



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

IMPORT

Number: ST02693NY

This certificate issued to: Flying Colours Corp.
901 Airport Road, R.R. #5
Peterborough, Ontario
Canada, K9J 6X6

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 25 of the Federal Aviation Regulations.

Original Product – Type Certificate Number: A21EA
Mcnrg: Bombardier
Mqf gr CL-600-2B19

Description of Type Design Change:

Installation of an auxiliary fuel system in the pressurized passenger compartment of the Bombardier CL-600-2B19 airplane.

CONFIGURATION A: “With Baggage” - CL-600-2B19, Serial numbers 7163 and 7481 only.

This configuration is not approved under this STC.

(See Description of Type Design Change continued on Page 3 of 4)

Limitations and Conditions:

(For Configuration B and C):

1. STC ST02635NY “Executive Interior” is required with this modification.
2. STC 02439LA is a co-requisite STC for this installation.
3. Operation must be in accordance with DECA Aviation Engineering Limited Flight Manual Supplement FMS07015, Revision 11.0, dated April 26, 2010, or later Transport Canada approved revisions.

(See Limitations and Conditions continued on Page 3 of 4)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 20, 2007

Date reissued: February 3, 2011

Date of issuance: April 28, 2009

Date amended: May 5, 2010; November 17, 2010; June 26, 2014

By direction of the Administrator

Signature _____

Title Gaetano Sciortino
Manager
New York Aircraft Certification Office

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).



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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: ST02693NY

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

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Supplemental Type Certificate

(Continuation Sheet)

Number: ST02693NY

Date of Amendment: June 26, 2014

Description of Type Design Change (continue):

CONFIGURATION B: - "No Baggage" - CL600-2B19, Serial Numbers 7001 and Subsequent.

Installation must in accordance with DECA Aviation Engineering Limited Modification Summary MS07015, Revision 13.0, dated April 26, 2010, or later Transport Canada approved revisions.

CONFIGURATION C: - WITH "CLASS C" LINER/ Baggage Option - CL600-2B19, Serial Numbers 7001 and Subsequent. Installation must in accordance with DECA Aviation Engineering Limited Modification Summary MS07015, Revision 13.0, dated April 26, 2010, or later Transport Canada approved revisions.

Limitations and Conditions (continue):

(For Configuration B and C):

4. Maintenance must be in accordance with:
 - DECA Aviation Engineering Instructions for Continued Airworthiness ICA07015, Revision 13.0, dated March 30, 2010, or later Transport Canada accepted revisions;
 - DECA Aviation Engineering Maintenance Manual Supplemental MMS07015, Revision 4.0, dated April 6, 2010, or later Transport Canada accepted revisions.
5. This installation can only be incorporated on aircraft having Bombardier approved Maximum Take-off Weight limits of 52,700 to 53,000 pounds, and Maximum zero Fuel Weight Limit of 44,000 pounds.
6. The Transport Canada approved Airworthiness Limitations in Chapter 4 of DECA Aviation Engineering Instructions for Continued Airworthiness ICA07015, Revision 13, dated March 30, 2010, or later Transport Canada approved revisions, are mandatory.
7. All OEM structural items that have specific OEM Airworthiness Limitations shall have their limitation values reduced by a factor of 2.0. The factor only applies from the date of installation, onwards. This factor does not apply to the Landing Gear Safe Life items.
8. The reduction factor of 2 shall remain in effect throughout the life of the aircraft regardless of whether the aircraft has had the Auxiliary Fuel System decommissioned or demoded. Reversion to original OEM Airworthiness Condition(s), or alternate(s), must have Transport Canada approval.
9. Do not install this modification after December 25, 2012 unless (1) the FAA has found compliance with § 25.981 at Amendment 25-125, according to § 26.35(d)(2) and (e)(2) for this STC, and (2) service instructions for design changes necessary to meet § 25.981 at Amendment 25-125 and associated airworthiness limitations have been approved for installations of this STC that occurred before December 26, 2012. This limitation is no longer applicable upon the installation of FAA STC No. ST02439LA.
10. The installer must determine whether this design change is compatible with previously approved modifications.
11. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

Certification Basis:

(For Configuration B and C):

Based on 14 CFR § 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Bombardier Model *CL-600-2B19* is as follows:

(See Certification Basis continued on Page 4 of 4)

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Number: ST02693NY

Date of Amendment: June 26, 2014

- a. The type certification basis for the Bombardier Model CL-600-2B19 airplane is shown on TCDS A21EA for parts not changed or not affected by the change.
- b. The certification basis for parts changed or affected by the change since the reference date of application, is based upon part 25 as amended by Amendment 25.102 and 14 CFR part 26. Based on 14 CFR §§21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, and the certification basis for this modification was determined to be:

Regulation at the latest amendment 25.0 through 25.102

14 CFR § 25.981 (a), (b) Fuel Tank Ignition Prevention, Amendment 25-102.

Regulations at the intermediate amendment

14 CFR § 25.0, Amendment 25.62, Appendix F, Part III regardless of the compartment classification.

Regulation at the amendment level in TCDS A-21EA

14 CFR Part 25 paragraphs specified in Type Certificate Data Sheet A21EA

14CFR Part 26 Regulations:

Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this STC must demonstrate compliance with the applicable sections. As of the issuance date of this STC, compliance has been found for the following regulations 14 CFR § 26.11, 26.33 and 26.47. (Amdt.No.26-0, through 26-3)

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