

**FAA APPROVED MODEL LIST (AML) NO. SA2048CE
FOR PETERSEN AVIATION, INC
TO ALLOW USE OF 91 OCTANE LEADED & UNLEADED
GASOLINE PER ASTM D-4814**

Original Issue Date: August 22, 2011

ITEM	AIRCRAFT MODEL	REQUIRED ENGINE STC AND INSTALLATION DRAWINGS	ELIGIBLE ENGINE INSTALLATIONS	APPROVED AUTOMOTIVE GASOLINE	LIMITATIONS AND CONDITIONS
1	150, 150A through 150M, A150K, A150L, A150M, 152 and A152	SE1931CE Petersen Drawing U674004 or 0674004 dated November 9, 1984 or later FAA Approved revision	Lycoming: O-320, O-320-A1A, -A1B, -A2A, -A2B, -A2C, -A2D, -A3A, -A3B, -A3C, -C1A, -C1B, -C2A, -C2B, -C2C, -C3A, -C3B, -C3C, -E1A, -E1B, -E1C, -E1F, -E2A, -E2B, -E2C, -E2D, -E2F, -E2G, -E2H, -E3D, -E3H, -E1J O-320 B and D series models with an FAA approved conversion NOT exceeding 150 hp and a compression ratio of 7.0:1. Engines listed on STC SE2587CE are also eligible provided they do not exceed 150 hp and 7.0:1 compression ratio.	87 unleaded minimum antiknock index 88 leaded minimum antiknock index	This STC is NOT approved for any O-320 H series engine or any O-320 series engine exceeding 150 hp and 7.0:1 compression ratio
2	150, 150A through 150M, A150K, A150L, A150M, 152 and A152	SE2031CE Petersen Drawing U674004 or 0674004 dated November 9, 1984 or later FAA Approved revision	Continental: C90-8F, -8FJ, -12F, -12FH, -12FJ, -12FP, -14F, -14FH, -14FJ, -16F, O-200-A, O-200-B, O-200-C	87 unleaded minimum antiknock index 88 leaded minimum antiknock index	
3	150, 150A through 150M, A150K, A150L, A150M, 152 and A152	SE2587CE Petersen Drawing Number 150-91 Revision (A) dated February 10, 2012 or later FAA Approved revision.	Lycoming: O-320-B1A, -B1B, -B2A, -B2B, -B2C, -B2D, -B3A, -B3B, -B3C, -D1A, -D1B, -D1C, -D1D, -D1F, -D2A, -D2B, -D2C, -D2F, -D2G, -D2H, -D2J, -D3G O-320-A, C and E series models with an FAA approved conversion not exceeding 160 hp and a compression ratio of 8.5:1. Engines listed on STC SE1931CE are also eligible.	91 unleaded and leaded minimum antiknock index	This STC is NOT approved for any O-320 H series engine or any O-320 series engine exceeding 160 hp and 8.5:1 compression ratio

FAA Approved: Original signed by Steve Litke
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Amended: February 21, 2012