

**UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC.**

**AIRCRAFT OWNERS AND PILOTS
ASSOCIATION, *ET AL.***

Complainants

v.

**COUNTY OF SANTA CLARA,
CALIFORNIA**

Respondent.

FAA Docket No. 16-22-08

**COMPLAINANTS' REPLY TO RESONDENT COUNTY OF SANTA CLARA'S
ANSWER, STATEMENT OF FACTS, AND AFFIRMATIVE DEFENSES**

Pursuant to section 16.23(e) of the Rules of Practice for Federally-Assisted Airport Enforcement Proceedings, the Complainants hereby file their reply to the County of Santa Clara's Answer¹ and in support thereof state as follows:

INTRODUCTION

Complainants have presented a valid and meritorious case that the County of Santa Clara ("County") is in violation of its grant obligations as it relates to the availability of 100LL fuel at its two County-operated airports. The County specifically and directly acted to discontinue the sale of 100LL fuel at the airports, when such sales had been in existence and would have continued but for the County's decision to abruptly prohibit 100LL sales beginning on January 1, 2022, just 4 ½ months after considering the issue and making the decision. The County's decision was made over the protest of the tenants and users at the airports, and without regard to its federal obligations to continue to allow fueling of 100LL as a condition of reasonable access at the airports.

Complainants' allegations in this matter are neither "sensationalized" nor "reinterpreted." They are based on objective facts documented in the Complaint and in response to the County's meritless motions to dismiss and for summary judgment. It is the County that is attempting to dramatize the circumstances of its obligation to provide reasonable access to its airports, and it is

¹ The County's Answer was due on March 27, 2023, after receiving an extension of time from the FAA to file the Answer. The County did not file its Answer until March 28, 2023, one day late and without explanation. The Complainants have calculated the due date for this reply based on the date of the County's belated filing.

the County that keeps attempting to recast its actions that inhibit reasonable access to an obligated airport.

THE FACTS AND THE LAW CLEARLY REFUTE THE COUNTY'S ANSWER

The County Is Aware Of Its Grant Assurance Obligations

While the County acknowledges that it “has accepted Airport Improvement Program funds from the FAA in the past twenty years for projects at both County Airports” (Answer at pg. 11, ¶2), it vastly understates its extensive history in accepting federal funds in exchange for agreeing to comply with federal grant obligations. According to the County’s own website, it has accepted 21 Grants for RHV since 1963 and at least 9 for E16 since 1967 and obtained millions of dollars in federal funds. *See* Attachment 1, County of Santa Clara Past and Present FAA Grant Documents. The County was not forced to enter any of these agreements but did so voluntarily.

No Unleaded 100 Octane Unleaded Fuel Is Currently Authorized For Fleetwide Use

The County’s assertion that G100UL has been approved “for fleetwide use” (Answer at pg. 13 ¶11) is false. Unfortunately, no unleaded 100 octane fuel candidate has received fleet authorization to date, and GAMI’s G100UL authorization was issued via Supplemental Type Certificate. *See* Attachment 2 EAGLE Stakeholder Meeting March 16-17, 2022 slide regarding approval pathways, and *see also* Attachment 3, collectively Supplemental Type Certificates SE01966WI, SE01966WI AMLs, SA01967WI, and SA01967WI AML). Supplemental Type Certificate approval provides authorization by make, model and engine of aircraft, and a variety of piston aircraft are not yet authorized by the FAA to use GAMI’s G100UL, including the entire Robinson Helicopter fleet. *Id.*

It Is Unknown When G100UL Will Be Available

The County is aware that the timeline for availability of G100UL is unknown, despite its statements that “...GAMI has informed interested purchasers that it will be available in California in 2023” (Answer at pg. 13 ¶11) and that “Swift Fuels expects to begin selling in 2023” (Answer at pg. 14, ¶12). When a County airport official was asked earlier this week when G100UL would be available, he replied “That’s the question I ask every time when we talk with him or I talk with Mr. Braly. When’s it going to be? And nobody has provided a date.” County Airport Commission Regular Meeting, April 3, 2023 video recording at 46:17-46:55, <http://sccgov.iqm2.com/Citizens/SplitView.aspx?Mode=Video&MeetingID=14853#>. G100UL is not yet in commercial production, and distribution chain complexities to be navigated once commercial production has begun that impact availability to end user are well documented. *See* Attachment 4, EAGLE Stakeholder Meeting June 23, 2022 slide regarding the path from refinery to wing. If getting approved fuels available at airport fuel pumps was easy, EAGLE wouldn’t exist and fuel would already be available.


The County Prohibited 100LL Availability On Its Airports Anyway


The County unilaterally acted to prohibit an existing aeronautical commercial service of 100LL fuel from being provided beyond December 31, 2021 at the County's airports. The ability to self-fuel aircraft ceased following the imposition of the County's 100LL fuel sales prohibition. The County does not dispute that it prohibited the sale of 100LL fuel at both of its airports, on its own decision, and without consultation with the FAA. Before the County's prohibition went into effect, the County knew the FAA was reviewing, in a Part 13 investigation, the County's actions in that regard as a possible violation of the grant assurances. Instead of waiting for the outcome of that Part 13 review, and in some instances acting to interfere with the timely resolution that would come from FAA's review of the issues, the County moved doggedly ahead and imposed a restriction on its airports that was wholly unreasonable under the circumstances that existed then and continue to exist now.

In particular, the County Board of Supervisors unanimously voted to accept the recommendations of the County's executive staff members to discontinue the use of 100LL fuel at both of the County's airports. Thereafter, the County amended its laws and its leases with airport tenants to implement the action to prevent the continuation of 100LL fuel sales at the airport. There was no negotiation in this regard; the County's position was final.

There can be no dispute that Santa Clara County has resolved to prohibit the sale or use of leaded fuel at the airports. At an August 17, 2021, Board meeting the County Board voted unanimously to "adopt" the recommendations of the County executive staff, including:

Resolution 36 to "take all actions necessary to transition to carrying only lead free gas at both County airports as soon as possible with the understanding that the sales of leaded gas will not be permitted at either County airport after December 31, 2021 except for emergency operations."

Resolution 37 to take "[s]uch actions ... both **prohibiting the sale or use of leaded fuel**, and pursuing any and all available paths to early closure prior to 2031." *See* Complaint Attachment 17, Board of Supervisors Decision (*emphasis added*). 

It wasn't until nearly four months later when tenants received an official mention of the impending prohibition on all sales and distribution of 100LL at County airports. On December 6, 2021, County Director of Airports Eric Peterson sent an email to airport users titled "Airports Newsletter - No 100LL Available at RHV or E16 after 12/31/2021." *See* Compl's Ans. in Opp'n to Respt's Mots., Attachment 25.4 stating that: "The new year will bring several changes to the Santa Clara County airports. One such change will be the removal of **all 100LL sales and distribution** at both RHV and E16 effective January 1, 2022 (*emphasis added*). The email included a link to the December 6, 2021, edition of the Santa Clara County Airport News. *See* Compl's Ans. in Opp'n to Respt's Mots., Attachment 25.5 which states in part: "One of the most immediate consequences for airport users as a result of the discussion on airborne lead, is the elimination of sale and distribution of 100LL fuel at RHV and E16 by January 1, 2022." 

Airport users raised concerns before the prohibition went into effect, and now raise concerns that the County is unable to even provide sufficient 94UL services (*i.e.*, a CalPilots Regional Vice President and former Airport Commissioner recently stated, “Further, the county is now engaged in a service business for which they cannot provide the needed services. The four leaseholders each have their own truck to fuel their own aircraft (yes, the county sells them the fuel in bulk) but the reason is the county (whether perceived or actually the case) cannot accommodate service requests in a timely manner - ie. It takes approximately 10 minutes to fuel an aircraft, so 6 per hour - the county fueling is open 9-5, thus 8 hours of availability - result is 48 aircraft can be serviced. One flight school on a busy day may have 60 flights starting at 7 am and ending at 9 pm (or longer) - clearly, the county cannot accommodate that operation alone.” *See* Attachment 5, April 4, 2023 Presentation to Santa Clara County Airports Commission by Douglas Rice.)

The FAA has already determined that a new restriction that serves to prohibit a fuel service that was previously provided would be a violation of an obligated airport’s requirement to comply with Grant Assurance 22. *See* Complaint Attachment 2, FAA Letter to City of Santa Monica (“An outright ban or restriction on the sale or use of 100LL would be contrary to both the Settlement Agreement and Grant Assurance 22, *Economic Non-Discrimination* (49 U.S.C. § 47107(a)(1))... a ban or restriction on the sale or use of 100LL at a federally obligated airport is also inconsistent with Grant Assurance 22, *Economic Non-Discrimination* (49 U.S.C. § 47107(a)(1)) and conflicts with the self-service provision therein. Any restriction on the sale or dispensing of any type of fuel, when there is demand/need or a fuel provider willing to provide the fuel, must be approved in advance by the FAA. Any such proposed restriction must be supported by a valid, FAA-approved justification. Such a justification cannot be unreasonable or unjustly discriminatory.”) The County’s action to restrict fuel sales that had been provided and could continue to be provided was unreasonable and continues to be unreasonable for the 15 months and counting that it has been imposed on the tenants and users of the County’s airports.

100LL Self-Fueling Efforts at County Airports Are Impracticable and Futile

The County misstates the ease, and therefore reasonable opportunity, to obtain self-fueling permits. Rather, the curtain is pulled back on the County’s argument when it is plainly seen that the ability to obtain a self-fueling permit is an exercise in futility. This only underscores the County’s abject violation of a grant obligation, committed on an historical and ongoing basis.

The County’s tries to make light of its obvious access violation by blithely stating that it is not precluding anyone from being able to self-fuel their aircraft. However, the County’s position ignores the reality of the process for doing so that is clearly an undue burden and impractical, and sometimes impossible, and for which there is no alternative option. Thus, the hollow point does nothing more than amount to an unreasonable denial of a right to self-fuel, while compounding the denial of reasonable access to available services at the airport. *See Drake Aerial Enterprises, LLC d/b/a Air America Aerial Ads and James Miller, Complainant v. City of Cleveland, Respondent*, FAA Docket No. 16-09-02, February 22, 2010 (Director’s Determination) and *ALCA, The Cylinder Shop/Wayman Aviation, Suncoast Aviation, and National Aviation, Complainants v. Miami-Dade County, Florida, Respondent*, FAA Docket No. 16-08-05, August 31, 2010 (Director’s Determination).



a. Commercial Self-Fueling with 100LL Is Impossible Due to County Actions

The County's assertion that self-fueling permits do not restrict commercial self-fueling with 100LL (Answer at pp. 15-16, ¶16-21) is false. The Santa Clara County Airports General Aviation Commercial Self-Fueling Permit issued to Trade Winds Aviation clearly restricts Trade Winds Aviation to buying fuel only from the County, which does not sell 100LL as a result of Resolution 36 and Resolution 37 adopted by the Board of Supervisors. (See Attachment 32 to Compl's Ans. in Opp'n to Respt's Mots.). The County only now mentions that it would be "open to discussing a different permit for self-fueling with other fuels purchased from other sources," but offers no evidence of such permits being available or ever issued (Answer at page 16 note 3).

It is well-established that the County's General Aviation Commercial Self-Fueling Permit bans the self-fueling of 100LL by explicitly limiting the fuel used to that purchased from the County, which only sells unleaded fuel. Now, in the County's Answer submitted when it was left with no choice but to respond after multiple efforts to delay, the County disingenuously argues that the permit "was only intended to cover fuel purchased from the County." (Answer at pg. 16, ¶3.) This is demonstrably false, betrayed by the plain language of the permit itself and the very definition of "Commercial Self-Fueling" that the County has adopted:

Definition of Commercial Self-Fueling: Fueling of aircraft used in the day-to-day operations of an authorized business on County airport property performed by the business operator in accordance with the Airport's Rules and Regulations and **using fuel obtained by the authorized business from the County.**

Attachment 27 to Compl's Ans. in Opp'n to Respt's Mots. (emphasis added).

Clearly, the County has always intended that "Commercial Self-Fueling" require fuel to be purchased from the County, which only sells unleaded fuel.

b. General Aviation Self-Fueling With 100LL Is Not Practicable Due to County Actions

The County's assertion that self-fueling permits do not restrict general aviation 100LL self-fueling (Answer at pp. 15-16, ¶16-21) is false. Even if an aircraft owner or operator was to obtain a General Aviation Self Fueling Permit, there are multiple, unreasonable barriers to obtaining the required equipment and most significantly, obtaining 100LL. Airports are secured, so access to the airport on the ground by an individual who wishes to fill portable fuel containers must be coordinated with an FBO or airport authorities. (See Attachment 6, Second Affidavit of Michael S. Luvara at ¶10).

Moreover, FBOs will not necessarily sell and dispense 100LL unless it is directly into an aircraft. Signature Aviation and Atlantic Aviation are each FBOs at San Jose International (KSJC) who sell 100LL. *Id.* at ¶14. Neither Signature Aviation nor Atlantic Aviation will sell 100LL to be dispensed into fuel cans or a portable fuel transfer storage tank. *Id.* Instead, the aircraft must be flown in to be fueled. *Id.* KSJC is the only airport with 100LL that is within a driving distance

of Complainant Michael Luvara's location from which he has determined he could safely transport portable fuel containers or a portable fuel tank filled with 100LL to and from. *Id.* at ¶12.

Obtaining 100LL from a bulk fuel supplier is also unreasonable and burdensome. Even if a bulk fuel supplier would allow an individual to purchase fuel, it is Complainants' understanding based on conversations with bulk fuel purchasers that any fuel delivery is accompanied by an approximately \$1,000 delivery fee, regardless of quantity of fuel purchased. *Id.* at ¶19.

It is also Complainants' understanding that bulk fuel supplier delivery trucks require a vapor recovery system or other specialized receiving tank requirements to obtain 100LL. *Id.* at ¶20. An FBO at RHV that formerly sold 100LL prior to the ban advised that specialized equipment and authorization was required for a bulk fuel supplier delivery truck to transfer 100LL to another fuel truck or portable fuel tank, and that additional requirements from the bulk supplier required fuel to be cycled through the filtration system three times after transfer. *Id.*

It is also Complainants' belief that the County would not permit a bulk fuel supplier truck to transfer fuel to my portable tank while on the RHV premises since they have instituted a ban on sales of 100LL on their premises. Meanwhile, it is also Complainants' understanding and belief that the bulk fuel supplier would also not perform a transfer of fuel at a residence nor on a residential street for safety and or liability reasons. *Id.* at ¶22.

Complainant Michael Luvara also detailed that even if 100LL could be obtained, numerous concerns remain concerning the barriers that an individual faces when storing and transporting fuel. A portable fuel tank requires a truck bed or trailer system, with DOT approved fueling trailer systems quoted at \$13,000. *Id.* at ¶16. Additionally, because the County's General Aviation Self-Fueling Permit prohibits storage of fueling equipment on airport premises, the vehicle and portable storage tank must be moved to a public street or other location, raising a host of concerns concerning liability, insurance, and compliance with local laws. *Id.* at ¶17-18.

Likewise, Complainant Paul Marshall, having reviewed the sample County self-fuel permit, determined that the requirements are impractical to comply with because doing so would realistically require him to: (i) Purchase a 330-gallon fuel tank; (ii) Purchase a trailer to transport the fuel tank; (iii) Secure a storage location off the airport where large quantities of aviation fuel can be stored without endangering surrounding properties and without risk of theft or tampering with fuel contents; (iv) Comply with all applicable Bay Area Air Quality Management District regulations on fueling and fuel tank storage; (v) locate and contract with a bulk supplier to refill the fuel tank; and transport the fuel tank to and from the airport immediately before and after each fueling and (vi) secure insurance that meets the requirements of the self-fueling permit, but also covers his exposure for personally storing, as well as transporting on public roadways, large quantities of aviation fuel. *See* Attachment 25, ¶13 to Compls' Ans. in Opp'n to Respt's Mots.

The County's Actions Have Decimated Fuel Sales at County Airports

The County's assertions that its actions have had no detrimental effects on operations at County airport and that "unavailability of 100LL for purchase has not affected utilization of County Airports" (Answer pg. 19, ¶33) are false. Fuel sales have plunged, illustrating that the

primary consumer continues to use and need 100LL fuel. *See* Attachment 30 to Compls' Ans. in Opp'n to Respt's Mots. The County's own presentation at an Airport Commission meeting earlier this week documents a 14.4% decrease in fuel sales at RHV and a 50% decrease in fuel sales at E16. *See* Attachment 7, County Airports Fueling Overview at 9-10, April. 4, 2023.

The County's Timing and Actions Are Post-Hoc And Evidence Bad Faith

The County continues to demonstrate a lack of responsiveness, at least until its inaction and delay tactics are made a matter of record through this Part 16 Complaint process. Only after being prompted by the filing of this Part 16 Complaint did the County respond -after more than a year of silence- to Aperture Aviation's requested exemption to allow it to fuel with 100LL. *See* Complaint, Attachment 5. Meanwhile, Paul Marshall waited three months and never received a response to his application for a self-fueling permit. Compls' Ans. in Opp'n to Respt's Mots. at pg. 2 and Attachment 25. In its Answer, the County states to Complainant Trade Winds Aviation that it would, "be open to discussing a different permit for self-fueling with other fuels purchased from other sources" (Answer, pg. 16, footnote 3), which was shown to be impossible earlier in this Reply.

The County Affidavit Evidence Is Not Credible

As demonstrated by the unreliable affidavits of the Director of the County of Santa Clara Roads and Airports Department, the County repeatedly makes assertions with no basis in fact, only to offer excuses or explanations when confronted with evidence to the contrary. In its motion to dismiss, the County cited to the declaration of the Director of Roads and Airports assertion that "Complainants made no meaningful efforts to resolve the allegations stated in the Complaint." In response, Complainants provided numerous affidavits and documents demonstrating that to be untrue. *See* Compls' Ans. in Opp'n to Respt's Mots. at pg. 2 and Attachments 25-26.

Faced with these facts, the County and Director of Roads and Airports, who attested that he had personal knowledge of the facts and that under penalty of perjury his statements were true and correct, now asserts in response that he just "did not recall" Complainants' efforts to informally resolve the matter:

- He "did not recall" the Complainants' comments at the August 17, 2021 Board of Supervisors meeting expressing concern about the Board's proposed actions. Answer, Ex. A4 at pg. 14 ¶59.
- He "did not recall" the August 19, 2021 South County Airport Pilots Association meeting. *Id.*
- He "did not recall" the October 18, 2021 letter to the County's Board of Supervisors proposing that the County allow the sale of both UL94 and 100LL. *Id.*
- He "did not recall" Complainant Marshall's October 18, 2021 letter to the County's Board of Supervisors proposing that the County allow the sale of both UL94 and 100LL. *Id.* at ¶60.

- He also “did not recall” important facts concerning general aviation self-fueling permit applications. After Complainants demonstrated through evidence that the assertion by the Director of Roads and Airports that no complainant had applied for a self-fueling permit was false, the Director now states he “did not recall” that Complainant Paul Marshall by email dated October 7, 2021, requested from the County of Santa Clara a self-fueling permit to allow self-fueling of 100UL for his aircraft, a Bonanza A36, registration number N4305U, which is based at E16. *Id.* at pg. 12 ¶46.

Availability of 100LL Elsewhere is Immaterial

The County misunderstands that the ability to obtain fuel at another airport, even one that may be 7 or 15 miles away, does not absolve it of its responsibility to have fuel available at its own airports if there is the demonstrated ability and need at the airport to make such fuel available, as we have at RHV and E16. *Cf. Aircraft Owners and Pilots Association (AOPA) Members; Bill Bohlke et al v. City of Pompano Beach, FL*, Docket No. 16-04-01 (Dec. 15, 2005) (Director’s Determination) at 95 (“the presumption that aeronautical users could use other nearby airports to conduct these activities does not relieve the City of its obligation to accommodate these activities at Pompano Beach Air Park.”).

Impact on Operations Does Not Obviate a Grant Obligation

The County also misunderstands that the possible “negligible impact” on the number of operations at the airports somehow absolves it of the responsibility to have fuel available at its airports if there is the ability at the airport to make such fuel available. The reasonableness of access to RHV and to E16 is dependent, in part, on the fuel services that can be reasonably available at those airport, not other airports that are then saddled with the burden of operations forced upon them because of the County’s unreasonable restrictions at their two airports. The impacts of the County’s actions are not negligible. “Shifting aeronautical activity from one airport to another impacts the air transportation system.” *Id.* (citing *City of Burbank v. Lockheed Air Terminal*, 411 U.S. 624, 640 (1973)). Airport prohibitions that would increase congestion of air navigation in a region, impose a significant burden on the flying public, and place a significant and detrimental burden on both regional and interstate commerce are impermissible. *See United States v. City of Santa Monica*, 330 F. App’x 124, 125 (9th Cir. 2009).

RHV and E16 users who fly aircraft with high compression engines that require 100 octane fuel are now are forced to transit to other airports, on routes they would otherwise not fly, over landscape they might not otherwise overfly, entering into the landing and departing traffic at airports they would not otherwise frequent, imposing on ATC services or adding congestion to uncontrolled airport environments, in order to get fuel that had been and should continue to be available at RHV and E16. *See* Complaint Attachment 5, Affidavit of Michael McClelland at ¶7; Complaint Attachment 7, Affidavit of Robert A. Gingell at ¶7-10; Complaint Attachment 8, Affidavit of Christopher Luvara at ¶8-11; Complaint Attachment 9, Affidavit of Michael S. Luvara at ¶8-11; Complaint Attachment 11, Affidavit of Paul Marshall at ¶8-11; Complaint Attachment 12, Affidavit of Dr. Joseph C. McMurray at ¶8-13; and Complaint Attachment 13, Affidavit of Walter Gyger at ¶15.

The County’s Proprietary Rights Exemption Is Not Being Exercised

The County is apparently misapplying its proprietary exception that would normally allow a federally obligated airport to be the exclusive provider of fuel sales at its airports. This exclusivity allowance does not give the County to unreasonably control which fuel will or will not be provided at the airport and thereby be able to run afoul of the terms of its executed grant agreements. First, to date, the County has NOT become the exclusive provider of fuel sales at its airports as the proprietor of those airports. At an Airport Commission meeting earlier this week, a County official confirmed, “Self service we are not operating right now, it’s being operated by an FBO.” County of Santa Clara Airport Commission Meeting, April 3, 2023 at 45:55-46:00, <http://sccgov.iqm2.com/Citizens/SplitView.aspx?Mode=Video&MeetingID=14853#>. Second, the fact of being the owner of those fuel tanks does not obviate the County’s obligation to continue to allow the reasonable availability of a fuel that is needed and can be provided at the airports.



Discussions Are Not Remedial Action

The County conflates discussion with action and ignores the ongoing nature of its noncompliance. While the EAGLE initiative works diligently to accelerate commercial availability of FAA approved 100 octane unleaded fuels, the commercial availability date is pure speculation at this point, even by the expected unleaded fuel providers. For example, the County maintains that Swift Fuels and GAMI will be providing unleaded and approved fuels for use in aircraft in 2023 and expects G100UL to be available, including that it would be *readily* available, for purchase at the County airports within months. First, the Swift Fuels unleaded 100 octane fuel is not yet approved for use by the FAA. In January 2023, Swift Fuels stated that “...our 100R high-octane unleaded avgas will continue to be actively developed by our firm for nationwide deployment in existing airfield tankage over the next 3+ years in collaboration with industry and FAA personnel.” (Swift Fuels comments to Federal Register dated January 9, 2023 available at <https://www.regulations.gov/comment/EPA-HQ-OAR-2022-0389-0203>). Second, GAMI’s G100UL fuel, which was authorized for use in many (but not all, notably excluding all rotorcraft) aircraft by the FAA in September 2022, is not yet in commercial production or distribution. According to GAMI’s g100ul.com website, it is “estimated that 2023 will be a year of logistics with G100UL avgas appearing more widely in 2024,” with the first likely customers being flight schools. In responding to concern that airports in Northern California will ban 100LL before G100UL is widely available and an inquiry as to whether there will be priority for airports in such areas, GAMI indicated the lack of any such prioritizing in responding that “it is unlikely that any significant number of municipalities will ban 100LL in the absence of an alternative.” <https://www.g100ul.com/faq.html>. GAMI’s efforts since 2009 have encountered unanticipated delays and Avfuel, which has a production distribution agreement with GAMI for G100UL, has said developing the market will take several years. (Kate O’Connor, GAMI Unleaded Avgas Approved for GA Piston Fleet (Updated), AvWeb (Sept. 2, 2022), <https://www.avweb.com/ownership/fuel-news/gami-unleaded-avgas-stcs-approved-for-ga-piston-fleet/>). The speculative expectation that unleaded 100 octane fuel will be available at the airports within months does nothing to alleviate the current noncompliance or its indefinite period of continued noncompliance.



The County's reference to entering into an MOU that includes an invitation to participate in a future demonstration program (Answer, pg. 20, ¶39) doesn't resolve availability of 100 octane fuel at this time at County airports. County airport users have no meaningful ability to get to self-fueling, to acquire one tank of 100LL, or to use one of the many fuel tanks now under County control to restore 100 octane fuel availability at this time.

Restoration of 100LL Fuel Availability Is Needed Until a 100 Octane Unleaded Replacement Can Be Reasonably Provided

The County's assertion that 100LL fuel is a "preference" (Answer, pg. 30 ¶1) is false. 100 octane fuel is a requirement for many aircraft owners to be able to safely and compliantly operate their aircraft. *See* Complaint Attachment 5, Affidavit of Michael McClelland; Complaint Attachment 6, Affidavit of Glynn P. Falcon; Complaint Attachment 7, Affidavit of Robert A. Gingell; Complaint Attachment 8, Affidavit of Christopher Luvara; Complaint Attachment 9, Affidavit of Michael S. Luvara; Complaint Attachment 11, Affidavit of Paul Marshall; Complaint Attachment 12, Affidavit of Dr. Joseph C. McMurray; and Complaint Attachment 13, Affidavit of Walter Gyger and the operators that continue to be required to use 100 octane fuel comprise 70% of fuel sales volume nationally. (Julie Boatman, *Avgas Coalition on Aviation Fuel Pushes for 100LL Bridge*, Flying, <https://www.flyingmag.com/avgas-coalition-on-aviation-fuel-pushes-for-100ll-bridge>).

The County misstates the outcome of Complainants' position regarding the reasonable availability of fuel, claiming that the Complainants would want to require that every airport provide every type of fuel. That is simply not the position of the Complainants, and it is not the reality of the requirements of an obligated airport. The practical restriction on being able to provide a fuel service, e.g., the lack of necessary infrastructure or the lack of a willing and able fuel service provider, is vastly different from the circumstances at RHV and E16 where all the practical opportunities exist to, in fact, provide a needed fuel service.



The County's Action Exceeded Its Authority

The County portrays their decision to prohibit the sale of leaded avgas as a "reasonable restriction necessary for the safe operation of the airport." The County has not presented one argument that supports its decision as one of safety at the airport, and the County took unilateral action that it had no authority to take without prior FAA approval.² That is because the County's restriction is not one based in aviation safety. The County's decision is not a decision that was made for safety reasons related to its maintenance of its airports in the nation's transportation

² The FAA is, in fact, the final authority in determining what, in fact, is a compromise of safety. (FAA Order 5190.6B, pg. 8-8.); see also, e.g., 49 U.S.C. 40101, 44701, 47101. The County has provided no evidence that it contacted the FAA to assess the reasonableness of the proposed 100LL prohibition because of aviation safety and efficiency, and to determine whether unjust discrimination or an exclusive rights violation would result from the proposed restrictions. See, *In the Matter of Compliance with Federal Obligations By the City of Santa Monica, California*, FAA Docket No. 16-02-08, May 27, 2008 (Director's Determination).

infrastructure.³ Rather, the County made a decision in isolation, without authority, and without due consideration to the national import that its airports have in the whole aviation system. The safe operation of aircraft in our nation's airspace and using our nation's transportation infrastructure that is, in part, maintained by the investment of federal grant monies, depends on the orderly transition from the need for some 100 octane leaded fuels to a future of obtainable and readily available 100 octane unleaded fuel. Airports that make unilateral decisions that upset that carefully coordinated transition unbalance the delicate safety and infrastructure considerations that form the basis for the airport grant program.⁴ That's why airports don't have the authority to make such determinations. That's also why the EAGLE initiative, a joint effort of the FAA and industry, have emphasized the importance of 100LL availability until an unleaded 100 octane fuel has fleetwide approval (*see* Attachment 8, EAGLE Stakeholder Meeting June 22-23, 2022 slide regarding 100LL availability) and a gradual winddown of 100LL use as a fleetwide approved fuel becomes commercially available nationwide (*see* Attachment 9 EAGLE Stakeholder Meeting March 16-17, 2022 Slide regarding a safe transition).

CONCLUSION

The County applied for and accepted federal grant monies to maintain and improve its two airports on the condition that the County would comply with grant obligations, but is now willfully disregarding those obligations. The County signed these grant agreements approximately 30 times over the course of 60 years and fully understood the gravity of its required compliance. The County is voluntarily a part of a nationwide system that depends on all parts of the system acting in accordance with the same set of obligations for safety and efficiency.

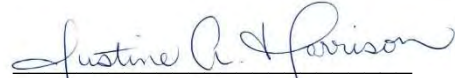
It is unfortunate that the County's intentional, knowing, and willful noncompliance with its federal grant assurance obligations are causing Complainants and the Federal Aviation Administration to devote considerable resources to Part 13 and Part 16 complaints against the County that could otherwise be used to support EAGLE efforts to accelerate a safe, efficient and systemic transition to unleaded fuels for the entire national airport system.

³ The County is reframing the issue as one of municipal authority, but states are expressly preempted under the Clean Air Act from effectively setting emissions standards for aircraft, and particularly prohibited from imposing more stringent standards than those that are currently federally mandated. *See* 42 U.S.C. §§ 7571 and 7573. FAA safety determinations pursuant to the Federal Aviation Regulations take precedent over an airport sponsor's views on safety and local ordinances or local actions taken in regard to safety (*See Florida Aerial Advertising v. St. Petersburg-Clearwater International Airport*, FAA Docket No. 16-03-01, Director's Determination (December 18, 2003); *Skydive Paris Inc. v. Henry County, Tennessee*, FAA Docket No. 16-05-06, Director's Determination (January 20, 2006)). This is particularly true when determining compliance with federal obligations in cases where restrictions are imposed in the interest of safety (*See In the Matter of Compliance with Federal Obligations by the City of Santa Monica, California*, FAA Docket No. 16-02-08, Final Agency Determination (July 8, 2009)). The FAA's authority, on behalf of the United States, regarding flight safety, flight management, and the control of navigable airspace preempts all others'. *See* 49 U.S.C. § 40103.

⁴ The FAA has previously taken clear action in similar situations involving "hostility to the sale of leaded aviation fuel necessary for flight of today's aircraft in clear contravention of law" to take proactive action to maintain the status quo "until a final agency decision is reached." *See* Attachment 10, Interim Cease and Desist Order to City of Santa Monica.

Therefore, Complainants respectfully request that the FAA find the County of Santa Clara in non-compliance with its federal grant obligations under Grant Assurance 22, *Economic Non-Discrimination*, by reason of restricting *Access and Use of Airport* and *Right to Self-Service and Self-Fuel* and under Grant Assurance 24, *Fee and Rental Structure*.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Justine A. Harrison". The signature is written in black ink and is positioned above a horizontal line.

Justine A. Harrison, Esq.
General Counsel
Aircraft Owners and Pilots Association
421 Aviation Way
Frederick, MD 21701
(301) 695-2000
Justine.Harrison@aopa.org
Representative for Complainants

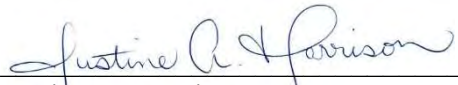
CERTIFICATE OF SERVICE

I hereby certify that I have this day caused the foregoing Complainants' Reply to County of Santa Clara's Answer, Statement of Facts, and Affirmative Defenses to be served by electronic mail upon:

James R. Williams
County Counsel
Jerett T. Yan
Deputy County Counsel
County Government Center
70 West Hedding St.
East Wing, 9th Floor
San Jose, CA 95110-1770
james.williams@cco.sccgov.org
jerett.yan@cco.sccgov.org
By electronic Mail

FAA Part 16 Docket Clerk, AGC-600
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
9-AWA-AGC-Part-16@faa.gov
By electronic Mail

Dated this 7th day of April, 2023.



Justine A. Harrison, Esq.
General Counsel
Aircraft Owners and Pilots Association
421 Aviation Way
Frederick, MD 21701
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Justine.Harrison@aopa.org

ATTACHMENT 1



County of Santa Clara

County Airports

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Menu



[Home](#) ▶ [Resources](#) ▶ Past and Present FAA Grant Documents

Past and Present FAA Grant Documents

Past and Present FAA Grant Documents

[RHV](#), [E16](#) & [PAO](#)

Airport	FAA Project Description	FAA Grant Number	Grant Amount	FAA Participation Percentage	Applicant Date	Award Date	BOS Action Date
RHV	<p>The FAA has extracted grant assurances for individual grants and created this new document</p> <p>Terms and Conditions of Accepting Airport Improvement Program Grants.</p> <p>This document will only be updated when a change to the terms occurs and it will no longer</p>						

ATTACHMENT 1

	be necessary to submit it with each grant.						
RHV	Planning for pavement management	3-06-0225-14	\$50,350	95%	08-15-2011, X 07-01-2011, X	09-12-2011	05-10-2011 a, s, F85
RHV	Noise Mitigation Measures for Residences within 65-69 DNL	3-06-0225-13	\$450,000	95%	06-23-2006	06-20-2007	06-19-2007
RHV	Install perimeter Fencing and Gates - Phase 2	3-06-0225-12	\$551,300	95%	04-27-2007	08-20-2007	04-10-2001
RHV	Install Noise Monitoring System	3-06-0225-11	\$ 1,200,000	95%	06-23-2006	06-16-2006	04-29-2003, S
RHV	Signing and marking modifications: rehabilitate apron, phase 2	3-06-0225-10	\$435,000	95%	04-14-2005	07-05-2005	03-22-2005
RHV	Acquire security enhancements (perimeter fence, gates and access control)	3-06-0225-09	\$ 554,500	95 %	06-23-2003	08-11-2003	04-29-2003
RHV	Improve airport drainage (hangar taxilane and apron areas), phase II; rehabilitate apron (approx. 144,000 s.f.); rehabilitate road access	3-06-0225-08	\$774,100	90%	04-11-2002	09-18-2002	04-10-2001 03-22-2005 07-17-2006

	(approx. 60,000 s.f.); install perimeter fencing and gate; install nav aids (wind indicator, segmented circle, beacon tower); rehabilitate Runway 13L-31R REIL and pilot controlled lighting						
RHV	Apron/taxiway drainage improvements, apron rehab, access road rehab, security fence and gates, wind indicators and segmented circle, REIL, PCL, beacon tower and electrical service rehab.	3-06- 0225-07	\$180,000	90%	04-11- 2001	08-15- 2001	04-10- 2001
RHV	Conduct Master Plan Study	3-06- 0225-06	\$280,000	90%	09-14- 1999 05-23- 2000	09-22- 2000 09-27- 1999	09-19- 2000
RHV	FAR Part 150 Airport Noise Compatibility Planning Study	3-06- 0225-05	\$168,000	90%	04-17- 1997	08-10- 1998	09-29- 1998
RHV	Runway/taxiway rehabilitation, apron rehabilitation, lighted airfield signs, drainage, and reconstruction of	3-06- 0225-04	\$1,748,250	90%	08-20- 1998	09-03- 1998	09-29- 1998

	perimeter access road.						
RHV	Runway/Taxiway rehab - Originally to create/add tiedowns	3-06-0225-03	\$539,863	90%	08-15-1988	09-07-1988	08-03-1988
RHV	Expand aircraft tiedown apron including drainage, fence, tiedowns, lighting/markings	3-06-0225-02	\$900,000	90%	04-08-1984	05-14-1984 10-06-1985	04-20-1984 03-08-1984 06-26-1984 07-08-1996
RHV	Land acquisition/airport development (5.1 acres)	8-06-0225-01	\$22,145	53.72%	04-13-1971	06-08-1971	06-22-1971
RHV	Install apron floodlighting; construct apron extension (approx. 100,000 sq. ft) including tie-downs; construct apron edge taxiway extension (30 ft. x 400 ft.)	9-04-128-C907	\$30,145	53.62%	10-21-1968	01-21-1969	09-10-1969
RHV	Installation of MI Taxiway Lighting System and Ducts	9-04-128-D906	\$12,000	53.63%	04-08-1968	07-03-1968	07-19-1968
RHV	Construction of aircraft parking apron including tie-downs (approximately	9-04-128-D805	\$37,215	53.63%	05-01-1967 07-24-1967	10-19-1967	04-21-1967 06-09-1967

	150,000 s.f.); relocation of remote control panel from vault to control tower; lighting of ramp parking area.						06-23-1966
RHV	Construct Apron with tiedowns and a drainage system on the same side of the airport.	9-04-128-D604	\$78,708	53.64%	04-23-1966	06-21-1966	
RHV	Land Acquisition Parcels 03-1/-3-2, clear/drain site, runway/taxiway construction, apron, fence, waterline	9-04-128-D503	\$346,570	53.96%	03-09-1964	10-26-1964	09-13-1965
RHV	Land Acquisition Parcels 1, 2 & 3	9-04-125-D201	\$363,285	53.89 %	05-23-1963	10-26-1962	06-25-1962
RHV	Land Acquisition Parcels 1, 2 & 4, relocate Cunningham Ave	9-04-125-D402	\$398,010	53.89 %	03-12-1963	09-14-1963	10-17-1963
Airport	FAA Project Description	FAA Grant Number	Grant Amount	FAA Participation Percentage	Applicant Date	Award Date	BOS Action Date
E16	The FAA has extracted grant assurances for						

	<p>individual grants and created this new document</p> <p>Terms and Conditions of Accepting Airport Improvement Program Grants.</p> <p>This document will only be updated when a change to the terms occurs and it will no longer be necessary to submit it with each grant.</p>						
E16	Planning Grant - Pavement Management	3-06-0229-09	\$52,250	95%	08-15-2011, X 07-01-2011, X	09-12-2011	05-10-2011 a, s
E16	Prepare and Environmental Assessment (<i>This grant was returned to the FAA due to inability of AEF to fund CEQA requirements</i>)	3-06-0229-08	\$400,000	95%		06-17-2008	03-22-2005
E16	Install Miscellaneous NAVAIDS, Install Perimeter Fencing	3-06-0229-07	\$554,000	95%	1 2 3	08-13-2007	03-22-2005
E16	Remove obstruction for approach protection	3-06-0229-06	\$ 150,000	95%	04-14-2005	06-14-2005	03-22-2005

E16	Acquire security enhancement (perimeter fence, gates and access controls); Install AWOS IIIP	3-06-0229-05	\$529,000	95%	06-23-2003	08-12-2003	04-29-2003
E16	Install Fire Water Line Extension (approx. 2,000 lf); Construct Access Road (approx 20' x 1,100') and security access control gate (2 ea), Phase 1	3-06-0229-04	\$300,000	95%	07-05-2002	09-18-2002	06-04-2002
E16	Airport Master Plan for South County Airport	3-06-0229-03	\$235,000	90%	09-14-1999 04-11-2001	09-18-2002 08-06-2001	04-10-2001
E16	FAA approved (4/83) and BOS agreed (9/87) upon FAA payment of 1,215,000 for airport runway project improvements with the 1982 airports masterplan	3-06-0229-02	\$1,215,000	90%		09-18-1987	09-01-1987
		3-06-0229-01					
E16	Land Acquisition Parcel Nos. 822-13-37, 38, 43, 44, 45, 46, 47, 48, 49, 50, 51, 54, 55, 70, 71,		\$2,050,000		06-12-1970		

	72, 77, 80, 82, 86, 102, 104 (250+/- acres)						
E16	1. Land Acquisition Parcel Nos. 13-37, 38, 43, 44, 45, 49, 50, 51, 52, 54, 70, 71, 72, 76, 77, 80, 81, 82, 85, 86, 87 (180+ Acres) 2. Land Acquisition Parcels Nos. 13-46, 47, 55, 68, 72 (70+/- acres, including clear zone & access at Southerly end)		\$1,780,000	n/a	10-01-1968	denied 05-23-1969	10-21-68
E16	Land Acquisition		\$2,10,000	n/a	11-16-1967	denied 04-25-1968	
E16	Land Acquisition		\$1,942,000	n/a	04-03-1967	pulled by BOS	06-05-67
Airport	FAA Project Description	FAA Grant Number	Grant Amount	FAA Participation Percentage	Applicant Date	Award Date	BOS Action Date
PAO							
PAO	The FAA has extracted grant assurances for individual grants and created this new document Terms and Conditions of						

	Accepting Airport Improvement Program Grants. This document will only be updated when a change to the terms occurs and it will no longer be necessary to submit it with each grant.						
PAO	Planning Grant - Pavement Management	3-06-0182-08	\$57,000	95%	08-15-2011, X 07-01-2011, X	09-12-2011	05-10-2011 a, s
PAO	Rehabilitate Access Road	3-06-0182-07	\$525,000	95%		08-13-2007	
PAO	Security enhancement (perimeter fence, gate, access control), design only; install weather reporting equipment (AWOS) and pilot controlled lighting.	3-06-0182-06	\$300,000	95%	07-13-2005	08-02-2005	03-22-2005
PAO	Rehabilitate Access Road (Embarcadero Road) and install security gate	3-06-0182-05	\$450,000	90%	06-23-2003	08-12-2003	04-29-2003
PAO	Conduct Masterplan Update	3-06-0182-04	\$135,000	90%	09-14-1999 05-23-2000	08-22-2000 08-06-2001	09-19-2000

PAO	Reconstruct/overlay apron (approx. 700,000 sq.ft.) including tiedown anchors and marking	3-06-0182-03	\$1,033,817	90%	09-14-1994	09-30-1994	04-21-1996
PAO	Runway/parallel taxiway overlay (approx. 280,000 sq.ft.); reconstruct/overlay apron (approx 100,000 sq.ft.) including tiedown anchors and marking; drainage improvements, apron security lighting; and security fencing (approx. 7,000 LF) including automatic drive gates	3-06-0182-02	\$1,200,000	90%	08-17-1993	09-21-1993	09-28-1993
PAO	FAR 150 Noise Study	3-06-0182-01	\$85,230	90%	08-07-1987	08-30-1988	09-27-1988
PAO	Construct aircraft parking apron including tie-downs (220,000 sq ft)	9-04-052-7006	\$85,000	53.72%	08-15-1969	12-18-1969 ltr	12-30-1969
PAO	Site preparation; fill for Runway 12L/30R and dike construction. Construction of aircraft parking apron (approx. 130,000 sq.ft.),	9-04-052-D905	\$128,279	53.62%	07-15-1968	03-07-1969	unknown

	drainage and tie-downs including conformance to existing apron						
PAO	Construct Apron area (approx. 360,000 sq.ft.). Reconstruct and widen parallel taxiway with connecting taxiways and holding apron	9-04-052-D602	\$99,006	53.64%	05-02-1966	06-20-1966	
PAO	Installation of MI taxiway lights, relocation of remote control console from vault to control tower, installation of cable between existing beacon and vault, and installation of cable duct to service runway and wind cone lighting	9-04-052-D804	\$12,922	53.63%	03-11-1967	05-23-1968	05-27-1968
PAO	Construct levees, place site fill, and relocate discharge lines from existing storm drainage pumping plant	9-04-032-D803	\$121,284	53.63%	06-19-1967	12-26-1967	12-27-1967
PAO	Overlay, mark and light (MIRL) runway (65' x 2500') including shoulder preparation and	9-04-052-D501	\$64,461	53.96%	11-04-1963	10-14-1964	11-04-196

drainage; construct
apron
(approximately
205,000 sq. ft.);
install airport

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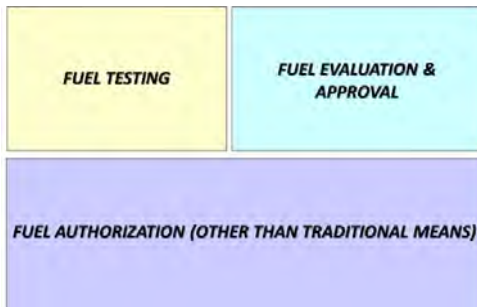
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ATTACHMENT 2

Two Paths to Fuel Authorization



Fleet Authorization per Section 565(a)(3) *Process other than traditional means of certification*



Fleet Approvals

TC, ATC or STC per Section 565(c) *Existing, normal certification processes*



Engine/Aircraft Approvals

ATTACHMENT 3



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SE01966WI

This certificate issued to: General Aviation Modifications, Inc.
2800 Airport Road, Hangar A
Ada, OK 74820

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 33 of Code of Federal Regulations

Original Product
Type Certificate Number:

Make:

Model: See attached FAA Approved Model List (AML)
No. SE01966WI, for all engine makes, models and certification basis.

