

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA2698NM-S

This certificate, issued to

**Raisbeck Engineering
4411 South Ryan Way
Seattle, WA 98178**

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.

<i>Original Product—Type Certificate Number:</i>	A24CE
<i>Make:</i>	Beechcraft
<i>Model:</i>	200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200T, B200CT, B200GT, B200CGT

Description of the Type Design Change: Installation of a set of Hartzell/Raisbeck Quiet Turbofan Propellers or Swept Turbofan Propellers in accordance with Raisbeck Engineering Drawing List 85-1500, Revision AV, dated September 15, 2014, or later Federal Aviation Administration (FAA) approved revision. This installation consists of Hartzell 4-bladed propellers and aluminum hubs with spinners, and a propeller de-icing system.

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

This Supplemental Type Certificate (STC) is only approved for installation on the above model aircraft when the aircraft is operated in the normal category under the provisions of Type Certificate Data Sheet (TCDS) A24CE. This STC is not approved for installation on the above model aircraft when the aircraft is operated in the restricted category under the provision of Note 10 of TCDS A24CE.

(See Continuation Sheet Page 3 of 4 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 27, 1984

Date reissued:

Date of issuance: February 7, 1985

Date amended: 4/28/89; 11/15/96; 4/29/09; 12/31/12; 3/27/14; 9/30/14; 1/28/16



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 SA2698NM-S

Raisbeck Engineering

Issued: February 7, 1985

Reissued:

Amended: 4/28/89; 11/15/96; 4/29/09; 12/31/12; 3/27/14; 9/30/14; 1/28/16

Limitations and Conditions Continued:

Aircraft must be operated in accordance with the applicable FAA-approved Airplane Flight Manual Supplement (AFMS) listed in Raisbeck Engineering Document 11-200S-ORL, Revision H, dated September 15, 2014, or later FAA-approved revision. Aircraft must be maintained in accordance with Raisbeck Engineering Maintenance Manual Document No. 85-120, Revision U, dated August 7, 2014, or later FAA-approved revision.

Compatibility between this supplemental type certificate (STC) and STCs SA1783NM, SA10737SC, SA00433AT, SA10824SC, and SA10842SC has been demonstrated. A copy of this certificate, and the appropriate AFMS determined from Document 11-200S-ORL, must be maintained with the permanent records of the modified aircraft.

Propellers and Propeller Limitations:

2 Hartzell HC-D4N-3A hubs with Hartzell D9383K blades in pairs.
Diameter 94.0 in. (maximum); minimum allowable for repair: 93.0 in. No further reduction in diameter permitted.

Pitch Settings:

Flight Idle Stop:	See Note 1 or 2
Reverse:	-10.5 deg.
Feathered:	+86 deg.

Stabilized ground operation is prohibited below 1150 RPM, except with the propeller feathered, operation between 0 and 400 RPM is permissible.

Beech autofeathering system or Raisbeck Magicam must be installed and operational.

Airspeed Limits: Air minimum control speed: Vmca 96 KCAS (91 KIAS)

Note 1. Flight idle propeller low pitch stop is set so that at 1800 RPM there shall be an indicated 640 ± 60 ft-lb of torque corrected to sea level standard day (Beechcraft Autofeather Only)

Note 2. Flight idle propeller low pitch stop set per Magicam Installation and Rigging Procedures (Raisbeck Magicam Only)

(See Continuation Sheet Page 4 of 4 Pages)

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Supplemental Type Certificate

(Continuation Sheet)

Number SA2698NM-S

Raisbeck Engineering

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Amended: 4/28/89; 11/15/96; 4/29/09; 12/31/12; 3/27/14; 9/30/14; 1/28/16

Limitations and Conditions Continued:

Propellers and Propeller Limitations:

2 Hartzell HC-D4N-3A hubs with Hartzell D9515K blades in pairs.
Diameter 96.0 in. (maximum); minimum allowable for repair: 95.0 in. No further reduction in diameter permitted.

Pitch Settings:

Flight Idle Stop:	See Note 1
Reverse:	-10.3 deg.
Feathered:	+84.2 deg.

Stabilized ground operation is prohibited below 1150 RPM, except with the propeller feathered, operation between 0 and 450 RPM is permissible.

Beech autofeathering system must be installed and operational.

Airspeed Limits: Air minimum control speed: Vmca 96 KCAS (91 KIAS)

Note 1. Flight idle propeller low pitch stop is set so that at 1800 RPM there shall be an indicated 640 ± 60 ft-lb of torque corrected to sea level standard day

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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.