

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

Number **SA00038SE**

This certificate, issued to

**BLR Aerospace, LLC
11002 29th Ave. West
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 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: A20SO
Make: Piper
Model: PA-31-325

Description of the Type Design Change: Vortex generators manufactured in accordance with Document AA1161, Revision B, dated November 15, 1993, and installed in accordance with Document BL1162, Revision A, dated August 31, 1993, or later FAA-approved revisions.

In order to be eligible for this modification aircraft must have Supplemental Type Certificate (STC) SA970SO installed.

Eligible Serial Numbers: 31-7300932 and on.

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 that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, continuations sheets, and the Flight Manual Supplement specified on page 3, must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheets on Pages 3 and 4)

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: June 30, 1993
Date of issuance: November 18, 1993

Date reissued: November 23, 2009; August 23, 2018
Date amended:



By direction of the Administrator

(Signature)

Manager, Seattle ACO Branch

(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 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). This certificate may be transferred in accordance with FAR 21.47.

Supplemental Type Certificate

(Continuation Sheet)

Number SA00038SE

BLR Aerospace, LLC

Issued: November 18, 1993

Reissued: November 23, 2009; August 23, 2018

Amended:

Limitations and Conditions continued:

This Continuation Sheet, which is part of STC No. SA00038SE, prescribes the conditions and limitations under which the product for which the STC was issued meets the standards for airworthiness of the Federal Aviation Regulations.

The conditions and limitations of Type Certificate Data Sheet No. A20SO and Supplemental Type Certificate SA970SO apply except where superseded by the following:

The system consists of eighty-six vortex generators on the wing and vertical tail of the airplane and four strakes (two on each nacelle).

There may be a maximum combined total of four vortex generators missing from the wing and/or vertical tail before replacements must be installed.

If any of the eighty-six vortex generators are missing, the airplane must be operated within the limitations of the basic airplane flight manual until replacements are installed.

Flight Manual Supplement: Document AFMS-NCR-2, dated November 18, 1993, or later FAA-approved revision.
(in addition to the supplement required by STC SA970SO)

Engine Limits: Maximum Take-off Power
Maximum of 3 minutes except in emergency.
2575 RPM, 49.0 inches Hg manifold pressure below 15,000 feet MSL.
Reduce manifold pressure by 0.64 inches for every 1000 feet of altitude above 15,000 feet MSL up to 22,300 feet MSL. Reduce manifold pressure by an additional 2.2 inches for every 1000 feet of altitude above 22,300 feet MSL up to maximum operating altitude of 24,000 feet MSL.

Maximum Continuous Power

2400 RPM, 35.0 inches Hg manifold pressure below 21,100 feet MSL.
Reduce manifold pressure by 1.7 inches for every 1000 feet of altitude above 21,100 feet MSL up to maximum operating altitude of 24,000 feet MSL.

(See Continuation Sheet on Page 4)

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). This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)
Number SA00038SE

BLR Aerospace, LLC

Issued: November 18, 1993

Reissued: November 23, 2009; August 23, 2018

Amended:

Limitations and Conditions continued:

- Airspeed Indicator** Normal Operating Range (green arc) 77 to 179 knots
Markings (IAS): Flaps Operating Range (white arc) 71 to 127 knots
Caution Range (yellow arc) 179 to 213 knots
Minimum Single-Engine Control Speed (red radial) 71 knots
Best Single-Engine Rate-of-Climb Speed (blue radial) 104 knots
Never Exceed Speed (red radial) 213 knots
- Maximum Weights:** Ramps 6740 pounds
Takeoff 6700 pounds (see loading limitations below)
Landing 6500 pounds
Zero Fuel 6200 pounds
- CG Range** +136.0 inches to +138.0 inches at 6700 pounds
(Landing Gear +134.0 inches to +138.0 inches at 6500 pounds
Extended): +128.5 inches to +138.0 inches at 6000 pounds
+121.4 inches to +138.0 inches at 5000 pounds or less
Straight line variation between points given.
- Loading Limitations:** For aircraft with wingtip extensions: a minimum of 5 gallons of fuel per side must be in the outboard auxiliary fuel tanks when operating at weights above 6500 pounds.
- For aircraft with winglets: a minimum of 10 gallons of fuel per side must be in the outboard auxiliary fuel tanks when operating at weights above 6500 pounds.
- Load Factor Limits** Positive Maneuvers: +3.54
(g's): Negative Maneuvers: -1.41
- Placards:** Change all references to V_{MCA} values on placards to 71 KIAS.
Change all references to maneuver speed values on placards to 154 KIAS.

- END -

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). This certificate may be transferred in accordance with FAR 21.47.