Description of Type Design Change:

Use of GAMI G100UL High Octane Unleaded Avgas in spark ignition piston aircraft engines.
Add the following approved fuel: unleaded aviation gasoline per GAMI Specification G100UL-12C-2, or later FAA Accepted revision.
Comingling is approved with ASTM Grade 100LL aviation gasoline and other gasolines with 100 MON or less, including MoGas, where those gasolines are also approved for the same make and model engines.

See attached STC AML No. SE01966WI for all required data.

Limitations and Conditions:

1. Specific approval must be obtained for each model aircraft to ensure compatibility with its fuel system.
2. Compatibility of this design with previously approved modifications must be determined by the installer.
3. This approval should not be extended to other specific engines of these models that incorporate any other previously approved modification, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect on the airworthiness of the engine.

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: October 1, 2020

Date Reissued:

Date of Issuance: July 23, 2021

Date Amended:

By Direction of the Administrator

Signature: _____

Paul Nguyen
Manager, AIR-7K0

Title: Wichita ACO Branch

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SE01966WI

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification 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 them.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: _____

To (Name and address of transferee):

From (Name and address of grantor):

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SE01966WI

This certificate issued to: General Aviation Modifications, Inc.
2800 Airport Road, Hangar A
Ada, OK 74820

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 33 of Code of Federal Regulations

Original Product
Type Certificate Number:

Make:
Model: See attached FAA Approved Model List (AML)
No. SE01966WI, for all engine makes, models and certification basis.

Description of Type Design Change:

Use of GAMI G100UL High Octane Unleaded Avgas in spark ignition piston aircraft engines.
Add the following approved fuel: unleaded aviation gasoline per GAMI Specification G100UL-12C-2, or later FAA Accepted revision.
Comingling is approved with ASTM Grade 100LL aviation gasoline and other gasolines with 100 MON or less, including MoGas, where those gasolines are also approved for the same make and model engines.

See attached STC AML No. SE01966WI for all required data.

Limitations and Conditions:

1. Specific approval must be obtained for each model aircraft to ensure compatibility with its fuel system.
2. Compatibility of this design with previously approved modifications must be determined by the installer.
3. This approval should not be extended to other specific engines of these models that incorporate any other previously approved modification, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect on the airworthiness of the engine.

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: October 1, 2020 Date Reissued:

Date of Issuance: July 23, 2021 Date Amended:

By Direction of the Administrator

Signature: _____

Paul Nguyen
Manager, AIR-7K0

Title: Wichita ACO Branch

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United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SE01966WI

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To (Name and address of transferee):

From (Name and address of grantor):

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

Unleaded aviation gasoline per GAMI Specification G100UL-12C-2, or later FAA Accepted revision. Comingling is approved with ASTM Grade 100LL aviation gasoline and other gasolines with 100MON or less, including MoGas, where those gasolines are also approved for the same make and model engines.

Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
1	Aeronca Aircraft Corporation	E-113, A, B, C	Not listed in the TCDS	ATC 71 Aeronca	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
2	Aeronca Aircraft Corporation	E-107A	Not listed in the TCDS	Group 2 Aeronca	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
3	Air Repair, Inc.	W670-6A (R-670-3, -5), -6N (R-670-4), -16 (R-670-8, -11, -11A), -23, -24, -K, -M	Aero Bull. 7-A, CAR 13	E-162	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
4	Air Repair, Inc.	R-755S, -755SM	FAR Part 33	EISW	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
5	Air Repair, Inc.	R-755A1, A2, A2M, A2M1, B1, B2, B2M, E	CAR 13	E-237	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
6	Air Repair, Inc.	L-4, -4M, -4MA, -4MA7, -4MB; Military R-755-9	Not listed in the TCDS	TC 121	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
7	Air Repair, Inc.	L-5, -5M, -5MB	Not listed in the TCDS	TC 156	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
8	Air Repair, Inc.	L-6, -6M, -6MA, -6MB, -6MBA, -6MN; Military R-915-3, -5, -7	Not listed in the TCDS	TC 195	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
9	Aircooled Motors, Inc.	Franklin 6V6-245-B16F (0-425-1)	Not listed in the TCDS	E-258	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
10	Alvis Limited	502/5A, 6A, 7A, 8; 503/5A, 6A, 7A, 8; 504/5A, 6A, 7A, 8; 514/5, 5A, 6, 6A, 7, 7A, 8, 8A; 531/8, 8B;	CAR 10	E-299	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
11	American Cirrus Engines, Inc.	Hi-Drive Mark III	Not listed in the TCDS	ATC 60	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
12	Arrow Aircraft & Motor Corp.	V-8 Model F	Not listed in the TCDS	ATC 151 Arrow	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
13	BMW Triebwerksbau GmbH.	GO-480-B1A6	CAR 10	7E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
14	Bristol Siddeley Engines, Ltd.	Gipsy	Not listed in the TCDS	Group 3 Bristol	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
15	BRP-Rotax GmbH & Co KG	912 F2, F3, F4, S2, S3, S4; 915 iSc2 C24, iSc3 C24	FAR Part 33	E00051EN	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
16	BRP-Rotax GmbH & Co KG	914 F2, F3, F4	FAR Part 33	E00058NE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
17	Comet Engine Corporation	7-E	Not listed in the TCDS	ATC 47	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
18	Continental	IO-470-G, -R	CAR 13	3E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
19	Continental	A-50-1, -2, -3, -4, -4J, -5, -5J, -6, -6J, -7, -7J, -8, -8J, -9, -9J	CAR 13	E-190	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
20	Continental	IO-360-B, -AF	CAR 13, FAR Part 33	EICE	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

*Or later FAA Approved revision

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
21	Continental	IO-360-A , -C, -D, -E, -G, -H, -J, -K, -AB, -CB, -DB, -GB, -HB, -JB, -KB, -ES	CAR 13, FAR Part 33	E1CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
22	Continental	A-65 -1, -3, -6, -6J, -7, -8 (O-170 -3, -7), -8F, -8FJ, -8J, -9 (O-170-5), -9F, -9FJ, -9J, -12, -12F, -12FJ, -12J, -14, -14F, -14FJ, -14J	CAR 13	E-205	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
23	Continental	A75 -3, -6, -6J, -8, -8F, -8J, -8FJ, -9, -9J	TC 213	E-213	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
24	Continental	C75 -8, -8F, -8FH, -8FHJ, -8FJ, -8J, -12, -12B, -12BF, -12BFH, -12F, -12FH, -12FHJ, -12FJ, -12J, -15, -15F; C85 -8, -8F, -8FJ, -8FHJ, -8J, -12, -12F, -12FH, -12FHJ, -12FJ, -12J, -14F, -15, -15F	CAR 13	E-233	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
25	Continental	C-115 -1, -2; C-125 -1, -2	CAR 13	E-236	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
26	Continental	A100 -1, -2	CAR 13	E-241	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
27	Continental	R9-A	CAR 13	E-245	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
28	Continental	E165 -2, -3, -4; E185 -1, -2, -3 (Military O-470 -7, -7A), -5, -8, -9 (Military O-470-7B), -10, -11	CAR 13	E-246	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
29	Continental	C90 -8F, -8FJ, -12F, -12FJ, -12FH, -12FP, -14F, -14FH, -14FJ, -16F; O-200 -A, -B, -C, -D, -X	CAR 13, FAR Part 33	E-252	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
30	Continental	C145 -2, -2H, -2HP; O-300 -A, -B, -C, -D, -E	CAR 13	E-253	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
31	Continental	E225 -2, -4, -8, -9	CAR 13	E-267	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
32	Continental	O-470 -4, -11, -11B, -11B-CI, -11-CI, -13, -13A, -15	CAR 13	E-269	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
33	Continental	O-470 -A, -B, -B-CI, -E, -G, -G-CI, -H, -J, -K-CI, -K, -L-CI, -L, -M, -M-CI, -N, -P, -R, -S, -T, -U; IO-470 -A, -C	CAR 13	E-273	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
34	Continental	FSO-470-A	CAR 13	E-281	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
35	Continental	GO-300 -A, -B, -C, -D, -E, -F	CAR 13	E-298	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
36	Continental	IO-346 -A, -B	CAR 13	E3CE	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
37	Continental	RR O-300 -A, -B, -C, -D	CAR 10	E4IN	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
38	Continental	W-670K -1, M-1	Not listed in the TCDS	TC 168	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
39	Continental	IO-470 -D, -E, -F, -H, -J, -K, -L, -LO, -M, -N, -P, -S, -T, -U, -V, -VO; L/IO-470 -A	CAR 13	3E1	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
40	Continental	TSIO-470 -B, -C, -D	CAR 13	3E3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
41	Continental	6-320-B	FAR Part 33	E1SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
42	Continental	6-260-A	FAR Part 33	E1ICE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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General Aviation Modifications, Inc.

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
43	Continental	RR O-240-A	FAR Part 21	E11EU	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
44	Continental	6-285-A, -B, -BA, -C, -CA	FAR Part 33	E12CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
45	Continental	IO-370-C1F, -CL, -CM, -D3A, -DA3A	CFR Part 33	E00056SE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
46	Continental	O-470-T, -U	CAR 13	E-273	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
47	Continental	O-470-2	CAR 13	E-281	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
48	Continental	GSO-526-A	CAR 13	E-303	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
49	Continental	GIO-470-A	CAR 13	E2CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
50	Continental	IO-550-A, -B, -C, -D, -E, -F, -G, -L, -N, -P, -R; IOF-550-B, -C, -D, -E, -F, -L, -N, -P, -R	FAR Part 33	E3SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
51	Continental	TSIOL-550-A, -B, -C	FAR Part 33	E4SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
52	Continental	TSIO-550-A, -B, -C, -E, -G, -J, -K, -N; TSIOF-550-D, -J, -K, -P	FAR Part 33	E5SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
53	Continental	GTSIO-520-C, -D, -E, -F, -H, -K, -L, -M, -N	CAR 13, FAR Part 33	E7CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
54	Continental	IO-240-A, -B; IOF-240-B	FAR Part 33	E7SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
55	Continental	TSIO-520-A, -AE, -AF, -B, -BB, -BE, -C, -CE, -D, -DB, -E, -EB, -G, -H, -J, -JB, -K, -KB, -L, -LB, -M, -N, -NB, -P, -R, -T, -U, -UB, -VB, -WB; LTSIO-520-AE	CAR 13	E8CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
56	Continental	TSIO-360-A, -AB, -B, -BB, -C, -CB, -D, -DB, -E, -EB, -F, -FB, -G, -GB, -H, -HB, -JB, -KB, -LB, -MB, -NB, -PB, -RB, -SB; LTSIO-360-E, -EB, -KB, -RB;	FAR Part 33	E9CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
57	Continental Motors Inc	IO-520-A, -B, -BA, -BB, -C, -CB, -D, -E, -F, -J, -K, -L, -M, -MB, -N, -NB, -P; LIO-520-P	CAR 13, FAR Part 33	E5CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
58	Continental Motors Inc	A-80-5J, -8, -8J, -9, -9J	Not listed in the TCDS	TC 217	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
59	Continental Motors Inc	A-40, -2, -3, -4	Not listed in the TCDS	ATC 72 Teledyne	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
60	Continental Motors Inc	R-670-B, -D, -F, -H	Not listed in the TCDS	ATC 120	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
61	Continental Motors Inc	A-40-5	Not listed in the TCDS	ATC 174	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
62	Continental Motors Inc	A-70, -2	Not listed in the TCDS	ATC 32	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
63	Continental Motors Inc	R-670, -A, -C, -E, -G	Not listed in the TCDS	ATC 80	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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					Document No.	Revision* / FAA Approved Date		
64	Curtiss-Wright	Cyclone 702C9GC1 , 2, 3, 4, 5, 6 (GR-1820G-202A, Military R-1820 -60, -71); Cyclone 704C9GC1 , 2, 3, 4, 5 (GR-1820G-205A, Military R-1820 -87, -95); Cyclone 728C9GC1 , 2, 3, 4, 5, 6; Cyclone 730C9GD1 , 2, 3, 4, 5, 6; Cyclone 731C9GC1 , 2	Not listed in the TCDS	E-219	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
65	Curtiss-Wright	Cyclone 957C7BA1	Not listed in the TCDS	E-261	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
66	Curtiss-Wright	Cyclone 990C7BA1	Not listed in the TCDS	E-289	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
67	Curtiss-Wright	Cyclone 955C9HE1 , 2; Cyclone 959C9HE1 , 2; Cyclone 960C9HE1 , 2; Cyclone 961C9HE1 , 2; Cyclone 962C9HE1 , 2; Cyclone 963C9HE1 , 2; Cyclone 967C9HE2 ; Cyclone 968C9HE1 , 2 (Military R-1820-80); Cyclone 969C9HE1 , 2; Cyclone 982C9HE1 , 2, 3; Cyclone 989C9HE1 , 2 (Military R-1820-82, -82B)	Not listed in the TCDS	E-259	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
68	Curtiss-Wright	Double Row Cyclone 956C18CA1 , 975C18CB1	Not listed in the TCDS	E-270	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
69	Curtiss-Wright	Double Row Turbo Cyclone 972TC18DA1 (Military R-3350 -34, -91), 2, 3, 4	Not listed in the TCDS	E-272	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
70	Curtiss-Wright	Double Row Turbo Cyclone 981TC18EA1; Double Row Turbo Cyclone 988TC18EA1 , 2, 3, 4, 5, 6	Not listed in the TCDS	E-287	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
71	Curtiss-Wright	Double Row Cyclone 739C18BA3; Double Row Cyclone 745C18BA3 , 4; Double Row Cyclone 749C18BD1 , 3	Not listed in the TCDS	E-218	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
72	Curtiss-Wright	Cyclone 736C9HD1 , 2, 3, 4; Cyclone 737C9HD1 , 2, 3, 4; Cyclone 740C9HD1 , 2; Cyclone 977C9HD1 , 2, 3; Cyclone 989C9HD1; Cyclone 987C9HD1	Not listed in the TCDS	E-243	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
73	Curtiss-Wright	Cyclone 742C14BB1 , 2, 3	Not listed in the TCDS	E-248	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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74	Curtis-Wright	Cyclone SGR-1820F-31, SR-1820F-31	Not listed in the TCDS	ATC 101 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
75	Curtis-Wright	Cyclone GR-1820F-3A, R-1820F-3A, SGR-1820F-3, SR-1820F-3	Not listed in the TCDS	ATC 103	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
76	Curtis-Wright	Whirlwind J-5	Not listed in the TCDS	ATC 13 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
77	Curtis-Wright	Cyclone GR-1820, F-2A, F-52, F-62; Cyclone SR-1820, F-2B, F-52; Cyclone SGR-1820, F-2B, F-52A, F-56; Cyclone R-1820, F-62	Not listed in the TCDS	ATC 148	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
78	Curtis-Wright	Cyclone GR-1820F-56, R-1820F-56	Not listed in the TCDS	ATC 159	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
79	Curtis-Wright	Whirlwind R-975, A, B, D, E	Not listed in the TCDS	ATC 21 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
80	Curtis-Wright	Whirlwind GR-540E; Whirlwind R-540, A, B, D, E	Not listed in the TCDS	ATC 23	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
81	Curtis-Wright	Whirlwind R-760, A, B, D, E	Not listed in the TCDS	ATC 26 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
82	Curtis-Wright	Gipsy L-320	Not listed in the TCDS	ATC 40	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
83	Curtis-Wright	Whirlwind GR-975C, R-975C	Not listed in the TCDS	ATC 64	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
84	Curtis-Wright	Whirlwind R-975E-2	Not listed in the TCDS	ATC 78	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
85	Curtis-Wright	Cyclone R-1820F-2A, GR-1820F-2A, SR-1820F-2, SGR-1820F-2	Not listed in the TCDS	ATC 98	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
86	Curtis-Wright	Whirlwind R-975E-3	Not listed in the TCDS	TC 125	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
87	Curtis-Wright	Whirlwind R-760E-T	Not listed in the TCDS	TC 126	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
88	Curtis-Wright	Cyclone SR-1820-F-3B, -53; Cyclone SGR-1820-F-3B, -53; Military R-1820-75	Not listed in the TCDS	TC 149	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
89	Curtis-Wright	Cyclone R-1820G-5, -5E; Cyclone GR-1820G-5, -5E; Military R-1820-22	Not listed in the TCDS	TC 154	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
90	Curtis-Wright	Whirlwind R-760E-2	Not listed in the TCDS	TC 155	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
91	Curtis-Wright	Cyclone R-1820G-2, -2E; Cyclone GR-1820G-2, -2E; Military R-1820-49, -53, -55	Not listed in the TCDS	TC 157	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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92	Curtis-Wright	Cyclone R-1820G-3, -3B; Cyclone GR-1820G-3, -3B	Not listed in the TCDS	TC 171	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
93	Curtis-Wright	Cyclone R; Cyclone GR-1820F-55, -65	Not listed in the TCDS	TC 198	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
94	Curtis-Wright	Whirlwind R-975-F	Not listed in the TCDS	TC 211	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
95	Curtis-Wright	Military Cyclone R-1300-1A, -1A, -3, -3A, -3B, -3C, -3D	Not listed in the TCDS	TC 5E-14	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
96	Curtis-Wright	Military Whirlwind R-760-2, -4, -8	Not listed in the TCDS	TC 5E-6	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
97	Curtis-Wright	Whirlwind R-975E-1	Not listed in the TCDS	TC 87	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
98	Curtis-Wright	Whirlwind R-760E-1	Not listed in the TCDS	TC 94	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
99	Curtis-Wright	Military Cyclone R-2600-3, -8, -11, -13, -20, -23, -29, -29A, -35	Not listed in the TCDS	TC 5E-9	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
100	Curtis-Wright	Curtiss OX-5, Curtiss OXX-6, Hispano A, Wright Hispano E, Wright Hispano I	Not listed in the TCDS	Group 2 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
101	Curtis-Wright	Military R-975-11, -28, -30, -32	Not listed in the TCDS	TC 5E-7	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
102	Curtis-Wright	Military Cyclone R-1820-40, -40C, -45, -50, -52, -53, -56, -56A, -56AM1, -56AM2, -56AM3, -56AM4, -56AM5, -56M1, -56M2, -56M3, -56M4, -56M5, -60, -62, -62A, -62AM1, -62AM2, -62M1, -62M2, -66, -66M1, -66M2, -66M3, -70, -70M1, -71, -72, -72A, -72AM1, -72AM2, -72AM3, -72AM5, -72AM6, -72M1, -72M2, -72M3, -74, -76A, -76AM1, -76B, -76BM1, -97, -99, -103, -103A, -103AM1, -103M1	Not listed in the TCDS	TC 5E-10	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
103	Curtis-Wright	Cyclone GR-1820G-102, -102A, -102B; Military R-1820-57, -79, -81, -83, -85, -89	Not listed in the TCDS	TC 169	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
104	Curtis-Wright	Double Row Cyclone GR-2600-A2, -A2A, -A2B, -B2, -B5; 720C14AB1, 2; 332C14AB1, 2; 709C14AC1, 2; 579C14AC1, 2; 585C14BA1, 2; 586C14BA1, 2	Not listed in the TCDS	TC 176	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
105	Curtis-Wright	Cyclone GR-1820G-103, -103A	Not listed in the TCDS	TC 180	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
106	Curtis-Wright	Cyclone GR-1820G -105, -105A; 718C9GB1	Not listed in the TCDS	TC 192	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
107	Curtis-Wright	Challenger R-600	Not listed in the TCDS	ATC 5	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
108	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-390	Not listed in the TCDS	ATC 57	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
109	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-440 -C2, -C3, -C4, -C5	Not listed in the TCDS	E-216	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
110	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-390 -B, -D, -D3	Not listed in the TCDS	ATC 146	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
111	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-410 -B1, -B1A, -B2, -B2B, -B3	Not listed in the TCDS	ATC 187	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
112	Franklin Engine Company	O-425-9	Not listed in the TCDS	5E-13	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
113	Franklin Engine Company	4AC-176 -B2, -B3, -BA2 (O-175-1), -BA3, -C2, -C3, -D2, -D3, -F2, -F3	Not listed in the TCDS	TC 221	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
114	Franklin Engine Company	6AC-264 -D2, -D3, -F2, -F3	Not listed in the TCDS	TC 222	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
115	Franklin Engine Company	6AC-298 -D2, -D3, -E2, -E3, -F2, -F3; 6ACT-298 -J4, J5 (O-300-11), -M4	Not listed in the TCDS	TC 225	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
116	Franklin Engine Company	4AC-199 -B2, -B3, -D2, -D3, -E2, -E3, -E4 (O-200-1); 4AC3-199H3 (O-200-5)	FAR Part 33	TC 226	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
117	Franklin Engine Company	2A4-45-B2, 2A4-49-B2	Not listed in the TCDS	TC 240	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
118	Franklin Engine Company	4AC-150 Series 40, 50, A	Not listed in the TCDS	TC 194	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
119	Franklin Sp. z.o.o.	6A4-150 -B3, -B31, -B4; 6A4-165 -B3, -B4, -B6; 6A4-200 -C6	CAR 13, FAR Part 33	E-238	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
120	Franklin Sp. z.o.o.	4A4-75 -A2, -A3, -B2, -B3; 4A4-85 -A2, -A3, -B2, -B3; 4A4-95 -A2, -A3, -B2, -B3; 4A4-100 -B2, -B3	CAR 13	E-239	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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General Aviation Modifications, Inc.

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					Document No.	Revision* / FAA Approved Date		
121	Franklin Sp. z.o.o.	6A8-215-B8F, -B9F	CAR 13	E-242	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
122	Franklin Sp. z.o.o.	6A-335-A, -B, -B1, -B1A; 6V-335-A, -B; 6V4-178-B32 (0-335-3), -B33 (0-335-4); 6V4-200-C32 (0-335-2)(0-335-5), -C33 (0-335-6)	CAR 13, FAR Part 21	E-244	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
123	Franklin Sp. z.o.o.	6A-350-D1	CAR 13, FAR Part 33	E9EA	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
124	Franklin Sp. z.o.o.	6VS-335-A1A, -A1B	CAR 13, FAR Part 33	1E2	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
125	Franklin Sp. z.o.o.	6A-335-D	CAR 13, FAR Part 21	E-244	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
126	Franklin Sp. z.o.o.	6AS-335-A, -B	CAR 13	E5EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
127	Franklin Sp. z.o.o.	6A-350-C1, -C1A, -C1L, -C1R, -C2, -C2A, -D, -D1A, -D1B; 6V-350-A, -B	CAR 13, FAR Part 34	E9EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
128	Funk Aircraft Company	E	Not listed in the TCDS	TC 201	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
129	Gladden Products Corp.	Kinner K-5	Not listed in the TCDS	TC3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
130	Gladden Products Corp.	Kinner B-5, -54	Not listed in the TCDS	TC 51	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
131	Gladden Products Corp.	Kinner R-5, -55, -56	Not listed in the TCDS	TC 153	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
132	Gladden Products Corp.	Kinner C-5	Not listed in the TCDS	TC 62	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
133	Heath Aviation Company	B-4	Not listed in the TCDS	Group 4-3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
134	Jacobs	LA-1	Not listed in the TCDS	ATC 31	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
135	Jacobs	L-3	Not listed in the TCDS	ATC 75	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
136	Jacobs	Military R-755-7	Not listed in the TCDS	TC 5E11	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
137	LeBlonde	60-5D	Not listed in the TCDS	ATC 12	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
138	Lenape Aircraft and Motors, Inc.	Aeromarine Ar-3-160	Not listed in the TCDS	ATC 74	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
139	Lenape Aircraft and Motors, Inc.	Aeromarine Ar-340-161	Not listed in the TCDS	ATC 119	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
140	Lycoming	VO-360-A1A, -A1B, -B1A; IVO-360-A1A	CAR 13	1E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
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141	Lycoming	R-680-5, -B5	Not listed in the TCDS	ATC 110	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
142	Lycoming	R-680-6, -B6	Not listed in the TCDS	ATC 111	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
143	Lycoming	R-530-D1	Not listed in the TCDS	ATC 182	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
144	Lycoming	R-530-D2	Not listed in the TCDS	ATC 183	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
145	Lycoming	R-680	Not listed in the TCDS	ATC 42	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
146	Lycoming	R-680-2, -BA, -B2	Not listed in the TCDS	ATC 81	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
147	Lycoming	R-680-E1, -E2, -E3, -E3A (R-680-9), -E3B (R-680-13)	Not listed in the TCDS	E-202	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
148	Lycoming	O-435, -A, -A2, -C (O-435-1), -C1 (O-435-11), -C2 (O-435-13), -K, -K1 (O-435-4); GO-435, -C2 (O-435-17), -C2A, -C2A2, -C2B, -C2B1, -C2B2, -C2C, -C2D, -C2E, -D1	CAR 13	E-228	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
149	Lycoming	O-290, -A, -AP, -B (0-290-1), -C (0-290-3), -CP, -D (0-290-11), -D2, -D2A, -D2B, -D2C	CAR 13	E-229	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
150	Lycoming	GSO-580, -C	Not listed in the TCDS	E-256	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
151	Lycoming	O-320-A1A, -A1B, -A2A, -A2B, -A2C, -A2D, -A3A, -A3B, -A3C, B1A, -B2A, -B3A, -B1B, -B2B, -B3B, -B2C, -B3C, -B2D, -B2E, -C1A, -C1B, -C2A, -C2B, -C2C, -C3A, -C3B, -C3C, -D1A, -D2A, -D1B, -D2B, -D1C, -D2C, -D1D, -D1F, -D2F, -D2G, -D3G, -D2H, -E1A, -E1B, -E1C, -E1F, -E1J, -E2A, -E2B, -E2C, -E2F, -E2G, -E2H, -E3D, -E3H	CAR 13	E-274	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
152	Lycoming	O-320-E2D, -D2J, -H2AD	CAR 13	E-274	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
153	Lycoming	O-320-H1AD, -H1BD, -H2AD, -H2BD, -H3AD, -H3BD	CAR 13	E-274	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
154	Lycoming	GO-480, -A1A, -B, -B1, -B1A6, -B1B, -B1C, -B1D, -C1B6, -C1D6, -C2C6, -C2D6, -C2E6, -C3A6, -D1A, -E1A6, -F6, -F1A6, -F2A6, -F2D6, -F3A6, -F3B6, -F4A6, -F4B6, -G1A6, -G1B6, -G1D6, -G1H6, -G1J6, -G2D6, -G2F6; IGO-480-A1A6, -A1B6	CAR 13, FAR Part 33	E-275	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
155	Lycoming	GSO-435-B, -B2	Not listed in the TCDS	E-276	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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156	Lycoming	O-340-A1A, -A2A	CAR 13	E-277	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
157	Lycoming	VO-435-A1A (O-435-21), -A1B (O-435-6), -A1C (O-435-23, -23A, -23B, -23C), -A1D (O-435-6A), -A1E, -A1F	CAR 13	E-279	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
158	Lycoming	O-360-B1A, -B1B, -B2A, -B2B, -B2C, -D1A, -D2A, -D2B	CAR 13	E-286	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
159	Lycoming	R-680-4, -B4, -B4B, -B4C, -B4D, -B4E	Not listed in the TCDS	TC 108	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
160	Lycoming	R-680-D5	Not listed in the TCDS	TC 172	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
161	Lycoming	R-680-D6	Not listed in the TCDS	TC 173	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
162	Lycoming	O-145-A1, -A2	Not listed in the TCDS	TC 199	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
163	Lycoming	O-145-B1, -B2, -B3, -C1, -C2; GO-145-C1, -C2, -C3	Not listed in the TCDS	TC 210	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
164	Lycoming	O-350, -A	Not listed in the TCDS	TC 227	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
165	Lycoming	Military O-435-2-M1	Not listed in the TCDS	TC 5E-12	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
166	Lycoming	IO-540-A1A5, -B1A5, -B1B5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4D5, -C4C5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5, -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -V4A5, -W1A5, -W1A5D, -W3A5D, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -AF1A5, -AG1A5; HIO-540-A1A; AEIO-540-D4A5, -D4B5, -D4C5, -D4D5, -L1B5D, -L1B5, -L1D5	CAR 13, FAR Part 33	1E4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
167	Lycoming	IGSO-540-A1A, -A1C, -A1D, -A1E, -A1F, -A1H, -B1A, -B1C	CAR 13	1E7	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
168	Lycoming	IGO-540-A1A, -A1B, -A1C, -B1A, -B1B, -B1C	CAR 13	1E11	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
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169	Lycoming	IO-320-A1A, -A2A, -B1A, -B1B, -B1C, -B1D, -B1E, -B2A, -C1A, -C1B, -D1A, -D1B, -D1C, -E1A, -E1B, -E2A, -E2B, -F1A; AIO-320-A1A, -A1B, -A2A, -A2B, -B1B, -C1B; AEIO-320-D1B, -D2B, -E1A, -E1B, -E2A, -E2B; LIO-320-B1A, -C1A	CAR 13	1E12	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
170	Lycoming	O-435-25; TVO-435-A1A, -B1A (O-435-25A), -B1B, -C1A, -D1A, -D1B, -E1A, -F1A, -G1A, -G1B	CAR 13, FAR Part 33	1E13	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
171	Lycoming	TVO-540-A1A; TIVO-A2A	CAR 13	1E14	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
172	Lycoming	O-233-A1; O-235, -A, -AP, -B, -BP, -C, -C1, -C1A, -C1B, -C1C, -C2A, -C2B, -C2C, -E1, -E1B, -E2A, -E2B, -F1, -F1B, -F2A, -F2B, -G1, -G1B, -G2A, -G2B, -H2C, -J2A, -J2B, -K2A, -K2B, -K2C, -L2A, -L2C, -M1, -M2C, -M3C, -N2A, -N2C, -P1, -P2A, -P2C, -P3C	CAR 13	E-223	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
173	Lycoming	O-435-B (O-435-5)	CAR 13	E-228	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
174	Lycoming	TIO-541-A1A, -E1A4, -E1B4, -E1C4, -E1D4	CAR 13	E10EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
175	Lycoming	IVO-540-A1A	CAR 13	E11EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
176	Lycoming	TIO-540-A1A, -A1B, -A1C, -A2A, -A2B, -A2C, -AA1AD, -AB1AD, -AB1BD, -AE2A, -AF1A, -AF1B, -AG1A, -AH1A, -AJ1A, -AK1A, -C1A, -E1A, -F2BD, -G1A, -H1A, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -S1AD, -T2AD, -U2A, -V2AD, -W2A; LTIO-540-F2BD, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -U2A, -V2AD, -W2A	CAR 13, FAR Part 33	E14EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
177	Lycoming	TIO-360-A1A, -A1B, -A3B6, -C1A6D	FAR Part 33	E16EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
178	Lycoming	TIGO-541-B1A, -C1A, -D1A, -D1B, -E1A, -G1AD	FAR Part 33	E19EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
179	Lycoming	IO-580-A1A, -B1A; AEIO-580-B1A	FAR Part 33	E00004NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
180	Lycoming	IO-390-A1A6, -A1B6, -A3A6, -A3B6, -C1A6, -C1B6, -C3A6, -C3B6, -D1A6, -D1B6, -D3A6, -D3B6; AEIO-390-A1A6, -A1B6, -A3A6, -A3B6; HIO-390-A1A;	FAR Part 33	E00006NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
181	Lycoming	TEO-540-A1A, -C1A	FAR Part 33	E00009NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
182	Lycoming	O-340-B1A	CAR 13	E-277	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
183	Lycoming	VO-435-B1A	CAR 13	E-279	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
184	Lycoming	GSO-480-A1A6, -A1C6, -A2A6, -B1A6, -B1B3, -B1B6 (O-480-1), -B1C6, -B1E6, -B1F6, -B1G6, -B1J6, -B2C6, -B2D6, -B2G6, -B2H6; IGSO-480-A1A6 (O-480-3), -A1B6, -A1C6, -A1D6, -A1E6, -A1F3, -A1F6, -A1G6	CAR 13	E-284	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
185	Lycoming	SO-580-A1A, -A1B; VSO-580-A1A	Not listed in the TCDS	E-285	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
186	Lycoming	O-360-A1A, -A1AD, -A1C, -A1D, -A1F, -A1F6, -A1F6D, -A1G, -A1G6, -A1G6D, -A1H, -A1H6, -A1LD, -A1P, -A2A, -A2D, -A2E, -A2F, -A2G, -A2H, -A3A, -A3AD, -A3D, -A4A, -A4AD, -A4D, -A4G, -A4J, -A4K, -A4P, -A5AD, -C1A, -C1C, -C1E, -C1F, -C1G, -C2A, -C2B, -C2C, -C2D, -C2E, -C4F, -C4P, -E1A6D, -E1AD, -E1BD, -E2AD, -E2BD, -F1A6, -G1A6, -J2A; HO-360-A1A, -B1A, -B1B, -C1A; LO-360-A1G6D, -A1H6, -E1A6D, -E1AD, -E1BD, -E2AD, -E2BD	CAR 13	E-286	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
187	Lycoming	O-540-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5, -A4E5, -B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5, -D1A5, -E4A5, -E4B5, -E4C5, -F1A5, -F1B5, -G1A5, -G2A5, -H1A5, -H1A5D, -H1B5D, -H2A5, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5, -J3A5D, -J3C5D, -L3C5D	CAR 13	E-295	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
188	Lycoming	VO-540-A1A, -A2A, -B1A, -B1B, -B1B3, -B1C, -B1D, -B1E, -B1F, -B1H3, -B2A, -B2C, -B2D, -B2E, -B2G, -C1A, -C1B, -C1C3, -C2A (O-540-9), -C2B, -C2C	CAR 13	E-304	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
189	Lycoming	TO-360-A1A6D, -C1A6D, -E1A6D, -F1A6D; LTO-360-A1A6D, -E1A6D	FAR Part 33	E26EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
190	Lycoming	IO-720-A1A, -A1B, -A1BD, -B1A, -B1B, -B1BD, -C1B, -C1BD, -D1B, -D1BD, -D1C, -D1CD	CAR 13	IE15	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
191	Lycoming	GSO-580-B, -D	Not listed in the TCDS	E-256	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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General Aviation Modifications, Inc.

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					Document No.	Revision* / FAA Approved Date		
192	Lycoming	IO-540-A1A5, -B1A5, -B1B5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4D5, -C4C5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5 -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5 -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5 -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -V4A5, -W1A5 -W1A5D, -W3A5D, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5 -AF1A5; HIO-540-A1A; AEIO-540-D4A5, -D4B5, -D4C5, -D4D5, -L1B5D, -L1B5, L1D5	CAR 13, FAR Part 33	1E4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
193	Lycoming	IO-360-L2A; HIO-360-G1A	CAR 13, FAR Part 33	1E10	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
194	Lycoming	IO-360-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A1D6D, -A2A, -A2B, -A2C, -A3B6, -A3B6D, -A3D6D, -B1A, -B1B, -B1C, -B1D, -B1E, -B1F, -B1F6, -B1G6 -B2E, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1E6D, -C1F, -C1G6, -D1A, -E1A, -F1A, -J1AD, -J1A6D, -K2A, -M1A, -M1B, -N1A, -P1A; AIO-360-A1A, -A1B, -A2A, -A2B, -B1B; AEIO-360-A1A, -A1B, -A1B6, -A1E6, -A1C, -A1D, -A1E, -A2A, -A2B, -A2C, -B1B, -B1D, -B1F, -B1F6, -B1G6, -B2F, -B2F6, -B1H, -B4A, -H1A, -H1B; HIO-360-A1A, -A1B, -B1A, -B1B, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A; LIO-360-B1G6, -C1E6, -M1A; LHIO-360-C1A, -C1B, -F1AD	CAR 13, FAR Part 33	1E10	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
195	Lycoming Engines	O-360-A4M, -A4N	CAR 13	E-286	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
196	Menasco Manufacturing Co.	Pirate C4, D4; Super Pirate D4-87	Not listed in the TCDS	TC 67	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
197	Menasco Manufacturing Co.	Pirate M-50	Not listed in the TCDS	TC 191	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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General Aviation Modifications, Inc.

