



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: **ST04415AT**

This certificate issued to: Jetaire Aerospace LLC
1170 Peachtree Street, Suite 1200
Atlanta, Georgia 30309

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:

Installation of Invicta Ignition Mitigation Means (IMM) in the center wing tank (CWT) in accordance with Jetaire’s Master Data List (MDL) 17002C0012, Revision A, dated December 8, 2017, or later FAA approved revisions.

Limitations and Conditions:

1. This STC can only be installed on Boeing 757-200 series airplanes WITHOUT auxiliary fuel tanks.
2. Supplement for Instructions for Continued Airworthiness (ICA) Jetaire Report 17002S0004, Revision A, dated December 8, 2017, or later FAA approved revision, is a required part of this STC, and must be incorporated into the operator’s maintenance program.
3. Aircraft Flight Manual Supplement, Jetaire Report 17002S0001, Revision A, dated December 13, 2017, or later FAA approved revision is required and must be carried in the aircraft during all flights.
4. The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configurations will not introduce any adverse effect upon the airworthiness of the aircraft.
5. 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.

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: September 13, 2017

Date Reissued:

Date of Issuance: December 13, 2017

Date Amended:

By Direction of the Administrator

Signature Christina M. Underwood

Title Christina M. Underwood
Manager, Atlanta ACO Branch

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: ST04415AT

Issued: December 13, 2017

Certification Basis:

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 the Boeing 757-200 series aircraft is as follows:

- a. The type certification basis for the 757-200 series airplane 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, September 13, 2017, is based upon part 25 as amended by amendment 25-45. Based on 14 CFR §§ 21.115 and 21.101, and FAA policy for significant level changes in FAA Order 8110.48, the certification basis for this modification was determined to be:

14 CFR Part 25 Regulations

Regulations at the amendment level in TCDS A2NM (as noted):

Table with 4 columns of 14 CFR §§ and their corresponding amendment levels (e.g., 25.301 (25-23), 25.303 (25-23), 25.601 (25-0), 25.952(a) (25-40)).

Regulations at a later amendment level (as noted):

Table with 4 columns of 14 CFR §§ and their corresponding amendment levels (e.g., 25.305 (25-54), 25.307(a) (25-54), 25.605 (25-46), 25.613 (25-112)).

14 CFR Part 26 Regulations

Based on 14 CFR §21.101(g), applicable provisions of 14 CFR part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this STC must demonstrate compliance with the applicable sections. As of the issuance date of this STC, compliance has been found for the following regulations at the noted Amendment levels:

Table with 4 columns of 14 CFR §§ and their corresponding amendment levels (e.g., 26.1 (26-0), 26.11(a)(c) (26-0), 26.33 (26-0), 26.35(a)(3)(iii)(b)(2)(i)(c) (26-3)).

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).