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SECTION 1: GENERAL

1. **Data Sheet No:** IM.A.013
2. **Airworthiness Category:** Large Aeroplanes
3. **Performance Category:** See Operating rules
4. **Certifying Authority:** **EASA**
5. **Type Certificate Holder:** **Gulfstream Aerospace LP (GALP)**
C/O Israel Aircraft
Industries Ltd DPT 4199
Ben Gurion International Airport 70100 Israel
6. **Manufacturer:** Israel Aircraft Industries
Commercial A/C Group
Ben Gurion International Airport 70100 Israel

SECTION 2: Galaxy G200

I. General

1. **Aeroplane:** Gulfstream G 200 / GALAXY
(see Note x1)

II. Certification Basis

1. **Reference Application Date for EASA Certification:** Dec 15, 1993
2. **EASA Certification Date:** 3rd September 2004

3. **EASA Certification Basis:**

3.1 JAA Mandatory Requirements

3.1.1 Applicable JAR Requirements at the Reference Date December 15, 1993

JAR-25, Change 13, effective 5.10.89

Amendment 90/1 issued 11.5.90

Amendment 91/1 issued 12.5.91

Amendment 93/1 issued 8.3.93

ICAO Annex 16 Vol 1 - 3rd edition, July 1993 on aircraft noise

ICAO Annex 16 Vol 2 - 2nd edition, July 1993 engine emissions

4. **Special Conditions:**

Issued in accordance with Paragraph 16 of JAR-21

The following Special Conditions as defined by JAA Interim Policies were identified as part of EASA's Type Certification Basis of the Gulfstream Aerospace Galaxy/G200 Corporate Jet.

4.1 Novel or Unusual Design Features

CRI C-04 Interaction of Systems and Structure

4.2 Unconventional Use

CRI D-06 Operation to 45.000 ft

4.3 General Experience

CRI B-01	Accelerate-stop Distances and Related Performance Matters	JAR 1.1, 1.2 and JAR 25.101, 105, 109, 113, 115, 735, 25X1591
CRI B-02	Performance information for Take-off from Contaminated Runways	JAR 25X1591 and AMJ 25X1591
CRI B-04	Stall and Stall Warning Speeds and Manoeuvre Capability	JAR 25.103, .107, .119,.125, .143 and .207
CRI C-02	Yawing Manoeuvring Conditions Special Condition	JAR 25.351(a)
CRI D-04	Worn Brakes Special Condition JAA / G200	JAR 25.735
CRI E-03	Cowling and Nacelle Skin	JAR 25.1193
CRI F-06	Protection from the effects of HIRF	JAR-25.1431
CRI F-07	Lightning Protection - Direct Effects	JAR 25X899, INT/POL/25/3 Issue 1
CRI F-08	Lightning Protection - Indirect Effects	JAR 25.581, 25X89925.954, 25.1309 INT/POL/25/4 Issue 2

5. Equivalent Safety Findings:

5.1 Equivalent Safety Findings requested and concurred with in accordance with Paragraph 21 of JAR-21.

CRI C-05	Flutter, Deformation and Fail Safe Criteria	JAR 25.629
CRI D-07	Reserved	
CRI D-10	Retracting Mechanism	JAR-25.729 (e)
CRI D-11	Retracting Mechanism, Landing Gear Position Indicator	JAR-25.729 (e)(7)
CRI D-12	Brake Overheat	JAR-25.729 (f)
CRI D-13	Brakes, Akku Indication	JAR-25.735 (i)
CRI D-14	Cockpit Indication System Press.	JAR-25.1436 (b) (2)
CRI E-01	APU Instrumentation	JAR 25.1305, 25.1501

CAAI/FAA Issue Papers (see CAAI /FAA ESFs)

FAA IP P-1	Turbine Engine Tail Pipe Fire Detection	JAR 25.1203 (a)
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5.2 Additional Technical Conditions (ATCs)

ATCs are covered in GALP document 4AS000/041097, EASA certification compliance report addressing ATCs and SRDs.

