





United States of America  
Department of Transportation  
Federal Aviation Administration  
*Supplemental Type Certificate*

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

*Transfer Endorsement*

*Transfer the ownership of Supplemental Type Certificate Number:*

**To** (Name and address of transferee)

**From** (Name and address of grantor)

Extent of Authority (if licensing agreement):

*Date of transfer:*

*Signature of grantor:* \_\_\_\_\_

---

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 or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America  
Department of Transportation  
Federal Aviation Administration

# Supplemental Type Certificate

(Continuation Sheet)

Number: ST04186AT

Date of Issuance: December 2, 2014

The airworthiness limitations are separated into baseline usage and usage which includes the aerial dispensing of liquids. For aircraft with combined baseline and aerial dispersion usage accumulated, the operator must determine the total accumulated life by combining the fatigue damage accumulated during both the baseline and aerial dispersion usage. The procedures do not take into account repairs, modifications, or alterations. The operator must account for any resulting impact to the ALS.

Once the ALS has been incorporated into the baseline P3A Maintenance Program, the airframe must be maintained to these new requirements. The ALS is fully compliant with FAR 25.1529 Amendment 54 and as such is based on the fatigue and damage tolerance requirements of FAR 25.571 Amendment 96. Therefore, any repairs, modifications or alterations must be evaluated to FAR 25.571 Amendment 96 or later requirements. Any and all impacts to the Airworthiness Limitations must be coordinated with the FAA ACO.

Structural repairs to any of these items using AC 43.13 or NAVAIR 01-75PAA-3-1 and any other P3A military structural repair document are no longer acceptable. All repairs must be FAA approved and meet the requirements of FAR 25.571. In addition, any existing repairs discovered in the wing box, horizontal and vertical stabilizer boxes that were not previously certified to FAR 25.571 and 25.1529 must be addressed.

The Airworthiness Limitations inspections and replacement schedules are based on the widespread fatigue damage requirements of FAR 25.571 and must be strictly controlled and are not subject to change without prior FAA ACO approval. Limitations require either complete part replacement or an FAA ACO approved alternate method of compliance. Inspection intervals can only be changed by an FAA ACO approved alternate means of compliance.

The compatibility of this change with other previously approved modification(s) must be determined by the installer. 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.

-----END-----

---

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 or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).