



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Manufacturing Inspection Office
2601 Meacham Blvd., MS ASW182
Ft. Worth, Texas 76137-4298

Mr. L.E. Staples
President
Sky-Tec
350 Howard Clemmons
Granbury, TX 76048

Dear Mr. Staples: PMA NO: PQ852SW

This is in response to your letter dated October 20, 1997, stating that Sky-Tec has relocated to 350 Howard Clemmons, Granbury, Texas 76048. Your statement certifying that Sky-Tec, established at 350 Howard Clemmons, Granbury, Texas, has a Fabrication Inspection System that meets the requirements of 14 CFR Part 21.303(h), is accepted. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted to produce parts listed in Sky-Tec attached approved Supplement Number 1, in conformity with the Federal Aviation Administration (FAA) approved design data and any changes subsequently approved.

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

In accordance with the provisions of 14 CFR Part 21, Subpart K, the FAA has found that the design data, as submitted by Sky-Tec (hereinafter referred to as "the Manufacturer") on November 27, 1996, meets the airworthiness requirements of the Federal Aviation Regulation's applicable to the product(s) on which the part(s) is to be installed. Additionally, the FAA has determined that the manufacturer has established the fabrication inspection system required by Part 21 § 21.303(h) at 350 Howard Clemmons, Granbury, Texas 76048. Accordingly, FAA PMA is hereby granted to the Manufacturer to produce the replacement/modification part(s) listed in the enclosed supplement in conformity with the FAA-approved design data.

Any major change to the design data (Reference Part 21 §§ 21.93 and 21.97) must be FAA approved before being incorporated in the finished part. A major change is a change that has an appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the part and/or product on which it will be installed. Minor design changes may be approved under a method acceptable to the cognizant FAA engineering office. The method shall be documented in appropriate company procedures or as outlined in the FAA-PMA supplement(s) to this letter.

The following terms and conditions are applicable to this approval:

1. The Manufacturer's fabrication inspection systems, methods, procedures, and manufacturing facilities, including their suppliers, are subject to FAA surveillance and investigation. Accordingly, the Manufacturer must advise their suppliers that their facilities are also subject to FAA surveillance and investigation.

2. The Manufacturer must notify the FAA Manufacturing Inspection Office located at 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298, telephone number (817) 222-5180, in writing within 10 days from the date the manufacturing facilities, at which parts are manufactured, are relocated or expanded to include additional facilities at other locations. This requirement also applies to the Manufacturer's suppliers who have been delegated major inspection authorization and those who furnish parts or related services where a determination as to safety and conformance to the approved design cannot or will not be made upon receipt at the approved receiving facility.

3. The Manufacturer must make available to the FAA, upon request, a list of suppliers and any pertinent information concerning their suppliers who furnish parts/services, including:

- a. A description of the part or service;
- b. Where and by whom the part or service will undergo inspection;
- c. Any delegation of inspection duties;
- d. Any delegation of materials review authority;
- e. Name and title of the FAA contact at the supplier facility;
- f. The inspection procedures implemented at the supplier's facility and approved by the Manufacturer;
- g. Any direct shipment authority;
- h. Results of the Manufacturer's evaluation, audit, and/or surveillance conducted of their suppliers;
- i. The purchase/work order number (or equivalent); and
- j. Any feedback relative to service difficulties originating at the Manufacturer's suppliers.

4. Parts, appliances, or manufacturing services furnished by any suppliers located outside the United States may not be used in the production of any part or appliance listed in your supplement(s) to this letter unless:

- a. That part or service can and will be completely inspected for conformity at the Manufacturer's U.S. facility and FAA approval is obtained for procedures governing the control, qualification, and surveillance of each supplier; or

b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. When the use of such foreign suppliers are contemplated, the Manufacturer must advise the FAA at least 10 days in advance to allow the FAA to make this determination: or

c. The parts/services furnished by the foreign supplier are produced under the “components” provisions of U.S. bilateral airworthiness agreements, and approved for import to the U.S. in accordance with Part 21 § 21.502; and

d. The design data, test requirements, and quality control system procedures imposed on the supplier by the Manufacturer must be available in the English language to the degree necessary for approval or evaluation by the FAA; and

e. Verification is obtained from the country's authorities to allow the entry of FAA personnel or their representatives to evaluate the quality control system established at the supplier by the Manufacturer.

5. Parts produced under the terms of this approval must be permanently marked with the identification information as required by 14 CFR Part 45 § 45.15; i.e., with the letters "FAA-PMA," the name, trademark, or symbol of the company, the part number, and the name and model designation of each type-certificated product on which the part is eligible for installation. Alternate means of identification, if the part is too small or if it is otherwise impractical to mark, must be approved by the FAA. In the case of a part based on an STC, the identification of installation eligibility on type-certificated products must include reference to the STC on the shipping document. If a PMA is granted for an assembly, detail parts of the assembly sold separately must also be marked in accordance with the requirements of Part 45 § 45.15 and reference the assembly PMA part number on the shipping document.

6. This approval is not transferable to another person or location. It may be withdrawn for any reason which would preclude its issuance, or at any time that the FAA finds that the fabrication inspection system is not being maintained, or if unsafe or non-conforming parts are accepted under the fabrication inspection system.

7. The Manufacturer must maintain their fabrication inspection system in continuous compliance with the requirements of Part 21 § 21.303(h) and ensure that each part conforms with the approved design data and is safe for installation on type-certificated products.

8. The Manufacturer is eligible for the appointment of qualified individuals in their employ to represent the FAA, as Designated Manufacturing Inspection Representatives or as qualified individuals of an organization possessing a Designated Airworthiness Representative, for the purpose of issuing Export Airworthiness Approvals for Class II and Class III products.

