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Department of Transport

Supplemental Type Certificate

This approval is issued to:

TDG Aerospace Inc.
545, Corporate Drive
Escondido, CA 92029
U.S.A.

Number: SA18-58

Issue No.: 1

Approval Date: April 30, 2018

Issue Date: April 30, 2018

Responsible Office:

Québec

Aircraft/Engine Type or Model:

Boeing 757-200 Series

Canadian Type Certificate or Equivalent:

A-161

Description of Type Design Change:

Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) in accordance with FAA STC ST01950LA.

**Installation/Operating Data,
Required Equipment and Limitations:**

The Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) is to be performed, maintained and operated in accordance with TGD Aerospace, Inc. following documents:

- Master Drawing List Document No.: 10-3200-0009, Revision AA, dated May 27, 2015 *;
- Instructions for Continued Airworthiness, Document No.: 20-3200-0001, Revision H, dated May 27, 2015 *; and,
- Airplane Flight Manual Supplement No. 20-3200-0003, Revision 1, dated July 16, 2015 *.

* or later FAA approved/accepted revisions.

(See Continuation Sheet)



Conditions: This approval is only applicable to the type/model of aeronautical product specified therein. Prior to incorporating this modification, the installer shall establish that the interrelationship between this change and any other modification(s) incorporated **will not** adversely affect the airworthiness of the modified product.

Kenneth Clayton
For Minister of Transport



NOTE: THIS ADDENDUM SHALL REMAIN PART OF THE CERTIFICATE REFERRED TO THEREIN.

**Installation/Operating Data,
Required Equipment and Limitations:**

- Note 1: The UFI is a Critical Design Control Configuration Limitation item, the UFI operation, and instructions for maintenance and inspection is limited to the TDG Aerospace Instructions for Continued Airworthiness Document No.: 20-3200-0001, Revision H, dated May 27, 2015, or later FAA approved revision.
- Note 2: The Manager of the FAA Seattle Aircraft Certification Office approves installation of the TDG Aerospace UFI device in accordance with FAA STC ST01950LA as an alternative method of compliance (AMOC) with the requirements of paragraph (e) of AD 2002-24-51 for all Boeing Model 757-200 airplanes. TCCA Continuing Airworthiness has accepted this FAA AMOC, determined that it does not require approval and that a TCCA AMOC is not required.

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 stated on this STC, or later FAA approved revision, and incorporation of the related Critical Design Configuration Control Limitations and scheduled maintenance inspections into the operator's maintenance documentation. Upon completion of these activities, the AFM limitations mandated by paragraph (e) of AD 2002-24-51 may be removed from the operator's AFM.

In order to operate a mixed fleet of airplanes (some with UFI installed and some without) and take relief from the AFM limitations in accordance with this AMOC, it will be necessary to install a placard in the flight deck or airplanes that do not have the UFI installed, to alert the crew that the procedures required by paragraph (e) of AD 2002-24-51 must be followed on that airplane. The placard should read as follows (alternative placard wording may be used if approved by an appropriate TCCA Principal Operations Inspector):

"AD 2002-24-51 fuel usage restrictions required"

For airplanes that currently have a placard required by AD 2002-19-52, that placard can be used to fulfill the above requirement for mixed-fleet operation. 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 Seattle Aircraft Certification Office and/or the responsible TCCA Principal Operations Inspector.

— End —