargo Loading System
3) Archeion Holdings ST04164AT – installation of Avionica satLINK MAX with av PM
4) Archeion Holdings ST04564AT– installation of Avionica, avWiFi system
5) Archeion Holdings ST04536AT – Installation of an Avionica avSWITCH
6) Archeion Holdings ST04578AT– Installation of Avionica Auxiliary Display Unit (ADU) Hosted Application.
7) Avionics Support Group STC ST04000AT – Installation of ASG constant friction mount (cfMount) with an integrated Power Supply.

Limitations and Conditions (Continued):

Rights to Design Data and Installation of the Approved Design 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. A CAAI 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, and specifications) are the property of the STC holder. The Civil Aviation Authority of Israel 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 ANR 40 (14 CFR §21.115) and ANR 38, CAAI policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) (§21.101) and in FAA Order 8110.48, the certification basis for Boeing Model 777-300ER series PAX to freighter is as follows:

The type certification basis for Boeing Model 777-300ER series airplanes is shown on TCDS T00001SE for parts not changed or not affected by the change.

Based on the reference date of application, December 24, 2019, for parts changed or affected by the change the certification basis is based upon Part 25 as amended by Amendment 25-146. Based on 14 CFR §21.115 and §21.101, and FAA policy for significant changes set forth in Israeli ANR Certification, chap. 4, par. 38(a) & (b) and in FAA Order 8110.48 CPR, the certification basis for this modification was determined to be:

a. 14CFR Regulations at the latest amendment 25-0 through 25-146

§25.1, §25.23, §25.25, §25.27, §25.29, §25.103, §25.145, §25.173, §25.175(d)(3), §25.177, §25.181, §25.201, §25.203, §25.231, §25.233, §25.301, §25.303, §25.305(a)(b)(c), §25.307(a), §25.321, §25.333, §25.335, §25.337, §25.341, §25.343, §25.345, §25.349, §25.351, §25.365, §25.367, §25.373, §25.397, §25.399, §25.405, §25.427, §25.471, §25.473, §25.479, §25.481, §25.483, §25.485, §25.489, §25.491, §25.493, §25.495, §25.499, §25.503, §25.507, §25.509, §25.511, §25.561, §25.562, §25.571, §25.581, §25.601, §25.603, §25.605, §25.607, §25.609, §25.611, §25.613, §25.619, §25.623, §26.625, §25.629, §25.681, §25.685, §25.689, §25.703, §25.723, §25.733, §25.771, §25.777, §25.783, §25.785, §25.787, §25.789, §25.791, §25.793, §25.795, §25.801, §25.807(e), §25.811, §25.815, §25.831 except para (g), §25.832, §25.841(b)(7), §25.843, §25.851, §25.853, §25.854(a), §25.855, §25.856(a), §25.857(c)(e), §25.858, §25.865, §25.869(a), §25.899, §25.903(d), §25.951(a)(b), §25.954, §25.955, §25.981, §25.993, §25.994, §25.1301, §25.1302, §25.1307, §25.1309, §25.1310, §25.1316, §25.1317, §25.1321, §25.1322, §25.1325, §25.1351, §25.1353, §25.1355, §25.1357, §25.1363, §25.1381, §25.1411, §25.1419, §25.1431, §25.1438, §25.1439, §25.1441, §25.1443, §25.1445, §25.1447, §25.1449, §25.1453, §25.1455, §25.1457, §25.1459, §25.1501, §25.1519, §25.1529, §25.1531, §25.1535, §25.1541, §25.1555, §25.1557, §25.1561(b)(c), §25.1581, §25.1583, §25.1585, §25.1587(b)(3), §25.1701, §25.1703, §25.1705, §25.1707, §25.1709, §25.1711, §25.1713, §25.1715, §25.1717, §25.1719, §25.1721, §25.1729, §25.1733

b. Regulations at an intermediate amendment

§25.119 Amdt. 25-108, §25.121 Amdt. 25-108, §25.125(a) Amdt. 25-108, §25.143 Amdt. 25-108, §25.147 Amdt. 25-108

c. Regulations at TCDS T00001SE amendment level

§25.21, §25.331, §25.395, §25.683, §25.729, §25.731, §25.735, §25.773(a)(2), §25.812(e), §25.831(g), §25.841(a)(2), §25.954, §25.981, §25.994, §25.1323, §25.1325, §25.1423, §25.1435, §25.1450, §25.1533.

d. Exemptions

See CAAI C-1 - Carriage of Supernumeraries and entry into a Class E Cargo Compartment during Flight (AWD-111-2023), 14CFR 25.785(j), 25.812(e), 25.813(b), 25.857(e), and 25.1447(c)(1)

e. Special Conditions

See CAAI S-4 - 777-300ERSF Cyber Security Requirements,
S-6 - Rechargeable and Non-Rechargeable Lithium Battery Installations/Relocation requirements.

f. Equivalent Level of Safety Findings

See CAAI IP A-4- § 25.571(b) at Amdt 25-132: Freedom from Widespread Structural Fatigue Damage,
IP S-5- § 25.1309-1A Equipment, Systems, and Installation Requirements: Use of ARAC Recommendations,
ES-1 - §§ 25.855(i) and 25.857, Inadvertent Smoke Detection in Aft Lower Lobe Class C Cargo Compartment from a Smoke Source in a Main Deck Class E Compartment,
IP ES-2- § 25.1438, Equivalent Level of Safety (ELOS) Finding for Pneumatic Systems -Harmonized 25.1438,
IP SE-1 - § 25.773(a)(2), Flight Test Requirements for Effects on Pilot Compartment View.

g. 14 CFR Part 26 – Continued Airworthiness and Safety Improvements for Transport Category Airplanes
h. 14 CFR Part 26 through Amendment 26-7, and any later amendments in existence at the time of certification per 14 CFR 26.5.
i. Part 34 – Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes No emission change; Part 34 per TCDS T00001SE amendment level.
j. ANR (Aircraft Noise), 1977

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