



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: ST01920LA

This certificate issued to: Cargo Aircraft Management, Inc.
145 Hunter Drive
Wilmington, OH 45177

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: A2NM **Make:** Boeing
Model: 757-200 Series

Description of Type Design Change:

Conversion of a Boeing 757-200 series passenger configuration to a freighter configuration or a combi configuration, incorporating a new main deck cargo door, interior, and associated systems, in accordance with Master Drawing List as listed on FAA Approved Serial Number List, ASCC-0400-04 Rev. IR, dated October 4, 2006 (serial number 24235 only); or FAA Approved Serial Number List, ST01920LA Rev. IR, dated March 01, 2012, or later FAA-approved revisions.

Limitations and Conditions:

1. Airplane Flight manual Supplements and Weight and Balance Control manual Supplements as listed on FAA Approved Serial Number List, ASCC-0400-04 Rev. IR, dated October 4, 2006 (serial number 24235 only); or FAA Approved Serial Number List, ST01920LA Rev. IR, dated March 01, 2012, or later FAA-approved revisions are required parts of this STC.
2. The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft.

(Continued on sheet 3 of 6)

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: April 12, 1999 **Date Reissued:** November 5, 2007, May 26, 2010, October 9, 2012, February 22, 2013

Date of Issuance: October 5, 2006 **Date Amended:** March 1, 2012, April 27, 2012, September 30, 2016

By Direction of the Administrator

Signature _____
Title 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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Date of Issuance: October 5, 2006

Date Amended: September 30, 2016

Limitations and Conditions (continued):

3. The approval of this modification applies to the above noted airplane model series only. A copy of this STC must be included in the permanent records of the modified aircraft.
4. If the holder agrees to permit another person to use this certificate to alter the product, the holder must give the other person written evidence of that permission
5. This STC is limited to Boeing 757-200 aircraft fitted with Rolls Royce RB211-535 series engines.

Configuration -501 (757-200 Passenger to Freighter) (approved October 5, 2006)

1. STCs required as part of this installation:
 - a. None
2. Cargo Loading Systems approved to be used in conjunction with this STC:
 - a. Ancra International, LLC STC number ST01893LA
3. Instructions for Continued Airworthiness: Airplanes modified in accordance with this STC must be maintained in accordance with the following Pemco World Air Services, Inc. documents:
 - a. Supplement to 757 Maintenance Planning Data (MPD), Document MPD-S-D622N001, dated August 1, 2006, or later FAA accepted revision.
 - b. Supplement to 757 MPD Document Section 9 Airworthiness Limitations and Certification Maintenance Requirements, Document MPD-S-D622N001, dated August 1, 2006, or later FAA-approved revision.
See **NOTE 1**.
 - c. Supplemental Maintenance Manual, Document AMM-S-DS33N116, dated August 1, 2006, or later FAA accepted revision.
 - d. Structural Repair Manual Supplement for B757-200 Cargo Conversion, Document SRM-S-D634N201, dated August 1, 2006, or later FAA-approved revision.

NOTE 1: Section 9 of MPD-S-D622N001 contains the Airworthiness Limitations Section (ALS) which is FAA-approved and specifies maintenance required under § 43.16 and § 91.403 of the Federal Aviation Regulations. The ALS contains Supplemental Structural Inspections and mandatory Certification Maintenance Requirements (CMR), which are FAA-approved and must be complied with at the intervals specified. The CMR and their intervals must not be deleted or escalated without the approval from the Manager, Atlanta Aircraft Certification Office.

Configuration -502 (757-200 Passenger to Combi) (approved March 01, 2012)

1. STCs required as part of this installation:
 - a. LiteAir STC number ST01237SE
 - b. L2 STC number ST10938SC
 - c. SAF-T-GLO STC number ST02221AT
2. Cargo Loading Systems approved to be used in conjunction with this STC:
 - a. Ancra International, LLC STC number ST02418LA

(Continued on sheet 4 of 6)

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Supplemental Type Certificate

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Number: **ST01920LA**

Date of Issuance: October 5, 2006

Date Amended: September 30, 2016

Limitations and Conditions (continued):

Configuration -502 (757-200 Passenger to Combi) (approved March 01, 2012) (continued)

3. Instructions for Continued Airworthiness: Airplanes modified in accordance with this STC must be maintained in accordance with the following Pemco World Air Services, Inc documents:
 - a. Instructions for Continued Airworthiness, Document SIE-370-605, Revision D, dated February 28, 2012, or later FAA accepted revision.
 - b. Electrical Wiring Interconnection System Instructions for Continued Airworthiness, Document SIE-370-603, Revision A, dated February 28, 2012, or later FAA accepted revision.
 - c. Supplement to 757 Maintenance Planning Data (MPD), Document MPD-SC-D622N001, Revision C, dated February 2012, or later FAA accepted revision.
 - d. Supplement to 757 MPD Document Section 9 Airworthiness Limitations and Certification Maintenance Requirements, Document MPD-SC-D622N001, Revision C, dated February 2012, or later FAA-approved revision. See **NOTE 2**.
 - e. Supplemental Maintenance Manual, Document AMM-SC-D633N109, Revision 2, dated February 2012, or later FAA accepted revision.
 - f. Structural Repair Manual Supplement for B757-200 Cargo Conversion, Document SRM-SC-D634N201, Revision 1, dated September 01, 2011, or later FAA-approved revision.