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198	Milwaukee Parts Corporation	Tank V-470	Not listed in the TCDS	ATC 63	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
199	Milwaukee Parts Corporation	Tank V-502	Not listed in the TCDS	ATC 73	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
200	Monocoupe Corporation	Lambert R-266	Not listed in the TCDS	TC 38	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
201	Pratt & Whitney	Wasp S3D1	Not listed in the TCDS	ATC 128	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
202	Pratt & Whitney	Hornet S1E-G	Not listed in the TCDS	ATC 136	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
203	Pratt & Whitney	Wasp A, B, C, C1, CD	Not listed in the TCDS	ATC 14	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
204	Pratt & Whitney	Hornet S2E-G	Not listed in the TCDS	ATC 144	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
205	Pratt & Whitney	Wasp T2D1	Not listed in the TCDS	ATC 145	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
206	Pratt & Whitney	Hornet A, A-1, A-2, A-3	Not listed in the TCDS	ATC 15	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
207	Pratt & Whitney	Twin Wasp SB-G, SB3-G	Not listed in the TCDS	ATC 158	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
208	Pratt & Whitney	Hornet S1E2-G, S1E3-G	Not listed in the TCDS	ATC 193	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
209	Pratt & Whitney	Wasp Jr. A	Not listed in the TCDS	ATC 39	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
210	Pratt & Whitney	Wasp SC, SC-1	Not listed in the TCDS	ATC 58	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
211	Pratt & Whitney	Wasp S1D1, S1D1-G, TD1	Not listed in the TCDS	ATC 90	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
212	Pratt & Whitney	Wasp T1D1	Not listed in the TCDS	ATC 91	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
213	Pratt & Whitney	Wasp Jr. B-4, B-5, SB, SB-2, SB-3, T1B2, T1B3	Not listed in the TCDS	E-123	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
214	Pratt & Whitney	Wasp S1H1, S1H1-G, S1H2, S1H4, S1H5-G, S3H2, R-1340-61	Not listed in the TCDS	E-129	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
215	Pratt & Whitney	Wasp R-1340-59, S3H1-G	Not listed in the TCDS	E-142	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
216	Pratt & Whitney	Wasp S3H1	Not listed in the TCDS	E-143	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
217	Pratt & Whitney	Twin Wasp SC-G, SC3-G, S1C-G, S1C3-G, S4C4-G	Not listed in the TCDS	E-186	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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218	Pratt & Whitney	Wasp Jr. T1B	Not listed in the TCDS	TC 113	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
219	Pratt & Whitney	R-985-5 , -13, -17, -19, -23, -25, -27, -39, -39A, -48, -50; R-985-AN-1 , -1M1, -2, -3, -4, -5, -6, -6B, -8, -10, -12, -12B, -14B, -14BM1	Not listed in the TCDS	TC 5E-1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
220	Pratt & Whitney	SR-1340-E ; R-1340-19 , -22, -29, -36, -40, -47, -49, -49M1, -51, -AN-1	Not listed in the TCDS	TC 5E-2	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
221	Pratt & Whitney	Wasp Jr. TB, TB-2, T3A	Not listed in the TCDS	TC 85	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
222	Pratt & Whitney	Double Wasp CA3, CA5, CA15, CA17, CA18, CA19, R2800-97	Not listed in the TCDS	E-231	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
223	Pratt & Whitney	Wasp Major B5, B6, B7, B13, B14, CB2, TSB3-G	Not listed in the TCDS	E-247	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
224	Pratt & Whitney	Double Wasp CB3, CB4, CB17, CB16	Not listed in the TCDS	E-264	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
225	Pratt & Whitney	Twin Wasp S3C4-G	Not listed in the TCDS	E-186	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
226	Pratt & Whitney	Twin Wasp 2SD1-G, 2SD13-G, 2SD-G, D-3, D-4, D-5, D-7, D-14	Not listed in the TCDS	E-230	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
227	Pratt & Whitney	Twin Wasp E1	Not listed in the TCDS	E-257	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
228	Pratt & Whitney	Hornet B, B1, B1-G, SB-1, S1B1, S1B1-G, S2B1, S2B1-G, S3B1	Not listed in the TCDS	ATC 28	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
229	Pratt & Whitney	R-2000-3 , -4, -4M1, -4M2, -7, -7M1, -7M2, -7M3, -9, -9A, -9M1, -9M2, -9M3, -9M4, -9M6, -11, -11M1, -11M2, -11M3, -11M4	Not listed in the TCDS	TC 5E-5	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
230	Pratt & Whitney	R-1830-43 , -43A, 49, -53, -57, -61, -65, -67, -75, -82, -86M2, -90B, -90C, -90D, -92, -92A, -94, -94M1, -94M2	Not listed in the TCDS	TC 5E-4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
231	Pratt & Whitney	R-2800-21 , -21M1, -27, -27M1, -31, -31M1, -31M2, -43, -51, -51M1, -51M2, -51M3, -51M4, -59, -59M1, -63, -71, -75, -75M1, -75M2, -75M3, -79	Not listed in the TCDS	TC 5E-8	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
232	Roche, J.A.	Rover L267	Not listed in the TCDS	ATC 37	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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233	Rolls-Royce Ltd.	Gipsy Queen 30 MK.2	CAR 10	E-294	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
234	Rolls-Royce Ltd.	Gipsy Queen: 70-4, 70MK2, 70MK3	CAR 10	E-310	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
235	Szekely	SR-3-45	Not listed in the TCDS	ATC 70	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
236	Siemens Halske	SH14	Not listed in the TCDS	Group 3 Siemens Halske	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
237	Universal Moulded Aircraft Corporation	Velie M-5	Not listed in the TCDS	ATC 4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
238	Warner Engine Company	Scarab 28, 29, 30, 40, 50	Not listed in the TCDS	E-2	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
239	Warner Engine Company	Super Scarab 40, 50, 50A	Not listed in the TCDS	E-104	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
240	Warner Engine Company	Super Scarab 165, 165-A, 165-B, 165-D	Not listed in the TCDS	E-214	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
241	Warner Engine Company	Scarab Jr. 40, 50	Not listed in the TCDS	E-54	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
242	Wiley Aircraft Corp.	A-L1000	Not listed in the TCDS	Group 4-6	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
243	Wytownia Sprzetu Komunikacyjnego	AI-14RA, -14RC	FAR Part 21 & Part 33	E11NE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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244	Wytownia Sprzetu Komunikacyjnego	PZL-3S, 3S 2ND SERIES, 3SR	FAR Part 21 & Part 33	E18EU	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

FAA Approved: _____

Paul Nguyen
 Manager, AIR-7K0
 Wichita ACO Branch

Reissue Date: September 22, 2022

*Or later FAA Approved revision

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
1	Aeronca Aircraft Corporation	E-113, A, B, C	Not listed in the TCDS	ATC 71 Aeronca	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
2	Aeronca Aircraft Corporation	E-107A	Not listed in the TCDS	Group 2 Aeronca	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
3	Air Repair, Inc.	W670-6A (R-670-3, -5), -6N (R-670-4), -16 (R-670-8, -11, -11A), -23, -24, -K, -M	Aero Bull. 7-A, CAR 13	E-162	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
4	Air Repair, Inc.	R-755S, -755SM	FAR Part 33	EISW	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
5	Air Repair, Inc.	R-755A1, A2, A2M, A2M1, B1, B2, B2M, E	CAR 13	E-237	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
6	Air Repair, Inc.	L-4, -4M, -4MA, -4MA7, -4MB; Military R-755-9	Not listed in the TCDS	TC 121	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
7	Air Repair, Inc.	L-5, -5M, -5MB	Not listed in the TCDS	TC 156	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
8	Air Repair, Inc.	L-6, -6M, -6MA, -6MB, -6MBA, -6MN; Military R-915-3, -5, -7	Not listed in the TCDS	TC 195	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
9	Aircooled Motors, Inc.	Franklin 6V6-245-B16F (0-425-1)	Not listed in the TCDS	E-258	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
10	Alvis Limited	502/5A, 6A, 7A, 8; 503/5A, 6A, 7A, 8; 504/5A, 6A, 7A, 8; 514/5, 5A, 6, 6A, 7, 7A, 8, 8A; 531/8, 8B;	CAR 10	E-299	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
11	American Cirrus Engines, Inc.	Hi-Drive Mark III	Not listed in the TCDS	ATC 60	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
12	Arrow Aircraft & Motor Corp.	V-8 Model F	Not listed in the TCDS	ATC 151 Arrow	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
13	BMW Triebwerksbau GmbH.	GO-480-B1A6	CAR 10	7E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
14	Bristol Siddeley Engines, Ltd.	Gipsy	Not listed in the TCDS	Group 3 Bristol	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
15	BRP-Rotax GmbH & Co KG	912 F2, F3, F4, S2, S3, S4; 915 iSc2 C24, iSc3 C24	FAR Part 33	E00051EN	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
16	BRP-Rotax GmbH & Co KG	914 F2, F3, F4	FAR Part 33	E00058NE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
17	Comet Engine Corporation	7-E	Not listed in the TCDS	ATC 47	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
18	Continental	IO-470-G, -R	CAR 13	3E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
19	Continental	A-50-1, -2, -3, -4, -4J, -5, -5J, -6, -6J, -7, -7J, -8, -8J, -9, -9J	CAR 13	E-190	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
20	Continental	IO-360-B, -AF	CAR 13, FAR Part 33	EICE	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

*Or later FAA Approved revision

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
21	Continental	IO-360-A , -C, -D, -E, -G, -H, -J, -K, -AB, -CB, -DB, -GB, -HB, -JB, -KB, -ES	CAR 13, FAR Part 33	E1CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
22	Continental	A-65 -1, -3, -6, -6J, -7, -8 (O-170 -3, -7), -8F, -8FJ, -8J, -9 (O-170-5), -9F, -9FJ, -9J, -12, -12F, -12FJ, -12J, -14, -14F, -14FJ, -14J	CAR 13	E-205	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
23	Continental	A75 -3, -6, -6J, -8, -8F, -8J, -8FJ, -9, -9J	TC 213	E-213	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
24	Continental	C75 -8, -8F, -8FH, -8FHJ, -8FJ, -8J, -12, -12B, -12BF, -12BFH, -12F, -12FH, -12FHJ, -12FJ, -12J, -15, -15F; C85 -8, -8F, -8FJ, -8FHJ, -8J, -12, -12F, -12FH, -12FHJ, -12FJ, -12J, -14F, -15, -15F	CAR 13	E-233	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
25	Continental	C-115 -1, -2; C-125 -1, -2	CAR 13	E-236	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
26	Continental	A100 -1, -2	CAR 13	E-241	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
27	Continental	R9-A	CAR 13	E-245	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
28	Continental	E165 -2, -3, -4; E185 -1, -2, -3 (Military O-470 -7, -7A), -5, -8, -9 (Military O-470-7B), -10, -11	CAR 13	E-246	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
29	Continental	C90 -8F, -8FJ, -12F, -12FJ, -12FH, -12FP, -14F, -14FH, -14FJ, -16F; O-200 -A, -B, -C, -D, -X	CAR 13, FAR Part 33	E-252	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
30	Continental	C145 -2, -2H, -2HP; O-300 -A, -B, -C, -D, -E	CAR 13	E-253	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
31	Continental	E225 -2, -4, -8, -9	CAR 13	E-267	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
32	Continental	O-470 -4, -11, -11B, -11B-CI, -11-CI, -13, -13A, -15	CAR 13	E-269	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
33	Continental	O-470 -A, -B, -B-CI, -E, -G, -G-CI, -H, -J, -K-CI, -K, -L-CI, -L, -M, -M-CI, -N, -P, -R, -S, -T, -U; IO-470 -A, -C	CAR 13	E-273	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
34	Continental	FSO-470-A	CAR 13	E-281	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
35	Continental	GO-300 -A, -B, -C, -D, -E, -F	CAR 13	E-298	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
36	Continental	IO-346 -A, -B	CAR 13	E3CE	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
37	Continental	RR O-300 -A, -B, -C, -D	CAR 10	E4IN	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
38	Continental	W-670K -1, M-1	Not listed in the TCDS	TC 168	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
39	Continental	IO-470 -D, -E, -F, -H, -J, -K, -L, -LO, -M, -N, -P, -S, -T, -U, -V, -VO; L/IO-470 -A	CAR 13	3E1	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
40	Continental	TSIO-470 -B, -C, -D	CAR 13	3E3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
41	Continental	6-320-B	FAR Part 33	E1SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
42	Continental	6-260-A	FAR Part 33	E1ICE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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General Aviation Modifications, Inc.

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43	Continental	RR O-240-A	FAR Part 21	E11EU	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
44	Continental	6-285-A, -B, -BA, -C, -CA	FAR Part 33	E12CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
45	Continental	IO-370-C1F, -CL, -CM, -D3A, -DA3A	CFR Part 33	E00056SE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
46	Continental	O-470-T, -U	CAR 13	E-273	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
47	Continental	O-470-2	CAR 13	E-281	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
48	Continental	GSO-526-A	CAR 13	E-303	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
49	Continental	GIO-470-A	CAR 13	E2CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
50	Continental	IO-550-A, -B, -C, -D, -E, -F, -G, -L, -N, -P, -R; IOF-550-B, -C, -D, -E, -F, -L, -N, -P, -R	FAR Part 33	E3SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
51	Continental	TSIOL-550-A, -B, -C	FAR Part 33	E4SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
52	Continental	TSIO-550-A, -B, -C, -E, -G, -J, -K, -N; TSIOF-550-D, -J, -K, -P	FAR Part 33	E5SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
53	Continental	GTSIO-520-C, -D, -E, -F, -H, -K, -L, -M, -N	CAR 13, FAR Part 33	E7CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
54	Continental	IO-240-A, -B; IOF-240-B	FAR Part 33	E7SO	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
55	Continental	TSIO-520-A, -AE, -AF, -B, -BB, -BE, -C, -CE, -D, -DB, -E, -EB, -G, -H, -J, -JB, -K, -KB, -L, -LB, -M, -N, -NB, -P, -R, -T, -U, -UB, -VB, -WB; LTSIO-520-AE	CAR 13	E8CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
56	Continental	TSIO-360-A, -AB, -B, -BB, -C, -CB, -D, -DB, -E, -EB, -F, -FB, -G, -GB, -H, -HB, -JB, -KB, -LB, -MB, -NB, -PB, -RB, -SB; LTSIO-360-E, -EB, -KB, -RB;	FAR Part 33	E9CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
57	Continental Motors Inc	IO-520-A, -B, -BA, -BB, -C, -CB, -D, -E, -F, -J, -K, -L, -M, -MB, -N, -NB, -P; LIO-520-P	CAR 13, FAR Part 33	E5CE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
58	Continental Motors Inc	A-80-5J, -8, -8J, -9, -9J	Not listed in the TCDS	TC 217	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
59	Continental Motors Inc	A-40, -2, -3, -4	Not listed in the TCDS	ATC 72 Teledyne	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
60	Continental Motors Inc	R-670-B, -D, -F, -H	Not listed in the TCDS	ATC 120	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
61	Continental Motors Inc	A-40-5	Not listed in the TCDS	ATC 174	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
62	Continental Motors Inc	A-70, -2	Not listed in the TCDS	ATC 32	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
63	Continental Motors Inc	R-670, -A, -C, -E, -G	Not listed in the TCDS	ATC 80	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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64	Curtiss-Wright	Cyclone 702C9GC1 , 2, 3, 4, 5, 6 (GR-1820G-202A, Military R-1820 -60, -71); Cyclone 704C9GC1 , 2, 3, 4, 5 (GR-1820G-205A, Military R-1820 -87, -95); Cyclone 728C9GC1 , 2, 3, 4, 5, 6; Cyclone 730C9GD1 , 2, 3, 4, 5, 6; Cyclone 731C9GC1 , 2	Not listed in the TCDS	E-219	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
65	Curtiss-Wright	Cyclone 957C7BA1	Not listed in the TCDS	E-261	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
66	Curtiss-Wright	Cyclone 990C7BA1	Not listed in the TCDS	E-289	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
67	Curtiss-Wright	Cyclone 955C9HE1 , 2; Cyclone 959C9HE1 , 2; Cyclone 960C9HE1 , 2; Cyclone 961C9HE1 , 2; Cyclone 962C9HE1 , 2; Cyclone 963C9HE1 , 2; Cyclone 967C9HE2 ; Cyclone 968C9HE1 , 2 (Military R-1820-80); Cyclone 969C9HE1 , 2; Cyclone 982C9HE1 , 2, 3; Cyclone 989C9HE1 , 2 (Military R-1820-82, -82B)	Not listed in the TCDS	E-259	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
68	Curtiss-Wright	Double Row Cyclone 956C18CA1 , 975C18CB1	Not listed in the TCDS	E-270	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
69	Curtiss-Wright	Double Row Turbo Cyclone 972TC18DA1 (Military R-3350 -34, -91), 2, 3, 4	Not listed in the TCDS	E-272	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
70	Curtiss-Wright	Double Row Turbo Cyclone 981TC18EA1; Double Row Turbo Cyclone 988TC18EA1 , 2, 3, 4, 5, 6	Not listed in the TCDS	E-287	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
71	Curtiss-Wright	Double Row Cyclone 739C18BA3; Double Row Cyclone 745C18BA3 , 4; Double Row Cyclone 749C18BD1 , 3	Not listed in the TCDS	E-218	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
72	Curtiss-Wright	Cyclone 736C9HD1 , 2, 3, 4; Cyclone 737C9HD1 , 2, 3, 4; Cyclone 740C9HD1 , 2; Cyclone 977C9HD1 , 2, 3; Cyclone 989C9HD1; Cyclone 987C9HD1	Not listed in the TCDS	E-243	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
73	Curtiss-Wright	Cyclone 742C14BB1 , 2, 3	Not listed in the TCDS	E-248	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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74	Curtis-Wright	Cyclone SGR-1820F-31, SR-1820F-31	Not listed in the TCDS	ATC 101 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
75	Curtis-Wright	Cyclone GR-1820F-3A, R-1820F-3A, SGR-1820F-3, SR-1820F-3	Not listed in the TCDS	ATC 103	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
76	Curtis-Wright	Whirlwind J-5	Not listed in the TCDS	ATC 13 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
77	Curtis-Wright	Cyclone GR-1820, F-2A, F-52, F-62; Cyclone SR-1820, F-2B, F-52; Cyclone SGR-1820, F-2B, F-52A, F-56; Cyclone R-1820, F-62	Not listed in the TCDS	ATC 148	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
78	Curtis-Wright	Cyclone GR-1820F-56, R-1820F-56	Not listed in the TCDS	ATC 159	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
79	Curtis-Wright	Whirlwind R-975, A, B, D, E	Not listed in the TCDS	ATC 21 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
80	Curtis-Wright	Whirlwind GR-540E; Whirlwind R-540, A, B, D, E	Not listed in the TCDS	ATC 23	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
81	Curtis-Wright	Whirlwind R-760, A, B, D, E	Not listed in the TCDS	ATC 26 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
82	Curtis-Wright	Gipsy L-320	Not listed in the TCDS	ATC 40	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
83	Curtis-Wright	Whirlwind GR-975C, R-975C	Not listed in the TCDS	ATC 64	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
84	Curtis-Wright	Whirlwind R-975E-2	Not listed in the TCDS	ATC 78	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
85	Curtis-Wright	Cyclone R-1820F-2A, GR-1820F-2A, SR-1820F-2, SGR-1820F-2	Not listed in the TCDS	ATC 98	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
86	Curtis-Wright	Whirlwind R-975E-3	Not listed in the TCDS	TC 125	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
87	Curtis-Wright	Whirlwind R-760E-T	Not listed in the TCDS	TC 126	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
88	Curtis-Wright	Cyclone SR-1820-F-3B, -53; Cyclone SGR-1820-F-3B, -53; Military R-1820-75	Not listed in the TCDS	TC 149	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
89	Curtis-Wright	Cyclone R-1820G-5, -5E; Cyclone GR-1820G-5, -5E; Military R-1820-22	Not listed in the TCDS	TC 154	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
90	Curtis-Wright	Whirlwind R-760E-2	Not listed in the TCDS	TC 155	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
91	Curtis-Wright	Cyclone R-1820G-2, -2E; Cyclone GR-1820G-2, -2E; Military R-1820-49, -53, -55	Not listed in the TCDS	TC 157	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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92	Curtis-Wright	Cyclone R-1820G-3, -3B; Cyclone GR-1820G-3, -3B	Not listed in the TCDS	TC 171	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
93	Curtis-Wright	Cyclone R; Cyclone GR-1820F-55, -65	Not listed in the TCDS	TC 198	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
94	Curtis-Wright	Whirlwind R-975-F	Not listed in the TCDS	TC 211	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
95	Curtis-Wright	Military Cyclone R-1300-1A, -1A, -3, -3A, -3B, -3C, -3D	Not listed in the TCDS	TC 5E-14	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
96	Curtis-Wright	Military Whirlwind R-760-2, -4, -8	Not listed in the TCDS	TC 5E-6	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
97	Curtis-Wright	Whirlwind R-975E-1	Not listed in the TCDS	TC 87	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
98	Curtis-Wright	Whirlwind R-760E-1	Not listed in the TCDS	TC 94	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
99	Curtis-Wright	Military Cyclone R-2600-3, -8, -11, -13, -20, -23, -29, -29A, -35	Not listed in the TCDS	TC 5E-9	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
100	Curtis-Wright	Curtiss OX-5, Curtiss OXX-6, Hispano A, Wright Hispano E, Wright Hispano I	Not listed in the TCDS	Group 2 Wright	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
101	Curtis-Wright	Military R-975-11, -28, -30, -32	Not listed in the TCDS	TC 5E-7	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
102	Curtis-Wright	Military Cyclone R-1820-40, -40C, -45, -50, -52, -53, -56, -56A, -56AM1, -56AM2, -56AM3, -56AM4, -56AM5, -56M1, -56M2, -56M3, -56M4, -56M5, -60, -62, -62A, -62AM1, -62AM2, -62M1, -62M2, -66, -66M1, -66M2, -66M3, -70, -70M1, -71, -72, -72A, -72AM1, -72AM2, -72AM3, -72AM5, -72AM6, -72M1, -72M2, -72M3, -74, -76A, -76AM1, -76B, -76BM1, -97, -99, -103, -103A, -103AM1, -103M1	Not listed in the TCDS	TC 5E-10	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
103	Curtis-Wright	Cyclone GR-1820G-102, -102A, -102B; Military R-1820-57, -79, -81, -83, -85, -89	Not listed in the TCDS	TC 169	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
104	Curtis-Wright	Double Row Cyclone GR-2600-A2, -A2A, -A2B, -B2, -B5; 720C14AB1, 2; 332C14AB1, 2; 709C14AC1, 2; 579C14AC1, 2; 585C14BA1, 2; 586C14BA1, 2	Not listed in the TCDS	TC 176	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
105	Curtis-Wright	Cyclone GR-1820G-103, -103A	Not listed in the TCDS	TC 180	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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General Aviation Modifications, Inc.

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
106	Curtis-Wright	Cyclone GR-1820G -105, -105A; 718C9GB1	Not listed in the TCDS	TC 192	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
107	Curtis-Wright	Challenger R-600	Not listed in the TCDS	ATC 5	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
108	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-390	Not listed in the TCDS	ATC 57	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
109	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-440 -C2, -C3, -C4, -C5	Not listed in the TCDS	E-216	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
110	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-390 -B, -D, -D3	Not listed in the TCDS	ATC 146	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
111	Fairchild Engine Division, Fairchild Engine and Airplane Corp.	6-410 -B1, -B1A, -B2, -B2B, -B3	Not listed in the TCDS	ATC 187	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
112	Franklin Engine Company	O-425-9	Not listed in the TCDS	5E-13	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
113	Franklin Engine Company	4AC-176 -B2, -B3, -BA2 (O-175-1), -BA3, -C2, -C3, -D2, -D3, -F2, -F3	Not listed in the TCDS	TC 221	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
114	Franklin Engine Company	6AC-264 -D2, -D3, -F2, -F3	Not listed in the TCDS	TC 222	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
115	Franklin Engine Company	6AC-298 -D2, -D3, -E2, -E3, -F2, -F3; 6ACT-298 -J4, J5 (O-300-11), -M4	Not listed in the TCDS	TC 225	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
116	Franklin Engine Company	4AC-199 -B2, -B3, -D2, -D3, -E2, -E3, -E4 (O-200-1); 4AC3-199H3 (O-200-5)	FAR Part 33	TC 226	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
117	Franklin Engine Company	2A4-45-B2, 2A4-49-B2	Not listed in the TCDS	TC 240	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
118	Franklin Engine Company	4AC-150 Series 40, 50, A	Not listed in the TCDS	TC 194	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
119	Franklin Sp. z.o.o.	6A4-150 -B3, -B31, -B4; 6A4-165 -B3, -B4, -B6; 6A4-200 -C6	CAR 13, FAR Part 33	E-238	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
120	Franklin Sp. z.o.o.	4A4-75 -A2, -A3, -B2, -B3; 4A4-85 -A2, -A3, -B2, -B3; 4A4-95 -A2, -A3, -B2, -B3; 4A4-100 -B2, -B3	CAR 13	E-239	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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121	Franklin Sp. z.o.o.	6A8-215-B8F, -B9F	CAR 13	E-242	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
122	Franklin Sp. z.o.o.	6A-335-A, -B, -B1, -B1A; 6V-335-A, -B; 6V4-178-B32 (0-335-3), -B33 (0-335-4); 6V4-200-C32 (0-335-2)(0-335-5), -C33 (0-335-6)	CAR 13, FAR Part 21	E-244	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
123	Franklin Sp. z.o.o.	6A-350-D1	CAR 13, FAR Part 33	E9EA	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
124	Franklin Sp. z.o.o.	6VS-335-A1A, -A1B	CAR 13, FAR Part 33	1E2	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
125	Franklin Sp. z.o.o.	6A-335-D	CAR 13, FAR Part 21	E-244	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
126	Franklin Sp. z.o.o.	6AS-335-A, -B	CAR 13	E5EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
127	Franklin Sp. z.o.o.	6A-350-C1, -C1A, -C1L, -C1R, -C2, -C2A, -D, -D1A, -D1B; 6V-350-A, -B	CAR 13, FAR Part 34	E9EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
128	Funk Aircraft Company	E	Not listed in the TCDS	TC 201	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
129	Gladden Products Corp.	Kinner K-5	Not listed in the TCDS	TC3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
130	Gladden Products Corp.	Kinner B-5, -54	Not listed in the TCDS	TC 51	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
131	Gladden Products Corp.	Kinner R-5, -55, -56	Not listed in the TCDS	TC 153	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
132	Gladden Products Corp.	Kinner C-5	Not listed in the TCDS	TC 62	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
133	Heath Aviation Company	B-4	Not listed in the TCDS	Group 4-3	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
134	Jacobs	LA-1	Not listed in the TCDS	ATC 31	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
135	Jacobs	L-3	Not listed in the TCDS	ATC 75	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
136	Jacobs	Military R-755-7	Not listed in the TCDS	TC 5E11	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
137	LeBlonde	60-5D	Not listed in the TCDS	ATC 12	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
138	Lenape Aircraft and Motors, Inc.	Aeromarine Ar-3-160	Not listed in the TCDS	ATC 74	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
139	Lenape Aircraft and Motors, Inc.	Aeromarine Ar-340-161	Not listed in the TCDS	ATC 119	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
140	Lycoming	VO-360-A1A, -A1B, -B1A; IVO-360-A1A	CAR 13	1E1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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141	Lycoming	R-680-5, -B5	Not listed in the TCDS	ATC 110	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
142	Lycoming	R-680-6, -B6	Not listed in the TCDS	ATC 111	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
143	Lycoming	R-530-D1	Not listed in the TCDS	ATC 182	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
144	Lycoming	R-530-D2	Not listed in the TCDS	ATC 183	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
145	Lycoming	R-680	Not listed in the TCDS	ATC 42	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
146	Lycoming	R-680-2, -BA, -B2	Not listed in the TCDS	ATC 81	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
147	Lycoming	R-680-E1, -E2, -E3, -E3A (R-680-9), -E3B (R-680-13)	Not listed in the TCDS	E-202	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
148	Lycoming	O-435, -A, -A2, -C (O-435-1), -C1 (O-435-11), -C2 (O-435-13), -K, -K1 (O-435-4); GO-435, -C2 (O-435-17), -C2A, -C2A2, -C2B, -C2B1, -C2B2, -C2C, -C2D, -C2E, -D1	CAR 13	E-228	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
149	Lycoming	O-290, -A, -AP, -B (0-290-1), -C (0-290-3), -CP, -D (0-290-11), -D2, -D2A, -D2B, -D2C	CAR 13	E-229	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
150	Lycoming	GSO-580, -C	Not listed in the TCDS	E-256	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
151	Lycoming	O-320-A1A, -A1B, -A2A, -A2B, -A2C, -A2D, -A3A, -A3B, -A3C, B1A, -B2A, -B3A, -B1B, -B2B, -B3B, -B2C, -B3C, -B2D, -B2E, -C1A, -C1B, -C2A, -C2B, -C2C, -C3A, -C3B, -C3C, -D1A, -D2A, -D1B, -D2B, -D1C, -D2C, -D1D, -D1F, -D2F, -D2G, -D3G, -D2H, -E1A, -E1B, -E1C, -E1F, -E1J, -E2A, -E2B, -E2C, -E2F, -E2G, -E2H, -E3D, -E3H	CAR 13	E-274	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
152	Lycoming	O-320-E2D, -D2J, -H2AD	CAR 13	E-274	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
153	Lycoming	O-320-H1AD, -H1BD, -H2AD, -H2BD, -H3AD, -H3BD	CAR 13	E-274	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
154	Lycoming	GO-480, -A1A, -B, -B1, -B1A6, -B1B, -B1C, -B1D, -C1B6, -C1D6, -C2C6, -C2D6, -C2E6, -C3A6, -D1A, -E1A6, -F6, -F1A6, -F2A6, -F2D6, -F3A6, -F3B6, -F4A6, -F4B6, -G1A6, -G1B6, -G1D6, -G1H6, -G1J6, -G2D6, -G2F6; IGO-480-A1A6, -A1B6	CAR 13, FAR Part 33	E-275	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
155	Lycoming	GSO-435-B, -B2	Not listed in the TCDS	E-276	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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156	Lycoming	O-340-A1A, -A2A	CAR 13	E-277	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
157	Lycoming	VO-435-A1A (O-435-21), -A1B (O-435-6), -A1C (O-435-23, -23A, -23B, -23C), -A1D (O-435-6A), -A1E, -A1F	CAR 13	E-279	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
158	Lycoming	O-360-B1A, -B1B, -B2A, -B2B, -B2C, -D1A, -D2A, -D2B	CAR 13	E-286	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
159	Lycoming	R-680-4, -B4, -B4B, -B4C, -B4D, -B4E	Not listed in the TCDS	TC 108	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
160	Lycoming	R-680-D5	Not listed in the TCDS	TC 172	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
161	Lycoming	R-680-D6	Not listed in the TCDS	TC 173	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
162	Lycoming	O-145-A1, -A2	Not listed in the TCDS	TC 199	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
163	Lycoming	O-145-B1, -B2, -B3, -C1, -C2; GO-145-C1, -C2, -C3	Not listed in the TCDS	TC 210	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
164	Lycoming	O-350, -A	Not listed in the TCDS	TC 227	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
165	Lycoming	Military O-435-2-M1	Not listed in the TCDS	TC 5E-12	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
166	Lycoming	IO-540-A1A5, -B1A5, -B1B5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4D5, -C4C5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5, -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -V4A5, -W1A5, -W1A5D, -W3A5D, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -AF1A5, -AG1A5; HIO-540-A1A; AEIO-540-D4A5, -D4B5, -D4C5, -D4D5, -L1B5D, -L1B5, -L1D5	CAR 13, FAR Part 33	1E4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
167	Lycoming	IGSO-540-A1A, -A1C, -A1D, -A1E, -A1F, -A1H, -B1A, -B1C	CAR 13	1E7	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
168	Lycoming	IGO-540-A1A, -A1B, -A1C, -B1A, -B1B, -B1C	CAR 13	1E11	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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169	Lycoming	IO-320-A1A, -A2A, -B1A, -B1B, -B1C, -B1D, -B1E, -B2A, -C1A, -C1B, -D1A, -D1B, -D1C, -E1A, -E1B, -E2A, -E2B, -F1A; AIO-320-A1A, -A1B, -A2A, -A2B, -B1B, -C1B; AEIO-320-D1B, -D2B, -E1A, -E1B, -E2A, -E2B; LIO-320-B1A, -C1A	CAR 13	1E12	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
170	Lycoming	O-435-25; TVO-435-A1A, -B1A (O-435-25A), -B1B, -C1A, -D1A, -D1B, -E1A, -F1A, -G1A, -G1B	CAR 13, FAR Part 33	1E13	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
171	Lycoming	TVO-540-A1A; TIVO-A2A	CAR 13	1E14	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
172	Lycoming	O-233-A1; O-235, -A, -AP, -B, -BP, -C, -C1, -C1A, -C1B, -C1C, -C2A, -C2B, -C2C, -E1, -E1B, -E2A, -E2B, -F1, -F1B, -F2A, -F2B, -G1, -G1B, -G2A, -G2B, -H2C, -J2A, -J2B, -K2A, -K2B, -K2C, -L2A, -L2C, -M1, -M2C, -M3C, -N2A, -N2C, -P1, -P2A, -P2C, -P3C	CAR 13	E-223	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
173	Lycoming	O-435-B (O-435-5)	CAR 13	E-228	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
174	Lycoming	TIO-541-A1A, -E1A4, -E1B4, -E1C4, -E1D4	CAR 13	E10EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
175	Lycoming	IVO-540-A1A	CAR 13	E11EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
176	Lycoming	TIO-540-A1A, -A1B, -A1C, -A2A, -A2B, -A2C, -AA1AD, -AB1AD, -AB1BD, -AE2A, -AF1A, -AF1B, -AG1A, -AH1A, -AJ1A, -AK1A, -C1A, -E1A, -F2BD, -G1A, -H1A, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -S1AD, -T2AD, -U2A, -V2AD, -W2A; LTIO-540-F2BD, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -U2A, -V2AD, -W2A	CAR 13, FAR Part 33	E14EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
177	Lycoming	TIO-360-A1A, -A1B, -A3B6, -C1A6D	FAR Part 33	E16EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
178	Lycoming	TIGO-541-B1A, -C1A, -D1A, -D1B, -E1A, -G1AD	FAR Part 33	E19EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
179	Lycoming	IO-580-A1A, -B1A; AEIO-580-B1A	FAR Part 33	E00004NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
180	Lycoming	IO-390-A1A6, -A1B6, -A3A6, -A3B6, -C1A6, -C1B6, -C3A6, -C3B6, -D1A6, -D1B6, -D3A6, -D3B6; AEIO-390-A1A6, -A1B6, -A3A6, -A3B6; HIO-390-A1A;	FAR Part 33	E00006NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
181	Lycoming	TEO-540-A1A, -C1A	FAR Part 33	E00009NY	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
182	Lycoming	O-340-B1A	CAR 13	E-277	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
183	Lycoming	VO-435-B1A	CAR 13	E-279	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
184	Lycoming	GSO-480-A1A6, -A1C6, -A2A6, -B1A6, -B1B3, -B1B6 (O-480-1), -B1C6, -B1E6, -B1F6, -B1G6, -B1J6, -B2C6, -B2D6, -B2G6, -B2H6; IGSO-480-A1A6 (O-480-3), -A1B6, -A1C6, -A1D6, -A1E6, -A1F3, -A1F6, -A1G6	CAR 13	E-284	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
185	Lycoming	SO-580-A1A, -A1B; VSO-580-A1A	Not listed in the TCDS	E-285	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
186	Lycoming	O-360-A1A, -A1AD, -A1C, -A1D, -A1F, -A1F6, -A1F6D, -A1G, -A1G6, -A1G6D, -A1H, -A1H6, -A1LD, -A1P, -A2A, -A2D, -A2E, -A2F, -A2G, -A2H, -A3A, -A3AD, -A3D, -A4A, -A4AD, -A4D, -A4G, -A4J, -A4K, -A4P, -A5AD, -C1A, -C1C, -C1E, -C1F, -C1G, -C2A, -C2B, -C2C, -C2D, -C2E, -C4F, -C4P, -E1A6D, -E1AD, -E1BD, -E2AD, -E2BD, -F1A6, -G1A6, -J2A; HO-360-A1A, -B1A, -B1B, -C1A; LO-360-A1G6D, -A1H6, -E1A6D, -E1AD, -E1BD, -E2AD, -E2BD	CAR 13	E-286	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
187	Lycoming	O-540-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -A4A5, -A4B5, -A4C5, -A4D5, -A4E5, -B1A5, -B1B5, -B1D5, -B2A5, -B2B5, -B2C5, -B4A5, -B4B5, -D1A5, -E4A5, -E4B5, -E4C5, -F1A5, -F1B5, -G1A5, -G2A5, -H1A5, -H1A5D, -H1B5D, -H2A5, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5, -J3A5D, -J3C5D, -L3C5D	CAR 13	E-295	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
188	Lycoming	VO-540-A1A, -A2A, -B1A, -B1B, -B1B3, -B1C, -B1D, -B1E, -B1F, -B1H3, -B2A, -B2C, -B2D, -B2E, -B2G, -C1A, -C1B, -C1C3, -C2A (O-540-9), -C2B, -C2C	CAR 13	E-304	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
189	Lycoming	TO-360-A1A6D, -C1A6D, -E1A6D, -F1A6D; LTO-360-A1A6D, -E1A6D	FAR Part 33	E26EA	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
190	Lycoming	IO-720-A1A, -A1B, -A1BD, -B1A, -B1B, -B1BD, -C1B, -C1BD, -D1B, -D1BD, -D1C, -D1CD	CAR 13	IE15	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
191	Lycoming	GSO-580-B, -D	Not listed in the TCDS	E-256	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

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Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
192	Lycoming	IO-540 -A1A5, -B1A5, -B1B5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4D5, -C4C5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5 -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5 -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5 -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -V4A5, -W1A5 -W1A5D, -W3A5D, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5 -AF1A5; HIO-540 -A1A; AEIO-540 -D4A5, -D4B5, -D4C5, -D4D5, -L1B5D, -L1B5, L1D5	CAR 13, FAR Part 33	1E4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
193	Lycoming	IO-360-L2A; HIO-360-G1A	CAR 13, FAR Part 33	1E10	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
194	Lycoming	IO-360 -A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A1D6D, -A2A, -A2B, -A2C, -A3B6, -A3B6D, -A3D6D, -B1A, -B1B, -B1C, -B1D, -B1E, -B1F, -B1F6, -B1G6 -B2E, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1E6D, -C1F, -C1G6, -D1A, -E1A, -F1A, -J1AD, -J1A6D, -K2A, -M1A, -M1B, -N1A, -P1A; AIO-360 -A1A, -A1B, -A2A, -A2B, -B1B; AEIO-360 -A1A, -A1B, -A1B6, -A1E6, -A1C, -A1D, -A1E, -A2A, -A2B, -A2C, -B1B, -B1D, -B1F, -B1F6, -B1G6, -B2F, -B2F6, -B1H, -B4A, -H1A, -H1B; HIO-360 -A1A, -A1B, -B1A, -B1B, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A; LIO-360 -B1G6, -C1E6, -M1A; LHIO-360 -C1A, -C1B, -F1AD	CAR 13, FAR Part 33	1E10	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
195	Lycoming Engines	O-360 -A4M, -A4N	CAR 13	E-286	06-9920000	Rev IR, 6/3/2021	7/23/2021	N/A
196	Menasco Manufacturing Co.	Pirate C4, D4; Super Pirate D4-87	Not listed in the TCDS	TC 67	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
197	Menasco Manufacturing Co.	Pirate M-50	Not listed in the TCDS	TC 191	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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198	Milwaukee Parts Corporation	Tank V-470	Not listed in the TCDS	ATC 63	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
199	Milwaukee Parts Corporation	Tank V-502	Not listed in the TCDS	ATC 73	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
200	Monocoupe Corporation	Lambert R-266	Not listed in the TCDS	TC 38	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
201	Pratt & Whitney	Wasp S3D1	Not listed in the TCDS	ATC 128	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
202	Pratt & Whitney	Hornet S1E-G	Not listed in the TCDS	ATC 136	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
203	Pratt & Whitney	Wasp A, B, C, C1, CD	Not listed in the TCDS	ATC 14	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
204	Pratt & Whitney	Hornet S2E-G	Not listed in the TCDS	ATC 144	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
205	Pratt & Whitney	Wasp T2D1	Not listed in the TCDS	ATC 145	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
206	Pratt & Whitney	Hornet A, A-1, A-2, A-3	Not listed in the TCDS	ATC 15	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
207	Pratt & Whitney	Twin Wasp SB-G, SB3-G	Not listed in the TCDS	ATC 158	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
208	Pratt & Whitney	Hornet S1E2-G, S1E3-G	Not listed in the TCDS	ATC 193	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
209	Pratt & Whitney	Wasp Jr. A	Not listed in the TCDS	ATC 39	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
210	Pratt & Whitney	Wasp SC, SC-1	Not listed in the TCDS	ATC 58	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
211	Pratt & Whitney	Wasp S1D1, S1D1-G, TD1	Not listed in the TCDS	ATC 90	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
212	Pratt & Whitney	Wasp T1D1	Not listed in the TCDS	ATC 91	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
213	Pratt & Whitney	Wasp Jr. B-4, B-5, SB, SB-2, SB-3, T1B2, T1B3	Not listed in the TCDS	E-123	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
214	Pratt & Whitney	Wasp S1H1, S1H1-G, S1H2, S1H4, S1H5-G, S3H2, R-1340-61	Not listed in the TCDS	E-129	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
215	Pratt & Whitney	Wasp R-1340-59, S3H1-G	Not listed in the TCDS	E-142	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
216	Pratt & Whitney	Wasp S3H1	Not listed in the TCDS	E-143	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
217	Pratt & Whitney	Twin Wasp SC-G, SC3-G, S1C-G, S1C3-G, S4C4-G	Not listed in the TCDS	E-186	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021

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218	Pratt & Whitney	Wasp Jr. T1B	Not listed in the TCDS	TC 113	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
219	Pratt & Whitney	R-985-5 , -13, -17, -19, -23, -25, -27, -39, -39A, -48, -50; R-985-AN-1 , -1M1, -2, -3, -4, -5, -6, -6B, -8, -10, -12, -12B, -14B, -14BM1	Not listed in the TCDS	TC 5E-1	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
220	Pratt & Whitney	SR-1340-E ; R-1340-19 , -22, -29, -36, -40, -47, -49, -49M1, -51, -AN-1	Not listed in the TCDS	TC 5E-2	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
221	Pratt & Whitney	Wasp Jr. TB, TB-2, T3A	Not listed in the TCDS	TC 85	06-9920000	Rev A, 9/29/2021	N/A	10/28/2021
222	Pratt & Whitney	Double Wasp CA3, CA5, CA15, CA17, CA18, CA19, R2800-97	Not listed in the TCDS	E-231	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
223	Pratt & Whitney	Wasp Major B5, B6, B7, B13, B14, CB2, TSB3-G	Not listed in the TCDS	E-247	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
224	Pratt & Whitney	Double Wasp CB3, CB4, CB17, CB16	Not listed in the TCDS	E-264	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
225	Pratt & Whitney	Twin Wasp S3C4-G	Not listed in the TCDS	E-186	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
226	Pratt & Whitney	Twin Wasp 2SD1-G, 2SD13-G, 2SD-G, D-3, D-4, D-5, D-7, D-14	Not listed in the TCDS	E-230	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
227	Pratt & Whitney	Twin Wasp E1	Not listed in the TCDS	E-257	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
228	Pratt & Whitney	Hornet B, B1, B1-G, SB-1, S1B1, S1B1-G, S2B1, S2B1-G, S3B1	Not listed in the TCDS	ATC 28	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
229	Pratt & Whitney	R-2000-3 , -4, -4M1, -4M2, -7, -7M1, -7M2, -7M3, -9, -9A, -9M1, -9M2, -9M3, -9M4, -9M6, -11, -11M1, -11M2, -11M3, -11M4	Not listed in the TCDS	TC 5E-5	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
230	Pratt & Whitney	R-1830-43 , -43A, 49, -53, -57, -61, -65, -67, -75, -82, -86M2, -90B, -90C, -90D, -92, -92A, -94, -94M1, -94M2	Not listed in the TCDS	TC 5E-4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
231	Pratt & Whitney	R-2800-21 , -21M1, -27, -27M1, -31, -31M1, -31M2, -43, -51, -51M1, -51M2, -51M3, -51M4, -59, -59M1, -63, -71, -75, -75M1, -75M2, -75M3, -79	Not listed in the TCDS	TC 5E-8	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
232	Roche, J.A.	Rover L267	Not listed in the TCDS	ATC 37	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

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233	Rolls-Royce Ltd.	Gipsy Queen 30 MK.2	CAR 10	E-294	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
234	Rolls-Royce Ltd.	Gipsy Queen: 70-4, 70MK2, 70MK3	CAR 10	E-310	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
235	Szekely	SR-3-45	Not listed in the TCDS	ATC 70	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
236	Siemens Halske	SH14	Not listed in the TCDS	Group 3 Siemens Halske	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
237	Universal Moulded Aircraft Corporation	Velie M-5	Not listed in the TCDS	ATC 4	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
238	Warner Engine Company	Scarab 28, 29, 30, 40, 50	Not listed in the TCDS	E-2	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
239	Warner Engine Company	Super Scarab 40, 50, 50A	Not listed in the TCDS	E-104	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
240	Warner Engine Company	Super Scarab 165, 165-A, 165-B, 165-D	Not listed in the TCDS	E-214	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
241	Warner Engine Company	Scarab Jr. 40, 50	Not listed in the TCDS	E-54	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
242	Wiley Aircraft Corp.	A-L1000	Not listed in the TCDS	Group 4-6	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022
243	Wytownia Sprzetu Komunikacyjnego	AI-14RA, -14RC	FAR Part 21 & Part 33	E11NE	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

*Or later FAA Approved revision

** The approved engine operating power settings for engines derated (from 115/145 avgas) for operation on 100/130 or 100LL, do not change for operation on G100UL Avgas.