6. **Exemptions**

CRI D-07 Reserved

7. **Environmental Requirements**

Application of ICAO Annex 16, Volume I, Third Edition – July 1993 on Aircraft Noise (Chapter 3 for Subsonic Jet Aeroplanes and Chapter 9 for the APU) and ICAO Annex 16, Volume II, Second Edition – July 1993 on Aircraft Engine Emissions (Part II for Vented Fuel and Part III for Emissions Certification) is considered as an Acceptable Means of Compliance on an Elect to Comply Basis for the Certification of G200/ Galaxy if not otherwise specified by a Member State as shown in JAA Administrative and Guidance Material, Section 3/Part4/Chapter 10 or otherwise defined by the responsible Authority.

8 **Elect to Comply Requirements**

The following requirements have effectivity dates later than the Reference Date but Gulfstream Aerospace LP has requested to have them included in the JAA Type Certification Basis:

JAR-25, Change 14, effective 27 May 1994

III. Technical Characteristics and Operational Limitations

1. **General:**

The GALAXY/G200 is a corporate long range jet, with a swept high speed wing, conventional empennage and a MTOW of 16.080 kg (35.450 lbs) (with MOD 7166). The Maximum Certificated Passenger Seating Configuration is 19 passengers, the Maximum Operating Altitude 45.000 ft. The aircraft is powered by two Pratt & Whitney PW 306A engines.

1.1 Type Design Definition:

Build Standard Definition Document 4AS000/040650, Revision 1, . 2004

1.2 Equipment:

Master Equipment List Report 4ASO36/980439 (see Note x2)

1.3 Engines:

Two PW 306A, refer to JAA Data sheet No.: JAA/E/99-022

1.3.1 Engine Limits:

Static thrust at sea level: lbs

- Take-off (5 minutes) (with and without APR) 6040
- Maximum continuous 6040

Fluids: (Fuel, oil, additives) see maintenance manual for approved fluids.

Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

1.4 Fuel

Conforming to Pratt & Whitney company specifications CPW 204, refer to the limitations section of the EASA approved Aeroplane Flight Manual.

1.5 Limit Speeds

Refer to EASA approved Airplane Flight Manual.

1.6 Centre of Gravity Range

Refer to EASA approved Airplane Flight Manual.

1.7 Maximum Certified Weights (MOD 7166)

RAMP GROSS WEIGHS	16.148 kg (35.600 lbs)
MTOW (lbs)	16.080 kg (35.450 lbs)
MLW (lbs)	13.608 kg (30.000 lbs)
MZFW (lbs)	10.886 kg (24.000 lbs)

1.8 Fuel quantity
(Density: 0.8 kg/litre, 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
(kg)	(1071)	(82)	(1230)	(2501)	(813)	(82)	(1071)
Tank Usable Fuel LBS	2355	168	2666	5515	1789	165	2355
(kg)	(1068)	(75)	(1209)	(2502)	(811)	(75)	(1068)
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
(kg)	(3.2)	(6.8)	(20.4)	(0.0)	(1.4)	(6.8)	(3.2)
Arm (Meters)	10.50	11.09	10.28	12.74	8.57	11.09	10.44

Total Usable Fuel (all tanks): 6808 kg (15010 lbs)

Fuel System	<u>lbs</u>	<u>(kg)</u>	<u>ARM</u> (Meters)
Unusable:			
- drainable from tanks drain and lines	70.8	32.1	10.54
- undrainable (trapped in tanks and lines)	21.4	9.7	10.40

1.9 Minimum Flight Crew:

Two (2): One Pilot and One Co-pilot

1.10 Maximum Certificated Passenger Seating Capacity:

The Aircraft is eligible for carriage of 19 passengers provided approved seating arrangement and related required passenger provisions are incorporated in accordance with the EASA Certification Basis (see Note x3).