NOTE 2: Section 9 of MPD-SC-D622N001 contains the Airworthiness Limitations Section which is FAA-approved and specifies maintenance required under § 43.16 and § 91.403 of the Federal Aviation Regulations. This section contains Supplemental Structural Inspections and mandatory Certification Maintenance Requirements (CMR), which are FAA-approved and must be complied with at the intervals specified. The CMR and their intervals must not be deleted or escalated without the approval from the Manager, Atlanta Aircraft Certification Office.

Certification Basis:

Configuration -501 (757-200 Passenger to Freighter) (approved October 5, 2006)

1. For components and areas not affected by the change, the original certification basis for the Boeing Model 757-200 airplane as summarized on FAA Type Certification Data Sheet (TCDS) A2NM, Revision 22, dated March 17, 2003
2. For components and areas affected by the change, 14 CFR part 25, effective February 1, 1965, as amended by Amendments 25-1 through 25-106. Based on § 21.101 and § 21.115 the certification basis for this design change was determined to be the FAA Type Certification Data Sheet (TCDS) A2NM, Revision 22, dated March 17, 2003 except for the following sections with amendments indicated.

Regulations at the latest amendment 25-0 through 25-106

25.571, 25.613, 25.625, 25.772, 25.783, 25.785, 25.787, 25.789, 25.791, 25.793, 25.801, 25.803, 25.807, 25.809, 25.810, 25.811, 25.812, 25.813, 25.831, 25.851, 25.853, 25.855, 25.857, 25.858, 25.869, 25.1307, 25.1351, 25.1381, 25.1411, 25.1415, 25.1447, 25.1529, 25.1543, 25.1557, 25.1561, 25.1581,
 Part 25 Appendix F, Part 25 Appendix G, Part 25 Appendix J

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Number: **ST01920LA**

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Date Amended: September 30, 2016

Certification Basis (continued):

Configuration -501 (757-200 Passenger to Freighter) (approved October 5, 2006) (continued)

Regulations at an intermediate amendment

25.305(25-54), 25.1435 (25-98), 25.1583(25-98), 25.1587(25-98), Part 25 Appendix H(25-68)

3. Equivalent Level of Safety Finding exist with respect to the following regulation
§25.857(c)(1), "Cargo Compartment Classification
4. Exemption from 14 CFR Part 25
 - a. Exemption No. 8248 was granted February 4, 2004 providing:
Exemption from §§25.785(j), 25.812(e), 25.813(b), 25.857(e), 25.1447(c)(1) and 25.1449 – to allow the carriage outside the flight deck of not more than seven (7) persons other than the pilot, copilot and the two (2) persons authorized in the flight deck.

Configuration -502 (757-200 Passenger to Combi) (approved March 01, 2012)

1. For components and areas not affected by the change, the original certification basis for the Boeing Model 757-200 airplane as summarized on FAA Type Certification Data Sheet (TCDS) A2NM, Revision 29, dated April 28, 2011
2. For components and areas affected by the change, 14 CFR part 26: December 10, 2007, including Amendments 26-1 through 26-3.
3. For components and areas affected by the change, 14 CFR part 25, effective February 1, 1965, as amended by Amendments 25-1 through 25-129. Based on § 21.101 and § 21.115 the certification basis for this design change was determined to be the FAA Type Certification Data Sheet (TCDS) A2NM, Revision 29, dated April 28, 2011 except for the following sections with amendments indicated.

Regulations at the latest amendment 25-0 through 25-129

25.561, 25.571, 25.605, 25.607, 25.611, 25.613, 25.625, 25.785, 25.787, 25.789, 25.791, 25.793, 25.801, 25.803, 25.810, 25.811, 25.820, 25.851, 25.854, 25.855, 25.857, 25.858, 25.869, 25.899, 25.1301, 25.1307, 25.1309, 25.1310, 25.1351, 25.1353, 25.1357, 25.1360, 25.1365, 25.1381, 25.1415, 25.1421, 25.1423, 25.1431, 25.1435, 25.1447, 25.1529, 25.1535, 25.1543, 25.1557, 25.1561, 25.1581, 25.1583, 25.1585, 25.1701, 25.1703, 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721, 25.1723, 25.1729, 25.1733,
Part 25 Appendix F, Part 25 Appendix H, Part 25 Appendix K

Regulations at the latest amendment 25-0 through 25-106

(Areas where configuration -502 design is unchanged from configuration -501)

25.772, 25.783, 25.812, 25.813, 25.831, 25.853, Part 25 Appendix G, Part 25 Appendix J

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Number: **ST01920LA**

Date of Issuance: October 5, 2006

Date Amended: September 30, 2016

Certification Basis (Continued):

Configuration -502 (757-200 Passenger to Combi) (continued)

Regulations at an intermediate amendment

25.305(25-54), 25.812(25-88), 25.813(25-88), 25.1411(25-79)

Regulations at the latest amendment 26-0 through 26-3

26.1, 26.3, 26.5, 26.41, 26.47

4. Equivalent Level of Safety Finding exist with respect to the following regulation
(None)
5. Exemption from 14 CFR Part 25
(None)
6. ETOPS: The type-design reliability and performance of this airplane-engine combination has been evaluated under 14 CFR § 25.1535 and found suitable for 180-minute extended operations (ETOPS) when the configuration, maintenance, and procedures standard contained in Boeing Document D011N002 "Configuration, Maintenance and Procedures (CMP) for Extended Range (ER) Operation", as supplemented by Pemco CMP Supplement No. CMP-SC-D011N002 are complied with. The actual maximum approved diversion time for this modified airplane may be less based on its most limiting system time capability. This finding does not constitute operational approval to conduct ETOPS.

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