9. All technical data required by Part 21 § 21.303(c), for the parts to be produced under this approval, must be readily available to the FAA at the facility at which the parts are being produced.

10. The Manufacturer shall produce all parts in accordance with their "Fabrication Inspection System Manual," Revision B dated August 20, 1997, or later FAA-approved revisions, which has been identified as the means of showing compliance with Part 21 § 21.3(h). Accordingly, the Manufacturer shall notify and obtain approval from this office prior to incorporating any changes to the fabrication inspection system they may affect the inspection, conformity, or airworthiness of the parts approved in this letter.

11. The Manufacturer shall report to the FAA any failures, malfunctions, and defects required to be reported in accordance with Part 21 § 21.3.

12. If your FAA-PMA is surrendered or terminated, this letter, along with any supplements and the design data must be returned to the FAA office identified in item 2 above.

Sincerely,



W.A. W.A. Thayer
Manager, Manufacturing Inspection Office

Enclosure
Parts Manufacturer Approval Supplement Number 1

SKY-TEC
 350 HOWARD CLEMMONS
 GRANBURY, TEXAS 76048
 (817) 573-2250

PMA NO. PQ852SW
 SUPPLEMENT NO. 1

FEDERAL AVIATION ADMINISTRATION-PARTS MANUFACTURER APPROVAL

<u>NAME AND PART NUMBER</u>	<u>APPROVED REPLACEMENT FOR</u>	<u>APPROVAL BASIS AND DESIGN DATA</u>	<u>INSTALLATION ELIGIBILITY</u>
Starter P/N 122-12HT	Modification Part	STC #SE1081NE, dated 5/23/96 and Licensing Agreement with Sky Tec Mfg, Inc., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 10122 Rev. D, dated 5/15/95 , or later FAA-approved revision.	Lycoming Engine Models TC E-286:0-360 Series TC E-26EA: TO-360 Series TC 1E10:IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; All Models except LI0, LHIO TC E11EA: T10-541 Series
Starter P/N 149-12HT	Modification Part	STC #SE1081NE, dated 5/23/96 and Licensing Agreement with Sky Tec Mfg, Inc., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 10122 Rev. D, dated 5/15/95 , or later FAA-approved revision.	Lycoming Engine Models TC E-286:0-360 Series TC E-26EA: TO-360 Series TC 1E10:IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; All Models except LI0, LHIO TC E11EA: T10-541 Series

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Starter P/N 122-24HT	Modification Part	STC #SE00226NY, dated 11/20/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 10122 Rev. D, dated 5/15/95 , or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10:IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series TC 11EA: TIO-541 Series TC 1E15: TO-720 Series
Starter P/N 149-24HT	Modification Part	STC #SE00226NY, dated 11/20/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 10122 Rev. D, dated 5/15/95 , or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10:IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series TC 11EA: TIO-541 Series TC 1E15: TO-720 Series

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Starter P/N 122-12PM	Modification Part	STC #SE00218NY, dated 09/20/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 20101 Rev. C, dated 8/27/95, or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10: IO-360 Series; All Models <u>except</u> LIO, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; All Models <u>except</u> LIO, LHIO TC E11EA: T1O-541 Series
Starter P/N 122-12LS	Modification Part	STC #SE00218NY, dated 09/20/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 20130 Rev. D, dated 8/27/95, or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10: IO-360 Series; All Models <u>except</u> LIO, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; All Models <u>except</u> LIO, LHIO TC E11EA: T1O-541 Series

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Starter P/N 122-24PM	Modification Part	STC #SE00357NY, dated 5/23/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 20101 Rev. C, dated 8/27/97, or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10: IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; TC E11EA: T1O-541 Series
Starter P/N 122-24LS	Modification Part	STC #SE00357NY, dated 05/23/96 and Licensing Agreement with Staples Holdings, Ltd., dated 11/27/96, Sky-Tec Mfg. Dwg. No. 20130 Rev. D, dated 8/27/96, or later FAA-approved revision.	Lycoming Engine Models TC E-286: 0-360 Series TC E-26EA: TO-360 Series TC 1E10: IO-360 Series; All Models <u>except</u> LI0, LHIO TC 1E12: IO-320 Series; All Models <u>except</u> LIO-320 Series TC E-274: O-320 Series TC E-233: O-235 Series TC E-229: O-290 Series TC E-295: O-540 Series TC 1E4: IO-540 Series; All Models <u>except</u> LIO, LHIO TC E11EA: T1O-541 Series TC E11: T1O-541 Series

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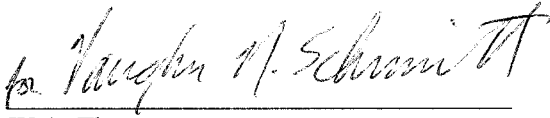
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-----END OF LISTING-----

NOTE: The procedures that have been accepted by the type certificate holder and their cognizant FAA Aircraft Certification Office, for minor changes to original parts used on type certification products, are also acceptable for incorporating the same minor changes on identical FAA-PMA replacement parts. The FAA PMA holder shall be able show traceability relating to the TC or STC holder on all minor changes incorporated by this procedure. When these procedures are no longer applicable because of completion of the production contract or termination of the licensing agreement or equivalent, all subsequent design changes to the PMA parts would require FAA approval by the ACO who has jurisdiction of the PMA holder.



W.A. Thayer
Manager, Manufacturing Inspection Office

12/22/97

Date

This supplement supersedes the FAA-PMA letter dated December 30, 1996.