1.11 Cargo compartment loading

If Mod 7074 is implemented, the baggage compartment is not eligible for use.

Cargo Compartment loading must be accomplished in accordance with limitations as outlined in IAI Rep. 4AS031/960474/C, titled "Baggage compartment strength Substantiation"

1.12 Environmental Flight Envelope

Refer to EASA approved Airplane Flight Manual.

1.13 Other Limitations

Refer to EASA approved Airplane Flight Manual.

1.14 Auxiliary Power Unit (APU)

One Allied Signal APU GTCP36-150 (IAI)
Oils: refer to applicable approved Manuals

1.15 Equipment

The equipment required by the applicable requirements shall be installed.

1.16 Service Information

Service Bulletins, Continuing Airworthiness Instructions, including Airworthiness Directives (AD's), and the Structural Repair Manual and Major Repairs, which contain a statement that the document is Civil Aviation Administration of Israel (CAAI) approved, are accepted by the EASA and are considered EASA approved, taking into account the EASA Certification Basis and the EASA approved Type Design of the aeroplane

1.17 Maintenance Instructions

Information essential to the proper servicing and maintenance of the aircraft is contained in the Manufacturer's Manual section of the Instructions for Continued Airworthiness Manual marked Galaxy-1001-6 or G200-1001-6 for IAI Model GALAXY airplanes and G200-1001-6, for GULFSTREAM Model G200 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 Limitations Section of the Instruction for Continued Airworthiness Manual marked Galaxy-1001-9 for IAI Model GALAXY airplanes and marked G200-1001-9 for GULFSTREAM Model G200 airplanes.

IV Operating and Service Instructions

1 Operating Instructions:

'EASA Gulfstream GALAXY/G200 Airplane Flight Manual' (G200)
GALAXY/G200 'Weight & Balance Manual'
GALAXY/G200 'JAA Master Minimum Equipment List'

2 Service Instructions:

GALAXY/G200 'Aircraft Maintenance Manual'
Airworthiness Limitations Aircraft Maintenance Manual Chapter 5
Certification Maintenance Requirements Report 4AS042/980199
Aircraft Maintenance Manual Chapter 5
Structural Repair Manual
Customer Bulletins
Maintenance Operations Letters
Illustrated Parts Catalogue
Wiring Diagram Manual

V Notes

Note 1

The "Gulfstream G200" airplane, as defined in this document, has gone through a name change in the past. The model designation compiles of the following two definitions:

- a. Model GALAXY, CAAI Approved December 16, 1998

Serial Numbers: S/N 004 through 056.
(For S/N 003: eligibility pending demonstration of conformity with the approved Type Design)

- b. Model GULFSTREAM G200, CAAI Approved January 16, 2002.

Serial Numbers: S/N 057 and Subsequent

The Model GALP GULFSTREAM G200 is identical to the IAI Model GALAXY except for the model designation. The only difference is the model designation (name) used on the data plate and associated manuals (MOD 7231).

- c. Israel Aircraft Industries LTD. (IAI) located at 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 for serial number 057 and subsequent.

Note 2:

For equipment eligible for installation refer to Report 4AS034/980439, latest revision, titled "Master Equipment List - Gulfstream 200", and Report 4AS090/011150, latest revision, titled "G200 Type Design Report".

Note 3:

This aircraft is certificated without a furnished interior, i.e. in a "Green Aircraft" configuration.

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 EASA Certification Basis.

Cabin interior installations must be in accordance with IAI G200 Report "4AS /000/041302 titled "G200 Outfitter Specification for the Green Aircraft Completion Center".

Note 4:

EASA Certification is restricted to **Aircraft incorporating MOD 7166** [Reference; Build Standard Definition Document 4AS000/040650, Revision 1.,. 2004]

Note 5:

All required placards listed in the Limitations Section of the approved EASA Airplane Flight Manual must be installed in the appropriate locations in the airplane.