

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

Number ST01950LA

This Certificate issued to **TDG AEROSPACE, INC.
545 CORPORATE DRIVE
ESCONDIDO, CA 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: 2ANM

Make: Boeing

Model: 757-200, -300 series

Description of Type Design Change: Installation of TDG Aerospace, Inc. Universal Fault Interrupter (UFI) for protecting the airplane from electrical faults in fuel pump and pump electrical power feed systems, having potential for introducing ignition sources, in the airplane center wing fuel tank. The automatic shut off feature, prevents prolonged dry running of the pumps. The UFI design complies with 14 CFR § 25.981 (a) and (b) amendment 102. The installation of UFI part number 10-3200-0001 shall be in accordance with UFI 757 Installation Kit Master Drawing List Document No: 10-3200-0009 Revision C, dated January 11, 2007, or later FAA approved revision, and operated in accordance with Airplane Flight Manual Supplement No: 20-3200-0003, dated January 10, 2007, or later FAA approved revision.

Limitations and Conditions The approval of this change in type design applies to the above noted aircraft models. This approval should not be extended to other specific aircraft of these model series on which other than noted previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of those 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: May 18, 2006

Date reissued: October 26, 2007

Date of issuance: January 17, 2007

Date amended:



By direction of the Administrator

Thomas A. Enyart
(Signature)

Thomas A. Enyart
Manager, Propulsion Branch
Los Angeles Aircraft Certification Office
(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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Supplemental Type Certificate

Number ST01950LA
(Continuation Sheet)

Limitations and Conditions continued:

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 Instructions for Continued Airworthiness document 20-3200-0001 revision D, dated January 11, 2007, or later FAA approved revision, in accordance with 14 CFR §§ 25.981(b), 91.410 (b), 121.370 (b), 125.248 (b), 129.32 (b).

Note 2: "The Manager of the FAA Seattle Aircraft Certification Office approves installation of the TDG Aerospace UFI device in accordance with this STC as an alternative method of compliance (AMOC) with the requirements of paragraph (e) of AD 2002-24-51 for all Boeing Model 757-200 and 757-300 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, 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 of 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 FAA 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 FAA Principal Operations Inspector."

Note 3: Deviations from the ICA, Airworthiness Limitation Section must be approved by Manager of Los Angeles Aircraft Certification Office.

Note 4: Installation limited to Airplane Center Wing Tank Fuel Boost Pumps.

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