

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

*Number* **SA01180SE**

*This certificate, issued to:*

**AeroAcoustics Aircraft Systems, Inc.  
9802 29<sup>th</sup> 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:* Cessna  
*Model:* 208

*Description of the Type Design Change:* Manufacturing of AeroAcoustics Aircraft System (AASI) Aircraft Payload Extender II gross weight increase system in accordance with AASI Master Drawing List No. AA1662, Revision G, dated January 20, 2010, or later Federal Aviation Administration (FAA)-approved revision; and installation of Aircraft Payload Extender II gross weight increase system in accordance with AASI Installation Manual No. AA1663, Revision F, dated December 20, 2009, 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 this model 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.  
(See Continuation Sheets on Pages 3, 4, and 5)

A copy of this certificate and appropriate FAA-Approved Flight Manual Supplement (AFMS), or later FAA-approved revision, 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.

*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:* November 20, 2002      *Date reissued:*  
*Date of issuance:* February 25, 2003      *Date amended:* August 20, 2003; February 16, 2007;  
August 03, 2009; April 13, 2010



*By direction of the Administrator*

**Original Signed by Ronald F. May**

\_\_\_\_\_  
(Signature)  
Acting 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.**

# Supplemental Type Certificate (Continuation Sheet)

*Number* SA01180SE

## AeroAcoustics Aircraft Systems, Inc.

*Issued:* February 25, 2003

*Amended:* August 20, 2003; February 16, 2007; August 03, 2009; April 13, 2010

*Limitations and Conditions continued:*

This continuation sheet, which is part of STC SA01180SE, prescribes the conditions and limitations under which the product for which the STC was issued complies with the Federal Aviation Regulations.

### Applicability:

<u>Model:</u>	<u>Serial Number:</u>	
208	20800001 through 20800060	(eligible only if modified with Cessna Kit SK-208-12)
208	20800061 and up	

This modification is also applicable to the following aircraft equipped with Wipline Model 8000 amphibious floats in accordance with STC No. SA1311GL only:

<u>Model:</u>	<u>Serial Number</u>
208	20800061 and up

### Limitation for Eligible Land Planes Only:

Required Flight Manual Supplement: Aircraft with PT6A-114 (600 SHP Engine)  
Document No. AFMS-C208-19, dated March 26, 2010,  
or later FAA-approved revision

Aircraft with PT6A-114A (675 SHP Engine)  
Document No. AFMS-C208-20, dated March 26, 2010,  
or later FAA-approved revision

CG Range:	Takeoff and Flight		
	Forward:	162.41 inches aft of datum at	4200 lbs. or less
		175.68 inches aft of datum at	8362 lbs.
	Aft:	184.35 inches aft of datum at	8362 lbs. or less
		Straight line variation between the points given	

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

“DO NOT JACK OR TOW THIS AIRCRAFT  
AT GROSS WEIGHTS ABOVE 8035 LB”

Maximum Weights:	Maximum Ramp Weight	8397 lbs
	Maximum Takeoff Weight	8362 lbs
	Maximum Landing Weight	7800 lbs

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Department of Transportation Federal Aviation Administration

# Supplemental Type Certificate

## (Continuation Sheet)

*Number* SA01180SE

### AeroAcoustics Aircraft Systems, Inc.

*Issued:* February 25, 2003

*Amended:* August 20, 2003; February 16, 2007; August 03, 2009; April 13, 2010

*Limitations and Conditions continued:*

#### Limitations for Eligible Amphibious Float Equipped Airplanes Only (Increased MTOW Only)

Required Flight Manual Supplement: Amphibious Float Equipped Aircraft with PT6A-114A (675 SHP) Engine  
Document No. AFMS-C208-32, dated August 20, 2003,  
or later FAA-approved revision

Amphibious Float Equipped Aircraft with PT6A-114 (600 SHP) Engine  
Document No. AFMS-C208-41, dated February 16, 2007,  
or later FAA-approved revision

Seaplane Floats Equipped Aircraft with PT6A-114A (675 SHP) Engine  
Document No. AFMS-C208-33, dated March 26, 2010,  
or later FAA-approved revision

CG Range:	Takeoff and Flight	Forward:	165.47 inches aft of datum at	5200 lbs. or less
			173.64 inches aft of datum at	8000 lbs.
			175.63 inches aft of datum at	8210 lbs.
			179.07 inches aft of datum at	8362 lbs.
		Aft:	182.68 inches aft of datum at	8362 lbs. or less
		Straight line variation between points given		

Placards: On the outboard side of each float aft of the leading edge bumper, and above the chine:

“DO NOT JACK OR TOW THIS AIRCRAFT  
AT GROSS WEIGHTS ABOVE 8035 POUNDS”

Maximum Weights:	Maximum Ramp Weight:	8397 lbs.
	Maximum Takeoff Weight	8362 lbs.
	Maximum Landing Weight	7800 lbs.

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# Supplemental Type Certificate

## (Continuation Sheet)

*Number* SA01180SE

**AeroAcoustics Aircraft Systems, Inc.**

*Issued:* February 25, 2003

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*Limitations and Conditions continued:*

**Limitations for Eligible Amphibious Float Equipped Airplanes Only**

(Increased Maximum Takeoff Weight and Maximum Landing Weight on Water):

Required Flight Manual Supplement: Amphibious Float Equipped Aircraft with PT6A-114A (675 SHP) Engine  
Document No. AFMS-C208-57, dated July 27, 2009,  
or later FAA-approved revision

Amphibious Float Equipped Aircraft with PT6A-114 (600 SHP) Engine  
Document No. AFMS-C208-56, dated July 27, 2009,  
or later FAA-approved revision

Seaplane Floats Equipped Aircraft with PT6A-114A (675 SHP) Engine  
Document No. AFMS-C208-60, dated March 26, 2010,  
or later FAA-approved revision

CG Range:	Takeoff and Flight		
	Forward:	165.47 inches aft of datum at	5200 lbs. or less
		173.64 inches aft of datum at	8000 lbs.
		175.63 inches aft of datum at	8210 lbs.
		179.07 inches aft of datum at	8362 lbs.
	Aft:	182.68 inches aft of datum at	8362 lbs. or less
		Straight line variation between points given	

Placards: On the outboard side of each float aft of the leading edge bumper, and above the chine:

“DO NOT JACK OR TOW THIS AIRCRAFT  
AT GROSS WEIGHTS ABOVE 8035 POUNDS”

Maximum Weights:	Maximum Ramp Weight:	8397 lbs.
	Maximum Takeoff Weight	8362 lbs.
	Maximum Landing Weight (On Land)	7800 lbs.
	Maximum Landing Weight (On Water)	8000 lbs.

**Limitations Pertaining to all Eligible Models**

Limit Speeds (IAS): Maneuvering Speed at 8362 lbs. 143 Kt

Load Factor	Flaps Up:	+3.41, -1.36
Limits (g's):	Flaps Down (All Settings):	+2.00

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