



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: ST02691AT

This certificate issued to: STG Aerospace, Inc.
1725 NW 79th Avenue
Miami, FL 33126

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: A16WE Make: Airbus
Model: A300 B2, B4
A310 -200, -300

Description of Type Design Change:

Installation of SaFTGlo Inc. Photoluminescent floor proximity emergency escape path marking system (FPEEPMS) in accordance with SaFTGlo MDL Report Number L66-2, Revision B dated August 6, 2003 or later FAA-Approved revision.

Limitations and Conditions:

The photoluminescent FPEEPMS is only eligible for installation on aircraft model numbers with interior arrangements approved in the SaFTGlo MDL No. L66-2, Rev B dated August 6, 2003 for the Airbus A300 and A310 incorporating SaFTGlo Drawing SG-A300, Rev A dated June 26, 2003 or SaFTGlo Drawing SG-A310, Rev I.R. dated December 3, 2003 or later FAA-Approved revisions. Electrically-lit door exit marker lighting levels and cabin lighting levels must be measured for acceptability prior to installation in accordance with SaFTGlo Report Nos. L66-12 Rev A dated June 26, 2003 and L66-10, Rev A dated August 6, 2003 or later FAA-Approved revisions. A copy of this Certificate and FAA-Approved Airplane Flight Manual Supplement (AFMS), SaFTGlo Report No. L66-11 Rev I.R. dated July 14, 2003, the Flight Attendant Manual Supplement, SaFTGlo Report No. L66-13, Rev I.R. dated June 9, 2003, and Flight Crew Operation Manual (FCOM) (See continuation page 3 of 3)

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: June 23, 2003 Date Reissued: October 6, 2015

Date of Issuance: August 06, 2003 Date Amended: March 22, 2004

By Direction of the Administrator

Signature _____

Title Melvin D. Taylor
 Manager
 Atlanta 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:

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: ST02691AT

Limitations and Conditions: (continued)

Supplement, SaftGlo Report L66-14 Rev I.R. dated June 9, 2003 or later FAA-approved revisions are required parts of this STC. For dispatch relief, in accordance with the Airbus A300-B2/B4 or A310-200/-300 Master Minimum Equipment List, refer to the SaftGlo Report L66-10, Rev A dated August 6, 2003 or later FAA-approved revision for the minimum acceptable cabin interior lighting levels and time required for charging the photoluminescent Lighting System and for components of the Photoluminescent Lighting System that may be inoperative. 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 interrelationship between this change and any other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. 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.

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