

## SUPPLEMENTAL TYPE CERTIFICATE

**10063579**

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

### **AEROSPACE LOGIC INC.**

**684 MUD STREET EAST, HANGAR 7  
STONEY CREEK ON L8J 3C9  
CANADA**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

**Original Type Certificate Number:** See "200 Series Eligibility List", Document # S200-CEL, Rev. 1.2, dated 21.12.2009 or later TCCA approved revisions.

**Type Certificate Holder:** See "200 Series Eligibility List".

**Type:** See "200 Series Eligibility List".

**Model:** See "200 Series Eligibility List".

**Original STC Number:** TCCA STC SA09-96

#### **Description of Design Change:**

Aerospace Logic Aircraft Instruments 200 Series as per Document # S200-CPL Rev 1.0 dated 02.12.2009 or later Transport Canada approved revisions.

#### **EASA Certification Basis:**

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

See Continuation Sheet(s)

**For the European Aviation Safety Agency**

**Cologne, Germany, 25 October 2017**



**Dominique ROLAND**  
Head of General Aviation and  
Remotely Piloted Aircraft Systems (RPAS)



The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

**Associated Technical Documentation:**

- Installation as primary or secondary, new or replacement must be in accordance with Aerospace Logic Certified Installation List – Document # S200-CIL, Rev. 1.0 dated 02/12/2009 (approved Transport Canada on 14/12/2009)
- Operation of instruments utilizing and intensity control module must be done in accordance with Aerospace Logic Document # S200-FMS, Rev. 1.0 dated 02/12/2009 (approved Transport Canada on 14/12/2009)
- Installation limitations must be observed in accordance with Aerospace Logic Certified Limitations Statement – Document # S200-ILS, Rev. 1.0 dated 02/12/2009 (approved Transport Canada on 14/12/2009)
- Maintenance must be in accordance with Aerospace Logic Instructions for Continued Airworthiness – Document # S200-ICA, Rev. 1.0 dated 02/12/2009 (approved Transport Canada on 14/12/2009) or later revisions of the above listed documents approved by EASA in accordance with the Technical Implementation Procedures of EU/ Canada Bilateral Agreement.

**Limitations/Conditions:**

Prior to installation of this design change it must be determined that the interrelationship between this design change and any other previously installed design change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

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## STC COMPLIANCE

### **FL20XD and CiES Inc. Fuel Level Senders**

The FL20XD family of instruments and applicable CiES Fuel Level senders are TSO'd products that are STC'd for installation as a set under Transport Canada STC # SA09-96 and FAA STC # SA02825NY. To install these items and comply with the STC such that no further approvals are required you need to do and be aware of the following:

1. Confirm that your aircraft is on our FAA AML (See enclosed or our website)
2. Order the correct senders from CiES Inc. ([www.ciescorp.net](http://www.ciescorp.net))
  - a. They must be of the part number series CC284022-()-()
  - b. They must have the TSO identification attached to the sender
3. Order the correct instrument from Aerospace Logic Inc.
  - a. It must be of the part number series FL20XD
  - b. You must have the Transport Canada FORM ONE (FAA 8130 equivalent) that will be supplied with your instrument
4. It is a requirement of the STC that this sender and instrument combination be the **ONLY** items connected to one another
5. Install sender and instrument in accordance with the approved instructions
6. Complete the instrument calibration and **RECORD** the data on the supplied calibration form
7. Complete the remaining regulatory documentation to return the aircraft to service