FAA APPROVED MODEL LIST (AML) NO. SE01966WI

General Aviation Modifications, Inc.

USE OF GAMI G100UL HIGH OCTANE UNLEADED AVGAS IN SPARK IGNITION PISTON AIRCRAFT ENGINES

Add the following approved fuel:

Unleaded aviation gasoline per GAMI Specification G100UL-12C-2, or later FAA Accepted revision. Comingling is approved with ASTM Grade 100LL aviation gasoline and other gasolines with 100MON or less, including MoGas, where those gasolines are also approved for the same make and model engines.

Item	Engine Make	Engine Model**	Cert Basis / Amendment	TCDS	Master Data List		Initial Approval Date	Amendment Date
					Document No.	Revision* / FAA Approved Date		
244	Wytownia Sprzetu Komunikacyjnego	PZL-3S, 3S 2ND SERIES, 3SR	FAR Part 21 & Part 33	E18EU	06-9920000	Rev B, 2/28/2022	N/A	5/5/2022

FAA Approved: _____

Paul Nguyen
 Manager, AIR-7K0
 Wichita ACO Branch

Reissue Date: September 22, 2022

*Or later FAA Approved revision

** The approved engine operating power settings for engines derated (from 115/145 avgas) for operation on 100/130 or 100LL, do not change for operation on G100UL Avgas.

FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

Add the following approved fuel:

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gasoline and other approved aviation gasoline with 100 MON or less, including MOGAS, where those gasolines are also approved for the same make and model aircraft.

Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
1	Acro Aeronautical Services Ltd	D.H. 104 Dove Series 1A, 2A, 5A, 5BA, 6A, 6BA, 7A, 7AXC, 8A, 8AXC	CAR 10	A-807	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
2	Acro Aeronautical Services Ltd	D.H.114 Heron Series 2A, 2DA, 2X	CAR 10	A-816	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
3	AD Holdings Inc	T-11, -211	CAR 3	A-791	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
4	Aermacchi S.p.A.	F.260, B, C, D, E, F	CAR 3, FAR Part 23	A10EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
5	Aermacchi S.p.A.	S.205 -18/F, -18/R, -20/F, -20/R, -22/R; S.208, A	FAR Part 23	A9EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
6	AERO Sp. Z o.o.	AT-3R100	CFR Part 33	A61CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
7	Aerocar, Incorporated	I	CAR 3 & 10	4A16	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
8	Aerodifusion, S.L.	D-1190S	CAR 3	A11IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
9	Aeromere S.A.	Falco F.8.L.	CAR 10	7A11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
10	Aeronautica Macchi S.p.A.	AL 60, -B, -C5, -F5	CAR 3 & 10	7A12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
11	Aeronautica Macchi S.p.A. & Aerfer-Industrie Aerospaziali Meridionali S.p.A.	AM-3	FAR Part 23	A19EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
12	AeroSedan, LLC	15AC, S15AC	CAR 3	A-802	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
13	Aerostar Aircraft Corporation	360, 400	FAR Part 23	A11WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
14	Aerostar Aircraft Corporation	PA-60-600 (Aerostar 600), -601 (Aerostar 601), -601P (Aerostar 601P), -602P (Aerostar 602P), -700P (Aerostar 700P)	FAR Part 23	A17WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
15	Aerotek II, Inc.	B-1, -1A	CAR 8	A7WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
16	Aerotek II, Inc.	B-1, -1A	CAR 3	A8WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
17	Aetna Aerocraft Corporation	Aerocraft 2SA	CAR 4a	TC 733	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
18	Agin, Dennis M.	Heath CNA-40	Not on TCDS	ATC 495	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
19	Agin, Dennis M.	Heath LNB-4	Not on TCDS	ATC 456	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
20	Agusta S.p.A.	S.210	FAR Part 23	A25EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
21	Air Tractor, Inc.	AT-250, -300, - 301	FAR Part 23	A9SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
22	Air Tractor, Inc.	AT-401, A, B; AT-501	FAR Part 23	A17SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
23	Air Trading Corporation	TBF-1, -1C; TBM-1, -1C, -3, -3E	CAR 9	LTC-8	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
24	Air Transport Manufacturing Co., Ltd.	Meteor P-2-S	Not on TCDS	ATC 482	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
25	Airbus Defence and Space GmbH	BO-209-150 FF, FV, RV; BO-209-160 FV, RV	FAR Part 23	A27EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
26	Airbus Defence and Space GmbH	Bolkow Jr.	CAR 3 & 10	AIEU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
27	Aircraft Associates, Inc.	Piper J-2	Not on TCDS	ATC 620	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
28	Aircraft Builders Corporation	Student Prince X	Not on TCDS	TC 2-258	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
29	Aircraft Mechanics, Inc.	Eaglerock A-1	Not on TCDS	ATC 57 Aircraft Mechanics	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
30	Aircraft Mechanics, Inc.	Eaglerock A-12	Not on TCDS	ATC 139 Aircraft Mechanics	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
31	Aircraft Mechanics, Inc.	Eaglerock A-2	Not on TCDS	ATC 58 Aircraft Mechanics	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
32	Aircraft Mechanics, Inc.	Eaglerock A-13	Not on TCDS	ATC 141	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
33	Aircraft Mechanics, Inc.	Eaglerock A-14	Not on TCDS	TC 2-103	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
34	Aircraft Mechanics, Inc.	Eaglerock A-3, A-4	Not on TCDS	ATC 59	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
35	Aircraft Mechanics, Inc.	Long Wing Eaglerock	Not on TCDS	ATC 8	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
36	Aircraft Parts & Development Corp.	A, -2, -3, -4, -5, -5T, -6, -7, -7T, -9, -9B	CAR 4a & 8	A-758	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
37	Aircraft Parts & Development Corp.	A-9A	CAR 3	A4WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
38	Airlift International, Inc.	C-46A , D, F, R	CAR 3 & 4b	3A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
39	Alexandria Aircraft, LLC	17-30A, -31A, -31ATC	FAR Part 23	A18CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
40	Alexandria Aircraft, LLC	14-19, -2, -3, -3A; 17-30, -31, -31TC	CAR 3	1A3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
41	All American Aircraft, Inc.	10A	CAR 3	A-792	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
42	Allied Ag Cat Productions, Inc.	G-164, A, B, B with 73" wing gap, B-15T, B-20T, B-34T, C, D, D with 73" wing gap	CAR 8, FAR Part 23	1A16	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
43	Alpha Aviation Concept Limited	R2160	FAR Part 23 & Part 36	A48EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
44	American Aeronautical Corporation	Savoia Marchetti S-56	Not on TCDS	ATC 287	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
45	American Aeronautical Corporation	Savoia Marchetti S-56-31, B	Not on TCDS	ATC 336	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
46	American Aircraft Company	Airster S1A	Not on TCDS	ATC 521	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
47	American Airplane & Engine Corporation	Pilgrim 100A	Not on TCDS	ATC 443	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
48	American Airplane & Engine Corporation	Pilgrim 100B	Not on TCDS	ATC 470	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
49	American Airplane & Engine Corporation	Pilgrim FC-2	Not on TCDS	ATC 10	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
50	American Champion Aircraft Corp.	7AC, 7ACA, 7BCM (Army L-16A), 7CCM (Army L-16B), 7DC, 7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, S7AC, S7CCM, S7DC, S7EC	CAR 4a & 8, FAR Part 23	A-759	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
51	American Champion Aircraft Corp.	8KCAB, 8GCBC	FAR Part 23	A21CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
52	American Champion Aircraft Corp.	11AC, 11BC, S11AC, S11BC	CAR 4a	A-761	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
53	American Champion Aircraft Corp.	11CC, S11CC	CAR 3	A-796	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
54	American Champion Aircraft Corp.	402	CAR 3	A3CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
55	American Eaglecraft Company	American Eaglet A-31-1B	CAR 4a	TC 2-583	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
56	American Navion Society, LTD.	D-16, A	CAR 3	2A1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
57	Amphibian Aircraft Technologies, LLC	G-111	FAR Part 21	A22SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
58	Amphibian Aircraft Technologies, LLC	HU-16A, B, C (UF-1, -1G), D (UF-2), E (UF-2G)	FAR Part 21	A33SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
59	Amphibions, Inc.	N-2-C	Not on TCDS	ATC 248	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
60	Amphibions, Inc.	P-3B Privateer	Aero Bull. 7-A	TC 2-449	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
61	Anderson, Greenwood & Company	51, A	FAR Part 23	A11SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
62	Anderson, Greenwood & Company	14	CAR 3	4A1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
63	Appalachian Aircraft Corporation	EL-1	FAR Part 23	A00002NY	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
64	AQUILA Aviation GmbH	AQUILA AT01, -100	JAR-VLA, FAR Part 36	A5ICE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
65	Areo Spacelines, Incorporated	377, MG	CAR 4	A-812	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
66	Arizona Aerospace Foundation	DC-65 (Army L-2, -2C), DF-65 (Army L-2E), DL-65, DCO-65 (Army L-2A, -2B, -2M)	CAR 4a	A-746	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
67	Arizona Aviation Service	St. Louis YPT-15	CAR 8	AR-6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
68	Arrow Aircraft & Motor Corp.	Arrow Sport	Not on TCDS	ATC 115 (Arrow)	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
69	Arrow Aircraft & Motor Corp.	Arrow Sport	Aero Bull. 7-A	TC 2-110	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
70	Atlantic Coast Seaplanes LLC	G-21C, D	CAR 3	4A24	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
71	Augustair, Inc.	2150, 2150A, 2180	CAR 3	4A19	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
72	Autair Ltd.	Harvard (Army AT-16)	CAR 8	AR-11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
73	Aviat Aircraft Inc	A-1, -1A, -1B, -1C-180, -1C-200	FAR Part 23 & Part 36	A22NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
74	Aviat Aircraft Inc	S-1S, -1T, -2, -2A, -2B, -2C, -2S	FAR Part 23 & Part 36	A8SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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75	Avions Jodel	150	CAR 3 & 10	A14IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
76	Avions Jodel	D-1190	CAR 3 & 10	A10IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
77	Avions Jodel	D-140-B	CAR 3 & 10	A3IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
78	Avions Jodel	DR-1050	CAR 3 & 10	A4IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
79	Barkley Grow	T8P-1	Not on TCDS	ATC 662	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
80	Barnard Aircraft Corporation	New Standard D-29-A	Not on TCDS	ATC 216	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
81	Barnard Aircraft Corporation	New Standard D-31	Aero Bull. 7-A	TC 2-276	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
82	Bartlett Aircraft Corporation	Taubman LC-13	Aero Bull. 7-A	TC 2-389	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
83	Beecraft Associates, Incorporated	HoneyBee (HB)	CAR 3	4A11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
84	Bellanca Aircraft Corporation	14-12F-3	CAR 4a	TC 745	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
85	Bellanca Aircraft Corporation	14-13, -2, -3, -3W	CAR 4a	A-773	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
86	Bellanca Aircraft Corporation	300-W Pacemaker	Not on TCDS	ATC 328	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
87	Bellanca Aircraft Corporation	CH	Not on TCDS	ATC 47 Bellanca	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

Ⓕ Or later FAA Approved revision

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

Add the following approved fuel:

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gasoline and other approved aviation gasoline with 100 MON or less, including MOGAS, where those gasolines are also approved for the same make and model aircraft.

Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
88	Bellanca Aircraft Corporation	CH-300 Pacemaker	Not on TCDS	ATC 129	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
89	Bellanca Aircraft Corporation	CH-400 Skyrocket	Not on TCDS	ATC 319	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
90	Bellanca Aircraft Corporation	E Pacemaker	Not on TCDS	ATC 476	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
91	Bellanca Aircraft Corporation	F Skyrocket	Aero Bull. 7-A	TC 2-475	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
92	Bellanca Aircraft Corporation	Pacemaker 31-42	Aero Bull. 7-A	TC 578	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
93	Bellanca Aircraft Corporation	Pacemaker 31-42	Aero Bull. 7-A	TC 2-509	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
94	Beriev Aircraft Company	Be-103	FAR Part 23	A55CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
95	Biamond, C.	Teal CB1	CAR 8	A15WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
96	BlanchAir LLC	EAGLE DW-1	FAR Part 21	A4NW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
97	B-N Group Ltd.	BN-2, -2A, -2A-2, -2A-3, -2A-6, -2A-8, -2A-9, -2A-20, -2A-21, -2A-26, -2A-27, -2B-20, -2B-21, -2B-26, -2B-27	FAR Part 23	A17EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
98	B-N Group Ltd.	BN2A MK. III, -2, -3	FAR Part 23	A29EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
99	Boeing Airplane Company, Hamilton Metalplane Division	H-45	Not on TCDS	ATC 85	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
100	Boeing Airplane Company, Hamilton Metalplane Division	H-47	Aero Bull. 7-A	TC 2-329	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
101	Boeing Airplane Company, Wichita Division	75 (Army PT-13), A75 (Army PT-13A, -13B, -13C), A75J1 (Army PT-18), A75L3, A75L300, A75N1 (Army PT-17, -17A; Navy N2S-1, -4), B75 (Navy N2S-5), B75N1 (Navy N2S-3), D75N1 (Army PT-27), E75 (Army PT-13D, Navy N2S-5, PT-13D/N2S-5), E75N1 (Army PT-13D, Navy N2S-5, PT-13D/N2S-5), IB75A	CAR 4a	A-743	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
102	Boeing Company, The	AT-6 (Navy SNJ-2), -6A (Navy SNJ-3), -6B, -6C (Navy SNJ-4), -6D (Navy SNJ-5), -6F (Navy SNJ-6); BC-1A, SNJ-7, T-6G	CAR 4a	A-2-575	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
103	Boeing Company, The	100	Not on TCDS	ATC 133	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
104	Boeing Company, The	203-B	Aero Bull. 7-A	TC 2-412	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
105	Boeing Company, The	247-D (Army C-73)	Not on TCDS	ATC 558	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
106	Boeing Company, The	314, A-314	Aero Bull. 7-A	TC 704	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
107	Boeing Company, The	80-A, -A1	Not on TCDS	TC 206	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
108	Boeing Company, The	C54-DC, A-DC, B-DC, D-DC, E-DC, G-DC, DC-4	CAR 4 & 4b	A-762	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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109	Boeing Company, The	DC3A -SCG, -SC3G, -S1CG, -S1C3G (Army C-41, -41A, -48, -48A, -52, -52A, -52B, -52C, -53, -53B, -53BC -53D, -68; Navy R4D-3, -4), -S4C4G; DC3C -SC3G, -S1C3G, -S4C4G (Army C-47, -47A; Navy R4D-1, -5), -R-1830-90C (Army C-47B, Navy R4D-6); DC3D -R-1830-90C (Army C-117A)	Aero Bull. 7-A	A-669	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
110	Boeing Company, The	DC3-G102, -G102A (Army C-49E, -50, -50A, -50B, -50C, -50D, -51), -G103A, -G202A (Army C-49, -49A, -49B, -49C, -49D, -49J, -49K; Navy R4D-2)	Aero Bull. 7-A	A-618	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
111	Boeing Company, The	DC-6	CAR 4a & 4b	A-781	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
112	Boeing Company, The	DC-6A, Navy R6D-1, USAF C-118A	CAR 4b	6A3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
113	Boeing Company, The	DC-6B, Navy R6D-1Z	CAR 4b	6A4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
114	Boeing Company, The	DC-7, -7B, -7C	CAR 4b	4A10	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
115	Boeing Company, The	O-47B	CAR 4	2-572	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
116	Boeing Company, The	R4D-8, -8Z; Super DC-3	CAR 4b	6A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
117	Boeing Company, The	S-307	Not on TCDS	TC 719	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
118	Boeing Company, The	SA-307B, -1	Not on TCDS	A-726	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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119	Boeing Company, The	Super Universal	Aero Bull. 7-A	ATC 52	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
120	Boomerang Owners Group Pty Ltd	DW200	FAR Part 36	A00077CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
121	Bradley Rankin	CP-55, -65; CS-65, FP-65, LP-65	CAR 4a	A-720	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
122	Brewster Aeronautical Corporation	Fleet 2	Not on TCDS	ATC 131	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
123	Brewster Aeronautical Corporation	Fleet 7, 7 Deluxe, 7-C, 10	Not on TCDS	ATC 374	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
124	Brewster Aeronautical Corporation	Fleet 8, 9	Not on TCDS	ATC 428	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
125	Brewster Aeronautical Corporation	Fleet 1	Not on TCDS	ATC 122	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
126	British Aerospace, Aircraft Group	B.206 Series 1, 2	CAR 3, FAR Part 23	A11EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
127	Budd, Edward G., Manufacturing Company	RB-1	Not on TCDS	TC 756	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
128	Buehn, Dennis G.	HU-16C (Navy UF-1), SA-16A (USAF UF-1), TU-16C (Navy UF-1T)	FAR Part 21	A23NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
129	Buhl Aircraft Company	Flying Bull Pup LA-1, -1A, -1SA, -1B, -1SB, -1S	Not on TCDS	ATC 405	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
130	Buhl Aircraft Company	CA-3C	Not on TCDS	ATC 46	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
131	Bushmaster Aircraft Corporation	Bushmaster 2000	CAR 3	A19WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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132	Butler Aircraft Corporation	Black Hawk	Not on TCDS	ATC 135	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
133	C. Itoh Aircraft Maintenance and Engineering Co., Ltd.	N-62	CAR 3 & 10	A3PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
134	C-1 Aero Fuel	Navy C-1A	FAR Part 21 (Sec. 21.25)	TT00001A K	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
135	California Department of Forestry	TS-2A	FAR Part 21 (Sec. 21.25)	A25WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
136	Cameron, Leland H.	Army AT-10, BH, GL, GP	CAR 9	LTC-12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
137	Caralina Aircraft Trust, LLC	28-5ACF (Army/Navy/RCAF PBY-5A, 28-5AMC)	CAR 3 & 4a	TC 785	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
138	Carlisle, Richard R.	Navy FM-2	CAR 9	LTC-25	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
139	CEAPR	CAP 10 B	FAR Part 23	A36EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
140	CEAPR	R3000/160	FAR Part 23	A66EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
141	Central Air Service, Inc.	C-54A, B, D, E, G	FAR Part 21 (Sec. 21.25)	A36CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
142	Central Aircraft Corporation	Aeromarine-Klemm L-26	Not on TCDS	ATC 203	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
143	Central Aircraft Corporation	Aeromarine-Klemm L-26-A	Not on TCDS	ATC 204	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
144	Cessna Aircraft Company	T-50 (Army AT-17 and UC-78 series, Navy JRC-1)	CAR 4a	A-722	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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145	Cessna Aircraft Company	AW	Not on TCDS	ATC 72 Cessna	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
146	Cessna Aircraft Company	BW-5	Aero Bull. 7-A	TC 2-7	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
147	Cessna Aircraft Company	C-145, -165 (Army UC-94)	CAR 4a	A-701	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
148	Cessna Aircraft Company	C-34 (Army UC-77B)	Not on TCDS	ATC 573	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
149	Cessna Aircraft Company	C-37 (Army UC-77C, -77D)	Not on TCDS	ATC 622	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
150	Cessna Aircraft Company	C-38	Not on TCDS	TC 668	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
151	Cessna Aircraft Company	DC-6A (Army UC-77)	Not on TCDS	ATC 243	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
152	Cessna Aircraft Company	DC-6B (Army UC-77A)	Not on TCDS	ATC 244	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
153	Chance Vought	Navy OS2U-1, -2, -3; Navy OS2N-1	CAR 9	LTC-24	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
154	Cirrus Design Corporation	SR20, SR22, SR22T	FAR Part 23	A00009CH	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
155	Civil Air Patrol, Incorporated	L-20A	CAR 8	AR-33	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
156	Clark Aircraft, Inc.	1000	CAR 8	2A6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
157	Clark Aircraft, Inc.	12	CAR 8	2A12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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158	Command-Aire	3-C-3 Trainer	Not on TCDS	ATC 150	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
159	Command-Aire	3-C-3A Trainer	Not on TCDS	ATC 151 Command-Aire	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
160	Command-Aire	3C-3B	Not on TCDS	ATC 120 Command-Aire	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
161	Command-Aire	5C-3	Not on TCDS	ATC 184 Command-Aire	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
162	Command-Aire	5C-3A	Not on TCDS	ATC 185 Command-Aire	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
163	Command-Aire	BS-14	Aero Bull. 7-A	TC 2-204	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
164	Commander Aircraft Corporation	112, B, TC, TCA; 114, A, B, TC	FAR Part 23	A12SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
165	Commonwealth Aircraft, Inc.	175, 180, 180F, 185, 190F	CAR 4a	A-729	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
166	Commonwealth Aircraft, Inc.	Rearwin 2000-CO	Not on TCDS	ATC 314	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
167	Commonwealth Aircraft, Inc.	Rearwin 6000	Not on TCDS	ATC 653	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
168	Commonwealth Aircraft, Inc.	Rearwin 6000M	Aero Bull. 7-A	TC 661	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
169	Commonwealth Aircraft, Inc.	Rearwin 9000, Deluxe 9000	Aero Bull. 7-A	TC 624	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
170	Commonwealth Aircraft, Inc.	Rearwin Junior 4000	Not on TCDS	ATC 469	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
171	Consolidated Vultee Aircraft Corporation, Stinson Division	10, HW-75	CAR 4a	A-709	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
172	Consolidated Vultee Aircraft Corporation, Stinson Division	BT-13, -13A (Navy SNV-1), -13B (Navy SNV-2), -15	CAR 4a	A-2-571	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
173	Consolidated Vultee Aircraft Corporation, Stinson Division	JR. SR, SR-2	Not on TCDS	ATC 510	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
174	Consolidated Vultee Aircraft Corporation, Stinson Division	Army LB-30	CAR 9	LTC-6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
175	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-8A	Not on TCDS	ATC 295	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
176	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-8B, -8BT	Not on TCDS	ATC 294	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
177	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-9D (Army UC-81G), -9DM, -9E (Army UC-81J), -9EM (Army UC-81M)	Not on TCDS	ATC 625	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
178	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-9F (Army UC-81E)	Not on TCDS	ATC 640	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
179	Consolidated Vultee Aircraft Corporation, Stinson Division	U	Not on TCDS	ATC 484	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
180	Consolidated Vultee Aircraft Corporation, Stinson Division	10A (Army L-9B), B	CAR 4a	A-738	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
181	Consolidated Vultee Aircraft Corporation, Stinson Division	A	Not on TCDS	ATC 556	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
182	Consolidated Vultee Aircraft Corporation, Stinson Division	JR. R	Not on TCDS	ATC 457	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
183	Consolidated Vultee Aircraft Corporation, Stinson Division	JR. S	Not on TCDS	ATC 423	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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gasoline and other approved aviation gasoline with 100 MON or less, including MOGAS, where those gasolines are also approved for the same make and model aircraft.

Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
184	Consolidated Vultee Aircraft Corporation, Stinson Division	JR. SR-1 Special	Aero Bull. 7-A	TC 2-496	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
185	Consolidated Vultee Aircraft Corporation, Stinson Division	JR. SR-4	Not on TCDS	ATC 519	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
186	Consolidated Vultee Aircraft Corporation, Stinson Division	L-5, -5B, -5C, -5D, -5E, -5E-1, -5G	CAR 4a	A-764	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
187	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-1	Not on TCDS	ATC 16 Stinson	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
188	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-1F	Not on TCDS	ATC 136 (Consolidated Vultee)	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
189	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-2	Not on TCDS	ATC 48	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
190	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-2AA	Not on TCDS	ATC 145 (Consolidated Vultee)	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
191	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-2AB	Not on TCDS	ATC 161 (Consolidated Vultee)	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
192	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-2AC, -2ACS	Not on TCDS	ATC 194	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
193	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-6000 Airliner	Not on TCDS	ATC 335	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
194	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-6000-B	Not on TCDS	ATC 420	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
195	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-7A	Not on TCDS	ATC 298	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
196	Consolidated Vultee Aircraft Corporation, Stinson Division	SM-7B (Army L-12A)	Not on TCDS	ATC 329	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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197	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-10B, C (Army UC-81K), G (Army UC-81A), G3, H, J, J3	Not on TCDS	TC 678	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
198	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-10D, E (Army UC-81H), K	Not on TCDS	TC 679	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
199	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-10F (Army UC-81F)	Not on TCDS	TC 685	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
200	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-5, -5A (Army L- 12), -5B, -5C, -5E	Not on TCDS	ATC 530	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
201	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-6, -6A, -6B, -6C	Not on TCDS	ATC 580	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
202	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-7A, -7B, -7C	Not on TCDS	ATC 594	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
203	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-8A, -8B (Army UC-81), -8C (Army UC-81L)	Not on TCDS	ATC 608	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
204	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-8D (Army UC-81B), -8E	Not on TCDS	ATC 609	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
205	Consolidated Vultee Aircraft Corporation, Stinson Division	SR-9A, -9B (Army UC-81N), -9C (Army UC-81C)	Not on TCDS	ATC 621	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
206	Consolidated Vultee Aircraft Corporation, Stinson Division	V-77 (Army AT-19)	CAR 4a	A-774	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
207	Consolidated Vultee Aircraft Corporation, Stinson Division	W	Not on TCDS	ATC 435	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
208	Continental Oil Co.	Avro Avian V	CAR 8	TC 2-39	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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209	Costruzioni Aeronautiche Tecnam S.P.A.	P2006T ¹	FAR Part 23 & Part 36	A62CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
210	Costruzioni Aeronautiche Tecnam S.P.A.	P2010, P2010 TDI	FAR Part 21	A00066CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
211	Costruzioni Aeronautiche Tecnam S.P.A.	P2012 Traveller	FAR Part 23 & Part 36	A00076CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
212	Cougar Aircraft Corporation	GA-7	FAR Part 23	A17SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
213	Crown Motor Carriage Company	B-3	Not on TCDS	ATC 199	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
214	CTRM Aviation Sdn. Bhd.	150B	FAR Part 23 & Part 36	A00005LA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
215	Cub Crafters, Inc.	CC19-180, -215	FAR Part 23	A00053SE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
216	Cub Crafters, Inc.	CC21-180	FAR Part 23 & Part 36	A00057SE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
217	Cub Crafters, Inc.	EL-1	FAR Part 23	A00055SE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
218	Cunningham Hall Aircraft Corp.	PT-6, -6F	Not on TCDS	ATC 177	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
219	Curtiss-Wright Corporation	22B, A22, Navy SNC-1	CAR 4a	TC 2-549	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
220	Curtiss-Wright Corporation	C-46E	CAR 3	A-786	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

¹ Limited only to those engines certified as an integral part of the airplane per 21.17(b) and AC 21.17-3 section 9.a

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221	Curtiss-Wright Corporation	Fledging J-1 Special	Aero Bull. 7-A	TC 2-472	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
222	Curtiss-Wright Corporation	Robin C-2	Not on TCDS	ATC 144 Curtiss- Wright	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
223	Curtiss-Wright Corporation	Travel Air 12-W	Not on TCDS	ATC 407	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
224	Curtiss-Wright Corporation	Travel Air 2000	Not on TCDS	ATC 30 Curtis- Wright	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
225	Curtiss-Wright Corporation	Travel Air 2000-T	Aero Bull. 7-A	TC 2-368	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
226	Curtiss-Wright Corporation	Travel Air 3000	Not on TCDS	ATC 31 Curtiss- Wright	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
227	Curtiss-Wright Corporation	Travel Air 4000	Not on TCDS	ATC 32 Curtiss- Wright	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
228	Curtiss-Wright Corporation	Travel Air B-14-R	Aero Bull. 7-A	TC 2-403	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
229	Curtiss-Wright Corporation	Travel Air B-4000	Not on TCDS	ATC 146 Curtiss- Wright	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
230	Curtiss-Wright Corporation	Travel Air B9-4000	Aero Bull. 7-A	TC 2-381	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
231	Curtiss-Wright Corporation	Travel Air D-4000	Aero Bull. 7-A	TC 2-84	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
232	Curtiss-Wright Corporation	Travel Air D-4D	Aero Bull. 7-A	TC 2-178	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
233	Curtiss-Wright Corporation	Travel Air L-4000	CAR 4	TC 2-560	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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234	Curtiss-Wright Corporation	Fledgling	Not on TCDS	ATC 191	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
235	Curtiss-Wright Corporation	Jr. CW-1	Not on TCDS	ATC 397	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
236	Curtiss-Wright Corporation	Kingbird D-2	Not on TCDS	ATC 348	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
237	Curtiss-Wright Corporation	Robin	Not on TCDS	ATC 40/68	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
238	Curtiss-Wright Corporation	Robin (Skis)	Not on TCDS	ATC 63/69	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
239	Curtiss-Wright Corporation	Robin 4C-1A	Not on TCDS	ATC 309	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
240	Curtiss-Wright Corporation	Robin C-1	Not on TCDS	ATC 143	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
241	Curtiss-Wright Corporation	Robin J-1, J-1 Deluxe	Not on TCDS	ATC 220	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
242	Curtiss-Wright Corporation	Sedan 15-C	Not on TCDS	ATC 426	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
243	Curtiss-Wright Corporation	Sedan 15-D	Not on TCDS	ATC 444	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
244	Curtiss-Wright Corporation	Travel Air 10-D	Not on TCDS	ATC 278	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
245	Curtiss-Wright Corporation	Travel Air 12-Q	Not on TCDS	ATC 401	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
246	Curtiss-Wright Corporation	Travel Air 16-E	Not on TCDS	ATC 463	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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247	Curtiss-Wright Corporation	Travel Air 16-K	Not on TCDS	ATC 411	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
248	Curtiss-Wright Corporation	Travel Air 4-D	Not on TCDS	ATC 254	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
249	Curtiss-Wright Corporation	Travel Air 6-B	Not on TCDS	ATC 352	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
250	Curtiss-Wright Corporation	Travel Air A-14-D	Not on TCDS	ATC 442	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
251	Curtiss-Wright Corporation	Travel Air A-6000-A	Not on TCDS	ATC 116 Travel Air	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
252	Curtiss-Wright Corporation	Travel Air B-14-B	Not on TCDS	ATC 485	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
253	Curtiss-Wright Corporation	Travel Air C-4000	Not on TCDS	ATC 149	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
254	Curtiss-Wright Corporation	Travel Air E-4000	Not on TCDS	ATC 188	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
255	Curtiss-Wright Corporation	Travel Air K-4000	Not on TCDS	ATC 205	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
256	Curtiss-Wright Corporation	Travel Air S-6000-B	Not on TCDS	ATC 130	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
257	Curtiss-Wright Corporation	Travel Air W-4000	Not on TCDS	ATC 112	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
258	Dart Aircraft Corporation	G, GC, GW	Aero Bull. 7-A	TC 674	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
259	Davis Aircraft Corporation	D-1	Not on TCDS	ATC 256	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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260	Davis Aircraft Corporation	D-1-66	Not on TCDS	ATC 317	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
261	Davis Aircraft Corporation	D-1-K	Not on TCDS	ATC 272	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
262	Davis Aircraft Corporation	D-1-W	Aero Bull. 7-A	TC 2-394	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
263	Davis Aircraft Corporation	V-3	Aero Bull. 7-A	TC 2-119	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
264	Day, Gene C.	R4D-8	Not on TCDS	A28SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
265	Dee Howard Company, The	500	CAR 4b	AISW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
266	DeHavilland Support Limited	Beagle B.121 Series 1, 2, 3	FAR Part 23	A22EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
267	DeLong Corp.	Boeing F4B4	CAR 4	TC 2-555	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
268	Dennis, Reid	HU-16RD	FAR Part 21 (Sec. 21.25)	T00003LA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
269	Detroit Aircraft Corporation	Vega DL-1 Special	Aero Bull. 7-A	TC 2-448	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
270	Diamond Aircraft Industries Inc	DA 40, NG, F	FAR Part 23	A47CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
271	Diamond Aircraft Industries Inc	DA20-A1, -C1	FAR Part 23	TA4CH	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
272	Discovery Aviation, Inc.	XL-2	FAR Part 23	A00008DE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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gasoline and other approved aviation gasoline with 100 MON or less, including MOGAS, where those gasolines are also approved for the same make and model aircraft.

Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
273	Douglas Aircraft Co., Inc.	Army B-18, -18 (Special), -18A, -18B	CAR 4a	TC 2-577	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
274	Douglas Aircraft Co., Inc.	DC-2 (Army C-32, -32A, -34; Navy R2D-1); Army C-39, -42	Not on TCDS	ATC 540	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
275	Douglas Aircraft Co., Inc.	B-23, UC-67	CAR 4a	TC 2-576	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
276	Douglas Aircraft Co., Inc.	Dolphin 1 Special	Aero Bull. 7-A	TC 2-366	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
277	Douglas Aircraft Co., Inc.	Dolphin 8	Aero Bull. 7-A	TC 2-482	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
278	Doyle Aero Corporation	O-2	Not on TCDS	ATC 247	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
279	Driggs Aircraft Corporation	Skylark 3	Not on TCDS	ATC 303	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
280	Dynac Aerospace Corporation	Volaire 10/A; Aero Commander 100/A, -180	CAR 3	1A21	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
281	EADS-PZL Warszawa-Okecie S.A.	PZL-KOLIBER 150A, 160A	FAR Part 23	A69EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
282	EADS-PZL Warszawa-Okecie S.A.	PZL-104 WILGA 80, M WILGA 2000, MA WILGA 2000	FAR Part 23 & Part 36	A55EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
283	Emerald Enterprises Ltd.	D-1	CAR 3, FAR Part 23	A9WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
284	EMROTH Company, The	MA-1, -1B	FAR Part 23	A6PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
285	Executive Airlines, Inc.	Army L-1, A, B, C, D, E, F	CAR 9	LTC-26	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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286	Extra Aerobatic Aircraft GmbH	EXTRA NG	FAR Part 23, Part 33, & Part 36	A00078CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
287	Extra Flugzeugproduktions - und Vertriebs-GmbH	EA 300, /LC, /200, /L, /S	FAR Part 23	A67EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
288	Fairchild Hiller Corporation	M-62A (Army PT-19, -19A, -19A-AE, -19A-SL, -19B, -19B-AE), -3, -4 (Army PT-26, -26A, -26B); M-62B, M-62C (Army PT-23, -23-AE, -23-HO, -23-SL, -23A, -23A-SL)	CAR 4a	A-724	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
289	Fairchild Hiller Corporation	M-84-C	CAR 4a	A-2-599	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
290	Fairchild Industries, Inc.	125	Not on TCDS	ATC 368	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
291	Fairchild Industries, Inc.	22 C7	Not on TCDS	ATC 408	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
292	Fairchild Industries, Inc.	22 C7B	Not on TCDS	ATC 483	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
293	Fairchild Industries, Inc.	22 C7D	Not on TCDS	ATC 503	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
294	Fairchild Industries, Inc.	22 C7E	Not on TCDS	ATC 515	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
295	Fairchild Industries, Inc.	22 C7F	Not on TCDS	ATC 517	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
296	Fairchild Industries, Inc.	22 C7G	Not on TCDS	ATC 564	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
297	Fairchild Industries, Inc.	22, C7A, C7AM, C7AS	Not on TCDS	ATC 438	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
298	Fairchild Industries, Inc.	24 C8	Not on TCDS	ATC 475	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
299	Fairchild Industries, Inc.	24 C8A	Not on TCDS	ATC 497	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
300	Fairchild Industries, Inc.	24 C8B	Not on TCDS	ATC 498	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
301	Fairchild Industries, Inc.	24 C8D, C8DS	Not on TCDS	ATC 576	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
302	Fairchild Industries, Inc.	24 C8E, C8ES	Not on TCDS	ATC 600	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
303	Fairchild Industries, Inc.	24 C8F (Army UC-61J), C8FS	Not on TCDS	ATC 610	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
304	Fairchild Industries, Inc.	24G (Army UC-61H), GS	Not on TCDS	ATC 633	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
305	Fairchild Industries, Inc.	24H, HS	Not on TCDS	ATC 632	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
306	Fairchild Industries, Inc.	24J, S (Arm UC-16B)	Not on TCDS	TC 663	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
307	Fairchild Industries, Inc.	24K (Army UC-61E), S	Not on TCDS	TC 667	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
308	Fairchild Industries, Inc.	42	Not on TCDS	ATC 242	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
309	Fairchild Industries, Inc.	71	Not on TCDS	ATC 89	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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310	Fairchild Industries, Inc.	F-45 (Army UC-80)	Aero Bull. 7-A	TC 603	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
311	Fairchild Industries, Inc.	FC-2-W2	Not on TCDS	ATC 61	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
312	Fairchild Industries, Inc.	KR-21	Not on TCDS	ATC 215	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
313	Fairchild Industries, Inc.	KR-21B	Not on TCDS	ATC 363	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
314	Fairchild Industries, Inc.	KR-31	Not on TCDS	ATC 19	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
315	Fairchild Industries, Inc.	KR-31A	Aero Bull. 7-A	TC 2-510	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
316	Fairchild Industries, Inc.	KR-34B2	Aero Bull. 7-A	TC 2-505	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
317	Fairchild Industries, Inc.	KR-34C	Not on TCDS	ATC 162	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
318	Fairchild Personal Planes Division, Fairchild Engine and Airplane Corp.	24R9 (Army UC-61C), 9S, 40 (Army UC-86), 40S, 46, 46A (Army UC-61K), 46S	CAR 4a	A-706	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
319	Fairchild Personal Planes Division, Fairchild Engine and Airplane Corp.	24W-9 (Army UC-61F), -9S, -40 (Army UC-61G), -40S, -41 (Army UC-61), -41A (Army UC-61A), -41AS, -41S, -46, -46S	CAR 4a	A-707	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
320	Fairchild Personal Planes Division, Fairchild Engine and Airplane Corp.	24 C8C, C8CS	Aero Bull. 7-A	A-535	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
321	FFT Gesellschaft fur Flugzeug	SC01 B-160	FAR Part 23	A58EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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322	Fleet Aircraft, Ltd.	Fleet 16B (RCAF Finch II)	Not on TCDS	TC 2-566	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
323	Fleet Aircraft, Ltd.	Fleet 80	Not on TCDS	TC 788	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
324	FLS Aerospace (Lovaux) Ltd.	OA7 Optica Series 300	FAR Part 23	A64EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
325	Flying Tiger Line, Inc.	Army C-46A, D, E, F	CAR 3	A-772	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
326	Ford Motor Company	4-AT-A	Aero Bull. 7-A	ATC 2-9	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
327	Ford Motor Company	4-AT-B	Not on TCDS	ATC 87	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
328	Ford Motor Company	4-AT-E	Not on TCDS	ATC 132 4-AT-E	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
329	Ford Motor Company	5-AT-B	Not on TCDS	ATC 156	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
330	Ford Motor Company	5-AT-C	Not on TCDS	ATC 165	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
331	Ford Motor Company	5-AT-D	Not on TCDS	ATC 409	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
332	Found Brothers Aviation Limited	FBA Centennial "100"	FAR Part 23	A13EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
333	Frakes Aviation	G-44 (Army OA-14, Navy J4F-2), -44A; SCAN Type 30	CAR 4a	A-734	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
334	Frakes Aviation	G-73	CAR 4a	A-783	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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335	Franklin Aircraft Corporation	90	Not on TCDS	ATC 430	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
336	Franklin, Paul J.	Army BT-14	CAR 9	LTC-32	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
337	Fred Garcia	480	CAR 3	2A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
338	Frontier-Aerospace, Incorporated	FU-24, -24A	CAR 3	4A12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
339	FS 2000 Corp.	L-14	CAR 4a	TC 760	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
340	FS 2001 Corp.	AE-1, HE-1, J5A (Army L-4F), J5A-80, J5B (Army L-4G), J5C	CAR 4a	A-725	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
341	FS 2002 Corp.	PA-14	CAR 3	A-797	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
342	FS 2003 Corp.	PA-12, -12S	CAR 3	A-780	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
343	Fuji Heavy Industries, Ltd.	700, 710	FAR Part 23	A8PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
344	Fuji Heavy Industries, Ltd.	FA-200-160, -180, -180AO	CAR 3 & 10	A4PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
345	Funk Aircraft Company	Funk C	CAR 4	TC 2-564	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
346	Futuroaereo Technology S.r.l.	F.15E	FAR Part 23	A28EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
347	GA 8 Airvan (Pty) Ltd	GA8, -TC320	FAR Part 23	A00011LA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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348	GA200 (Pty) Ltd	GA200, C	FAR Part 23	A00001LA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
349	Game Composites LLC	GB1 GameBird	FAR Part 21	A00073CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
350	General Airplanes Company	102-E	Not on TCDS	ATC 210	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
351	General Airplanes Company	Aristocrat 102-A	Not on TCDS	ATC 117 Arist.	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
352	General Avia Costruzioni Aeronautiche	F.20 "Pegaso"	FAR Part 23	A38EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
353	General Avia Costruzioni Aeronautiche	F22B, C, R	FAR Part 23	A75EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
354	General Aviation Corporation	G1-80	Not on TCDS	TC 742	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
355	General Dynamics Corporation	16 Commodore Types 1 & 2	Not on TCDS	ATC 258	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
356	General Dynamics Corporation	PBY-5 (Army OA-10), -5A (Army OA-10A)	CAR 4a	TC 2-548	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
357	General Dynamics Corporation	V-1A Special	Aero Bull. 7-A	TC 2-539	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
358	Gomolzig Flugzeug- und Maschinenbau GmbH	AS 202/15 "BRAVO," /18A4 "BRAVO," /18A "BRAVO"	FAR Part 23	A34EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
359	Goodyear Aircraft Corporation	GA-22A	CAR 3	1A12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
360	Goodyear Aircraft Corporation	GA-2B	CAR 4a	A-784	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
361	Gores, William	50-C, 65-C, 65-CA (Army L-3F), KCA, S-50-C, S-65-C, S-65-CA	Aero Bull. 7-A	A-675	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
362	Gores, William	50-L, -LA; 65-LA, - LB (Army L-3G)	CAR 4a	A-702	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
363	Gores, William	CF, KC	Not on TCDS	A-655	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
364	Gores, William	K, KS	Aero Bull. 7-A	A-634	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
365	Great Lakes Aircraft Company	2T-1	Not on TCDS	ATC 167	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
366	Great Lakes Aircraft Company	2T-1 Menasco Special	Aero Bull. 7-A	TC 2-339	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
367	Great Lakes Aircraft Company	2T-1A	Not on TCDS	ATC 228	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
368	Great Lakes Aircraft Company	2T-1E	Not on TCDS	ATC 354	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
369	GROB Aircraft AG	G 120A	FAR Part 23	A49CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
370	GROB Aircraft AG	G115, A, B, C, C2, D, D2, EG	FAR Part 23	A57EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
371	Grumman American Aviation Corporation	G-21, -21A (Army OA-9; Navy JRF -1, -2, -3, -4, -5, -6B)	Aero Bull. 7-A	TC 654	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
372	Grumman American Aviation Corporation	G-32, -32A (Army UC-103)	CAR 4	TC 2-544	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
373	Gulfstream Aerospace Corporation	111	FAR Part 23	A11SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
374	Hamilton Aircraft Company, Inc.	T-28R-1, -2	CAR 3	A1WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
375	Harlow Aircraft Company	PJC-1, -2 (Army UC-80)	CAR 4a	TC 659	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
376	Hartmann Aircraft Corporation	OW5M	Aero Bull. 7-A	TC 637	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
377	Hawker Beechcraft Corporation	C17B (Army UC-43G), C17L (Army UC-43J), SC17B, SC17L	Not on TCDS	ATC 602	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
378	Hawker Beechcraft Corporation	10 PCLM, D18C-T	CAR 4a	TC 770	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
379	Hawker Beechcraft Corporation	5 PCLB, B17R (Army UC-43H)	Not on TCDS	ATC 579	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
380	Hawker Beechcraft Corporation	B17B, B17L, SB17L	Not on TCDS	ATC 560	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
381	Hawker Beechcraft Corporation	C17R (Army UC-43E), SC17R	Not on TCDS	ATC 604	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
382	Helio Aircraft LLC	500	CAR 3	A2EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
383	Helio Aircraft Corporation	15A, 20	CAR 4a	3A3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
384	Helio Alaska Inc	H-250, -295 (USAF U-10D), -391 (USAF YL-24), -391B, -395 (USAF L-28A, U-10B), -395A, -700, -800; HT-295	CAR 3	1A8	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
385	HOAC-Austria	DV 20 KATANA ²	JAR-VLA	A74EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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386	Holmberg Aerial Survey	Army O-52	CAR 9	LTC-16	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
387	Hongdu Aviation Industry Co., Ltd.	N5A	FAR Part 23	A48CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
388	Howard Aircraft Foundation	DGA-11	Aero Bull. 7-A	TC 672	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
389	Howard Aircraft Foundation	DGA-15J (Army UC-70B), -15P (Army UC-70; Navy GH-1, GH-2, GH-3, NH-1), -15W	CAR 4a	A-717	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
390	Howard Aircraft Foundation	DGA-18, -18K	CAR 4a	TC 739	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
391	Howard Aircraft Foundation	DGA-8 (Army UC-70C)	Aero Bull. 7-A	TC 612	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
392	Howard Aircraft Foundation	DGA-9 (Army UC-70D), -12 (Army UC-70A)	Aero Bull. 7-A	TC 645	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
393	Hughes Aircraft	Army A-20B, C, G, H, J	CAR 9	TC L-9	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
394	Ilyushin Aviation Complex	IL-103	FAR Part 21 (Sec. 21.29)	A45CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
395	Industrie Aeronautiche e Meccaniche	P.166, B, C	CAR 3 & 10, FAR Part 23	7A4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
396	Inland Aviation Company	R-400	Not on TCDS	ATC 343	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
397	Inland Aviation Company	S-300	Not on TCDS	ATC 259	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
398	Inland Aviation Company	W-500	Not on TCDS	ATC 315	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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399	Interceptor Aircraft Inc	200, A, B, C, D;	CAR 3	3A18	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
400	Jamieson Corporation, The	J-1	CAR 4	TC 2-584	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
401	Jamieson Corporation, The	J-2-L1b	CAR 3	A3EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
402	Kaiser Fleetwings, Inc.	F-401	Aero Bull. 7-A	TC 2-540	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
403	Kaiser Fleetwings, Inc.	F-5	Not on TCDS	ATC 680	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
404	Kearns, Edward Scott	Trojan A-2	CAR 3	A-801	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
405	Kellett Aircraft Corporation	KD-1, -1A (Army G-1B), -1B	Aero Bull. 7-A	TC 712	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
406	Kelowna Flightcraft R&D Ltd.	240-0, -1, -2, -3, -4, -5, -6, -7, -8, -10, -11, -12, -13, -14, -15, -17, -19, -24, -25, -26, -27, -52, -53	CAR 4b	A-793	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
407	Kelowna Flightcraft R&D Ltd.	340, 440, Military C-131B, D, E, F/R4Y-1	CAR 4b	6A6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
408	King's Engineering Fellowship, The	44	FAR Part 23	A2WI	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
409	King's Engineering Fellowship, The	4500-300, -300 Series II	FAR Part 23	A17CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
410	Kinner Motors, Inc.	Playboy R	Not on TCDS	ATC 554	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
411	Kinner Motors, Inc.	Sportster B, -1	Not on TCDS	ATC 516	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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412	Kinner Motors, Inc.	Sportster B-2	Not on TCDS	ATC 522	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
413	Kinner Motors, Inc.	Sportster K	Not on TCDS	ATC 490	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
414	KWAD Company	Super-V	CAR 3	4A29	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
415	KWAD Company	Super-V	CAR 10	A5IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
416	L. B. Smith Aircraft Corporation	C-46A, D, F	CAR 3	A-789	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
417	Laird Airplane Co., E.M.	LC-B	Aero Bull. 7-A	TC 2-17	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
418	Laird Airplane Co., E.M.	LC-B-200, -1B-200	Not on TCDS	ATC 86	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
419	Laird Airplane Co., E.M.	LC-B-300, -1B-300	Not on TCDS	ATC 353	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
420	Laird Airplane Co., E.M.	LC-B-300, -1B-300	Aero Bull. 7-A	TC 2-189	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
421	Lamon, William E.	DHC-1B-2-S3, -S5	FAR Part 21	A26NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
422	Langley Aircraft Corporation	2-4-90	CAR 4a	TC 755	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
423	Lavia Argentina S.A. (Laviasa)	PA-25, -235, -260	CAR 8	2A10	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
424	Lavia Argentina S.A. (Laviasa)	PA-25, -235, -260	CAR 3	2A8	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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425	Legend Aviation & Marine, LLC	UC-1	CAR 3 & 4b	A6EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
426	Lockheed Aircraft Corporation	12-A (Army UC-40, -40A; Navy JO-1, -2)	Aero Bull. 7-A	TC 616	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
427	Lockheed Aircraft Corporation	14-H, -H2	Not on TCDS	ATC 657	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
428	Lockheed Aircraft Corporation	14-N, -N2, -N3	Not on TCDS	ATC 683	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
429	Lockheed Aircraft Corporation	Army B-34, Navy PV-1, -2	CAR 9	LTC AL-13	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
430	Lockheed Aircraft Corporation	Electra 10-A (Army UC-36A, Navy R-20, XR-20-1)	Aero Bull. 7-A	TC 551	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
431	Lockheed Aircraft Corporation	Electra 10-B (Navy R-30-1)	Aero Bull. 7-A	TC 584	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
432	Lockheed Aircraft Corporation	Vega 1	Not on TCDS	ATC 49 Lockheed	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
433	Lockheed Aircraft Corporation	Vega 5, Executive	Not on TCDS	ATC 93	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
434	Lockheed Aircraft Corporation	Vega 5-C (Army UC-101)	Not on TCDS	ATC 384	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
435	Lockheed Martin Aeronautics Company	1049-54, B-55 (Navy R7V-1), C-55, D-55, E-55, F-55 (USAF C121C), G-82, H-82	CAR 4b	6A5	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
436	Lockheed Martin Aeronautics Company	12-B	Aero Bull. 7-A	TC 652	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
437	Lockheed Martin Aeronautics Company	1649A-98	CAR 4b	4A17	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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438	Lockheed Martin Aeronautics Company	18	CAR 4a	A-723	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
439	Lockheed Martin Aeronautics Company	402-2	CAR 3	2A11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
440	Lockheed Martin Aeronautics Company	Electra 10-E	Aero Bull. 7-A	TC 590	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
441	Luscombe Aircraft Corporation	4	Not on TCDS	TC 687	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
442	Luscombe Aircraft Corporation	Phantom 1, 1S	Not on TCDS	TC 552	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
443	Luscombe Aircraft Corporation	8, A, B, C, D, E, F, T-8F	CAR 4a	A-694	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
444	Mael Aircraft Corporation	BA-42	FAR Part 23	A6SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
445	Magnaghi Aeronautica S.p.A.	Sky Arrow 650 TC, TCN ³	JAR-VLA	A4ICE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
446	Magnaghi Aeronautica S.p.A.	Sky Arrow 650 TCS, TCNS	FAR Part 21	A52CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
447	Mars Manufacturing Company	MI-80	CAR 4a	TC 771 (Mars)	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
448	Martin Aeronautics	49-46, 149-46, 649-79, 649A-79, 749-79 (Army C-121A, VC-121B), 749A-79	CAR 4b	A-763	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
449	Martin-Marietta Corporation	202, 202A	CAR 4b	A-795	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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450	Martin-Marietta Corporation	404	CAR 4b	1A7	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
451	Maule Aerospace Technology, Inc.	M-4 , C, S, T, -180C, -180S, -180T, -180V, -210, -210C, -210S, -210T, -220, -220C, -220S, -220T; M-5 -180C, -200, -210C, -210TC, -220C, -235C; M-6 -180, -235; M-7 -235, -235A, -235B, -235C, -260, -260C; MT-7 -235, -260; MX-7 -160, -160C, -180, -180A, -180AC, -180B, -180C, -235; MXT-7 -160, -180, -180A; Bee Dee M-4, M-8-235, M-9-235	CAR 3, FAR Part 23 & Part 36	3A23	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
452	McClish, Thomas H.	B, B75L (Army UC-92), B85C	CAR 4a	A-715	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
453	Meyers Industries, Incorporated	OTW, -145, -160	CAR 4	A-736	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
454	MICCO Aircraft Company	MAC-125C, -145, -145A, -145B	CAR 4a, FAR Part 23 & Part 36	3A1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
455	Mitchel, Dean W.	Waco RPT	CAR 8	A8CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
456	Mitchell Trimotor Aircraft Corporation	Centaur 101 (Longren L-13), 102	CAR 3	4A15	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
457	Monocoupe Corporation	90, A, AF, AF-100, AL-115	Aero Bull. 7-A, CAR 4a	A-306	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
458	Mooney Aircraft Corporation	M22	CAR 3	A6SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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459	Mooney International Corporation	M20, A, B, C, D, E, F, G, J, K, M, R, S, TN, U, V	CAR 3, FAR Part 23	2A3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
460	Mooney Mite Aircraft Corporation	M-18C, -18C55, -18L, -18LA	CAR 3	A-803	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
461	Morrissey Aviation, Inc.	2000C	CAR 3	4A14	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
462	Morrow Aircraft Corporation	1-L	CAR 4	TC 2-568	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
463	Moth Aircraft Corporation	60GM, 60GMW	Not on TCDS	ATC 197 Moth	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
464	Mustang Aviation	Army BC-1	CAR 9	LTC-22	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
465	Nardi S.A.	FN-333	CAR 10	7A5	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
466	National Aeronca Association	50-TC, -TL; 65-TC (Army L-3J), -TF, -TL, -TAC (Army L-3E), -TAF (Army L-3D), -TAL; 60-TF, YO-58 (Army L-3)	CAR 4a	A-728	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
467	National Aeronca Association	50-F, KF, S-50F	Not on TCDS	A-688	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
468	National Aeronca Association	50-M, KM	Not on TCDS	A-676	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
469	National Aeronca Association	C-1	FAR Part 25	A-447	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
470	National Aeronca Association	C-2 Scout, C-2 Standard, PC-2	Not on TCDS	A-351	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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471	National Aeronca Association	C-2-N	FAR Part 25	A-448	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
472	National Aeronca Association	C-3, PC-3	Aero Bull. 7-A	A-396	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
473	National Aeronca Association	LC, LCS	Not on TCDS	A-614	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
474	National Aeronca Association	O-58A (Army L-3A), O-58B (Army L-3B, -3C), SO-58B	CAR 4a	A-751	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
475	Naval Aircraft Factory	N3N-3	CAR 4a	A-2-569	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
476	Noorduyn Aviation Ltd.	Army UC-64, A, AS, B; Norseman MK IV, V, VI	CAR 4a	A-2-578	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
477	Odom, William P.	Army C-87A	CAR 9	LTC-30	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
478	Ogden Aeronautical Corp	Osprey	Not on TCDS	ATC 332	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
479	OMA SUD SPA	SKYCAR	CFR Part 21	A63CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
480	Overland Airways, Inc.	Sport Trainer	Not on TCDS	ATC 417	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
481	P. V. Shields	Army A-26B, C	CAR 9	TCS L-3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
482	Pacific Aerospace Limited	FU24-954, A-954	FAR Part 23	A9PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
483	Pacific Aerospace Ltd	FBA-2C, -2C1, -2C2, -2C3, -2C3T, -2C4, -2C4T	CAR 3, FAR Part 23 & Part 36	A7EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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484	Paramount Aircraft Corporation	Cabinaire	Not on TCDS	ATC 265	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
485	Parks Air College, Inc.	P-1-T	Aero Bull. 7-A	TC 2-506	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
486	Pasped Aircraft Corporation	Skylark W-1	Aero Bull. 7-A	TC 2-546	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
487	Perth-Amboy Title Company	Bird A-T	Aero Bull. 7-A	TC 2-527	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
488	Perth-Amboy Title Company	Bird BK	Not on TCDS	ATC 239	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
489	Perth-Amboy Title Company	Bird BW	Not on TCDS	ATC 382	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
490	Perth-Amboy Title Company	Bird CJ	Not on TCDS	ATC 419	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
491	Perth-Amboy Title Company	Bird CK	Not on TCDS	ATC 388	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
492	Perth-Amboy Title Company	Bird RK	Aero Bull. 7-A	TC 2-502	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
493	Pheasant Aircraft Company	H-10	Not on TCDS	ATC 36	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
494	Piaggio & C.	P.136-L, -L1, -L2	CAR 10	A-813	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
495	Pilatus Aircraft Limited	PC-6, -H1, -H2, /350, /350-H1, /350-H2	CAR 3 & 10	7A15	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
496	Piper Aircraft, Inc.	Cub E-2	Not on TCDS	ATC 455	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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497	Piper Aircraft, Inc.	Cub F-2	Not on TCDS	ATC 525	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
498	Piper Aircraft, Inc.	J-2	Not on TCDS	ATC 595	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
499	Piper Aircraft, Inc.	J-3	Not on TCDS	ATC 660	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
500	Piper Aircraft, Inc.	J3C -40, -50, -50S, -65, -65S; PA -11, -11S	CAR 4a	A-691	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
501	Piper Aircraft, Inc.	J3F -50, -50S, -60, -60S, -65 (Army L-4D), -65S	CAR 4a	A-692	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
502	Piper Aircraft, Inc.	J3L, -65 (ARMY L-4C), -65S, -S	CAR 4a	A-698	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
503	Piper Aircraft, Inc.	J3P	Not on TCDS	TC 695	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
504	Piper Aircraft, Inc.	J4, A, A-S	CAR 4a	A-703	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
505	Piper Aircraft, Inc.	J4E (Army L-4E)	CAR 4a	A-740	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
506	Piper Aircraft, Inc.	J4F	CAR 4a	TC 721	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
507	Piper Aircraft, Inc.	PA-15	CAR 3	A-800	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
508	Piper Aircraft, Inc.	PA-16, -16S	CAR 3	1A1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
509	Piper Aircraft, Inc.	PA-17	CAR 3	A-805	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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510	Piper Aircraft, Inc.	PA-18, -18S, -18 "105" (Special), -18S "105" (Special), -18A, -18 "125" (Army L-21A), -18S "125", -18AS "125", -18 "135" (Army L-21B), -18A "135", -18S "135", -18AS "135", -18 "150", -18A "150", -18S "150", -18AS "150", -19 (Army L-18C), -19S	CAR 3	1A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
511	Piper Aircraft, Inc.	PA-18A (Restricted), -18A "135" (Restricted), -18A "150" (Restricted)	CAR 8	AR-7	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
512	Piper Aircraft, Inc.	PA-20, -20S, -20 "115", -20S "115", -20 "135", -20S "135"	CAR 3	1A4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
513	Piper Aircraft, Inc.	PA-22, -108, -135, -150, -160; PA-22S-135, -150, -160	CAR 3	1A6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
514	Piper Aircraft, Inc.	PA-23, -160, -235, -250, -250 (Navy UO-1); PA-E23-250	CAR 3	1A10	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
515	Piper Aircraft, Inc.	PA-24, -250, -260, -400	CAR 3	1A15	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
516	Piper Aircraft, Inc.	PA-28-140, -150, -151, -160, -161, -180, -181, -201T, -235, -236; PA-28S-160, -180; PA-28RT-201, -201T; PA-28R-180, -200, -201, -201T	CAR 3, FAR Part 23	2A13	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
517	Piper Aircraft, Inc.	PA-30, -39, -40	CAR 3, FAR Part 23	A1EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
518	Piper Aircraft, Inc.	PA-31, -300, -325, -350	CAR 3, FAR Part 23	A20SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
519	Piper Aircraft, Inc.	PA-31P, -350;	CAR 3, FAR Part 23	A8EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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520	Piper Aircraft, Inc.	PA-32-260, -300, -301, -301FT, -301T, -301XTC; PA-32R-300, -301 (SP), -301 (HP), -301T; PA-32RT-300, -300T; PA-32S-300	CAR 3, FAR Part 23	A3SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
521	Piper Aircraft, Inc.	PA-34-200, -200T, -220T	FAR Part 23	A7SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
522	Piper Aircraft, Inc.	PA-36-285, -300, -375	FAR Part 23	A10SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
523	Piper Aircraft, Inc.	PA-36-285, -300, -375	FAR Part 23	A9SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
524	Piper Aircraft, Inc.	PA-38-112	FAR Part 23	A18SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
525	Piper Aircraft, Inc.	PA-44-180, -180T	FAR Part 23	A19SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
526	Piper Aircraft, Inc.	PA-46-310P, -250P; PA-46R-350T	FAR Part 23, Part 33, & Part 36	A25SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
527	Pirtle, J. C.	Johnson Rocket 185	CAR 4a	TC 776	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
528	Pitcairn Autogyro Co.	PA-18	Not on TCDS	ATC 478	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
529	Pitcairn Autogyro Co.	PA-19	Not on TCDS	ATC 509	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
530	Pitcairn Autogyro Co.	PA-24	Not on TCDS	ATC 507	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
531	Pitcairn Autogyro Co.	PA-4	Aero Bull. 7-A	TC 2-21	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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532	Pittcairn Autogyro Co.	PA-4W	Aero Bull. 7-A	TC 2-193	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
533	Pittcairn Autogyro Co.	PA-5	Not on TCDS	ATC 18	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
534	Pittcairn Autogyro Co.	PA-6	Not on TCDS	ATC 92	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
535	Pittcairn Autogyro Co.	PA-7M, -7S	Not on TCDS	ATC 196	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
536	Polskie Zakłady Lotnicze Spolka zo.o	PZL M26 01	FAR Part 23	A44CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
537	Procaer Progetti Costruzioni Aeronautiche	F 15/B, F 15/C	CAR 10	A11N	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
538	R. M. Lewis	PB2Y-3, -3R, -5, -5R, -5Z	CAR 9	LTC-5	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
539	Rand, Rufus R., Jr.	M-1-CK	Not on TCDS	ATC 263	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
540	Rankin, Joe	201	Not on TCDS	ATC 293	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
541	Rankin, Joe	Porterfield 35, -70	Not on TCDS	ATC 567	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
542	Rankin, Joe	Porterfield 35V	Not on TCDS	ATC 606	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
543	Rankin, Joe	Porterfield 35W, 75-C	Aero Bull. 7-A	TC 611	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
544	Rankin, Joe	Porterfield CP-40, -40A	Aero Bull. 7-A	TC 2-530	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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General Aviation Modifications

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Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
545	Rankin, Joe	Porterfield CP-50	Not on TCDS	TC 690	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
546	Rans Inc.	S-7C ⁴	FAR Part 21	A00011WI	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
547	Regal Air, Inc.	305A (USAF 0-1A), C (USAF 0-1E), D (USAF 0-1G), F	CAR 3	5A5	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
548	Regal Air, Inc.	305B (Military TO-1D, O-1D, O-1F), E	CAR 3	3A14	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
549	Revo, Incorporated	COLONIAL C-1, -2; LAKE LA-4, -4A, -4P, -4-200; LAKE MODEL 250	CAR 3, FAR Part 23	1A13	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
550	Rhein-Flugzeugbau G.m.b.H.	RW 3a - P75, 3b - P75	CAR 10	7A8	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
551	Roberts Aircraft Company	Chase YC-122C	CAR 8	AR-25	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
552	Robertson, Cliff c/o Gadbois Business Management	DH 82A	FAR Part 21 (Sec. 21.29)	A8EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
553	Rohr, Louis S.	Army AT-9, -9A	CAR 9	LTC-31	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
554	Roos Aircraft Company, Victor H.	American Eagle 129	Not on TCDS	ATC 124	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
555	Roos Aircraft Company, Victor H.	American Eagle A-1, 101	Not on TCDS	ATC 17	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
556	Roos Aircraft Company, Victor H.	Lincoln Page 1928	Not on TCDS	ATC 28 Roos	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

⁴ Limited only to those engines certified as an integral part of the airplane per 21.17(b) and AC 21.17-3 section 9.a

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557	Roos Aircraft Company, Victor H.	Lincoln PT	Not on TCDS	ATC 181	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
558	Roos Aircraft Company, Victor H.	Lincoln PT-K	Not on TCDS	ATC 279	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
559	Roos Aircraft Company, Victor H.	Lincoln PT-W	Not on TCDS	ATC 284	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
560	Rose Aeroplane & Motor Company	Parakeet A-1	Aero Bull. 7-A	TC 2-514	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
561	Ross Aircraft Company	RS-1, -2L	CAR 4a	TC 732	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
562	RotorSport UK Ltd.	MTOsport 2017	FAR Part 21	Q00010NY	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
563	RUAG Aerospace Services GmbH	Do 28 D, -1	FAR Part 23	A16EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
564	RUAG Aerospace Services GmbH	Do 27 Q-6	CAR 10	A8IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
565	RUAG Aerospace Services GmbH	Do 28 A-1, B-1	CAR 10	7A13	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
566	Ruschmeyer Luftfahrttechnik GmbH	R90-230RG	FAR Part 23	A77EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
567	Rust, Robert E.	DHC-1 Chipmunk Mk 21, Mk 22, Mk 22A	FAR Part 21	A44EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
568	Ryan Aeronautical Company	SCW-145	Aero Bull. 7-A	TC 658	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
569	Ryan Aeronautical Company	ST-3KR (Army PT-22, -22A)	CAR 4a	A-749	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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570	Ryan Aeronautical Company	ST-A	Not on TCDS	ATC 571	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
571	Ryan Aircraft Corporation	B-1	Not on TCDS	ATC 25	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
572	Ryan Aircraft Corporation	B-5	Not on TCDS	ATC 142	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
573	Ryan Aircraft Corporation	B-7	Not on TCDS	ATC 262	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
574	Ryan Aircraft Corporation	C-1	Aero Bull. 7-A	ATC 346	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
575	Ryson Aviation Corporation	ST-100	FAR Part 23	A7NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
576	S and R Aviation Services Inc	Army B-25, -25A, -25B, -25C, -25D, -25G, -25H, -25J, -25N; Army TB-25J, -25K, -25L, -25M, -25N; Army RB-25	CAR 9	AL-2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
577	Saurenman, Edward A.	Monocoupe 110	Not on TCDS	TC 327	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
578	Saurenman, Edward A.	Monocoupe 110 Special	Aero Bull. 7-A	TC 2-452	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
579	Schutze, Richard P.	Texas Bullet 205	CAR 3	4A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
580	Seaboard & Western Airlines	Army A-24B, Navy SBD-5	CAR 9	TCS L-4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
581	Seastar Corp	TSC-1A, -1A1, -1A2	FAR Part 23	A15EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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582	Seeker Aviation Australia Pty Ltd	SB7L-360A, -360A2	FAR Part 23 & Part 36	A00070CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
583	Seeker Aviation Australia Pty Ltd	SB7L-360A	FAR Part 23 & Part 36	A52NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
584	Sierra Hotel Aero, Inc.	Navion (Army L-17A), A (Army L-17B, -17C), B, D, E, F, G, H	CAR 3	A-782	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
585	Sikorsky Aircraft Corporation	S-39-B	Not on TCDS	ATC 375	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
586	Sikorsky Aircraft Corporation	S-41-B	Aero Bull. 7-A	TC 2-286	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
587	Sikorsky Aircraft Corporation	S-43, B, W	Aero Bull. 7-A	A-593	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
588	Sikorsky Aircraft Corporation	VS-44-A	CAR 4a	TC 752	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
589	Simmering Graz Pauker A.G.	SGP 222, -A	CAR 3 & 10	A2EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
590	Sioux Aircraft Corporation	Coupe 60	Aero Bull. 7-A	TC 2-81	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
591	Sioux Aircraft Corporation	Coupe 90	Not on TCDS	ATC 331	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
592	Sioux Aircraft Corporation	Coupe 90-B	Not on TCDS	ATC 414	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
593	Sioux Aircraft Corporation	Coupe 90-C	Aero Bull. 7-A	TC 2-356	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
594	Sky Enterprises, Inc.	RC-3	CAR 3	A-769	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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595	Skylark Aircraft Corporation	3	Aero Bull. 7-A	TC 2-469	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
596	Skylark Aircraft Corporation	3-95	Aero Bull. 7-A	TC 2-281	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
597	Skyways International Trading and Transport Co.	C-46F	CAR 3	A-808	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
598	Slingsby Aviation Ltd.	T67M260, -T3A	FAR Part 23	A73EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
599	SME Aero, Inc.	MD3-160	FAR Part 23	A65EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
600	SOCATA	MS 880B, 885, 892A-150, 892E-150, 893A, 893E, 894A, 894E; Rallye 100S, 150T, 150ST, 235C, 235E	CAR 3 & 10	7A14	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
601	SOCATA	TB 9, 10, 20, 21, 200	FAR Part 23	A51EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
602	Southwest Aircraft, Inc.	Stearman 73 (Navy NS-1)	CAR 8	AR-9	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
603	Spartan Aircraft Company	7W (Army UC-71)	Aero Bull. 7-A	TC 628	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
604	Spartan Aircraft Company	C2-60	Not on TCDS	ATC 427	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
605	Spartan Aircraft Company	C-3	Not on TCDS	ATC 71 Spartan	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
606	Spartan Aircraft Company	C3-165	Not on TCDS	ATC 195	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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607	Spartan Aircraft Company	C3-225	Not on TCDS	ATC 286	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
608	Spartan Aircraft Company	C3-5	Aero Bull. 7-A	TC 2-79	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
609	Spinks Industries, M. H. Spinks, Sr.	L-AR-90, Lark 95	CAR 4a	A-748	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
610	Spinks Industries, M. H. Spinks, Sr.	T-1	CAR 4a	A-794	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
611	Spinks Industries, M. H. Spinks, Sr.	T-1	CAR 8	AR-31	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
612	SST FLUGTECHNIK GmbH	EA 400	FAR Part 23 & Part 36	A43CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
613	St. Louis Aircraft Corporation	Cardinal C-2-110	Not on TCDS	ATC 277	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
614	St. Louis Aircraft Corporation	Cardinal C-2-90	Not on TCDS	ATC 264	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
615	Star Aircraft Corporation	Cavalier	Not on TCDS	ATC 138	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
616	Star Aircraft Corporation	Cavalier F	Not on TCDS	ATC 321	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
617	State Securities Company	Arrow F	Not on TCDS	ATC 613	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
618	Stearman Aircraft Company	4-C	Aero Bull. 7-A	TC 2-155	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
619	Stearman Aircraft Company	4D	Not on TCDS	ATC 305	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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620	Stearman Aircraft Company	4E	Not on TCDS	ATC 292	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
621	Stearman Aircraft Company	6L	Not on TCDS	ATC 459	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
622	Stearman Aircraft Company	6P	Aero Bull. 7-A	TC 2-520	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
623	Stearman Aircraft Company	Alpha 4-A	Not on TCDS	ATC 461	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
624	Stearman Aircraft Company	C3-B	Not on TCDS	ATC 55	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
625	Stearman Aircraft Company	C3-B Special	Aero Bull. 7-A	TC 2-159	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
626	Stearman Aircraft Company	C3-P	Aero Bull. 7-A	TC 2-445	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
627	Stearman Aircraft Company	C3-R	Not on TCDS	ATC 251	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
628	Steward-Davis Incorporated	RF-15, -61C	CAR 8	AR-12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
629	Stewart Aircraft Corporation	OW6M	Aero Bull. 7-A	TC 636	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
630	Stits Aircraft, Inc.	SA-9A	CAR 3	4A31	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
631	STOL Aviation LLC	S-1	CAR 4	TC 2-558	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
632	STOL Aviation LLC	S-1A, -65F, -85F, -90F	CAR 4a	A-737	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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633	STOL Aviation LLC	S-1B1 (Army L-6, XL-6), -1B2	CAR 4, FAR Part 23	A-754	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
634	Sud Aviation	GARDAN GY.80-150, -160, -180	CAR 3 & 10	A12IN	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
635	Super 18 LLC	S18-180	FAR Part 23	A00003AK	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
636	Superior Aircraft Company	Culver Army PQ-14A, PQ-14B, YPQ-14A, YPQ-14B; Culver Navy TD2C-1	CAR 9	LTC-28	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
637	Superior Aircraft Company	Culver LAR	CAR 4	TC 2-559	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
638	Superior Aircraft Company	LCA, LFA	CAR 4a	A-730	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
639	Superior Aircraft Company	V, -2	CAR 3	A-778	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
640	Swallow Airplane Company	Swallow	Not on TCDS	ATC 21 Swallow	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
641	Swallow Airplane Company	Swallow TP	Not on TCDS	ATC 105	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
642	Swanson Aircraft Company	Coupe W-15	Aero Bull. 7-A	TC 2-312	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
643	Swift Museum Foundation, Inc.	GC-1A, -1B	CAR 4a	A-766	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
644	Symphony Aircraft Industries Inc	OMF-100-160, SA 160	FAR Part 23	A46CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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645	Taylorcraft 2000, LLC	BC , -65; BCS , -65; BC12-65 (Army L-2H), -D, -D1; BCS12-65 , -D, -D1; BC12D-85 , -4-85; BCS12D-85 , -4-85	CAR 4	A-696	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
646	Taylorcraft 2000, LLC	F19, 21, 21A, 21B, 22, 22A, 22B, 22C; 19	CAR 3, FAR Part 23	1A9	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
647	Taylorcraft, Inc.	A	Aero Bull. 7-A	A-643	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
648	Taylorcraft, Inc.	BF (Army L-2G), -60, -65; BFS , -60, -65; BF12-65 (Army L-2K), BFS12-65	CAR 4a	A-699	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
649	Taylorcraft, Inc.	BL , -65 (Army L-2F), 12-65 (Army L-2J); BLS , -65, 12-65	CAR 4a	A-700	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
650	Taylorcraft, Inc.	FA-III	CAR 3	1A11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
651	Tempo Design Corporation	C-46/CW20-T, Super C-46/CW20-T	CAR 4b	2A5	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
652	Textron Aviation Inc.	120, 140	CAR 4a	A-768	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
653	Textron Aviation Inc.	140A	CAR 3 & 4a	5A2	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
654	Textron Aviation Inc.	150 , A, B, C, D, E, F, G, H, J, K, L, M; A150K , L, M; 152, A152	FAR Part 23	3A19	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
655	Textron Aviation Inc.	170, A, B	CAR 3	A-799	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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656	Textron Aviation Inc.	172, A, B, C, D, E, F (USAF T-41A), G, H (USAF T-41A)	CAR 3, FAR Part 23	3A12	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
657	Textron Aviation Inc.	172I, K, L, M, N, P, Q, R, S	FAR Part 23	3A12	06-9920001 Rev A 7/14/2021	06-6590007 Rev IR 7/12/2021	7/23/2021	N/A
658	Textron Aviation Inc.	175, A, B, C; R172E (USAF T-41B, -41C, -41D), F (USAF T-41D), G (USAF T-41C, -41D), H (USAF T-41D), J, K; 172RG, P172D	CAR 3, FAR Part 23	3A17	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
659	Textron Aviation Inc.	177, A, B	FAR Part 23	A13CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
660	Textron Aviation Inc.	177RG	FAR Part 23	A20CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
661	Textron Aviation Inc.	180, A, B, C, D, E, F, G, H, J, K	CAR 3, FAR Part 23	5A6	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
662	Textron Aviation Inc.	182, A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T; R182, T182, T182T, TR182	CAR 3, FAR Part 23	3A13	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
663	Textron Aviation Inc.	185, A, B, C, D, E; A185E, F	CAR 3, FAR Part 23	3A24	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
664	Textron Aviation Inc.	188, A, B; A188, A, B; T188C	FAR Part 23	A9CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
665	Textron Aviation Inc.	18A, S18A	Aero Bull. 7-A	TC 630	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
666	Textron Aviation Inc.	18S (Army C-45C), B18S (Army F-2)	CAR 4a	TC 710	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
667	Textron Aviation Inc.	190 195 (LC-126A, B, C), A, B	CAR 3	A-790	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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668	Textron Aviation Inc.	206, H; T206H, P206, A, B, C, D, E; U206, A, B, C, D, E, F, G; TP206A, B, C, D, E; TU206A, B, C, D, E, F, G	CAR 3, FAR Part 23	A4CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
669	Textron Aviation Inc.	207, A; T207, A	FAR Part 23	A16CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
670	Textron Aviation Inc.	210, A, B, C, D, E, F, G, H, J, K, L, M, N, R, -5 (205), -5A (205A); T210F, G, H, J, K, L, M, N, R; P210N, R	CAR 3, FAR Part 23	3A21	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
671	Textron Aviation Inc.	310, A (USAF U-3A), B, C, D, E (USAF U-3B), F, G, H, I, J, J-1, K, L, N, P, Q, R; E310H, J; T310P, Q, R	CAR 3, FAR Part 23	3A10	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
672	Textron Aviation Inc.	320, -1, A, B, C, D, E, F; 335; 340, A	CAR 3, FAR Part 23	3A25	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
673	Textron Aviation Inc.	321 (NAVY OE-2)	CAR 3	3A11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
674	Textron Aviation Inc.	336	CAR 3	A2CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
675	Textron Aviation Inc.	337, A (USAF 02B), B, C, D, E, F, G, H; T337B, C, D, E, F, G, H; M337B (USAF 02A), P337H	CAR 3, FAR Part 23	A6CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
676	Textron Aviation Inc.	35, A35, B35, C35, D35, E35, F35, G35, 35R	CAR 3	A-777	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
677	Textron Aviation Inc.	35-33, -A33, -B33, -C33, -C33A; E33, A, C; F33, A, C; V35, A, B; G33, H35, J35, K35, M35, N35, P35, S35, 36, A36, A36TC, B36TC, G36	CAR 3, FAR Part 23 & Part 36	3A15	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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678	Textron Aviation Inc.	3N, 3NM, 3TM, JRB-6, C-45G, H; D18C, S; E18S, -9700; G18S, H18, TC-45G, H, J; UC-45J (SNB-5), RC-45J (SNB-5P)	CAR 3	A-765	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
679	Textron Aviation Inc.	401, A, B; 402, A, B, C; 411, A; 414, A; 421, A, B, C	CAR 3, FAR Part 23	A7CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
680	Textron Aviation Inc.	404	FAR Part 23	A25CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
681	Textron Aviation Inc.	45 (Military YT-34), A45 (Military T-34A, B-45), D45 (Military T-34B)	CAR 3	5A3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
682	Textron Aviation Inc.	50 (Military L-23A), B50 (Military L-23B), C50, D50 (Military L-23E), A, B, C, E, E-5990; E50 (Military L-23D, RL-23D), F50, G50, H50, J50	CAR 3, FAR Part 23	5A4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
683	Textron Aviation Inc.	58P, PA, TC, TCA	FAR Part 23	A23CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
684	Textron Aviation Inc.	60, A60, B60	FAR Part 23	A12CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
685	Textron Aviation Inc.	65 (Military L-23F), -80, -A80, -A80-8800, -B80, -88; A65, A-65-8200, 70	CAR 3, FAR Part 23	3A20	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
686	Textron Aviation Inc.	76	FAR Part 23 & Part 36	A29CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
687	Textron Aviation Inc.	77	FAR Part 23	A30CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
688	Textron Aviation Inc.	95, -55, -A55, -B55, -B55A, -B55B (Military T-42), -C55, -C55A; D55, A; E55, A; B95, A; D95A, E95, 56TC, A56TC, 58, A; G58	CAR 3, FAR Part 23 & Part 36	3A16	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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689	Textron Aviation Inc.	A18A, D; SA18A, D; 18D, S18D	Aero Bull. 7-A	A-684	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
690	Textron Aviation Inc.	A23, A, -19, -24; A24, R; 19A, B19, M19A, 23, B23, C23, B24R, C24R	CAR 3, FAR Part 23	AICE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
691	Textron Aviation Inc.	Army AT-11 (Navy SNB-1)	CAR 4a	A-2-582	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
692	Textron Aviation Inc.	C18S (Army C-45, -45A, -45F; Army UC-45B, -45F; Army AT-7, -7A, -7B, -7C; Navy JRB-1, -2, -3, -4; Navy SNB-2, -2C)	CAR 3 & 4a	A-757	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
693	Textron Aviation Inc.	D17A (Army UC-43F)	CAR 4a	TC 713	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
694	Textron Aviation Inc.	D17R (Army UC-43A)	Aero Bull. 7-A	TC 638	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
695	Textron Aviation Inc.	D17S (Army UC-43, -43B; Navy GB-1, -2), SD17S	Aero Bull. 7-A	A-649	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
696	Textron Aviation Inc.	E17B (Army UC-43D), E17L, SE17B	Aero Bull. 7-A	TC 641	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
697	Textron Aviation Inc.	F150F, G, H, J, K, L, M; F152, FA150K, L, M; FA152, FRA150L, M	CAR 3	A13EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
698	Textron Aviation Inc.	F172D, E, F, G, H, K, L, M, N, P; FP172D	CAR 3 & 10, FAR Part 23	A4EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
699	Textron Aviation Inc.	F177RG	FAR Part 23	A26EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
700	Textron Aviation Inc.	F17D (UC-43C), SF17D	CAR 4a	TC 689	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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701	Textron Aviation Inc.	F182P, Q; FR182	CAR 3, FAR Part 23	A42EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
702	Textron Aviation Inc.	F337E, G, F, H; FT337E, GP, F, HP	FAR Part 23	A23EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
703	Textron Aviation Inc.	FR172E, F, G, H, J, K	CAR 3	A18EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
704	Textron Aviation Inc.	G17S	Aero Bull. 7-A, CAR 4	TC 779	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
705	Textron Aviation Inc.	LC40-550FG, LC41-550FG, LC42-550FG, T240	FAR Part 23	A00003SE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
706	Textron Aviation Inc.	T303	FAR Part 23	A34CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
707	Thompson Aircraft Sales	T-28A	CAR 8	AR-30	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
708	Thrush Aircraft, LLC.	S2R, -R3S, -R1340, -R1820; 600 S-2D	CAR 8, FAR Part 23	A4SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
709	Thrush Aircraft, LLC.	S2A	CAR 8	2A9	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
710	Thrush Aircraft, LLC.	S2R, -R3S, -R1340; 600 S-2D	CAR 3, FAR Part 23	A3SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
711	Thrush Aircraft, LLC..	600 S-2C, S-2B, S-2C	CAR 8	2A7	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
712	Timm Aircraft Corporation	Collegiate	Aero Bull. 7-A	TC 2-202	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
713	Timm Aircraft Corporation	N2T-1	CAR 4a	A-2-573	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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714	Timm Aircraft Corporation	PT-220-C	CAR 4a	TC 750	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
715	Topcub Aircraft, Inc	CC18-180, -180A	FAR Part 23	A00006SE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
716	Trans American Air Transport, Inc.	HU-16B	FAR Part 21 (Sec. 21.25)	A2GL	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
717	Transcontinental and Western Air, Inc.	Army B-17F, -17G	CAR 9	LTC-1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
718	Transfield Pty. Ltd., Transavia Division	PL-12/T-300	FAR Part 23	A17NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
719	Transland Aircraft Company	Ag-2	CAR 3	4A20	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
720	Triton Aerospace LLC	A500	FAR Part 23	A00009DE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
721	True Flight Holdings LLC	AA-1, -1A, -1B, -1C	FAR Part 23	A11EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
722	True Flight Holdings LLC	AA-5, -5A, -5B; AG-5B	FAR Part 23	A16EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
723	Twin Commander Aircraft LLC	680 , -E, -F, -F(P), -FL, -FL(P); 560-F, 685, 720	CAR 3, FAR Part 23	2A4	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
724	Twin Commander Aircraft LLC	700	FAR Part 23	A12SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
725	Twin Commander Aircraft LLC	500 , A, B, S, U; 520; 560 , A, E	CAR 3	6A1	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
726	Univair Aircraft Corporation	108, -1, -2, -3, -5	CAR 3	A-767	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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727	Univair Aircraft Corporation	415-C, -CD	CAR 4a	A-718	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
728	Univair Aircraft Corporation	415-D, E, G, F-1, F-1A, A-2, A2-A, M10	CAR 3	A-787	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
729	Universal Moulded Aircraft Corporation	Monocoupe 113	Not on TCDS	ATC 113 Universal Moulded	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
730	Universal Moulded Aircraft Corporation	Monocoach	Not on TCDS	ATC 201	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
731	Universal Moulded Aircraft Corporation	Monocoupe 125	Not on TCDS	ATC 359	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
732	Universal Moulded Aircraft Corporation	Monocoupe 70	Not on TCDS	ATC 70 Universal Moulded	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
733	Universal Moulded Aircraft Corporation	Monocoupe D-145	Not on TCDS	ATC 529	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
734	Universal Moulded Aircraft Corporation	Monoprep	Not on TCDS	ATC 218	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
735	Universal Moulded Aircraft Corporation	Monosport 1, D	Aero Bull. 7-A	TC 2-134	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
736	Universal Moulded Aircraft Corporation	Monosport 2	Not on TCDS	ATC 250	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
737	Utterback, B.	J2F-3, -4, -5, -6	CAR 9	LT-17	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
738	Vega Aircraft Corporation	35-70	Not on TCDS	TC 741	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
739	Verville Aircraft Company	AT	Not on TCDS	ATC 323	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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740	Viking Air Limited	CL-215-1A10	FAR Part 25	A14EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
741	Viking Air Limited	DHC-2 Mk.I, Mk.II	CAR 3	A-806	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
742	Viking Air Limited	DHC-3	CAR 3 & 10	A-815	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
743	Viking Air Limited	DHC-4, -4A	CAR 10	1A19	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
744	Viking Air Limited	HU-16D	FAR Part 21 (Sec. 21.25)	A20NM	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
745	Viking Air Limited	TR-1	FAR Part 23	A19EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
746	Viking Flying Boat Company	Kitty Hawk B-4	Not on TCDS	ATC 166	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
747	Viking Flying Boat Company	Kitty Hawk B-8	Not on TCDS	ATC 392	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
748	Vulcanair S.p.A.	P.68, B, C, C-TC, R P.68 "OBSERVER", "OBSERVER 2", P.68TC "OBSERVER"	FAR Part 23, Part 36	A31EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
749	Vulcanair S.p.A.	Vulcanair V1.0	FAR Part 23	A00075CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
750	W.Z.D. Enterprises Inc.	11A, 11E	CAR 3, FAR Part 23 & Part 36	A-804	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
751	Waco Aircraft Company, The	125	Not on TCDS	ATC 26 Waco	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
752	Waco Aircraft Company, The	9	Not on TCDS	ATC-11	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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753	Waco Aircraft Company, The	AGC-8, ZGC-8	Not on TCDS	TC 664	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
754	Waco Aircraft Company, The	AQC-6, YQC-6, ZQC-6 (Army UC-72H)	Not on TCDS	TC 598	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
755	Waco Aircraft Company, The	ARE, HRE (Army UC-72C), SRE (Army UC-72)	CAR 4a	TC 714	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
756	Waco Aircraft Company, The	ASO	Not on TCDS	ATC 41	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
757	Waco Aircraft Company, The	ATO	Not on TCDS	ATC 123	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
758	Waco Aircraft Company, The	AVN-8, ZVN-8	Not on TCDS	TC 677	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
759	Waco Aircraft Company, The	BSO	Not on TCDS	ATC 168	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
760	Waco Aircraft Company, The	CJC, -S; DJC-6	Not on TCDS	ATC 538	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
761	Waco Aircraft Company, The	CRG	Not on TCDS	ATC 362	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
762	Waco Aircraft Company, The	CSO	Not on TCDS	ATC 240	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
763	Waco Aircraft Company, The	CTO	Not on TCDS	ATC 257	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
764	Waco Aircraft Company, The	CUC, -1, -2	Not on TCDS	ATC 575	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
765	Waco Aircraft Company, The	DGC-7, EGC-7	Not on TCDS	ATC 639	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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766	Waco Aircraft Company, The	DQC-6, EQC-6	Not on TCDS	ATC 597	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
767	Waco Aircraft Company, The	DSO	Not on TCDS	ATC 42 Waco	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
768	Waco Aircraft Company, The	EGC-8 (Army UC-72B)	Not on TCDS	TC 665	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
769	Waco Aircraft Company, The	GXE	Not on TCDS	ATC 13 Waco	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
770	Waco Aircraft Company, The	GXE	Aero Bull. 7-A	TC 2-363	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
771	Waco Aircraft Company, The	INF	Not on TCDS	ATC 345	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
772	Waco Aircraft Company, The	JYM	Aero Bull. 7-A	TC 2-361	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
773	Waco Aircraft Company, The	KNF	Not on TCDS	ATC 313	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
774	Waco Aircraft Company, The	OEC	Not on TCDS	ATC 468	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
775	Waco Aircraft Company, The	PBA	Not on TCDS	ATC 464	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
776	Waco Aircraft Company, The	PBF	Not on TCDS	ATC 491	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
777	Waco Aircraft Company, The	PCF	Not on TCDS	ATC 453	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
778	Waco Aircraft Company, The	PLA	Not on TCDS	ATC 502	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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779	Waco Aircraft Company, The	QCF	Not on TCDS	ATC 416	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
780	Waco Aircraft Company, The	QDC	Not on TCDS	ATC 412	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
781	Waco Aircraft Company, The	QSO	Not on TCDS	ATC 337	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
782	Waco Aircraft Company, The	RBA	Not on TCDS	ATC 466	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
783	Waco Aircraft Company, The	RNF	Not on TCDS	ATC 311	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
784	Waco Aircraft Company, The	S3HD	Aero Bull. 7-A	TC 543	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
785	Waco Aircraft Company, The	UBA	Not on TCDS	ATC 479	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
786	Waco Aircraft Company, The	UBF	Not on TCDS	ATC 473	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
787	Waco Aircraft Company, The	UEC	Not on TCDS	ATC 467	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
788	Waco Aircraft Company, The	UIC	Not on TCDS	ATC 499	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
789	Waco Aircraft Company, The	UKC, -S; UKS-6, VKC, -S; VKS-6	Not on TCDS	ATC 528	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
790	Waco Aircraft Company, The	ULA	Not on TCDS	ATC 511	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
791	Waco Aircraft Company, The	UMF	Not on TCDS	ATC 546	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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792	Waco Aircraft Company, The	UOC	Not on TCDS	ATC 568	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
793	Waco Aircraft Company, The	UPF-7, VPF-7	Aero Bull. 7-A	A-642	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
794	Waco Aircraft Company, The	VKS-7 (Army UC-72D), -7F; UKS-7	Aero Bull. 7-A	ATC 648	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
795	Waco Aircraft Company, The	YKC, -S; YKS-6, ZKS-6	Not on TCDS	A-533	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
796	Waco Aircraft Company, The	YKS-7 (Army UC-72K), ZKS-7 (Army UC-72M)	Aero Bull. 7-A	TC 626	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
797	Waco Aircraft Company, The	YMF	Aero Bull. 7-A	ATC 542	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
798	Waco Aircraft Company, The	YOC, -1	Not on TCDS	ATC 569	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
799	Waco Aircraft Company, The	YPF, -6, -7; ZPF-6, -7	Not on TCDS	ATC 586	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
800	Waco Aircraft Company, The	ZGC-7 (Army UC-72E)	Not on TCDS	ATC 627	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
801	WACO Classic Aircraft Corporation	2T-1A, -1, -2	Aero Bull. 7-A, FAR Part 23	A18EA	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
802	Weatherly Aircraft Company	620, A, B	FAR Part 23	A26WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
803	Weatherly Aircraft Company	201, A, B, C	FAR Part 21	A10WE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
804	White Aircraft Corporation	New Standard D-25	Not on TCDS	ATC 108	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

