

Supplemental Type Certificate

Number ST02285LA

This Certificate issued to TDG Aerospace, Inc.
2180 Chablis Court, Suite 106
Escondido, California 92029

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.*

Original Product Type Certificate Number : A1NM

Make : Boeing

Model : 767-200,-300,-300F

Description of Type Design Change: Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) for protecting the airplane center wing fuel tanks 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. This STC shall be installed in accordance with UFI 767 Installation Kit Master Drawing List Document No: 10-3206-0002 Revision B, dated March 18, 2010, or later FAA approved revisions, and operated in accordance with Airplane Flight Manual Supplement No. 20-3206-0002, dated February 26, 2010, or later FAA approved revisions. This STC shall be maintained in accordance with Instructions for Continued Airworthiness (ICA) document No. 20-3206-0001 Revision E, dated February 4, 2010, or later FAA approved revisions. The ICA shall be incorporated in the operator's maintenance program.

Limitations and Conditions The approval of this change in type design applies to the above noted aircraft models. This STC should not be installed on other specific aircraft of this type model unless it is determined that the installation of this STC will not adversely effect the operation and airworthiness of other previously approved modifications on this aircraft. A copy of this STC must be included in the permanent records of the modified aircraft. 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. (See Limitations and Conditions continued on page 3)

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 : March 31, 2008

Date reissued : January 21, 2020

Date of issuance : May 21, 2010

Date amended :



By direction of the Administrator

[Signature]
(Signature)

Manager, Technical & Administrative Support
Section
Los Angeles 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.

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional 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 the Supplemental Type Certificate Number _____

to *(Name of transferee)* _____

(Address of transfer) _____
(Number and street)

(City, State, and Zip code)

from *(Name of grantor) (Print or type)* _____

(Address of grantor) _____
(Number and street)

(City, State, and Zip code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of grantor *(In ink)*: _____

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Limitations and Conditions continued:

1. If the airplane has supplemental (high flow) jettison pumps installed, the installation of this STC requires them to be deactivated.
2. The Manager of the FAA Seattle ACO Branch finds the UFI installation provides an acceptable level of safety to the requirements of the AD paragraphs listed below, because the same limits and margins of safety are maintained from the requirements of the ADs. Therefore, the FAA Seattle ACO Branch approves installation of the TDG Aerospace UFI device in accordance with this STC 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 STC, 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.

Additionally, the FAA Seattle ACO Branch approves accomplishment of the deactivation procedures for the supplemental jettison pumps (designator M1730 and M1731) required by this STC as an AMOC to the installation of a new configuration jettison pump for the supplemental (high flow) jettison pump locations 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 the Manager, Seattle ACO Branch.

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 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 an appropriate FAA Principal Operations Inspector):

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

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Limitations and Conditions continued.

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 ACO Branch and/or the responsible FAA Principal Operations Inspector.

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

This FAA approval applies only to those airplanes registered in the United States. Approval for foreign-registered airplanes must be obtained by application to the applicable governing regulatory authority.

This approval is subject to the following condition: If in the future the Seattle ACO Branch determines that this AMOC does not provide an acceptable level of safety, the Seattle ACO Branch may revoke or revise the terms of the AMOC following notice to the requester and a seven-day opportunity for the requester to comment on the revocation or proposed revision.

3. This modification may not be installed after August 30, 2010, unless (1) previously approved electrical wiring interconnection system (EWIS) instructions for continued airworthiness (ICA) have been evaluated and determined to be adequate for this installation by the FAA, or (2) revised EWIS ICA have been approved by the Los Angeles ACO Branch. (Refer to § 26.11).
4. This STC has been shown to be in compliance with the original Type Certificate Data Sheet (TCDS) No. A1NM. In addition, the following Federal Aviation Regulations have been complied to: 14 CFR §§ 25.21(a)(1) Amendment 72, 25.571(a)(b) Amendment 96, 25.869(a)(2), (a)(3), Amendment 123, 25.899(a) 25.901(a)(b)(c) Amendment 46, 25.981(a)(3)(b)(C) Amendment 102, 25.1163(b) Amendment 57, 25.1301(a)(b) Amendment 123, 25.1309(a)(b)(c)(d)(e) Amendment 123, 25.1310(a)(1), Amendment 123, 25.1316(b), 25.1351(a) Amendment 72, 25.1353(a)(c), Amendment 123, 25.1357(a)(b)(c)(d)(e)(f) Amendment 123, 25.1360(a)(b) Amendment 123, 25.1431(a)(b)(c)(d) Amendment 113, 25.1529 Amendment 54.

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