



Supplemental Type Certificate

Number: SVA547

This certificate issued to: GVH Aerospace Pty Ltd trading as
GVH Aerospace
27-31 London Road,
Mile End South, SA 5031

Previously issued to: AEA Aerospace Group Ltd trading as
Aeronautical Engineers Australia
27-31 London Road
MILE END, SA 5031

certifies that the change in the type design for the following product with the limitations as specified herein meets the airworthiness requirements (in part) of Part 23 of the Civil Aviation Regulations.

Original Product:	Type or Type Acceptance Certificate Number:	A041
	Reference TC Number (if applicable):	FAA A24CE
	Make:	Raytheon Beechcraft
	Model:	B200, B200C
	Serial No:	BB1193 and subsequent BL73 and subsequent

Description and Type Design Change:

Increase in Maximum Take-off Weight as fuel only in the wings for the purposes of Aeromedical Operations. This weight increase to 13,500lbs is defined by Master Document List No. MDL16078.006/01, Issue 1 dated 25 June 2013, Installation Manual IM16078.006-1, Flight Manual Supplement FMS16078.006-01 Issue 1 dated 25 June 2013 and Maintenance Manual Supplement MMS16078.006-01 Issue 1, dated 6 May 2013 or later approved issues of these documents.

Limitations and Conditions:

This certificate and the attached **Supplemental Type Certificate Data Sheet**, which is the basis for approval, shall remain in effect until suspended, cancelled or a termination date is otherwise established by the Civil Aviation Safety Authority.

Date of application: 29 August 2012
Date of Issuance: 25 June 2013

Date of reissue: 17 November 2016

This certificate is issued pursuant to Regulation 21.113A of the Civil Aviation Safety Regulations.


Benjamin Challenger
Delegate of the Authority

Supplemental Type Certificate Data Sheet

Number	SVA547
Revision	Issue 2
Date	17 November 2016
Reference Type Certificate	TAC A041

Limitations and Conditions

Flight Manual Supplement No. FMS16078.006-01, Issue 1 dated 25 June 2013 or later approved issue is to be carried on board for all operations over 12,500 lbs TOW. This Modification shall not be incorporated where other modifications are incorporated, unless it is determined by the installed that the interrelationship between this change and any of those previous modifications will produce no adverse effect upon the airworthiness of the aircraft.

The aeromedical configuration is a standard B200C with the following:

- Operating with a Maximum Take-off Weight of 13,500 lbs
- Operating with a Maximum Landing Weight of 13,500 lbs
- Operating with an unchanged Zero Fuel Weight of 11,000 lbs
- Operating with an occupancy limitation of 8
- Configured for Aeromedical operations, which specifically requires the aircraft to be capable of carrying a litter bound patient or a neonatal unit.
- Fitted with a Beechcraft or an approved Cockpit Voice Recorder
- Fitted with a Beechcraft or an approved Flight Data Recorder
- Fitted with the Beechcraft Engine Fire Fighting/Detection systems
- Fitted with the Beechcraft High Flotation Main Landing Gear

Serial Number Applicability

Approval of this change in type design applies only to eligible aircraft serial numbers as listed:

<u>Model</u>	<u>Serial Number</u>
B200	BB1193 and Subsequent
B200C	BL73 and Subsequent

Model B200, B200C Super King (Normal Category), Approved June 25, 2013

Airspeed Limitations: Maximum Operating Speed 254 KIAS

Maximum Weights:	Ramp	13,590 lbs
	Takeoff	13,500 lbs
	Landing	13,500 lbs

Certification Basis: Special Federation Aviation Regulation (SFAR) 41C, effective September 13, 1982, see NOTE 7 or 11 FAA TCDS A24CE; excluding SFAR 41C paragraph 5(e)(h) and 5(e)(g)(1). Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a),

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**Certification Basis
Continued:**

23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, 23.445 and excluding 23.807; Amendment 23-15 Paragraphs 23.951(c) and FAR 23.997 and 23.1305(n); Special Conditions No. 23-47-CE-5, including Amendments 1, 2, 3 dated November 15, 1982, and October 17, 1986; Part 25 of the FARs, Paragraph 25.929, effective February 1, 1965, Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10; and SFAR 27, through Amendment 27-4.

Compliance with ice protection has been demonstrated in accordance with FAR 25-1419 when ice protection equipment is installed in accordance with the Equipment List.

Additionally NOTE 7 of the TCDS A24CE specifies Beechcraft kits required for operations in Australia.

Flight Load Factor Limits:

At the designated Gross Weight of 13,500 lbs
Flaps Up +3.12g; -1.25g
Flaps Down +2.0g; -0.0g

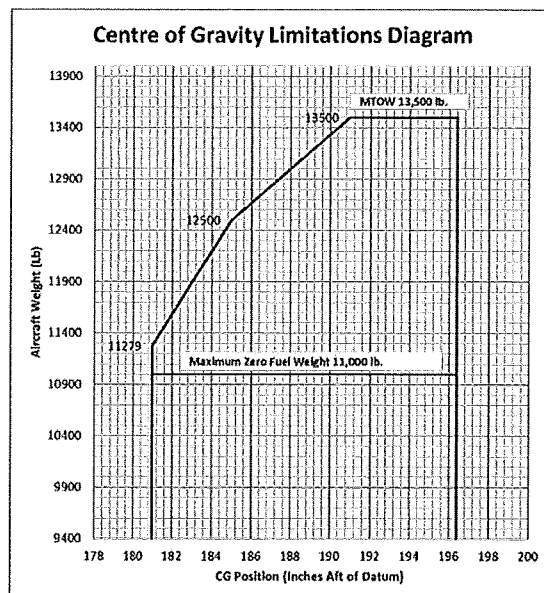
Centre of Gravity Limits:

Forward Limits:

191.0 inches aft of the datum at 13,500 lbs. 185.0 inches aft of the datum at 12,500 lbs. 181.0 inches aft of the datum at 11,279 lbs and below. Straight line variation between points given. The centre of gravity limits are unchanged at 12,500 lbs or less.

Aft Limits:

196.4 inches aft of the datum at all weights



Occupancy Limitation:

This STC limits the number of occupants to 8 persons including crew.

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Equipment:

The following equipment is required:

1. Firewall Shutoff Valve Position Indicator
2. Beechcraft Engine Fire Fighting/Detection Systems
3. Beechcraft High Flotation Main Landing Gear

4. Approved Cockpit Voice Recorder
5. Approved Flight Data Recorder
6. Raisbeck Performance Engineering STCs IAW Raisbeck Engineering Document 85-116
7. Collins Proline 21 Avionics System

Placards:

The placards detailed in the applicable Pilot's Operating Handbook and Flight Manual Supplement FMS16078.006-01 are required to be fitted.

Continuing Airworthiness:

Maintenance Manual Supplement MMS16078.006-01 Issue 1, dated 6 May 2013 or later approved document details any additional inspection requirements.

Revision Status:

1. Original Issue dated 25 June 2013
2. Reissue dated 17 November 2016

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