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805	White Aircraft Corporation	New Standard D-25-B	Aero Bull.7-A	TC 2-557	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
806	Whittlesey Manufacturing Company, Inc.	Avian Mark IV-M	Aero Bull. 7-A	TC 2-176	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
807	Wiley Post Aircraft Corporation	Wiley Post A	Not on TCDS	ATC 561	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
808	Williams, Harry E.	DH 82A	FAR Part 21 (Sec. 21.29)	A5PC	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
809	Wilson Air Service	Federal XPT-1	CAR 8	AR-3	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
810	Windecker Aircraft, Inc.	AC-7	FAR Part 23	A7SW	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
811	Wood, Steven K. and Russell G. Williams	Eaglet 230	Aero Bull. 7-A	ATC-380	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
812	Wood, Steven K. and Russell G. Williams	Eaglet B-31	Aero Bull. 7-A	ATC-450	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
813	Wright, Jr., Elzie	F-1	FAR Part 23	A16SO	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
814	WSK PZL Mielec and OBR SK Mielec	PZL M20 03	FAR Part 23	A68EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
815	XtremeAir GmbH	XA42	FAR Part 23, Part 36	A00064CE	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
816	Zenair Ltd.	CH2000	JAR-VLA, FAR Part 23	TA5CH	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
817	Zenith Aircraft Corporation	Z-6-A	Aero Bull. 7-A	TC 2-269	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

Ⓕ Or later FAA Approved revision

**When there are multiple engines listed in the TCDS for the same make/model of aircraft, verify that the engine installed in your aircraft is also listed in the correspond G100UL Avgas Engine AML.

FAA APPROVED MODEL LIST (AML) NO. SA01967WI

General Aviation Modifications

Add the following approved fuel:

Unleaded aviation gasoline per GAMI Specification G100UL™-12C-2, or later FAA Accepted revision. Comingling is approved with ASTM Grade 100LL gasoline and other approved aviation gasoline with 100 MON or less, including MOGAS, where those gasolines are also approved for the same make and model aircraft.

Item	Aircraft Make	Aircraft Model**	Cert Basis / Amendment	TCDS	MDL Document No. Revision* / FAA Approval Date	AFMS Document No. Revision* / FAA Approval Date	Initial Approval Date	Amendment Date
818	Zlin Aircraft a.s.	Z-143L, Z-242L	FAR Part 23	A76EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022
819	Zlin Aircraft a.s.	ZLIN 526L	FAR Part 23	A30EU	06-992001 Rev C 03/2/2022	06-6590007 Rev IR 7/12/2021	N/A	9/1/2022

FAA Approved: _____

Paul Nguyen
Manager, AIR-7K0
Wichita ACO Branch

☞ Or later FAA Approved revision

**When there are multiple engines listed in the TCDS for the same make/model of aircraft, verify that the engine installed in your aircraft is also listed in the correspond G100UL Avgas Engine AML.



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA01967WI

This certificate issued to: General Aviation Modifications, Inc.
2800 Airport Road, Hangar A
Ada, OK 74820

Certifies that the change in the type design for the following product with the limitations and conditions
therefore as specified hereon meets the airworthiness requirements of Part 23 of Code of Federal Regulations

Original Product
Type Certificate Number:

Make:
Model: See attached FAA Approved Model List (AML)
No. SA01967WI, for all aircraft makes, models and
certification basis.

Description of Type Design Change:

Use of GAMI G100UL High Octane Unleaded Avgas on aircraft listed in the attached AML.
Add the following approved fuel: unleaded aviation gasoline per GAMI Specification G100UL-12C-2, or later FAA Accepted revision.
Comingling is approved with ASTM Grade 100LL aviation gasoline and other gasolines with 100 MON or less, including MoGas, where
those gasolines are also approved for the same make and model engines.

See attached STC AML No. SA01967WI for all required data.

Limitations and Conditions:

- 1. Specific approval must be obtained for each model aircraft to ensure compatibility with its fuel system.
2. Compatibility of this design with previously approved modifications must be determined by the installer.
3. STC SE01966WI must be previously installed.

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: October 6, 2020 Date Reissued:

Date of Issuance: July 23, 2021 Date Amended:

By Direction of the Administrator

Signature: _____

Paul Nguyen
Manager, AIR-7K0

Title: Wichita ACO Branch

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made
available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than
the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions,
specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or
propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA01967WI

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification 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 them.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: _____

To (Name and address of transferee):

From (Name and address of grantor):

Extent of Authority (if licensing agreement):

Date of transfer:

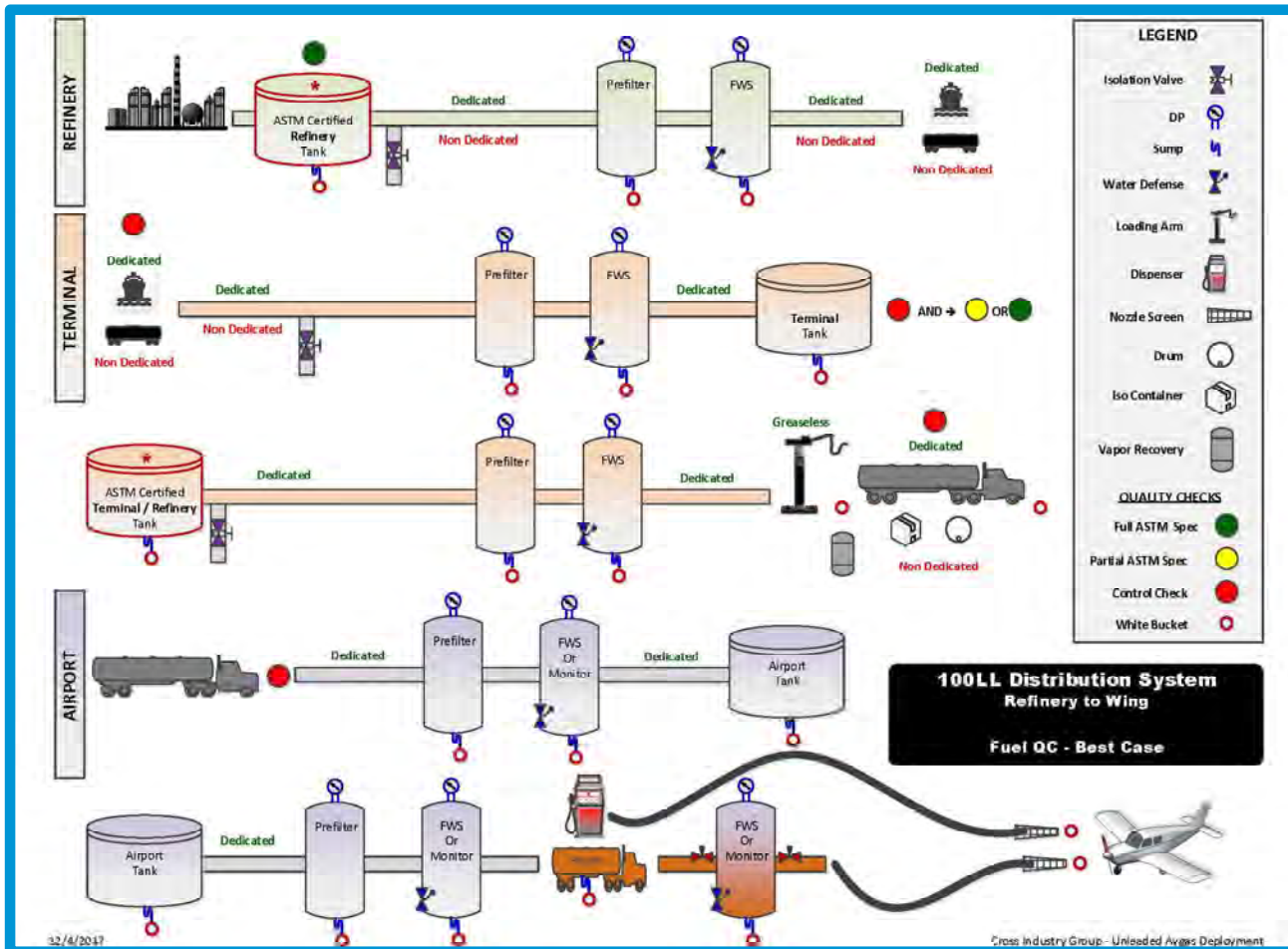
Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

ATTACHMENT 4



Aviation Gasoline Distribution System – "Refinery to Wing"



ATTACHMENT 5

Presentation to the Santa Clara County Airports Commission
April 4, 2023

Members of the Commission:

My name is Douglas Rice - I am currently the Regional Vice President of CalPilots, an organization dedicated to advocacy for airports and the aviation community. By way of background, I am a retired airline captain, a graduate of the San Jose State Aviation Department, hold a California Junior College Teaching Credential for Aviation Education, and have been a General Aviation pilot in the Santa Clara Valley for over 52 years. Finally, I sat where you are as a County Airport Commissioner from 1998 to 2001.

This evening, I will be making a presentation to the commission reviewing the financials of the county airports. For the record, I am not an accountant nor am I an airport manager - what I present to you tonight is the result of research done in the public domain. Specifically, the information comes from the following public sources:

1. The County of Santa Clara Annual Consolidated Financial Report (ACFR)
2. The annual report produced by the California State Controllers Office
3. Budget documents provided by the Director of Aviation

Allow me to take this opportunity to thank the Director. Eric has been very open and frank about financial matters at the airport and I appreciate the time he has taken to discuss the airport's finances and some of my findings.

As a starting point, I would like to review the structure of Santa Clara County Airport finances. The airports function as an Enterprise Fund - separate from the General Fund of the county - with the intention of being a self-sufficient financial entity which generates revenue through the collection of fees and rents. As a common practice, airports participate in the AIP (Airport Improvement Program) managed by the FAA which provides grants for airport maintenance and improvements as well as safety projects. These funds are generated through taxes paid by the aviation community nationally and provided as grants to airports that apply and those airports then must abide by the grant assurance (25 in all) that are designed to protect the investment made by the FAA and ensure reasonable and fair access and operation of the airports that accept them.

In January, the county released the Annual Consolidated Financial Report (ACFR) for 2022. There appears to be a discrepancy between the report the Director gave to the commission at their December meeting and the ACFR regarding the Airport Enterprise Fund balance. In the report, the Director stated that the balance of the AEF as of 6/30/22 was \$8,842 Million, of which only \$339,819 was unrestricted. The ACFR reports a very different set of numbers - It states that the **UN**restricted balance is \$8.431 Million and \$630,000 is restricted. In addition, it states that \$124,000 in other receivables is due, bringing the AEF balance to \$9.185 Million (see attached).

As a historical note, the Santa Clara County Airport system has operated with a reasonable level of self-sufficiency. In general, until the last couple of years Reid Hillview has been the profit center and Palo Alto and San Martin have not been profitable. Approximately 10 years ago, there was a disagreement between the county and the City of Palo Alto regarding the financial position of Palo Alto Airport as the long term lease to the county came to an end. The county stated that the airport was losing money and sought reimbursement for expenses. Sharon Erickson, the Auditor for the City of Palo Alto at the time (and subsequently the Auditor for the City of San Jose), found that the airport was profitable and the city reclaimed the airport and took over management. It should be noted that Palo Alto Airport recently announced a \$600,000 operating profit and completion of a \$36 million dollar apron construction project funded by a 90 percent FAA grant.

[It should be noted that while the Palo Alto Airport is no longer part of the county airport system, a portion of the tax revenue at the airport still goes into the county general fund and the County Airport Commission should still observe trends at the airport regarding occupancy, fuel flowage, and other tax generating activities]

In December, the commission received a year-to-date budget report that generated many more questions than answers. In discussing the budget, the Director stated that most of the budget is fixed. That is, the airport doesn't really control it - specifically mentioned was the \$93,000 allocated for IT services. I posed the question: Is this (IC expense) a fixed cost that the airport is obligated to pay or is this a budgeted amount that might be spent but not to exceed? "Line items in the budget with IC in them are Internal Charges, hence IC. Those amounts are budgeted by other departments and then distributed across the county. Some line items, like IT services, are a flat fee. Others, like IC Pfo Svc Int Tr are based on an expected budget. We could go over or under depending upon the services we need from outside departments."

Personnel expenses and benefits costs should be relatively accurate as far as budget numbers go and are fixed as pay rates are published ranges and overhead are generally specific percentages and budgeted accordingly.

Some specific items appear to be well over budget. We are all feeling the pinch of higher utility prices and it would appear that the airports are no different. Five months into the budget year, the airports have expended \$114,000 for utilities out of a \$156,000 annual budget. Tools and external auto services have also exceeded their annual budgets in those short few months.

An area of the budget that has exceeded but appears to be outside the airport "sphere" is [8215000](#) IC Settlement Ext DRA which is \$51,000 over budget. Is the airport sharing in a county-wide settlement which doesn't really impact the airport?

At the same time, there are items like [5258250](#) IC Prof Svc Int Tr with a budget of \$249,644 but nothing expended year-to-date. Are these placeholders for possible costs overruns, expected date-certain expenses, or contingencies for other purposes? "Some of these charges won't actually hit our budget until the end of the year."

On a positive note, the integration of additional hangars at San Martin along with completion of the the FBO lease and increased occupancy have greatly enhanced the financial position of the South County airport.



In addressing the budget in general, the commission should not need to review it line by line but rather be provided with the budget in advance (including a discussion of revenue projections and planned large expenditures) and then updated on extraordinary items positive or negative (deviations from plan) during the course of the year.

The commission should also be apprised of the mid-year budget adjustment. In discussion with the Director in March, he was unaware of what, if any, adjustments had been incorporated into the airport budget by the passage of the \$300 plus million dollar mid-year adjustment package by the Board. Since we have identified several items above as significant or impending deviations it would have been appropriate for the commission to receive an update at the December meeting to allow time for them to advise the Board prior to adoption.

The final two items for discussion are intertwined and thus should be addressed together.

Fuel Services/Debt: I will be very frank with the commission - I seriously doubt that the county becoming the fuel service provider at the airports will ever break even. That conclusion is based on a number of factors - cost of labor, lack of volume, and debt service.

Allow me to step back and set the stage for my reasoning. In 2021, the county collected revenue of \$62,000 for fuel flowage fees - this revenue source cost the county nothing to generate. 20 cents a gallon for each gallon sold at the county airports indicating that approximately 310,000 gallons in sales. We heard the following from the Director at the December meeting:

“Loans - Fuel Loan of \$700,000 - approximately 50% remains to be spent. \$332,000 for trucks. \$5K for training. \$61K for parts/supplies and equipment. Equipment upgrades to come. Jet Fuel remains a challenge. Will take 2-3 years to make a profit - margin currently is 75 cents above cost - “County is new at this””

For argument sake, let’s set labor costs at \$200,000 per year (two personnel at \$60K + burden), add overhead, insurance, truck and tank maintenance and testing, etc. For retail sales, include the 3% credit card fee in the equation. Now add a \$700K debt service burden payoff over 8 years (payoff by 2031) - the result is over \$88K per year excluding interest. Even if the loan is “interest only”, it will impact the break even point significantly. At the margins stated by the Director in December, it could take a minimum of a 50% increase in fuel sales to 450,000 gallons per year just to break even if the loan is fully amortized.

Further, the county is now engaged in a service business for which they cannot provide the needed services. The four leaseholders each have their own truck to fuel their own aircraft (yes, the county sells them the fuel in bulk) but the reason is the county (whether perceived or actually the case) cannot accommodate service requests in a timely manner - ie. It takes approximately 10 minutes to fuel an aircraft, so 6 per hour - the county fueling is open 9-5, thus 8 hours of availability - result is 48 aircraft can be serviced. One flight school on a busy day may have 60 flights starting at 7 am and ending at 9 pm (or longer) - clearly, the county cannot accommodate that operation alone.

Now let’s address the debt service that has been placed on the airport. There are 3 General Fund Loans:

Date	Loan Amount	ACFR Loan Amount	Maturity
August 2017	\$3,000,000	\$3,007,000	12/31/2027
March 2021	\$1,000,000	\$ 431,000	4/1/2041
March 2022	\$3,800,000	\$3,806,000	1/1/2052

The resulting loan amount due as of 6/30/2022 was \$7,244,000, not \$7,229,333 as stated by the Director in December. It would appear that these are “interest only” loans with the rate adjusted quarterly according to the notes from the ACFR. We cannot estimate the impact the current interest rate environment will have on the loans but it cannot be positive.

There is an additional debt that the commission has not been apprised of - The county entered into a lease agreement with ABAG (Association of Bay Area Governments) for \$6,780,000 of debt in order to build hangars at San Martin.

[A couple of editorial notes here: The discussion of building these hangars occurred during my tenure on the commission. At the time, given the county's history of managing the airport, the commission recommended other options than having the county build and manage them. One of the options discussed was a municipal lease whereby the county would lease the land to a 3rd party to build and manage the hangars for a period of 10 years and then the facility would belong to the county "free and clear" of debt.

Instead, the county chose to build the hangars themselves - two consequences arose: 1) the first firm contracted to build the buildings went out of business leaving the project half done and requiring the county to pay a premium to bring in another contractor to complete the project, and 2) because the county chose to build the building themselves, the county Fire Marshall became involved. The Fire Marshall treated them as any other county facility and required they have sprinklers. Further, she determined that the water supply at 1500 gallons per minute was inadequate and that the facility required 2400 gallons per minute for a period of 3 hours - this resulted in the installation of the water tank that exists at San Martin Airport.]

The original pricing for the hangars was in the \$2.5 to \$3 million range if done by other than the county but swelled to the above figure due to the issues stated above. Additionally, until the recent adjustment in pricing two years ago, those hangars never achieved over 60% occupancy due to the rates being the same as those at Reid Hillview.

As for the debt, we are coming up on 21 years into a 30 year loan (lease) - last year, the county paid principal and interest of \$371,000. The total principal and interest due on July 1, 2032 is now \$4,041,000, suggesting that payments must be increased markedly in order to meet the debt obligations of the bond.

That will conclude the specific comments I have on the Airport Enterprise Fund and the Airport Budget. Thank you for your time and consideration.

The following document is for the information of the commission:



CALIFORNIA PILOTS ASSOCIATION

January 13, 2023

Mr. Eric Peterson
Director of Airports
Santa Clara County
2500 Cunningham Ave
San Jose, CA 95148

Dear Eric,

Thank you for your previous response to my questions regarding the County Airports Budget. They provided some valuable insight into the financial position of the airports, however, there were some responses that were incomplete or that were not available at the time. In addition, since then the Santa Clara County Annual Consolidated Financial Report (ACFR) has been published and there are some things included in that document that differ from the information you provided and need clarification. As a courtesy, I want to provide these questions to you prior to the upcoming commission meeting in order for you to have time to gather the necessary facts and figures and provide a response.

The following are questions from the previous letter or items that need clarification:

The issue of the mid-year adjustment to the budget was mentioned. Specifically, some items appear to be well over budget. Since you were courteous enough to provide the current full year budget, would you provide information on which areas require adjustment (An example previously mentioned was be [8215000](#) IC Settlement Ext DRA of \$44,000 over budget)?

At the October Commission Meeting, you presented a list of loans that included \$400,000 dated May, 2022 titled RHV Vision Plan. At the December meeting, this item was omitted. Has it been paid or was it mis-stated as being the responsibility of the Airport Enterprise Fund?

Another matter that you discussed at the last commission meeting was the county taking over fuel operations. I think it is important to clarify a few things: 1) the majority of the fuel sales at RHV are not into plane, but rather bulk fuel sales to FBO's fueling with their own trucks - would you elaborate on why that is, given that the county is now a "service organization" - ie. Is it the hours of operation, the length of time before being able to provide services, or some other factor that is driving these actions on the part of the "customers"?

In your comments, you stated that "the County is new at this". You also said that "It will take 2-3 years to make a profit". Regarding the "Fueling Equipment and Infrastructure" Loan, you indicated that approximately 50% remains to be spent. Thus far, the county has spent \$332,000 for trucks, \$5K for training, and \$61K for parts/supplies and equipment with "equipment upgrades to come". Further, "Jet Fuel remains a challenge."

So let me posit this: In 2021, the county revenue from fuel sales was \$62,000 in Fuel Flowage Fees that was achieved at no cost to the county, the users, or the Enterprise Fund. Now, the county is engaged in an enterprise that requires paying labor and overhead, purchasing and maintaining inventory, paying credit card fees, and, most importantly, mitigating risk and

liability concerns and paying insurance to cover same. According to your comments, thus far the county has had \$300,000 in sales. Roughly, that figure equates to sales of 50,000 gallons, or \$37,500 in revenue at the margins you stated. Given that the county has taken on \$700,000 in debt service for the loan (not including interest) which must be paid over 8 years (payoff by 2031?) at an annual cost of over \$88K per year, do your profit projections include the cost of paying off this loan in the timeframe allotted? How much did the additional personnel cost to conduct fueling operations? More to the point - How many gallons of fuel and at what margin will the county need to sell to break even, much less turn a profit in the future?

Next, the county has released the Annual Consolidated Financial Report (ACFR). There appears to be a discrepancy between your report to the commission at their last meeting and the ACFR regarding the Airport Enterprise Fund balance. In your report to the commission you stated that the balance of the AEF as of 6/30/22 was \$8,842 Million, of which \$339,819 was unrestricted. The ACFR reports a very different set of numbers - It states that the **UN**restricted balance is \$8.431 Million and \$630,000 is restricted. In addition, it states that \$124,000 in other receivables is due, bringing the balance to \$9.185 Million. Can you please explain the discrepancy?

The ACFR also includes information on a ABAG Loan taken out in 2002 (due 7/1/2032) in the amount of \$6.780 Million, with a balance due of \$3.110 Million and a payment planned this year of \$220,000. However, in the notes the actual the total principal and interest remaining on these bonds is approximately \$4,041,000 and for the fiscal year ended June 30, 2022, the total principal and interest payment made by the Airport totaled to \$371,000. If my math is correct, in order to pay off the bond on-time, the payment must actually be closer to \$450,000 annually. Is that correct? Can you explain why we have been underpaying?

At the last meeting, you also reviewed the General Fund loans and the past interest payments, but you did not discuss how much has been drawn on the loans or the balances. According to the ACFR, two of the loans - the 2017 loan for \$3 million and the May, 2022 loan for \$3.8 million are fully drawn and the balances as of 6/30/22 were \$3.007 million and \$3.806 million respectively. The \$1 million loan dated April, 2021 shows an amount drawn as \$431,000. Are those numbers correct?

Capital projects show \$1.052 million expended and \$57,000 committed as of June 30. Can you explain what these funds were or will be used for?

Depreciation in 2022 increased by almost 30% - from \$552,000 to \$714,000. Can you please explain why this increased?

Finally, there is no mention in the ACFR or your previous reports on grants from the CARES or other acts. For reference, San Jose Mineta received \$12.1 million in CARES Act Funds, \$13.4 million in CRRSA Act Funds, and \$6.6 million in ARP (American Rescue Plan) Funds and South Lake Tahoe received Bipartisan Infrastructure Law (BIL or AIG) funding in the amount of \$159,000 annually for years 2022-2027. How much money have Santa Clara County Airports received from these programs? Would you please provide a copy of the Airport Capital Improvement Plan so that the commission and public can see where these funds will be spent?

These are some of the issues that were brought to light by reviewing the Santa Clara County ACFR and other government documents.

Thank you for your efforts on behalf of the aviation community. I look forward to the responses to this letter.

