

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA01805SE*This certificate, issued to*

AeroAcoustics Aircraft Systems, Inc.
9802 29th Avenue West, Hangar B-104
Everett, WA 98204

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number: A37CE

Make: Textron Aviation, Inc.

Model: 208B

Description of the Type Design Change: Fabrication of AeroAcoustics Aircraft Systems, Inc. (AASI) Aircraft Payload Extender STOL System, in accordance with AASI Master Drawing List No. AA1977, Revision J, dated July 22, 2016, or later Federal Aviation Administration (FAA) approved revision, and installed in accordance with AASI Installation and Maintenance Manual (ICA) No. AA1976, Revision J, dated March 16, 2016, or later FAA-approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft.

This installation must be maintained in accordance with Section 3.0 of AASI ICA and operated in accordance with the Pilot's Operating Handbook and FAA-Approved Aircraft Flight Manual Supplement (AFMS) as listed on the continuation sheets of this certificate.

A copy of this certificate, the FAA-Approved AFMS, and ICA, must be maintained as part of the permanent records for the modified aircraft.

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.

(See Continuation Sheet Page 3 of 5 Pages)

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: June 29, 2007

Date reissued:

Date of issuance: December 5, 2007

Date amended: 8/10/10; 7/26/11; 7/12/12; 11/22/13;
9/17/14; 8/18/16; 10/28/16



By direction of the Administrator

(Signature)

Manager, Seattle 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.

This certificate may be transferred in accordance with FAR 21.47.

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Supplemental Type Certificate

(Continuation Sheet)

Number **SA01805SE**

AeroAcoustics Aircraft Systems, Inc.

Issued: December 5, 2007

Reissued:

Amended: 8/10/10; 7/26/11; 7/10/12; 11/22/13; 9/17/14; 8/18/16; 10/28/16

Limitations and Conditions continued:

APPLICABILITY:

This modification is limited to the following LAND PLANES only:

<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>ADDITIONAL REQUIREMENTS</u>
208B	208B0001 to 208B0178, 208B0180 to 208B0229	Aircraft must be modified by Cessna Kit SK208-80 (Conversion from 600 SHP to 675 SHP PT6A-114A), or aircraft must be modified by Blackhawk STC SA02357LA or Standard Aero STC SA03393CH
208B	208B0179, 208B0230 to 208B2196, 208B2198 to 208B4999	Aircraft must have the PT6A-114A (675 SHP Engine) or be modified by Blackhawk STC SA02357LA or Standard Aero STC SA03393CH
208B	208B0001 to 208B1999 excluding 208B1190 and 208B1216	Aircraft must be modified by Blackhawk STC SA02546LA
208B	208B2197, 208B5000 and up	Aircraft listed with the PT6A-140 (867 SHP), No additional requirements

COMPATABILITY:

This Aircraft Payload Extender STOL System STC has been shown compatible with Blackhawk Modifications Inc. (Blackhawk) engine conversion STC SA02357LA and SA02546LA and the Standard Aero Engine conversion STC SA03393CH. AASI Appendix 1 (Document AFMS-C208-43 APP 1), Appendix 2 (Document AFMS-C208-43 APP 2) and Appendix 3 (Document AFMS-C208-43 APP 3) supplements are not compatible with the Blackhawk STC SA02357LA.

APPROVED AIRCRAFT FLIGHT MANUAL SUPPLEMENTS:

SN 208B0001 to 208B2196, and 208B2198 to 208B4999, and aircraft modified by Cessna Kit SK208-80

Required Flight Manual Aircraft with PT6A-114A (675 SHP engine):

AFMS, Document No. AFMS-C208-43, Revision F, dated June 22, 2012, or later FAA approved revision

Option (Incorporated):

AFMS Appendix 1 "Aircraft Payload Extender STOL System and Approved Standard Size Main Landing Gear Tires" incorporated. Document No. AFMS-C208-43 APP 1, Revision IR, dated July 21, 2010, or later FAA-approved revision
Appendix Intermix Applicability: None

AFMS Appendix 2 "Aircraft Payload Extender STOL System with Reduced Maximum Landing Weight" incorporated. Document No. AFMS-C208-43 APP 2, Revision IR, dated June 22, 2012, or later FAA-approved revision
Appendix Intermix Applicability: 4 or 7.

