



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

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: _____

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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Supplemental Type Certificate

Number: **ST03952AT**
 Date Amended: July 12, 2016

Limitations and Conditions: (Continued)

4. It has been demonstrated that this modification is compatible with Boeing Model 757-200 airplanes with winglets installed per Aviation Partners Boeing STC ST01518SE. No other winglet installations have been evaluated
5. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated, unless it is determine 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.
6. In accordance with the FAA Seattle Aircraft Certification Office letters 150S-12-36a, dated September 3, 2013, and 140S-14-13, dated January 29, 2014, this modification is FAA approved as an Alternate Method of Compliance (AMOC) to the following Airworthiness Directives (AD):

AD	Paragraph
87-07-06	(A)
90-12-11 R1	(A) & (B)
95-25-01	(d) & (e)
98-19-24	(a)
2001-15-01	(a)
2005-03-02	(c)
2012-12-15	(k)(3) ^{1,2}

AD	Paragraph
2006-11-11	(h) & (i) ¹
2006-22-01	(f)
2007-16-12	(f)(1), (f)(4) & (g)
2007-19-07	(f)
2008-06-14	(f)
2011-01-15	(g) & (h)

Notes:

1. The alternate inspection intervals are described in Section 9 of the Maintenance Planning Data (MPD) Supplement, VT Mobile Aerospace Engineering, Inc., Report 757SC-MPD-01, Revision 13.
2. For 28-AWL-01 the detailed inspections are to be conducted per AMM 28-11-00. The reference to the Boeing Standard Wiring Practices Manual, D6-54446, for the inspection is not valid.
7. 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.
8. This modification cannot be installed on B757-200 with Pratt and Whitney engines that have not been modified per Boeing Service Bulletin 757-71-0088 Original Issue, or later FAA approved revision.

Certification Basis:

Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, for the Boeing Model 757-200 series passenger to Combi conversion is as follows:

- a. The type certification basis for Boeing Model 757-200 airplanes is shown on TCDS A2NM 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, October 15, 2010, is based upon part 25 as amended by amendment 25-129. 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 this modification was determined to be:

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

§25.25	§25.801(a)(b)(c)(d)(e)	§25.1325(c)(2)(ii)	§25.1701
§25.29	§25.803(a)	§25.1351(a)(1)	§25.1703
§25.365(a)(b)(c)	§25.807(a)(1)	§25.1353(a)(c)	§25.1705
§25.561	§25.811(a)(b)(c)(d)(g)	§25.1357(a)(b)(c)(d)(e)	§25.1707
§25.603	§25.812(a)(b)(1)(c)(d)(e)*	§25.1360	§25.1709
§25.605(a)	§25.813(a)(2)(b)(1) (4)(6)(c)(d)(e)*	§25.1381(a)	§25.1711
§25.611	§25.851(a)(1)(2)(4) (5)(6)(7)(8)(b)	§25.1411(a)(b)(c)(d)(1)(2) (4)(e)(f)	§25.1713
§25.613	§25.853(a)(d)(e)(f)(g)	§25.1415(a)(b)(c)(d)	§25.1715
§25.625	§25.854(a)(b)	§25.1423(a)(1)(b)(c)(d)(g)	§25.1717
§25.772(c)	§25.855(a)(b)(c)(d) (e)(f)(h)(2)(3)(i)	§25.1431(a)(c)(d)	§25.1719
§25.783(a)(b)(c)(d)(e)(f)	§25.856(a)(b)	§25.1447(a)(c)(1)(4)	§25.1721
§25.785(a)(b)(c)(d) (2)(h)(i)(j)(k)*	§25.857(c)	§25.1529	§25.1723
§25.787(a)(b)(c)	§25.858	§25.1557(a)(c)(d)	§25.1725
§25.789(a)	§25.869(a)(1)	§25.1561(a)(b)(c)(e)	§25.1727
§25.791	§25.981(a)(d)	§25.1581(a)(1)(2)	§25.1729
§25.793	§25.1301(a)	§25.1583(c)(1)(2)	§25.1731
§25.795(b)	§25.1309	§25.1585(a)(3)	§25.1733

Regulations at the amendment level in TCDS A2NM

§25.23	§25.343	§25.489	§25.609	§25.1322
§25.27	§25.345	§25.491	§25.619	§25.1403
§25.301(a)(b)(c)	§25.349	§25.493	§25.629	§25.1435(a)(b)
§25.303	§25.351	§25.495	§25.671(c)	§25.1441(a)(b)
§25.305	§25.365(e)(f)(g)	§25.499	§25.685(a)	§25.1443(c)(e)
§25.307(a)	§25.471(a)(b)	§25.503	§25.689	§25.1445(a)(1)(b)
§25.321	§25.473	§25.507(a)(b)	§25.723(a)	§25.1450(a)(b)
§25.331	§25.479	§25.509	§25.815	§25.1455
§25.333	§25.481	§25.511	§25.817	§25.1519
§25.335	§25.483	§25.571(a)(b)(e)	§25.831(a)(b)(c)(e)	§25.1541
§25.337	§25.485	§25.601	§25.841(a)(b)(4)	§25.1555(a)(d)(1)
§25.341	§25.487	§25.607	§25.843(a)(b)(3)(4)	

Partial exemption grant per Exemption No. 10397

from §25.785(j) and §25.813(b) for the supernumerary area.

Note: The exemption from §25.812(e) Amendment 25-128 for the supernumerary area was not granted and instead the FAA elected to revert to §25.812 Amendment 25-32 which does not include the floor-proximity emergency-escape path marking requirements. Also, the exemption from §25.813(a) for the supernumerary area was not granted because the emergency exits were de-rated thus making this CFR not applicable. Instead, direct compliance was shown to §25.813.

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