Sincerely,

Doug Rice
Regional Vice-President - CalPilots

COUNTY OF SANTA CLARA

Combining Statement of Fund Net Position
 Nonmajor Enterprise Funds

June 30, 2022

(In thousands)

Assets	Airport	Sanitation District	Total
Current assets:			
Cash and investments:			
Unrestricted	\$ 8,431	\$ 4,193	\$ 12,624
Restricted with fiscal agent	630	-	630
Other receivables	124	14	138
Total current assets	<u>9,185</u>	<u>4,207</u>	<u>13,392</u>
Noncurrent assets:			
Other assets	-	26	26
Capital assets:			
Nondepreciable	4,463	-	4,463
Depreciable	10,245	4,576	14,821
Capital assets, net	<u>14,708</u>	<u>4,576</u>	<u>19,284</u>
Total noncurrent assets	<u>14,708</u>	<u>4,602</u>	<u>19,310</u>
Total assets	<u>23,893</u>	<u>8,809</u>	<u>32,702</u>
Deferred outflows of resources:			
Pension items	233	-	233
OPEB items	103	-	103
Total deferred outflows of resources	<u>336</u>	<u>-</u>	<u>336</u>
Liabilities			
Current liabilities:			
Accounts payable	224	624	848
Accrued salaries and benefits	88	-	88
Accrued liabilities	327	3	330
Unearned revenue	183	-	183
Current portion of accrued vacation and sick leave	16	-	16
Current portion of bonds payable	219	-	219
Total current liabilities	<u>1,057</u>	<u>627</u>	<u>1,684</u>
Noncurrent liabilities:			
Advances from other funds	7,244	-	7,244
Noncurrent portion of accrued vacation and sick leave	133	-	133
Noncurrent portion of bonds payable	2,883	-	2,883
Net pension liability	891	-	891
Net OPEB liability	431	-	431
Total noncurrent liabilities	<u>11,582</u>	<u>-</u>	<u>11,582</u>
Total liabilities	<u>12,639</u>	<u>627</u>	<u>13,266</u>
Deferred inflows of resources:			
Pension items	393	-	393
OPEB items	220	-	220
Total deferred inflows of resources	<u>613</u>	<u>-</u>	<u>613</u>
Net Position			
Net investment in capital assets	11,606	4,576	16,182
Unrestricted	(629)	3,606	2,977
Total net position	<u>\$ 10,977</u>	<u>\$ 8,182</u>	<u>\$ 19,159</u>

	<u>Airport</u>	<u>Sanitation District</u>	<u>Total</u>
Cash flows from operating activities:			
Cash receipts from customers and users	\$ 3,316	\$ 3,026	\$ 6,342
Cash payment to suppliers for goods and services	(1,825)	(3,239)	(5,064)
Cash payment to employees for services	(1,413)	-	(1,413)
Other receipts	849	-	849
Net cash provided by operating activities	<u>927</u>	<u>(213)</u>	<u>714</u>
Cash flows from noncapital financing activities:			
Transfers in	269	-	269
Cash receipt from other funds	3,238	-	3,238
Net cash provided by noncapital financing activities	<u>3,507</u>	<u>-</u>	<u>3,507</u>
Cash flows from capital and related financing activities:			
Repayment of bonds	(210)	-	(210)
Interest paid	(191)	-	(191)
Acquisition of capital assets	(637)	(76)	(713)
Net cash used in capital and related financing activities	<u>(1,038)</u>	<u>(76)</u>	<u>(1,114)</u>
Cash flows from investing activities:			
Interest received (loss)	(188)	(105)	(293)
Net change in cash and cash equivalents	3,208	(394)	2,814
Cash and cash equivalents, beginning of year	5,853	4,587	10,440
Cash and cash equivalents, end of year	<u>\$ 9,061</u>	<u>\$ 4,193</u>	<u>\$ 13,254</u>
Cash and cash equivalents:			
Cash and investments:			
Unrestricted	\$ 8,431	\$ 4,193	\$ 12,624
Restricted with fiscal agent	630	-	630
Total cash and cash equivalents	<u>\$ 9,061</u>	<u>\$ 4,193</u>	<u>\$ 13,254</u>
Reconciliation of operating income (loss) to net cash provided by operating activities:			
Operating income (loss)	<u>\$ (500)</u>	\$ (398)	\$ (988)

FY23 BUDGET ACTUALS - 1920 RHV

Fiscal Year 2023 YTD (12/01/2022)

Budgetary Posting	Curr.M.Bud	YTD Actual	Avail Budg
4302100 Property Rental	547,000.00-	205,844.89-	341,155.11-
4302500 Leases	270,000.00-	73,624.27-	196,375.73-
4302720 Space Rentals	1,660,000.00-	828,229.60-	831,770.40-
4302730 Fuel Flowage	1,000.00-	1,107.19-	107.19
4302740 Transient Aircraft Parking	4,000.00-	9,217.55-	5,217.55
4302750 Airport Hangar Wait List Fee	500.00-	68.50-	431.50-
4530900 Federal-Retiree Drug	2,300.00-	1,076.23	3,376.23-
4727100 Other Charges for Service	500.00-		500.00-
4811110 Sale of Fuel	1,720,000.00-	137,500.19-	1,582,499.81-
4813450 Misc Income-Charge		136.00-	136.00
4813920 Other Operating Revenue	29,000.00-	4,080.02-	24,919.98-
* REVENUES	4,234,300.00-	1,258,731.98-	2,975,568.02-
5101000 Permanent Employees	763,450.00	252,432.13	511,017.87
5101100 Temporary Employees	1,000.00		1,000.00
5103000 Overtime	17,500.00	11,684.69	5,815.31
5103100 Holiday Overtime	10,000.00	5,535.82	4,464.18
5104000 Premium Pay	10,500.00		10,500.00
5107000 Salary Savings Factor	83,409.00-		83,409.00-
5108600 Miscellaneous Salaries	4,011.00		4,011.00
5110100 Retiree Medical Insurance	47,559.00	19,890.84	27,668.16
5110200 Health Insurance	147,668.00	62,707.87	84,960.13
5110300 Unemployment Insurance	67.00	7.53	59.47
5110400 FICA - Employer Share	47,335.00	16,628.83	30,706.17
5110500 Medicare Tax - Employer Share	11,069.00	3,888.99	7,180.01
5110601 PERS-ER Pd EE Contri	11,552.00	2,182.36	9,369.64
5110602 PERS-ER Pd ER Contri	57,863.00	20,486.68	37,376.32
5110603 PERS-UAL-Misc	99,866.00	41,722.11	58,143.89
5110610 POB PERS UAL-MISC	7,667.00	2,427.33	5,239.67
5110700 Workers' Compensation	23,944.00	8,920.82	15,023.18
5111200 Deferred Comp Expense -ER	168.00	59.24	108.76
* SALARIES AND BENEFITS	1,177,810.00	448,575.24	729,234.76
5200000 Clothing & Personal	4,800.00	567.50-	5,367.50
5200100 Safety Shoes	2,750.00	271.43	1,978.57
5205100 Communications&Phone	1,500.00	447.72	1,052.28
5205350 IC-Wireless Voice&Da	300.00	1,184.75	884.75-
5215400 Custodial Services	10,900.00	2,657.79	8,242.21
5215600 Janitorial Supplies	10,307.46	3,096.26	7,211.20
5215700 Garbage	8,500.00	3,805.10	4,694.90
5230400 Maintenance - Equipment-Other	3,000.00	735.20	2,264.80
5230700 Vehicle Towing	1,500.00		1,500.00
5235100 Maint-Struct, Improv	105,177.71	47,361.58	57,816.13
5245100 Membership Dues and Fees		1,032.08	1,032.08-

5250100 Office Expense	516.46	952.05	452.05-
5250200 Postage Expense - External	300.00	979.39	679.39-
5250250 IC-Postage Expense - Internal	300.00		
5250700 Printing - External	1,000.00		1,000.00
5250800 PC Software		89.91	89.91-
5250900 Education Expense - Other	2,000.00	2,465.55	465.55-
5251000 Workshops,Conf & Sem	1,000.00		1,000.00
5251400 Books & Periodicals	100.00		100.00
5255100 Prof & Spcialzed Svc	25,000.00	7,593.03	36,293.03-
5255650 IC-Info Tech Serv	1,714.00	1,433.00	
5255660 IC-Entpse Lic.Agrmt	3,209.00	1,681.38	
5255850 IC-Cty Cnsl-Legl-Int	232,520.00	38,904.40	193,615.60
5258400 Hazardous Materials Management	2,000.00	1,694.64	305.36
5260100 Publications and Legal Notices	250.00		250.00
5265100 Rent&Lease Equip Oth	7,500.00	3,420.60	431.74
5265130 Chemical Toilets	9,500.00	4,618.49	4,881.51
5275100 Small Tools and Instruments	3,000.00	16,380.34	13,380.34-
5275200 PC Hardware		185.51	185.51-
5285100 Bulk Fuel	1,720,000.00	234,918.26	1,485,081.74
5285300 Mileage	100.00	135.38	35.38-
5285400 Automobile Services - External	8,000.00	14,482.99	6,482.99-
5285800 Business Travel		892.60	892.60-
5290100 Utilities	120,000.00		120,000.00
5290110 Utilities - Electricity	9,246.00	45,782.10	36,536.10-
5290120 Utilities - Natural Gas		13,190.82	13,190.82-
5290130 Utilities - Water		30,698.14	30,698.14-
5340900 Employee Recognition	100.00		100.00
5341000 Overtime Meal	100.00		100.00
5350400 SVS and Supplies - Other	20,573.50	22,447.49	4,633.49-
8215000 IC -Settlemt-Ext DRA	4,500.00	48,882.40	44,382.40-
* OTHER EXPENSES	2,321,264.13	551,852.88	1,706,679.01
5400200 Debt Service - Principal	30,300.00		30,300.00
5410200 Interest on Bonds	9,500.00		9,500.00
* DEBT SERVICE	39,800.00		39,800.00
1305000 Equipment & Furniture	50,000.00		50,000.00
* EQUIPMENT	50,000.00		50,000.00
1304400 Vehicles Non Law Enforcement	615,861.73	269,353.28	346,508.45
* VEHICLES	615,861.73	269,353.28	346,508.45
5530200 Capital Proj Svc&Sup	4,762,923.73		4,705,509.93
7100000 JC-labor Cost Alloca		3,298.46	3,298.46-
8300000 Overhead Allocation		3,141.78	3,141.78-
* CAPITAL PROJECT	4,762,923.73	6,440.24	4,699,069.69
** 06081920 REID-HILLVIEW AIRPORT-F0061	4,733,359.59	17,489.66	4,595,723.89

FY23 BUDGET ACTUALS - 1921 E16

Fiscal Year 2023 YTD (12/01/2022)

Budgetary Posting	Curr.M.Bud	YTD Actual	Avail Budg
4301100 Interest-Deposits		204.89	204.89-
4302100 Property Rental	33,000.00-	14,988.70-	18,011.30-
4302500 Leases	72,000.00-	30,000.00-	42,000.00-
4302720 Space Rentals	680,000.00-	538,775.05-	141,224.95-
4302730 Fuel Flowage	9,500.00-	5,037.00-	4,463.00-
4302750 Airport Hangar Wait List Fee		68.50-	68.50
4813920 Other Operating Revenue	2,000.00-	366.00	2,366.00-
* REVENUES	796,500.00-	588,298.36-	208,201.64-
5101100 Temporary Employees	2,500.00		2,500.00
5103000 Overtime	1,000.00		1,000.00
5103100 Holiday Overtime	500.00		500.00
5104000 Premium Pay	250.00		250.00
5108600 Miscellaneous Salaries	6,536.00		6,536.00
* SALARIES AND BENEFITS	10,786.00		10,786.00
5205100 Communications&Phone	3,000.00	1,347.30	1,652.70
5215400 Custodial Services	1,000.00		1,000.00
5215600 Janitorial Supplies	250.00		250.00
5215700 Garbage	9,000.00	3,228.40	5,771.60
5230400 Maintenance - Equipment-Other	500.00		500.00
5230700 Vehicle Towing	200.00		200.00
5235100 Maint-Struct, Improv	77,765.00	30,801.78	46,963.22
5250100 Office Expense	100.00		100.00
5250700 Printing - External	1,000.00		1,000.00
5251400 Books & Periodicals	50.00		50.00
5255100 Prof & Spcialzed Svc	15,000.00	5,794.04	9,205.96
5255650 IC-Info Tech Serv	286.00		
5255660 IC-Entpse Lic.Agrmt	378.00		
5255850 IC-Cty Cnsl-Legl-Int	4,140.00	3,291.20	848.80
5258400 Hazardous Materials Management	1,000.00	573.08	426.92
5260100 Publications and Legal Notices	100.00		100.00
5265100 Rent&Lease Equip Oth	20,500.00	2.59-	20,502.59
5265130 Chemical Toilets	2,200.00	335.82	1,864.18
5275100 Small Tools and Instruments	2,000.00		2,000.00
5285300 Mileage	100.00		100.00
5285400 Automobile Services - External	3,000.00	30.53	2,969.47
5290110 Utilities - Electricity	36,000.00	33,909.42	2,090.58
5290130 Utilities - Water		159.08	159.08-
5341000 Overtime Meal	100.00		100.00
5350400 SVS and Supplies - Other	6,000.00	6,693.62	693.62-
8215000 IC -Settlemt-Ext DRA	4,500.00	11,628.28	7,128.28-
* OTHER EXPENSES	188,169.00	97,789.96	89,715.04
5400200 Debt Service - Principal	139,700.00		139,700.00

5410200 Interest on Bonds	240,895.00		240,895.00
* DEBT SERVICE	380,595.00		380,595.00
1304400 Vehicles Non Law Enforcement	20,000.00		20,000.00
* VEHICLES	20,000.00		20,000.00
5530200 Capital Proj Svc&Sup	448.41		448.41
* CAPITAL PROJECT	448.41		448.41
** 06081921 SOUTH CO AIRPORT-F0061	196,501.59-	490,508.40-	293,342.81

FY23 BUDGET ACTUALS - 1922 OVERHEAD

Fiscal Year 2023 YTD (12/01/22)

Budgetary Posting	Curr.M.Bud	YTD Actual	Avail Budg
4301100 Interest-Deposits	9,000.00-	31,825.32-	22,825.32
4530900 Federal-Retiree Drug	4,500.00-		4,500.00-
* REVENUES	13,500.00-	31,825.32-	18,325.32
5101000 Permanent Employees	384,375.00	143,206.22	241,168.78
5108600 Miscellaneous Salaries	89.00		89.00
5110100 Retiree Medical Insurance	16,050.00	7,053.74	8,996.26
5110200 Health Insurance	49,611.00	20,326.26	29,284.74
5110300 Unemployment Insurance	11.00	4.00	7.00
5110400 FICA - Employer Share	22,515.00	8,883.36	13,631.64
5110500 Medicare Tax - Employer Share	5,573.00	2,084.14	3,488.86
5110601 PERS-ER Pd EE Contri	5,367.00	2,004.25	3,362.75
5110602 PERS-ER Pd ER Contri	25,116.00	9,472.64	15,643.36
5110603 PERS-UAL-Misc	49,085.00	23,668.29	25,416.71
5110610 POB PERS UAL-MISC	3,805.00	1,372.34	2,432.66
5110700 Workers' Compensation	12,296.00	4,796.28	7,499.72
5111200 Deferred Comp Expense -ER	60.00	20.70	39.30
* SALARIES AND BENEFITS	573,953.00	222,892.22	351,060.78
5200000 Clothing & Personal	2,400.00		2,400.00
5205100 Communications&Phone	4,250.00	2,208.21	2,041.79
5205300 IC - Telecommunication Services	12,730.00	4,244.56	
5205350 IC-Wireless Voice&Da	3,200.00	955.57	611.62
5220200 IC-Insurance	91,236.00	91,236.00	
5235100 Maint-Struct, Improv	80,000.00		80,000.00
5245100 Membership Dues and Fees	1,500.00	370.00	1,130.00
5250100 Office Expense	2,689.89	933.55	1,566.45
5250200 Postage Expense - External	2,000.00	425.11	1,574.89
5250250 IC-Postage Expense - Internal		230.31	230.31-
5250300 P-card PMTs		5,423.38	5,423.38-
5250700 Printing - External	500.00		500.00
5250750 IC-Printing-Internal	456.00	289.85	
5250900 Education Expense - Other	500.00	950.00	450.00-
5251000 Workshops,Conf & Sem	3,000.00		3,000.00
5251400 Books & Periodicals	250.00	114.05	135.95
5255100 Prof & Spcialzed Svc	65,000.00	1,612.00	3,665.25-
5255650 IC-Info Tech Serv	93,656.00	24,803.80	
5255660 IC-Entpse Lic.Agrmt	3,286.00	845.28	
5255850 IC-Cty Cnsl-Legl-Int	82,080.00	23,185.60	58,894.40
5258200 IC-Prof Svc-Internal	5,068.00	94.00	4,974.00
5258250 IC - Prof Svc Int Tr	249,644.00		249,644.00
5265100 Rent&Lease Equip Oth	5,000.00	17.46	4,931.88
5265110 Copy Machines	1,000.00	355.58	644.42
5275100 Small Tools and Instruments	100.00	2,898.17	2,798.17-

5275200 PC Hardware	2,000.00		2,000.00
5281610 IC-Cost Allocation Plan	199,897.00	49,974.00	1.00
5285110 IC-Fuel - Internal		6,183.65	6,183.65-
5285200 IC-Auto Svs-Internal		1,021.66	1,021.66-
5285300 Mileage	1,000.00		1,000.00
5285400 Automobile Services - External	2,000.00		2,000.00
5285700 Local Meals and Meetings	100.00		100.00
5285800 Business Travel	2,500.00		2,500.00
5340900 Employee Recognition	100.00		100.00
5350400 SVS and Supplies - Other	2,500.00	949.44	1,550.56
5350500 Direct Expenses - Other	5,000.00		5,000.00
* OTHER EXPENSES	924,642.89	219,321.23	406,528.54
5420100 Interest Expense	120,000.00	26,745.79	93,254.21
* DEBT SERVICE	120,000.00	26,745.79	93,254.21
** 06081922 AVAITION OPS ADM-I-F0061	1,605,095.89	437,133.92	869,168.85

FY22 BUDGET ACTUALS - 1920 RHV

Fiscal Year 2022 (7/1/2022)

Budgetary Posting	Curr.M.Bud	YTD Actual	Avail Budg
4302100 Property Rental	170,000.00-	351,263.76-	181,263.76
4302500 Leases	188,800.00-	189,214.16-	414.16
4302720 Space Rentals	1,440,000.00-	1,662,525.08-	222,525.08
4302730 Fuel Flowage	30,000.00-	23,419.49-	6,580.51-
4302740 Transient Aircraft Parking	4,000.00-	11,593.50-	7,593.50
4302750 Airport Hangar Wait List Fee	250.00-		250.00-
4530900 Federal-Retiree Drug	2,300.00-	1,167.46-	1,132.54-
4727100 Other Charges for Service	500.00-		500.00-
4811110 Sale of Fuel	750,000.00-	136,642.85-	613,357.15-
4813450 Misc Income-Charge		109.00-	109.00
4813550 Returned Checks		150.00-	150.00
4813800 Miscellaneous Income - Other		12.92-	12.92
4813920 Other Operating Revenue	35,000.00-	60,942.50-	25,942.50
* REVENUES	2,620,850.00-	2,437,040.72-	183,809.28-
4920120 IC - Transfers In		11,127.04-	11,127.04
* TRANSFER IN		11,127.04-	11,127.04
5101000 Permanent Employees	418,729.00	360,358.48	58,370.52
5101100 Temporary Employees	1,000.00		1,000.00
5103000 Overtime	17,500.00	38,481.22	20,981.22-
5103100 Holiday Overtime	12,000.00	7,574.53	4,425.47
5104000 Premium Pay	6,500.00		6,500.00
5107000 Salary Savings Factor	83,409.00-		83,409.00-
5108600 Miscellaneous Salaries	4,011.00		4,011.00
5110100 Retiree Medical Insurance	34,674.00	30,417.80	4,256.20
5110200 Health Insurance	99,948.00	77,233.76	22,714.24
5110300 Unemployment Insurance	43.00	40.44	2.56
5110400 FICA - Employer Share	25,978.00	24,930.90	1,047.10
5110500 Medicare Tax - Employer Share	6,076.00	5,915.01	160.99
5110601 PERS-ER Pd EE Contri	9,584.00	5,480.03	4,103.97
5110602 PERS-ER Pd ER Contri	32,708.00	27,402.76	5,305.24
5110603 PERS-UAL-Misc	53,011.00	48,246.95	4,764.05

5110610 POB PERS UAL-MISC	4,442.00	3,901.92	540.08
5110700 Workers' Compensation	14,250.00	15,108.30	858.30-
5111200 Deferred Comp Expense -ER	102.00	85.62	16.38
* SALARIES AND BENEFITS	657,147.00	645,177.72	11,969.28
5200000 Clothing & Personal	2,900.00	4,905.12	2,005.12-
5200100 Safety Shoes	1,500.00	1,672.60	672.60-
5205100 Communications&Phone	1,500.00	1,011.82	488.18
5205350 IC-Wireless Voice&Da	794.00	933.66	139.66-
5215400 Custodial Services	6,100.00	10,797.82	4,697.82-
5215600 Janitorial Supplies	4,000.00	10,609.69	8,917.17-
5215700 Garbage	5,500.00	6,067.12	567.12-
5230400 Maintenance - Equipment-Other	3,000.00	2,487.74	512.26
5230700 Vehicle Towing	1,500.00	160.00	1,340.00
5235100 Maint-Struct, Improv	219,000.00	68,790.20	150,032.09
5250100 Office Expense	500.00	1,013.36	529.82-
5250200 Postage Expense - External	300.00	393.27	93.27-
5250250 IC-Postage Expense - Internal		338.53	338.53-
5250700 Printing - External	1,000.00		1,000.00
5250900 Education Expense - Other	3,000.00		3,000.00
5251000 Workshops,Conf & Sem	2,000.00		2,000.00
5251400 Books & Periodicals	100.00		100.00
5255100 Prof & Spcialzed Svc	133,000.00	115,771.34	17,228.66
5255650 IC-Info Tech Serv	2,645.00	2,918.71	273.71-
5255660 IC-Entpse Lic.Agrmt	3,832.00	3,739.30	92.70
5255850 IC-Cty Cnsl-Legl-Int	250,150.00	237,859.00	12,291.00
5258400 Hazardous Materials Management	3,500.00	9,216.82	5,716.82-
5260100 Publications and Legal Notices	250.00		250.00
5265100 Rent&Lease Equip Oth	10,000.00	3,247.07	6,752.93
5265130 Chemical Toilets	9,500.00	13,724.06	4,224.06-
5275100 Small Tools and Instruments	39,000.00	24,073.24-	63,073.24
5275200 PC Hardware	399.59	3,435.70	3,036.11-
5285100 Bulk Fuel	750,000.00	81,119.33	668,880.67
5285300 Mileage	100.00	1,082.09	982.09-
5285400 Automobile Services - External	8,000.00	6,190.89	1,809.11
5290100 Utilities	205,000.00		205,000.00

5290110 Utilities - Electricity	9,246.00	99,745.35	90,499.35-
5290120 Utilities - Natural Gas		2,999.99	2,999.99-
5290130 Utilities - Water		30,495.61	30,495.61-
5340900 Employee Recognition	100.00		100.00
5341000 Overtime Meal	100.00		100.00
5350400 SVS and Supplies - Other	10,000.00	24,686.68	25,260.18-
8215000 IC -Settlemt-Ext DRA	4,500.00	80,100.26	75,600.26-
* OTHER EXPENSES	1,692,016.59	801,439.89	877,001.55
5400200 Debt Service - Principal	30,300.00		30,300.00
5410200 Interest on Bonds	9,500.00		9,500.00
* DEBT SERVICE	39,800.00		39,800.00
1305000 Equipment & Furniture	50,000.00		50,000.00
* EQUIPMENT	50,000.00		50,000.00
1304400 Vehicles Non Law Enforcement	953,609.94	357,748.21	326,508.45
* VEHICLES	953,609.94	357,748.21	326,508.45
5530200 Capital Proj Svc&Sup	5,042,082.24	235,283.53	4,749,384.91
7100000 JC-labor Cost Alloca		22,579.79	22,579.79-
8300000 Overhead Allocation		21,295.19	21,295.19-
8200000 Settlement-External	60,000.00		60,000.00
* CAPITAL PROJECT	5,102,082.24	279,158.51	4,765,509.93
REID-HILLVIEW AIRPORT-F0061	5,873,805.77	364,643.43-	5,898,106.97

Entity Name	Santa Clara	Santa Clara	Santa Clara	Santa Clara	Santa Clara
Entity ID	43	43	43	43	Santa Clara
Fiscal Year	2021	2020	2019	2018	
Aircraft_Parking_Operating Revenues	2250517	2167590	2004752	2045652	
Lease of Ground Area_Operating Revenues	279483	299378	289995	281884	
Fuel Flowage Fees_Operating Revenues	62055	29202	44832	42283	
Other Operating Revenues_Operating Revenues	294996	275470	239302	294915	
Total Operating Revenues_Operating Revenues	2887051	2771640	2578881	2664734	
Landing Areas_Maintenance and Operation_Operating Expenses	671509	647520	572832	524508	
Terminal Buildings and Areas_Maintenance and Operation_Operating Expenses	718177	444544	369968	383843	
General and Administrative Expenses_Operating Expenses	1318059	1209181	863255	1169637	
Depreciation and Amortization Expenses_Operating Expenses	552578	505694	496956	497366	
Other Operating Expenses_Operating Expenses	183452	NULL	-1170	NULL	
Total Operating Expenses	3443775	2806939	2301841	2575354	
Operating Income (Loss)	-556724	-35299	277040	89380	
Investment Earnings_Nonoperating Revenues	19901	130998	152221	47922	
Aid for Construction_Intergovernmental – Federal_Nonoperating Revenues	99000				
Total Nonoperating Revenues	118901	130998	152221	47922	
Interest Expense_Nonoperating Expenses	198321	236311	247393	228306	
Total Nonoperating Expenses	198321	236311	247393	228306	
Income (Loss) Before Capital Contributions, Transfers, and Special and Extraordinary Items	-636144	-140612	181868	-91004	
Total Capital Contributions	0	0	0	0	
Transfers In	25166	28612	262016	173649	
Transfers Out	-39700				
Total Special and Extraordinary Items	0	0	0	0	
Change in Net Position	-650678	-112000	443884	82645	
Net Position (Deficit), Beginning of Fiscal Year	11480000	11592000	11148116	11747572	
Adjustment	NULL	NULL	NULL	-682101	
Reason for Adjustment	NULL	NULL	NULL	To record GASB75 and remove GASB45	
Net Position (Deficit), End of Fiscal Year	10829322	11480000	11592000	11148116	
Net Investment in Capital Assets_Net Position (Deficit)	11476105	11829000	11507000	11146116	
Unrestricted_Net Position (Deficit)	-646783	-349000	85000	2000	
Total Net Position (Deficit)	10829322	11480000	11592000	11148116	

Advances to/from other funds:

In February 2013, the Board approved an interfund loan from the General Fund to the Child Support nonmajor special revenue fund for tenant improvements in the amount of \$1,000 to be repaid over the ten-year term of the lease. The actual amount of the loan was \$693. The terms of the loan include a maturity of June 30, 2023 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the advance balance was \$52.

In August 2017, the Board approved an interfund loan of \$21,300 from the General Fund to the Roads nonmajor special revenue fund for the repair of roads damaged by storms. The terms of the loan include a maturity of December 31, 2027 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the advance balance was \$11,232.

In August 2017, the Board approved an interfund loan of \$3,000 from the General Fund to the Airport nonmajor enterprise fund for pavement maintenance at Reid-Hillview and San Martin Airports. The terms of the loan include a maturity of December 31, 2027 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the advance balance was \$3,007.

In April 2021, the Board approved an interfund loan of \$1,000 from the General Fund to the Airport nonmajor enterprise fund for signage improvements at Reid Hillview Airport. The terms of the loan include a maturity of April 1, 2041 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the advance balance was \$431.

In May 2022, the Board approved an interfund loan of \$3,800 from the General Fund to the Airport nonmajor enterprise fund for equipment and project costs. The terms of the loan include a maturity of January 1, 2052 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the advance balance was \$3,806.

In June 2021, the Board approved the revolving line of credit arrangement from several funds to other funds to meet cash flow requirements. The arrangement expires on June 30, 2026 and interest is based on the quarterly rate of return of the County Commingled Pool. At June 30, 2022, the General Capital Project Fund loaned \$300,000 to SCMVC through this arrangement.

In October 2020, the Board approved an interfund loan of \$623 from the General Fund to the South Santa Clara County Fire District for the acquisition of one Rosenbauer firetruck. The

(7) Long-Term Liabilities (Continued)**(b) Business-type Activities****SCVMC - Financing Authority**

The Governmental Activities section of this note at (a) describes the business-type activities portions of the Financing Authority's Lease Revenue Bonds.

Airport

On July 1, 2002, the Association of Bay Area Governments (ABAG) issued Series 2002-1 Lease Revenue Bonds, in the amount of \$13,370. These bonds were issued to finance or refinance certain capital improvements within their geographical boundaries. On June 4, 2002, the County Board approved a resolution to enter into a lease agreement with ABAG for \$6,780 of this debt via a lease/leaseback arrangement of one or more properties to ABAG. The proceeds of the debt provided financing for the acquisition, construction, and renovation of certain capital improvements at the County's airports.

(c) Events of Default and Acceleration Clauses

General, the County is considered to be in default for nonpayment by the County of the interest on and principal of or redemption premium, if any, on any bonds when due and payable. In the event of the occurrence and continuance of an event of default, the trustee may, upon the written request of the bondholders of not less than a majority in aggregate principal amount or accreted value of the outstanding bonds shall, declare the principal and accreted value of and interest on all outstanding bonds to be due and payable immediately.

(d) Repayment Requirements

As of June 30, 2022, the debt service requirements to maturity and the fund types from which principal payments will be made are as follows, excluding capital lease obligations, accrued litigation liability, insurance claims liabilities, pollution remediation obligations, and accrued vacation and sick leave.

COUNTY OF SANTA CLARA

Notes to the Basic Financial Statements (Continued)
June 30, 2022
(Dollars in thousands)

(7) Long-Term Liabilities (Continued)

The County's Housing General Obligation Bonds are payable from pledged ad valorem property taxes until August 1, 2047, the final maturity date of the bonds. The total principal and interest remaining on these bonds is approximately \$561,808. For the fiscal year ended June 30, 2022, the County collected \$75,907 in ad valorem property taxes and made total debt service payments in the amount of \$8,027.

The Airport's lease revenue bonds are secured by the pledge of revenues generated by the Airport and paid to ABAG as lease payments. The leases act like direct financing leases with lease payments received by ABAG equal to debt service payments made by the Airport. These revenues have been pledged until July 1, 2032, the final maturity date of the bonds. The total principal and interest remaining on these bonds is approximately \$4,041. For the fiscal year ended June 30, 2022, the total principal and interest payment made by the Airport totaled to \$371.

(f) Legal Debt Margin

As of June 30, 2022, the County's legal debt limit (1.25% of the total assessed valuation) was \$7.20 billion. At June 30, 2022, the County has debt in the amount of \$1.13 billion applicable to the limit outstanding and the legal debt margin was \$6.07 billion.

(g) FIRST 5 Long-term Obligations

FIRST 5 secured a \$1,103 loan under the Payroll Protection Program to secure payroll expenses for otherwise furloughed employees impacted by government imposed shelter in place orders. The loan bear fixed interest rate of 1.00% with a maturity date of May 11, 2022. During the year ended June 30, 2022, the loan was forgiven.

(7) Long-Term Liabilities (Continued)

The following is a summary of long-term liabilities transactions for the fiscal year ended June 30, 2022:

	Balance June 30, 2021 (As Restated)	Additions	Retirements	Balance June 30, 2022	Amounts Due Within One Year
Governmental activities:					
Lease Revenue Bonds	\$ 865,688	\$ 358,165	\$ (52,911)	\$ 1,170,942	\$ 52,642
Unamortized premium	65,132	35,397	(6,905)	93,624	6,180
Tobacco Settlement asset-Backed Bonds	102,030	-	-	102,030	-
Accreted interest on capital appreciation bonds	134,244	14,179	-	148,423	-
Taxable Pension Funding Bonds	341,399	-	(5,761)	335,638	5,897
Accreted interest on capital appreciation bonds	65,028	6,338	(7,479)	63,887	8,523
General Obligation Bonds	812,685	587,705	(269,540)	1,130,850	89,725
Unamortized premium	61,032	28,203	(20,553)	68,682	3,850
Direct Financing - New Clean Renewable Energy Bonds	23,869	-	(2,319)	21,550	2,334
Subtotal governmental bonds	<u>2,471,107</u>	<u>1,029,987</u>	<u>(365,468)</u>	<u>3,135,626</u>	<u>169,151</u>
Accrued litigation liability	9,064	1,018	-	10,082	-
Insurance claims (Note 12)	199,136	71,978	(45,896)	225,218	55,031
Lease Liabilities (Note 14)	435,144	-	(49,932)	385,212	50,416
Pollution Remediation Obligations (Note 15)	17,336	-	-	17,336	-
Accrued vacation & sick leave	250,624	156,444	(148,771)	258,297	24,552
Total governmental activities	<u>\$ 3,382,411</u>	<u>\$ 1,259,427</u>	<u>\$ (610,067)</u>	<u>\$ 4,031,771</u>	<u>\$ 299,150</u>
Business-type activities:					
SCVMC Lease Revenue Bonds	\$ 21,957	\$ -	\$ (6,988)	\$ 14,969	\$ 7,338
Unamortized premium	2,230	-	(862)	1,368	862
Subtotal SCVMC bonds	<u>24,187</u>	<u>-</u>	<u>(7,850)</u>	<u>16,337</u>	<u>8,200</u>
Airport Lease Revenue Bonds	3,320	-	(210)	3,110	220
Unamortized discount	(9)	-	1	(8)	(1)
Subtotal Airport bonds	<u>3,311</u>	<u>-</u>	<u>(209)</u>	<u>3,102</u>	<u>219</u>
Lease Liabilities (Note 14)	3,213	-	(762)	2,451	824
Accrued vacation & sick leave	145,517	140,124	(123,787)	161,854	29,564
Total business-type activities	<u>\$ 176,228</u>	<u>\$ 140,124</u>	<u>\$ (132,608)</u>	<u>\$ 183,744</u>	<u>\$ 38,807</u>
Component Units:					
Housing Authority:					
Notes payable	\$ 973	\$ -	\$ -	\$ 973	\$ 20
Other blended component unit debt	<u>85,130</u>	<u>14,580</u>	<u>(8,247)</u>	<u>91,391</u>	<u>2,816</u>

Type of indebtedness (purpose)	Final Maturity	Interest Rates	Annual Principal Installments	Original Issue Amount	Outstanding at June 30, 2022
Governmental Activities:					
2007 Taxable Pension Funding Bonds	8/1/22 - 8/1/36	6.02% - 6.14%	\$5,897 - \$51,560	\$ 389,485	\$ 335,638
2013 Series B General Obligation Bonds	8/1/22 - 8/1/39	3.00% - 5.00%	\$11,990 - \$27,025	490,000	175,970
2017 Series A General Obligation Bonds	8/1/22 - 8/1/47	2.35% - 3.55%	\$1,225 - \$6,820	250,000	91,030
2017 Series C General Obligation Bonds	8/1/22 - 8/1/39	3.00% - 5.00%	\$4,760 - \$28,180	290,510	276,145
2021 Series B General Obligation Bonds	8/1/22 - 8/1/47	1.35% - 2.87%	\$3,545 - \$68,500	350,000	350,000
2022 Series D General Obligation Bonds	8/1/22 - 8/1/42	4.00% - 5.00%	\$3,250 - \$29,710	237,705	237,705
2016 New Clean Renewable Energy Bonds	10/1/22 - 10/1/30	3.87%	\$2,334 - \$2,456	33,000	21,550
Financing Authority:					
2008 Series M Lease Revenue Bonds	5/15/23 - 5/15/35	(1)	\$5,675 - \$8,300	143,105	89,950
2011 Series A Lease Revenue Bonds	2/1/23 - 2/1/26	5.90%	\$1,224 - \$1,393	20,368	5,282
2011 Series B Lease Revenue Bonds	2/1/23 - 2/1/26	4.91%	\$272 - \$282	3,639	1,109
2012 Series A Lease Revenue Bonds	2/1/23 - 2/1/24	4.00% - 5.00%	\$2,097 - \$2,180	19,316	4,276
2014 Series O Lease Revenue Bonds	5/15/23	3.00%	\$1,490	11,715	1,490
2015 Series P Lease Revenue Bonds	5/15/23 - 5/15/31	5.00%	\$6,365 - \$9,400	102,435	70,155
2016 Series Q Lease Revenue Bonds	5/15/23 - 5/15/37	2.25% - 5.00%	\$4,280 - \$18,315	168,345	150,760
2016 Series A Lease Revenue Bonds	11/15/23 - 11/15/25	3.00% - 5.00%	\$13,265 - \$14,620	41,810	41,810
2018 Series A Lease Revenue Bonds					
VMC Refunding	11/15/22	5.00%	\$14,795	55,090	14,795
2018 Series A Lease Revenue Bonds	04/1/23 - 04/1/44	3.00% - 5.00%	\$4,225 - \$10,085	164,355	152,835
2019 Series A Lease Revenue Bonds	5/1/23 - 5/1/49	3.00% - 5.00%	\$5,245 - \$14,705	261,100	260,555
2020 Series A Lease Revenue Bonds	5/1/23 - 5/1/50	2.00% - 5.00%	\$595 - \$1,400	29,585	28,350
2021 Series A Lease Revenue Bonds	5/1/23 - 5/1/51	2.13% - 5.00%	\$6,380 - \$17,570	358,165	349,575
Silicon Valley Tobacco Securitization Authority:					
Tobacco Settlement Asset-Backed Bonds	6/1/36 - 6/1/56	5.63% - 6.85%	\$11,339 - \$43,604	102,030	102,030
Total governmental activities				<u>\$ 3,521,758</u>	<u>\$ 2,761,010</u>
Business-Type Activities					
SCVMC:					
Financing Authority:					
2012 Series A Lease Revenue Bonds	2/1/23 - 2/1/24	4.00% - 5.00%	\$7,338 - \$7,630	\$ 67,604	\$ 14,969
Airport:					
ABAG Series 2002-1 Lease Revenue Bonds	7/1/22 - 7/1/32	5.00%	\$220 - \$355	6,780	3,110
Total business-type activities				<u>\$ 74,384</u>	<u>\$ 18,079</u>

(1) Variable rate, 0.80% effective as of June 30, 2022.

ATTACHMENT 6

**UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC**

**AIRCRAFT OWNERS AND PILOTS *
ASSOCIATION, *et al*,**

*

**Complainants,
v.**

*

**COUNTY OF SANTA CLARA,
CALIFORNIA**

*

FAA Docket No. 16-22-08

*

Respondent.

* * * * *

SECOND AFFIDAVIT OF MICHAEL S. LUVARA

I, Michael S. Luvara, being over 18 years of age and otherwise fully competent to testify state that:

1. I have personal knowledge of the facts stated herein.
2. I make this affidavit in support of the Part 16 complaint against the County of Santa Clara relating to violations of Grant Assurances at Reid-Hillview Airport (KRHV).
3. I am a member of the Aircraft Owners and Pilots Association.
4. I am an owner of N1824, a Cessna 182, operating from its home base at KRHV.
5. I operate aircraft for personal and business use.
6. The aircraft is unable to safely and legally use 94UL, which is the only available fuel at KRHV. The aircraft is not covered by any Supplemental Type Certificate (“STC”) for use of 94UL, as would be required for safe and legal operation.
7. Prior to the County of Santa Clara’s prohibition on the sale and distribution of 100LL, I purchased 100LL for my aircraft from San Jose Fuels (JMM Aviation, LLC) and from Nice Air, both located at RHV.
8. As JMM Aviation, LLC and Nice Air can no longer sell 100LL due to the County’s prohibition on the sale and distribution of 100LL, I can no longer purchase 100LL from JMM Aviation, LLC, Nice Air, or any other FBO at RHV.

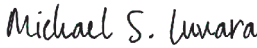
9. Since 100LL is no longer available at KRHV due to the actions of the County of Santa Clara, I have investigated the feasibility of self-fueling with 100LL in compliance with the restrictions set forth in Santa Clara County Airports General Aviation Self-Fueling Permit (Freitas Decl., Ex. I.).
10. In January 2022, I began reviewing the Santa Clara County Airports General Aviation Self-Fueling Permit to determine feasibility of such a solution. To date, I have not applied for a Santa Clara County Airports General Aviation Self-Fueling Permit because even if it was granted, there are multiple barriers to obtaining the necessary equipment and most significantly, obtaining 100LL.
11. Based on the following facts I would not be able to perform self-fueling at RHV because I would be unable to obtain 100LL to fill portable fuel containers or a portable fuel tank system to transport to RHV.
12. The only airport with 100LL that is within a driving distance of my location that I believe I could safely transport portable fuel containers or a portable fuel tank filled with 100LL to and from is San Jose International Airport (KSJC).
13. KSJC is a secured airport, so access to the airport by ground must be coordinated with an FBO. It is my understanding that Palo Alto Airport, Livermore Municipal Airport, Watsonville Muni Airport, and Hollister Municipal Airport are all secured in a similar manner.
14. On April 5, 2023, I contacted both Signature Aviation and Atlantic Aviation, each of which are FBOs at SJC who sell 100LL. I asked each FBO if I could purchase 100LL at their facility and have it dispensed into fuel cans or a portable fuel transfer storage tank. While each FBO does sell 100LL, both Signature Aviation and Atlantic Aviation advise that my aircraft would have to be flown in to be fueled, and that I could not acquire 100LL from them with a fuel can or portable storage tank.
15. Therefore, I have determined that I am unable to acquire 100LL from a local airport.
16. I would also be required to acquire a portable DOT approved fuel transfer tank if I was able to obtain 100LL fuel. Research for requirements has shown that there are substantial financial effects to doing so. The cheapest implementation that I have located costs \$1500 and requires it to be mounted in a truck bed. I do not own a truck, therefore I would have to acquire a truck or purchase a DOT approved fueling trailer system, to which there is a direct and substantial financial effect in doing so. These trailers are quoted at \$13,000.
17. Even if I could obtain 100LL fuel locally, I have concerns that I could not satisfy the requirements of the self-fueling permit, based on the requirement to store any fuel that was not transferred into my aircraft. Because the County prohibits such storage of liquids onsite or in my hangar, and if I did not exhaust the tank which I brought into the airport, I

would be required to remove my vehicle and or portable fuel transfer tank system from the airport and store it in a public street or other location.

18. Likewise, my research shows that I am limited to storing 25 gallons of a flammable liquid at my residence, so I am concerned of the legality and safety of storing a portable fuel tank or container(s) at my residence.
19. I have also determined that I am unable to obtain 100LL from a bulk fuel supplier. Even if a bulk fuel supplier would allow me, as an individual, to purchase fuel, it is my understanding based on conversations from bulk fuel purchasers that any fuel delivery is accompanied by an approximately \$1,000 delivery fee, regardless of quantity of fuel purchased. Since I believe DOT regulations limit me to ~100 gallons in a portable fuel transfer tank, it is not economically feasible to purchase 100 gallons of avgas that comes with a \$1,000 delivery charge.
20. It is also my understanding that bulk fuel supplier delivery trucks require a vapor recovery system or other specialized receiving tank requirements to obtain 100LL, so this is not an option in my circumstance. It was told to me by an FBO at RHV that formerly sold 100LL prior to the ban that specialized equipment and authorization was required for a bulk fuel supplier delivery truck to transfer 100LL to another fuel truck or portable fuel tank and that additional requirements from the bulk supplier required fuel to be cycled through the filtration system three times after transfer.
21. I also my belief that the County would not permit a bulk fuel supplier truck to transfer fuel to my portable tank while on the RHV premises since they have instituted a ban on sales of 100LL on their premises.
22. It is my understanding and belief that the bulk fuel supplier would also not perform a transfer of fuel at my residence nor on a residential street for safety and or liability reasons.
23. Therefore, I have determined that I am unable to acquire 100LL from a bulk fuel supplier.

I AFFIRM under penalty of perjury that the foregoing is true and correct to the best of my personal knowledge.

Executed this 7th day of April, 2023.