AFMS Appendix 3 "Aircraft Payload Extender STOL System with Approved Alternate Main Landing Gear Tires" incorporated. Document No. AFMS-C208-43 APP 3, Revision IR, dated September 4, 2014, or later FAA-approved revision
Appendix Intermix Applicability: None

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Number SA01805SE

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Limitations and Conditions continued:

APPROVED AIRCRAFT FLIGHT MANUAL SUPPLEMENTS (CONTINUED):

SN 208B0001 to 208B2196, and 208B2198 to 208B4999, and aircraft modified by Cessna Kit SK208-80 (Continued)

AFMS Appendix 4 "Aircraft Payload Extender STOL System and a Pratt & Whitney of Canada PT6A-140 Engine STC SA03393CH" incorporated. Document No. AFMS-C208-43 APP 4, Revision IR, dated August 9, 2016, or later FAA-approved revision. Appendix Intermix Applicability: 2

SN 208B0001 to 208B1999 with Blackhawk STC SA02546LA excluding 208B1190 and 208B1216

AFMS Appendix 7 "Aircraft Payload Extender STOL System and a Pratt & Whitney of Canada PT6A-140 Engine STC SA02546LA" incorporated. Document No. AFMS-C208-43 APP 7, Revision IR, dated October 18, 2016, or later FAA-approved revision. Appendix Intermix Applicability: 2

SN 208B0001 to 208B2196, and 208B2198 to 208B4999 with Blackhawk STC SA02357LA

AFMS, Document No. AFMS-C208-43, Revision F, dated June 22, 2012, or later FAA approved revision superseded by current FAA-Approved Blackhawk AFMS.

SN 208B2197, 208B5000 and up

Required Flight Manual Aircraft with PT6A-140 (867 SHP engine):

AFMS, Document No. AFMS-C208-76, Revision IR, dated November 7, 2013, or later FAA approved revision.

Option (Incorporated):

AFMS Appendix 1 "Aircraft Payload Extender STOL System and Approved Standard Size Main Landing Gear Tires" incorporated. Document No. AFMS-C208-76, APP 1, Revision IR, dated November 7, 2013, or later FAA-approved revision.

AFMS Appendix 2 "Aircraft Payload Extender STOL System with Reduced Maximum Landing Weight" incorporated. Document No. AFMS-C208-76 APP 2, Revision IR, dated November 7, 2013, or later FAA-approved revision.

AFMS Appendix 3 "Aircraft Payload Extender STOL System with Approved Alternate Main Landing Gear Tires" incorporated. Document No. AFMS-C208-76, APP 3, Revision IR, dated September 4, 2014, or later FAA-approved revision.

Operation per any combination of AFMS Appendix 1, 2, or 3, at the same time is PROHIBITED.

INSTALLATION AND MAINTENANCE INSTRUCTIONS (ICA):

All serial numbers:

This configuration must be installed in accordance with AASI Installation and Maintenance Manual No. AA1976, Revision H, dated January 3, 2013, or later FAA-approved revision.

This configuration must be maintained in accordance with Section 3.0 of AASI Installation and Maintenance Manual No. AA1976, Revision H, dated January 3, 2013, or later FAA-approved revision.

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Limitations and Conditions continued:

INSTALLATION AND MAINTENANCE INSTRUCTIONS (ICA) (CONTINUED):

Option (Appendix 2 Incorporated):

This configuration must be maintained in accordance with Section 3.0 of AASI Installation and Maintenance Manual No. AA1976, Revision H, dated January 3, 2013, and Maintenance Manual Addendum No. AA1976A, Revision A, dated January 3, 2013, or later FAA-approved revision.

Option (Appendix 3 Incorporated):

This configuration must be maintained in accordance with Section 3.0 of AASI Installation and Maintenance Manual No. AA1976, Revision I, dated June 25, 2014, and Maintenance Manual Addendum No. AA1976B, Revision IR, dated May 22, 2014, or later FAA-approved revision.

LIMITATIONS PERTAINING TO ALL ELIGIBLE MODELS:

LIMIT SPEEDS (IAS):	Maneuvering Speed	at 9062 lb,	143 KIAS
LIMIT FACTORS (g's):	Flaps up:	+3.36, -1.34	
LIMITS (g's):	Flaps Down (all settings):	+2.00	

REQUIRED PLACARDS:

On each side of nose strut fairing, near tow limit marking:

**“DO NOT JACK OR TOW THIS AIRCRAFT
AT GROSS WEIGHTS ABOVE 8785 LB”**

Near the airspeed indicator, to overlay the existing airspeed limitation placard:

“143 KIAS”

CERTIFICATION BASIS:

Aircraft serial numbers 208B0001 to 208B4999:

For areas affected by change, 14 CFR Part 23, thru amendment 23-51,
Except for: 23.143 and 23.145 thru amendment 23-17; 14 CFR Part 36, thru amendment 36-28

Aircraft serial numbers 208B5000 and up:

For areas affected by change, 14 CFR Part 23, thru amendment 23-51,
Except for: 23.143 and 23.145 thru amendment 23-17; 23.1419 thru amendment 23-14;
14 CFR Part 36, thru amendment 36-28

- END -

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