



CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO **2012S03-05**
(Number)

Este certificado, emitido com base na Lei nº 7565 “Código Brasileiro de Aeronáutica”, de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 “Código Brasileiro de Aeronáutica”, dated 19 December 1986,

é conferido ao (à): TDG Aerospace Inc.
(is granted to:) 545 Corporative Drive
 Escondido, CA 92029
 USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)
especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicable airworthiness requirements.)

Produto Original - Número do Certificado de Tipo: 8302 (ANAC).
(Original Product – Type Certificate No:)

Fabricante: The Boeing Company.
(Manufacturer:)

Modelo(s): 767-200, 767-300 and 767-300F.
(Model(s):)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) in accordance with UFI 767 Installation Kit Master Drawing List Document No. 10-3206-0002, Rev. K, dated 24 May 2011, or later approved revisions.

This CST validates in Brazil the STC No. ST02285LA, issued by FAA (USA).

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento: 16 Dec. 2011
(Application:)

Da emissão: 14 Feb. 2012
(Issue:)

Da reemissão:
(Reissue:)

HÉLIO TARQUINIO JÚNIOR
Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)

DINGO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)



Folha de Continuação ao
(Continuation Sheet to)

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LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

- I. The approval of this type design change 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 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.
- II. 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.
- III. Operation must be performed in accordance with FAA approved Airplane Flight Manual Supplement (AFMS), Document No. 20-3206-0002, dated 26 Feb. 2010, or later approved revisions.
- IV. The Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) is for protecting the airplane center wing fuel tank from electrical faults in fuel pump and pump electrical power feed systems that can cause an ignition sources in the airplane center wing fuel tank. The fuel pump automatic shut off feature, prevents prolonged dry running of pump. The UFI design complies with 14 CFR § 25.981 (a) and (b) amendment 102.
- V. If the airplane has supplemental (high flow) jettison pumps installed, the installation of this STC requires them to be deactivated.
- VI. The UFI installation provides an acceptable level of safety to requirements of the AD paragraphs listed below, because the same limits and margins of safety are maintained from the requirements of the ADs. Therefore, ANAC validates installation of the TDG Aerospace UFI device in accordance with this CST as an alternative method of compliance with the requirements of paragraph (b) & (c) of AD 2001-15-08 and paragraphs (f) and (h) of AD 2009-16-06 for all Boeing Model 767-200, 767-300 and 767-300F airplanes. In addition to successful installation and checkout of the UFI device, compliance with the conditions of this approval requires concurrent incorporation of the associated Airplane Flight Manual Supplement approved per this CST, or later FAA approved revision. Upon completion of these activities the AFM limitations mandated by paragraphs (b) & (c) of AD 2001-15-08 and paragraph (h) of AD 2009-16-06 may be removed from the operator's AFM.



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(Limitations and Conditions:)

Additionally, ANAC validates accomplishment of the deactivation procedures for the supplemental (high flow) jettison pumps (designator M1730 and M1731) required by this CST as an AMOC to the installation of a new configuration jettison pump for supplemental (high flow) jettison pump location as required by paragraph (i) of AD 2001-15-08. This AMOC applies only to the deactivated supplemental (high flow) jettison pump; all other active override / Jettison pumps must comply with paragraph (i) of AD 2001-15-08. For any airplane on which the supplemental (high flow) jettison pump is reactivated, it must be reactivated in accordance with a method approved by ANAC.

In order to operate a mixed fleet of airplane (some with UFI installed and some without) and take relief from AFM limitations in accordance with this AMOC, it will be necessary to install a placard in the flight deck of airplanes that do not have the UFI installed, to alert the crew that the procedures required by paragraph (c) of AD 2001-15-08 must be followed on that airplane. The placard should read as follows (alternative placard wording may be used if approved by ANAC):

“AD 2001-15-08 fuel usage restrictions required”

If an operator would like to use a different method to control mixed-fleet operation other than the use of placards, the procedure must be submitted for approval by the ANAC.

This AMOC is transferable to subsequent operator of the affected airplanes.

- VII. Instructions for Continued Airworthiness (ICA), Report No. 20-3206-0001, Rev. F, dated 08 Nov. 2011 or later FAA approved revision, is required for this installation.
- VIII. The Certification Basis for parts changed or affected by this change, as specified on the FAA STC # ST02285LA is applicable.
- IX. A copy of this Certificate and the Supplement referred on item III above shall be maintained as part of the permanent records of the modified aircraft.

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