DocuSigned by:

D5124CAA954441...
Michael S. Luvara

ATTACHMENT 7



County Airports

- Fueling Program Overview
- April Airports Commission Meeting 2023



Background

- County took control of 9 expired long term leaseholds with 11 buildings consisting of hangars, office spaces
 - Obtained control over 10 aircraft ramps and several auto parking lots
 - County took over the ownership and operation of the fuel tanks
- Hired two new Airport Operations Workers and a Program Manager (Airports Business Manager)
- Purchased 2 new 1k fuel trucks
- Fuel flowage of around 250k per year



Fueling Assets

- 2 new 1k fueling trucks
- Four tanks 10-15k capacities installed between 1997-1999
 - 3UST's 10k,12k,15k
 - 1AST with a self serve fuel island 10k
- Sump trailer
- Vapor recovery hoses, storage units, PPE
- Future needs are a JetA fuel truck



Fueling Considerations

- Misfueling
- Quality Control
- Contamination
- Fire/Hazards
- Inventory Control and availability
- Changing regulatory requirements

SAFETY 1ST



Online Training of almost 7 hrs

- Basic Airport and Apron Safety
- Aviation Fuel Basics
- Mobile Refueler Familiarization
- Misfueling Prevention
- Over-Wing Refueling
- DEF Contamination Prevention
- Introduction to Fire Safety
- Recognizing Fires and Extinguishing Agents
- Fighting Fires
- Minimizing Fire Risk
- Ladder Safety
- PPE
- Introduction to Human Factors
- The PEAR Model
- Human Error and the Dirty Dozen
- Case Studies and Resources
- Quality Control in Aviation Fuels
- The White Bucket Test
- The API Gravity Test
- The Free Water Test
- The Filter Membrane Test
- Receipt of Fueling



One on One Training

- 8 hours with an industry professional
- Several hours with onsite FBO
- Ongoing one on one with staff
- Recurrent online and OJT training
- Required one on one with inspectors for UST's



Agencies

- Santa Clara County Environmental Health
- Santa Clara County Fire
- Bay Area Air Quality Management District
- Federal Aviation Administration



Next Steps/Future

- Point of Sale improvements
- Currently selling UL94 with plans to expand into GAMI100UL and JetA
- Marketing of RHV Fueling program

RHV Fuel Sales

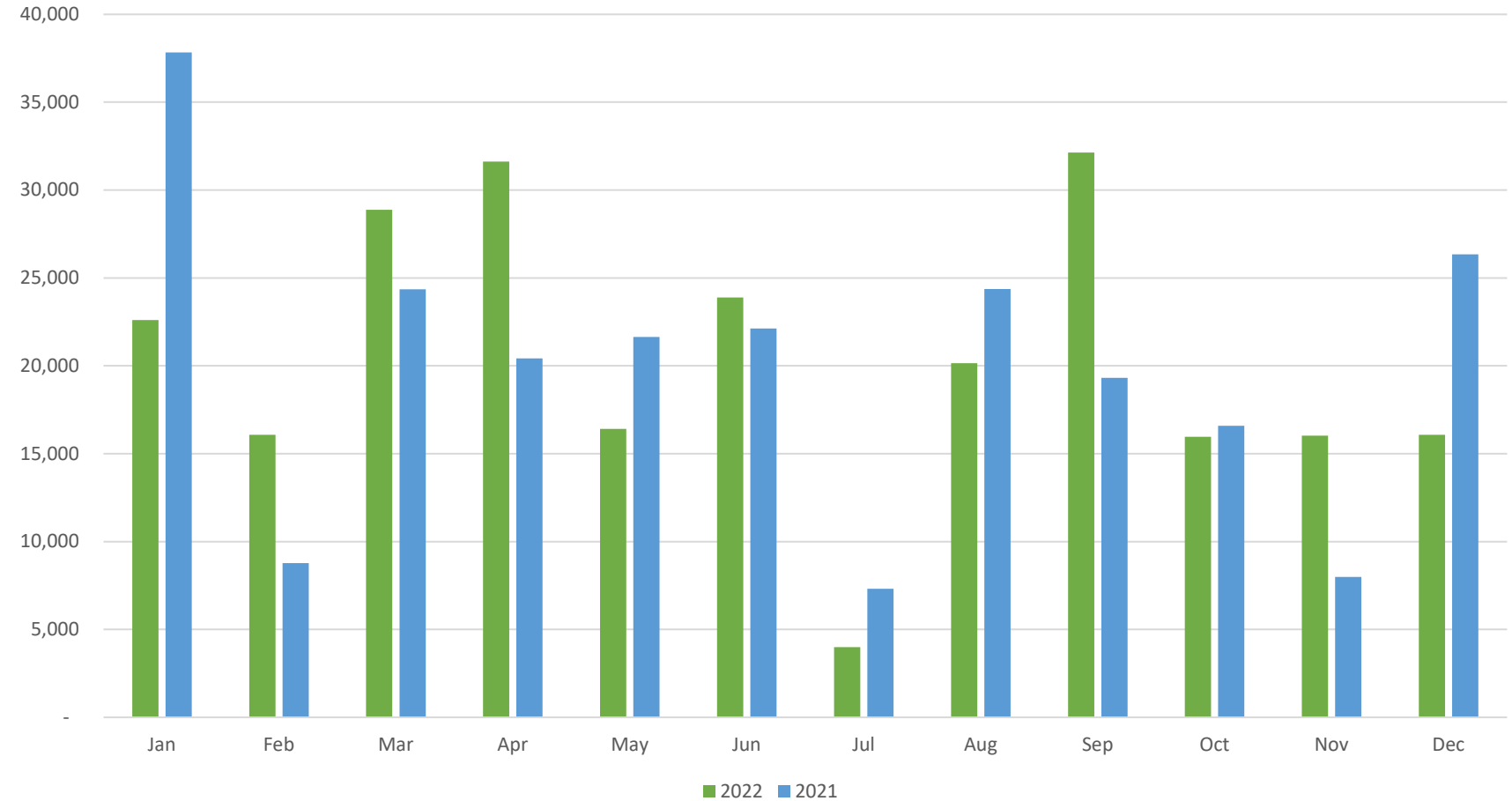
2021 include 100LL + UL94

2022 UL94 only

One RHV FBO has not provided all 2021 fuel flowage reports. An estimation was made based on a five-year average. The increase added 40,500 gallons to the reported values.

- 223,277 gal 2021 100LL
- 58,827 gal 2021 UL94
- 282,104 gal 2021 Total

- 243,831 gal 2022 UL94
- - 38,273 gal change
- 14% decrease

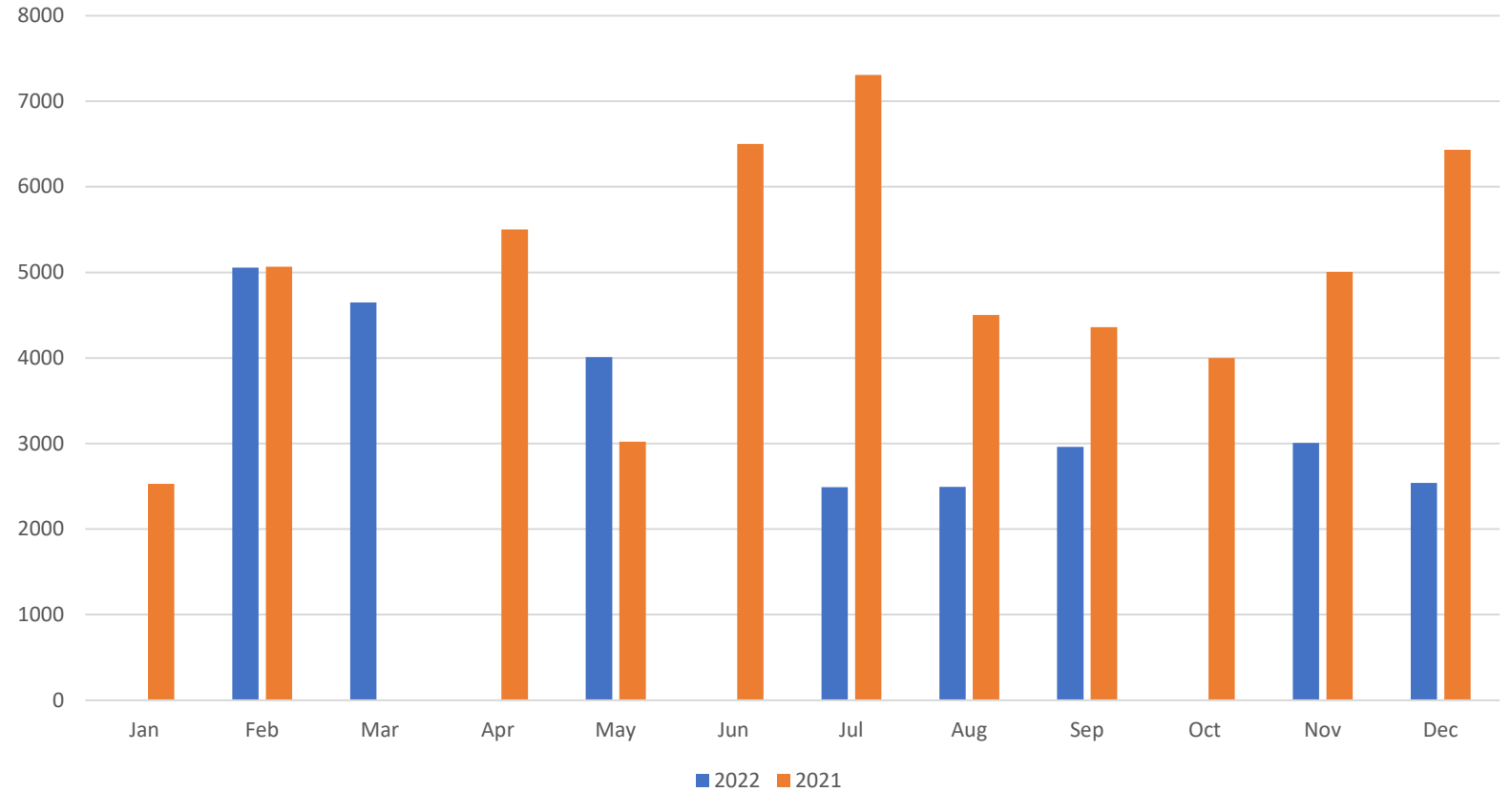


E16 Fuel Sales By Month

2021 values include 100LL + UL94
2022 includes UL94 only

- 50,824 gal 2021 100LL
- 3,400 gal 2021 UL94
- 54,224 gal 2021 Total

- 27,204 gal 2022 UL94
- - 27,020 gal change
- 50% decrease





Q&A and Links

- www.countyairports.org
- Scott@countyairports.org
- <https://www.avweb.com/multimedia/the-long-twisted-and-slightly-ridiculous-story-of-avgas-part-1/>

ATTACHMENT 8

Objective 5: Support Policy and Regulatory Proposals



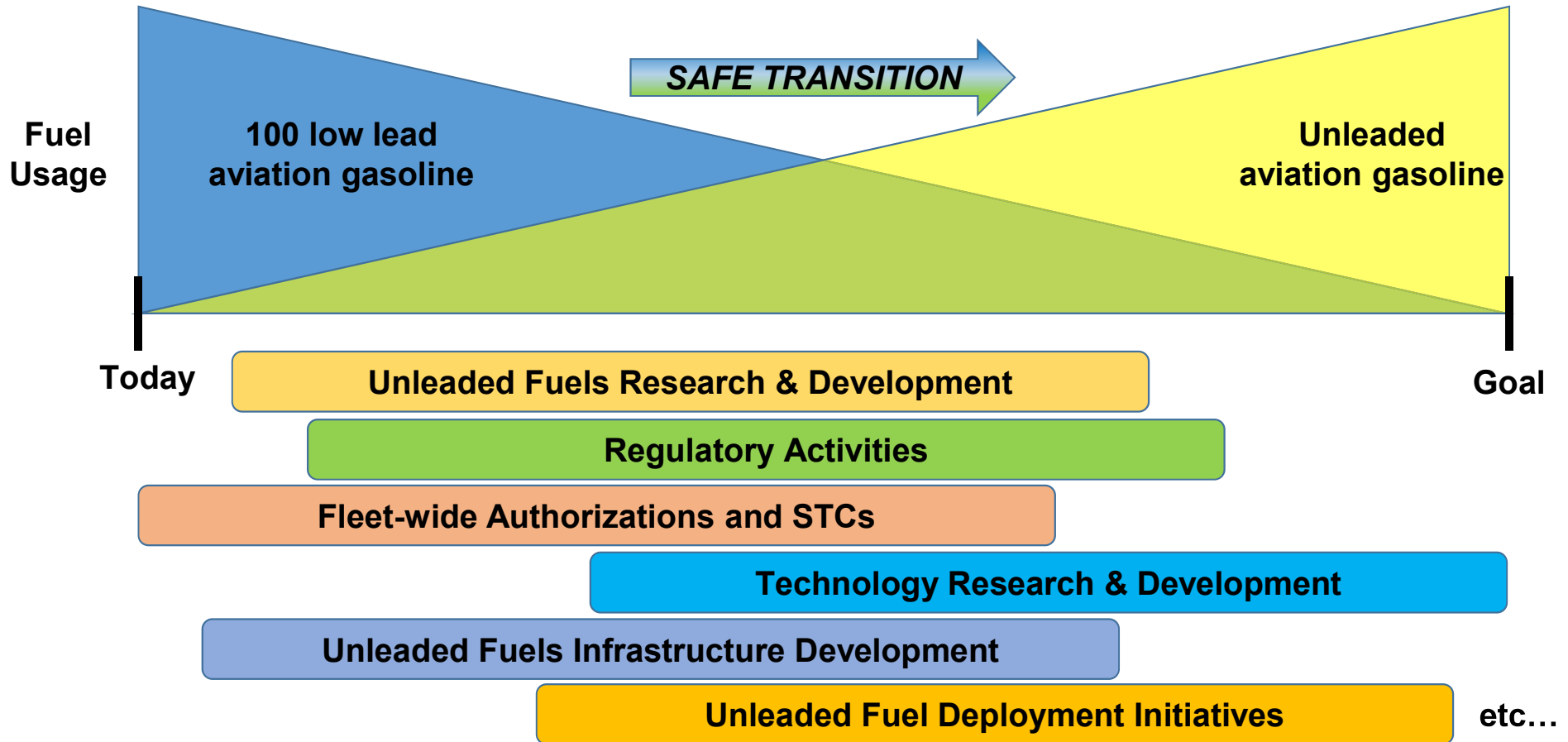
Support policy and regulatory proposals for maintaining 100LL availability and airport access to ensure safety during the transition across the country for use by general aviation aircraft

		Transition		
		Maintain 100LL Availability	Maintain Airport Access	Ensure Safety
Support	Policy	✓	✓	✓
	Regulatory Proposals	✓	✓	✓
General Aviation Aircraft				
		Outreach	Education	Training

Pillar Interdependencies

ATTACHMENT 9

Notional Safe Transition to an Unleaded Aviation Future



ATTACHMENT 10

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC

INTERIM CEASE AND DESIST ORDER

This matter is before the Federal Aviation Administration (FAA) pursuant to a September 26, 2016 Notice of Investigation (NOI) FAA Docket Number 16-16-13 issued to the City of Santa Monica (City). The City responded to the NOI on November 4, 2016. Having considered the City's response, the FAA hereby ORDERS the City to immediately CEASE AND DESIST from taking any actions to evict American Flyers, Inc. (American Flyers) and Atlantic Aviation FBO, Inc. (Atlantic) from Santa Monica Municipal Airport (SMO) until such time as the FAA issues a final agency decision on the NOI.¹

BACKGROUND FACTS

SMO is a public-use airport owned and operated by the City. The 227-acre airport has approximately 269-based aircraft with approximately 452 average aircraft operations per day. The airport is located in a highly congested air traffic area and serves as a critical reliever airport for Los Angeles International Airport (LAX), which is located seven miles to the south. *See City of Santa Monica v. FAA*, 631 F.3d 550, 551 (D.C. Cir. 2011).

Closure of SMO will contribute to significant congestion of air navigation in the greater Los Angeles region and impose a significant burden on the flying public. Restrictions at SMO would place a significant and detrimental burden on both regional and interstate commerce. *See United States v. City of Santa Monica*, 330 F. App'x 124, 125 (9th Cir. 2009) (noting the "large disruption to air traffic" that would occur if the City were allowed to ban certain categories of aircraft).

In light of the City's unremitting efforts to evict from SMO critical aeronautical service providers and its hostility to the sale of leaded aviation fuel necessary for flight of today's aircraft in clear contravention of law, the FAA is issuing this order to maintain the status quo at SMO until a final agency decision is reached.

With regard to the two aeronautical service providers, on September 15, 2016, the City issued Notices to Vacate (Notices) to Atlantic and American Flyers. Atlantic and American Flyers are the only two FBOs that provide fuel at SMO. Couched in mandatory language, the Notices require that the recipient "must quit and vacate the premises and surrender possession" within 30 days after service of the notice and indicate that failure to quit and vacate will result in "legal proceedings . . . to recover possession of the premises and to seek a money judgment for damages for each day of occupancy after the expiration day of this notice."

¹ This Order is issued pursuant to 49 U.S.C. § 46105 and 14 CFR § 16.109.

With regard to the sale of aviation fuel, on March 27, 2015, the City Council voted to include provisions in SMO leases that limit the sale of aircraft fuels for piston-engine aircraft to “simply unleaded fuels” and fuels for turbine-engine aircraft to biofuels or other sustainable fuels by a date or dates certain. The City Council also voted to include a provision in flight school leases prohibiting the schools, as lessees, from using leaded fuels for flight training. Neither general aviation, nor business jets or turboprop aircraft, can operate using the fuels the City voted to require.

In response to the Notices and other conditions at the airport, the FAA issued the September 26, 2016, NOI which included investigating the City’s failure to enter into leases with aeronautical tenants.² Grant assurance 22 requires the City to make space available for aeronautical tenants on reasonable terms based on good faith negotiations. The City has failed to grant any aeronautical leases since 2015 and is alleged to have negotiated in bad faith while seeking onerous and unreasonable terms. Moreover, while the City’s airport leasing policy provides for a broad collection of uses, the majority of which are incompatible with an operating airport, the obvious use category that the leasing policy fails to include is aviation. The City’s leasing policy and its failure to enter into leases with reasonable terms is under investigation in the NOI.

On November 4, the City filed its response and also filed unlawful detainer actions against Atlantic and American Flyers, the two aeronautical service providers providing aviation fuel at SMO.

The City justifies its evictions of American Flyers and Atlantic on the basis of its desire to supplant the fuel services they provide and to do so on an exclusive basis. NOI Response, pgs. 16-17.

Exclusive rights at Federally-obligated airports are prohibited. 49 U.S.C. § 40103(e), 47107(a)(4); Grant Assurance 23. However, there is an exception to this prohibition that generally exempts airport proprietors such as the City. Whether the City may avail itself of a “proprietor’s exclusive” right to provide aeronautical services is one of the issues being investigated in the NOI.

ANALYSIS OF THE EVICTIONS

A. American Flyers

The City’s notice to American Flyers requires that it quit and vacate the premises by approximately October 15, 2016, and on November 4 the City filed an unlawful detainer action against American Flyers.

However, the City’s own response to the NOI appears to provide no basis to evict American Flyers. American Flyers consists of a flight school, hangar and tie-down rentals and a self-fueling facility for aviation gas. NOI Response, p. 20. The City’s plan for a

² Additional information regarding the NOI is contained in Appendix § II.C.

proprietary exclusive is described as the provision of “aircraft repositioning” and “aircraft fueling for both transient and tenant aircraft.” NOI Response, pp. 19, 37. The City indicates no intention of providing a flight school. Accordingly, the City’s desire to provide “aircraft fueling” and “aircraft repositioning” services cannot and does not justify its eviction of American Flyer’s flight school services.

In addition, Grant Assurance 22 requires the City to “make the airport available as an airport for public use on reasonable terms and without unjust discrimination.” FAA’s Airport Compliance Manual provides:

The sponsor’s federal obligation under Grant Assurance 22, Economic Nondiscrimination, to operate the airport for the public’s use and benefit is not satisfied simply by keeping the runways open to all classes of users. The assurance federally obligates the sponsor to make available suitable areas or space on reasonable terms to those willing and qualified to offer aeronautical services to the public (e.g. air carrier, air taxi, charter, *flight training*, or crop dusting services)

FAA Order 5190.6b, ¶ 9.7 (emphasis added).³

Moreover, in the Part 16 proceeding that it initiated, on September 21, 2016, American Flyer filed a motion for the FAA to issue an Interim Cease and Desist Order blocking its eviction. The City had until October 1 to respond to American Flyers’ motion. The FAA notes that the City, for whatever reasons, chose not to oppose American Flyer’s motion.⁴

B. Atlantic

The City’s Notice to Atlantic required it to quit and vacate to the premises by approximately October 15, 2016 and on November 4 the City filed an unlawful detainer action against Atlantic. Atlantic is the only provider of jet fuel at SMO and one of only two providers of general aviation gasoline. Atlantic also provides overnight parking, hangar space and other services to transient aircraft as well as to turbine and piston aircraft that are based at SMO. NOI Response, p.21.

However, the City’s own response to the NOI appears to provide no basis to evict Atlantic. According to the City, it hopes to provide “aircraft repositioning” and “aircraft fueling for both transient and tenant aircraft” services. NOI Response, pp. 19, 37. Those services,

³ This bedrock principle has been affirmed many times over in FAA’s administrative adjudications. *See U.S. Constr. Co. v. City of Pompano Beach*, No. 16-00-14 at 18 n.63 (Director’s Determination, Aug. 16, 2001) (quoting *City of Pompano Beach v. FAA*, 774 F.2d 1529, 1538 (11th Cir. 1985) (“extended period of time and delays in negotiating a lease between [an applicant] and the [Sponsor]” violates assurance); *Martyn v. Port of Anacortes*, No. 16-02-03, at 32 (Director’s Determination, Apr. 14, 2003 (finding sponsor engaged in unjust economic discrimination when it rejected the complainant’s proposal to construct a hanger facility, not for “legitimate reasons,” but based “on a strong desire to limit growth of the Airport). In part, the NOI was issued to investigate whether the City’s notice to evict American Flyers violated Grant Assurance 22. NOI, p.7.

⁴ *See* Appendix § II.B.

however, are not congruent with the aeronautical services Atlantic currently provides. As we concluded with regard to American Flyers, because the City does not plan to assume *all* the aeronautical services offered by Atlantic, Atlantic retains a right to access the airport, on commercially reasonable terms, to provide aeronautical services.

Even in the event the City intends to displace all the aeronautical services that Atlantic offers, the City's NOI response demonstrates that Atlantic's eviction is premature and, thus, unlawful. Simply put, the City acknowledges that it is not ready to assume Atlantic's services, either as of October 15 when it issued its Notice or on November 4 when it filed suit to evict Atlantic.

The City's plan to provide aeronautical services is nascent at best. An item of inquiry in the NOI is whether the City is "ready . . . to offer FBO⁵ services . . ." NOI, p. 8. The City's NOI response of November 4, 2016, makes clear that "the City is *still in the planning and assessment stage* when it comes to a proprietary exclusive FBO." NOI Response, p.38 (emphasis added).

As evidence of its readiness and preparation, the City points to its Fixed Based Operator Workplan. However, its Workplan is less than two pages, undated, unsigned and states that its purpose is to "provide an *overview of the estimated timelines* in completing the task[s] identified prior to the City assuming management of the FBO at Santa Monica Airport." NOI Response, Ex. 49 (emphasis added). The Workplan further notes:

This is a new enterprise for the City and as such it requires due diligence prior to assuming these added responsibilities. . . . Staff currently does not have the expertise or know how to operate an FBO [The Workplan then recommends that the City] hire a consultant to develop a plan that the City will follow and lay the foundation of assuming control of the FBO.

With regard to equipment, the Workplan indicates that "[o]nce the level of service is identified then staff can begin the process of identifying the number and type of equipment necessary to support the operation."

Based on the City's own response to the NOI, its plans, if permissible at all, are far too nascent to justify the removal of the airport's main service provider. Trying to evict Atlantic, with no current capability to replace its services, is tantamount to closing or highly restricting the airport because it creates significant instability and improperly threatens to undermine the availability of necessary aviation services.

We also note that in its own Part 16 proceeding, Atlantic filed a motion for the FAA to issue an Interim Cease and Desist Order blocking its eviction. The City had until

⁵ FBO services are/include the sale of aviation fuel, line services for GA aircraft, air taxi and air charter operations, scheduled or nonscheduled air carrier services and support services, pilot training, aircraft rental and sightseeing, aircraft sales and service, aircraft storage, repair and maintenance of aircraft, sale of aircraft parts, aerial photography, crop-dusting and aerial advertising.

September 29 to respond to Atlantic's motion. The FAA notes that the City, for whatever reasons, chose not to oppose Atlantic's motion.⁶

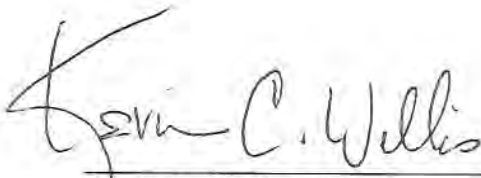
In sum, the City's own responses to the NOI demonstrate indicate the City's eviction of Atlantic is unlawful.

CONCLUSION

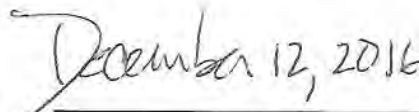
This Interim Cease and Desist Order is not final agency action. This Order is intended to maintain the status quo at SMO until such time as FAA completes its investigation under the NOI and issues a final agency decision.⁷ The FAA reserves the right to revisit the findings in this Interim Order based on the findings of the investigation initiated by the NOI. The City may file a response to this Interim Cease and Desist Order within 30 days of service.

The FAA hereby ORDERS the City to immediately CEASE AND DESIST from acting to remove Atlantic from SMO until the FAA issues a final agency decision on the NOI.

The FAA hereby ORDERS the City to immediately CEASE AND DESIST from acting to remove American Flyers from SMO until the FAA issues a final agency decision on the NOI.



Kevin C. Willis, Director
Office of Airport Compliance
and Management Analysis



Date

⁶ See Appendix § II.B.

⁷ To ensure the prompt investigation and resolution of the NOI, by separate Notice to the City the FAA is scheduling the depositions of Rick Cole, the City Manager; SMO's Manager, Stelios Makrides; and Nelson Hernandez, Senior Advisor to the City Manager for Airport Affairs.

APPENDIX

This Appendix accompanies and is incorporated into the FAA's interim cease and desist order.

I. Federal Obligations

Federal obligations arising from Airport Improvement Program (AIP) grants and Surplus Property Act (SPA)¹ transfers are discussed below.

A. The Grant Agreement

On June 27, 1994, the City accepted an Airport Improvement Program grant with a maximum federal obligation of \$1,604,700.00 for certain improvements at the Airport pursuant to the terms of a grant agreement (that included standard "grant assurances") that the Parties agree remained in effect for twenty years.² On August 27, 2003, the City accepted an amendment to the grant agreement that increased the maximum federal obligation by \$240,600.00.

On July 2, 2014, the FAA received a formal complaint under 14 CFR Part 16 that sought, *inter alia*, clarification as to when the City's grant obligations ended. On December 4, 2015, the FAA issued a Director's Determination holding that the acceptance of the grant amendment in 2003 extended the grant assurance expiration date, and therefore the grants remain in effect until August 27, 2023.

The City appealed and on August 15, 2016, the FAA issued a Final Agency Decision (FAD) that upheld the Director's Determination. *National Business Aviation Association, et al., v. City of Santa Monica*, FAA Docket No. 16-14-04.

On August 25, 2016, the City appealed the FAD to the U.S. Court of Appeals for the Ninth Circuit. *City of Santa Monica v. FAA*, Case No. 16-72827 (9th Cir.).³ This case is pending.

¹ Surplus Property Act of 1944, § 13(g), Pub. L. No. 457, 58 Stat. 765 (1944), amended by Pub. L. No. 289, 61 Stat. 678 (1947), codified, as further amended, at 49 U.S.C. § 47151 *et seq.*

² Some Grant Assurances remain in effect beyond 20 years, but not Assurance 22.

³ The FAA's legal interpretations of the grant assurances are subject to a level of review that is "highly deferential," and its interpretations are presumed valid. *City of Santa Monica v. FAA*, ___ F.3d ___, p.18 (D.C. Cir. 2004). FAA's conclusions may be overturned "only if they are arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law." *Id.* at p.7.

a. Grant Assurance 22

Grant Assurance 22(a), Economic Nondiscrimination, provides that the airport operator or “sponsor” shall:

make the airport available as an airport for public use on reasonable terms and without unjust discrimination to *all* types, kinds and classes of aeronautical activities, including commercial aeronautical *activities offering services to the public at the airport.*

Grant Assurance 22 (emphasis added). Grant assurance 22 is mandated by statute, 49 U.S.C. § 47107(a)(1), and intended “to insure the maintenance of conditions essential to an efficient national air transport system, including access to airports on a reasonable and nondiscriminatory basis.”⁴ *City and County of San Francisco v. F.A.A.*, 942 F.2d 1391, 1395 (9th Cir. 1991).

Grant assurance 22 obligates the sponsor to make available suitable areas or space on reasonable terms to those willing and qualified to offer a broad range of aeronautical services to the public or support services (such as fuel, storage, tie-down, or flight line maintenance services) to aircraft operators.

The sponsor’s obligation under grant assurance 22 to operate the airport for the public’s use and benefit is not satisfied simply by keeping the runways open. The assurance obligates the sponsor to make available on commercially reasonable terms suitable areas or space to those willing and qualified to offer aeronautical services to the public (e.g. air carrier, air taxi, charter, flight training, or crop dusting services); support services (e.g. fuel, storage, tie-down, or flight line maintenance services) to aircraft operators; and support services to noncommercial aeronautical users (i.e., hangars and tie-down space for individual aircraft owners). FAA Order 5190.6B, ¶ 9.7.

Finally, grant assurance 22 requires the sponsor to negotiate in good faith and on reasonable terms with prospective aeronautical service providers. The FAA

⁴ FAA also has authority to address violations of the assurances. 49 U.S.C. § 47111(f) provides:

For any violation of . . . any grant assurance . . . the Secretary may apply to the district court . . . [and] [s]uch court shall have jurisdiction to enforce obedience thereto by a writ of injunction or other process, mandatory or otherwise, restraining any person from further violation.

interprets the willingness of a prospective provider of such services to lease space and invest in facilities as sufficient evidence of a public need for those services.

b. Grant Assurance 23

Grant Assurance 23 provides that the sponsor “will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public.” This grant assurance does not expire, but remains in effect as long as the airport is used as an airport. See Assurance B(1). As with assurance 22, grant assurance 23 is also mandated by statute. 49 U.S.C. § 47107(a)(4). The prohibition on exclusive rights also exists by operation of federal statute, independent of the grant assurances and the Surplus Property Act. 49 U.S.C. § 40103(e).

B. Surplus Property Act (SPA) Obligations

The City’s SPA obligations are as follows. The City acquired the initial airport property, which was commonly known as Clover Field, in 1926. In 1941, the City and the federal government entered into two leases (subsequently modified) for use of Clover Field to aid the war effort. From 1941 to 1946, the United States extensively improved Clover Field, including but not limited to the construction of a concrete runway, taxiway, hangars, and a control tower.

In 1946, the City formally requested “that it be given an opportunity to acquire, without reimbursement, all government owned airport facilities located upon land owned by the City of Santa Monica for the purpose of encouraging and fostering the development of civil aviation.” The federal government granted the City’s request, and, in 1948, the parties executed an Instrument of Transfer in which the United States surrendered its leasehold interest and several easements, as well as extensive airfield improvements including the entire landing area, the concrete 5,000-foot runway, the taxiway system, hangars, and control tower.

Pursuant to the Instrument of Transfer, the United States “remised, released and forever quitclaimed” all of its “right, title, interest and claim” to the described “real, personal, or mixed property” to the City, subject to reservations, restrictions and conditions specified in the Instrument. The Instrument of Transfer provided that “by acceptance of this instrument or any rights hereunder,” the City “agrees that the aforesaid surrender of leasehold interest, transfer of structures,

improvements and chattels, and assignment, shall be subject to” specified conditions “which shall run with the land,” including:

[t]hat . . . the land, buildings, structures, improvements and equipment in which this instrument transfers any interest shall be used for public airport purposes for the use and benefit of the public on reasonable terms and without unjust discrimination and without grant or exercise of any exclusive right

The City confirmed its acceptance of the Instrument of Transfer by passing a resolution in 1948, and the Instrument of Transfer was recorded as a quitclaim deed with the County Recorder for the County of Los Angeles.

Sixty-five years later, in October 2013, the City filed a federal court action, *City of Santa Monica v. United States*, in which it sought, contrary to the express terms of the 1948 Instrument of Transfer as recorded, declaratory relief that it has the unilateral right to close SMO. The District Court dismissed the City’s complaint as untimely and the Ninth Circuit reversed and remanded for further consideration. *See City of Santa Monica v. United States*, No. 14-55583, 2016 WL 2849595 (9th Cir. May 16, 2016).

The case is currently before the United States District Court for the Central District of California. *City of Santa Monica v. United States*, No. 2:13-cv-08046 (C.D. Cal.). The District Court ordered the parties to participate in private mediation to be completed no later than March 7, 2017 and scheduled the matter for trial in August 2017.

II. Current Status at SMO

A. Recent City Action By and Through the Santa Monica City Council

The Santa Monica City Council (City Council or Council) has taken a number of actions related to closing or impede the provision of aeronautical services, including aviation fuel and flight training, in the regular course of business at SMO. These actions include:

1. On October 27, 2015, the City Council voted to: (i) include provisions in SMO leases that limit the sale of aircraft fuels for piston-engine aircraft to “simply unleaded fuels” and fuels for turbine-engine aircraft to biofuels or other sustainable fuels by a date or dates certain; and (ii) include provision in flight school leases that prohibit lessees from using leaded fuels for flight training.

2. On March 22, 2016, the City Council approved an Airport Leasing and Licensing Policy. The policy expressly: (i) authorizes the use of SMO for "parks and open space, arts/cultural, creative space, professional theaters, museums, artist studios, art galleries, photograph studios," and restaurants, among other non-aviation uses; and (ii) prohibits any use involving products "which by nature of the operation is likely to be obnoxious or offensive to the surrounding environment," as well as "high intensity uses that are incompatible with the surrounding residential uses." The policy, although addressing leases at an *airport*, never mentions *aeronautical* uses, but does provide a catch-all category for "uses required by law."
3. On August 23, 2016, the City Council enacted a resolution declaring that it is the policy of the City to close the airport to aviation uses as soon as legally permitted with the a goal of on or before July 1, 2018.
4. Also on August 23, 2016, the City Council directed the City Manager to: (i) replace all private Fixed Base Operators (FBOs) with operations provided by the City on an exclusive proprietary basis; and (ii) cause the removal of such FBOs by September 15, 2016 or as soon as practicable thereafter.
5. To carry out the airport closure resolution, on August 23, 2016 the City Manager affirmed his intent to phase out the sale of leaded fuel "as soon as legally possible" and enter into contract negotiations to replace it with unleaded fuel.

B. Private Part 16 Complaints

American Flyers and Atlantic filed separate Part 16 complaints with the FAA on September 21 and September 13, respectively. *See* 14 CFR Part 16. Both parties have likewise filed motions for the FAA to issue a Cease and Desist Order to block their evictions. The City did not oppose either motion, and the time to file such an opposition expired on September 29 with regard to Atlantic's motion and October 1 for that of American Flyers'. 14 CFR § 16.19(c).

C. FAA Issues Notice of Investigation

In response to these notices and other conditions at the airport, FAA issued:

- The NOI, a response to which was required by October 6.
- An Administrative Subpoena requiring the production of documents pertaining to the City's actions by October 3; and
- An Administrative Subpoena compelling the deposition testimony of certain City officials on October 12.

As noted in the NOI, these tight time deadlines were in response to the City's demand that tenants vacate within 30 days of its September 15th notice.

Among the issues considered under the NOI is whether the City's "notices of removal to the only two FBO's that provide fuel at SMO [i.e., Atlantic and Am Flyers] constitute a violation of grant assurance 22." NOI, p.7.

The NOI also includes an investigation of the City's leasing policy and practices. The City has not issued any leases to aeronautical users since 2015. The City's leasing policy provides for a broad collection of uses but, despite its application to an operating airport, fails to include aviation uses. Grant Assurance 22 requires the City to provide space to aeronautical tenants on reasonable terms. The City's leasing policy and its failure to enter into leases with reasonable terms is under investigation in the NOI.

a. First Extension of Time

In response to the City's request for more time to respond and to facilitate a possible negotiation of a standstill agreement, the FAA and the City agreed to several extensions of the above-cited deadlines. First, the due dates for the City's response to the NOI and production of documents, and for the deposition of City officials, were extended to October 14 and October 21, 2016 respectively. In return, the City agreed to forebear on the notices to quit until October 28.

b. Second Extension of Time

Second, the due date for the City's response to the NOI and production of documents, and for the deposition of City officials, was extended to October 21 and October 28, 2016, respectively. In return, the City agreed to forebear on the notices to quit until November 4.

c. Third Extension of Time

Third, the due date for the City's response to the NOI and the production of documents, and for the deposition of City officials, was extended to November 4, and November 11, 2016. In return, the City agreed to forebear on the notices to quit, and not to move forward on evictions until November 25.

On November 4, in accord with the due date set by the Third Extension of Time, the City filed its response to the NOI and produced documents in response to the subpoena. On the same day, having availed itself to the extensions, the City then immediately filed its unlawful detainer actions, notwithstanding its agreement to forebear doing so until November 25. The City's filing of its unlawful detainer action was the next step in the legal process of evicting American Flyers and Atlantic.

III. General Requirement re: Proprietary Exclusive Operations

If the airport sponsor lawfully may opt to provide an aeronautical service exclusively, it must use its own employees and resources. Notably, the manner under which a sponsor exercises a proprietary exclusive operation also remains under the purview of Grant Assurance 22. Limitations imposed by the airport sponsor on aeronautical users, including service providers, may not conflict with the sponsor's obligations to provide access to the airport on reasonable and not unjustly discriminatory terms and other applicable federal law. FAA Order 5190.6B, ¶ 14.3.

IV. Federal Deeds

It is a "well-established [interpretive] canon that federal land grants are to be construed in favor of the government, with any doubts resolved in the government's favor." *Montara Water Sanitary v. County of San Mateo*, 598 F. Supp.2d 1070, 1081 (N.D. Cal. 2009) (quoting *See United States v. Union Pacific R.R. Co.*, 353 U.S. 112, 115-16, 77 S.Ct. 685, 1 L.Ed.2d 693 (1957)). "The strict set of limitations on the use . . . of such property reveals Congress's expectation that the . . . [FAA] would serve as a final check on actions potentially harmful to the airports, wielding an effective veto power." *Montara*, 598 F. Supp.2d at 1082-15.

V. Documents Provided by the City As Evidence of Readiness and/or Preparations for the FBO

In addition to the Workplan discussed in the Interim Order, the other documents the City provides are equally bare bones. As further support for its preparations, the City provided an e-mail exchange with the Naples (Florida) Airport Authority. The City inquires whether the Naples Airport Authority “would not object to sharing with us the issues associated with a public FBO.” In his August 31, 2016 response to this inquiry, the Senior Director of Airport Operations replies that he “would be happy to help in anyway I can,” but the City provides no further detail regarding that exchange. NOI Response, Ex. 41. This seemingly casual exchange hardly evidences the City’s readiness to provide services currently provided by Atlantic.

The City also provided a September 15, 2016 letter to a company seeking a “proposal to develop business plan for a new Fixed Based Operator” at SMO, but the City provides no submitted proposal or any information about a selection of a contractor to provide such plan. That this letter is dated the same day the City served Atlantic with Notices to Quit and Vacate evidences little forethought by the City of the magnitude of responsibilities to establish and demonstrate the present readiness to provide aeronautical services prior to seeking to evict current service providers - Atlantic and American Flyers. NOI Response, Ex. 42. Indeed, the City’s initial effort to obtain insurance for its new operation is only evidenced by an internal email of September 20 indicating that staff will check with the City’s broker to see what type of information the broker will need to provide a quote. NOI Response, Ex. 45.

VI. City’s Desire to Avoid Transaction Costs Associated with Standing Up its Proprietary FBO

As additional justification for its actions, the City argues that it must first act to evict Atlantic now, because if it was “required to wait until its planning was complete and FBO employees were trained and hired in order to commence the removal proceedings, the City would be greatly prejudiced.” This is because the City would “necessarily have to pay the employees for the proprietary exclusive FBO even though they would not be performing their needed function during the pendency of the UD proceedings.” NOI Response, p.23.

The transition from privately- to sponsor-proffered aeronautical services should be amicably coordinated to ensure no break in aeronautical services and the City's preemptive efforts to remove an aeronautical service provider from the premises of SMO before the City is fully ready to assume such services is *per se* unreasonable. In this case, the affected FBOs - and all the other aeronautical users at SMO - are operating without leases or even holdover agreements and have been doing so since June 2015. Notably, such irregularities regarding property relations at the airport have existed well before the council first directed the establishment of the proprietary exclusive on August 23, 2016. The council resolution directing the establishment of the proprietary exclusive (among other resolutions addressing fuel) also contains illegal directives to restrict aviation fuel to nonleaded products that many or most aircraft cannot use. Given these circumstances, the FAA must act to protect the integrity of SMO and assure that aeronautical service providers are protected.

In conclusion, the City's eviction actions are much too precipitous given the City is still very much in the early planning stages. Under Grant Assurance 22, the City must allow aeronautical service providers to operate at SMO. The City's plans to assume such services are much too nascent to justify the City's current eviction actions, and the plans fail to provide for the continued operation of the current service-providers on reasonable terms. While we recognize the need limit transition costs, certain reasonable transition costs are inevitable and the City will have to have its staff hired and trained at some reasonable time in advance of its proposed takeover of aeronautical to ensure a smooth transition with no gap in services. Simply put, this is a cost of implementing a new business.

VII. City's Legal Actions Are Merely Procedural

In its response to the NOI, the City characterizes its Notices to Quit and Remove as being merely initial and/or procedural. According to the City, the Notices:

- Change nothing. NOI Response, p. 2;
- Have no practical effect *if not followed by an Unlawful Detainer action.* NOI Response, p.32 (emphasis provided); and
- Merely "serve to preserve the City's rights to *initiate eviction proceedings ..*" NOI Response, p.22 (emphasis added).

FAA rejects these characterizations based on the mandatory language of the notices. In addition, the City has since filed its Unlawful Detainer actions, thereby further diluting the weight of such characterizations.

Finally, the City, taking this logic one step further, even downplays the immediacy of its unlawful detainer actions as having no effect until it actually moves to “enforce a UD judgment.” NOI Response, p. 32. The FAA rejects the City’s efforts to dismiss its efforts.

In sum, given the City’s stated policy to close the airport, and the commercial instability and uncertainty it created for aeronautical service providers, its ongoing legal actions to evict tenants violate its assurance to “make the airport available as an airport for public use on reasonable terms” The City’s ongoing eviction action is inherently inconsistent, absent conditions not present here, with the assurance that requires the City to provide access to SMO to aeronautical service providers on reasonable terms.