

SURRENDERED

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number ST00050BO

This Certificate issued to Stead Aviation Corp.

Manchester Airport
7 Green Drive
Manchester, New Hampshire
03103-7443

This certificate has been surrendered by:

Wiggins Airways
1 Garside Way
Manchester, New Hampshire 03103-4920

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product Type Certificate Number: A21EA

Make: CANADAIR LTD

Model: CL-600-1A11

Description of Type Design Change:

Installation of a Bendix/King Model CAS 66A Traffic Alert and Collision Avoidance System (TCAS I) in accordance with Stead Aviation Corporation Engineering Report No. 7070, dated January 17, 1996, or later FAA-approved revision.

Limitations and Conditions:

1. Stead Aviation Corporation Airplane Flight Manual Supplement No. 231, dated January 25, 1996, or later FAA-approved revisions, is required and must be carried during all flights.

(See Continuation Sheet 2 of 2)

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 Administrator of the Federal Aviation Administration.

Date of application : January 17, 1996

Date reissued : March 22, 2010

Date of issuance : January 24, 1996

Date amended :



By direction of the Administrator

(Signature)

Robert G. Mann
Manager
Boston Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

Supplemental Type Certificate

(Continuation Sheet)

Number ST00050BO

Limitations and Conditions (Cont'd):

2. This approval must not be incorporated in any aircraft of these models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of those aircraft.

Surrender Conditions:

1. Future unsafe conditions existing in the product can result in an airworthiness directive requiring correction of the unsafe condition before further flight. If there is no entity to comply with 14 CFR § 21.99(a), required design changes, the existence of an unsafe condition might result in permanent grounding of the aircraft on which the STC is installed.
2. An FAA Export Certificate of Airworthiness will not be issued for the product after March 22, 2010.

(Signature)

Robert G. Mann
Manager
Boston Aircraft Certification Office

(Date)

-END-