

SURRENDERED

United States Of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number ST23BO

This Certificate issued to Wiggins Airways

1 Garside Way
Manchester, New Hampshire 03103

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.

Original Product Type Certificate Number: A52EU

Make: SAAB AIRCRAFT AB

Model: SAAB-SF340A, SAAB 340B

Description of Type Design Change:

Installation of a Collins TCAS-94 Traffic Collision Avoidance System (TCAS-II) in accordance with Wiggins Airways Engineering Report No. 7025, Revision 2, dated March 3, 2003, or later FAA-approved revision.

Limitations and Conditions:

1. Wiggins Airways Flight Manual Supplement No. 196, Revision 2, dated March 25, 2003, or later FAA-approved revision, is required and must be carried in the aircraft during all flights.
2. Compatibility of this design with previously approved modifications 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.

(See Continuation Sheet 2 of 2)

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 : September 28, 1994

Date reissued :

Date of issuance : October 07, 1994

Date amended : November 12, 1997; March 25, 2003



By direction of the Administrator

(Signature)

Robert G. Mann
Manager
Boston 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.

Supplemental Type Certificate
(Continuation Sheet)

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Surrender Conditions:

1. Future unsafe conditions existing in the product can result in an airworthiness directive requiring correction of the unsafe condition before further flight. If there is no entity to comply with 14 CFR § 21.99(a), required design changes, the existence of an unsafe condition might result in permanent grounding of the aircraft on which the STC is installed.
2. An FAA Export Certificate of Airworthiness will not be issued for the product after March 22, 2010.

(Signature)

Robert G. Mann
Manager
Boston Aircraft Certification Office

(Date)

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