

ASIC

Aircraft Structures International Corp.



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Aircraft Structures International Corporation (*ASIC*) is a Licensed Repair Station with the FAA YS1R649K, EASA EASA.145.5989 and Indonesia 145/58800. Our 69,000 sq. ft. facility is centrally located in the US at Enid, Oklahoma. *ASIC* has repaired aircraft and structural components ranging from the Cessna 150 to the Gulfstream III and has gained the reputation of being the world leader in rebuilding the Cessna Caravan.

We have the tooling and holding fixtures to rebuild every Caravan structural component, no matter how severe the damage. The sheet metal skills of *ASIC*'s technicians are second to none. *ASIC* is ready to use these skills in rebuilding your Caravan. Our ability to retrieve damaged aircraft from anywhere in the world, whether it be in the jungles of Africa or submerged in the Amazon River, is unmatched.

The highly trained craftsmen at *ASIC* are meticulous in their efforts to ensure that work undertaken by the corporation complies with all safety standards and regulations while maintaining a high quality finish.

Since many aircraft work for a living, we know that down time is very costly and must be kept to a minimum. An inventory of parts, flight controls, and wings in excess of \$10,000,000.00 are kept in stock by *ASIC*.





History of *ASIC*

ASIC began as Stowers Aircraft Corporation in 1978, located at an off-airport facility in Pond Creek, Oklahoma.

In 1984, the corporation moved from its humble beginnings in the back of an old bank building to a newly constructed hangar in Berryville, Arkansas. The founder of the corporation, Mickey A. Stowers, continued to hone his skills as an aircraft rebuilder and aircraft tooling fabricator for the years leading up to 1992. During 1992, he relocated his corporation to Enid, Oklahoma, changing the name to *ASIC*. His intent was to convey to the aviation community a better understanding of what the corporation was and where it was heading.

Shortly after *ASIC's* move to Enid, the corporation changed its work scope to deal exclusively with the Cessna 208 Caravan. After fabrication of the tooling and fixtures, which enabled *ASIC* to rebuild any structural component of the Caravan, *ASIC* has attained the position as the "World Leader" in Caravan rebuilding. Making this possible was the hard work and dedication of the staff and technicians.

Our firm has designed and fabricated tooling, as well as manufactured parts for Bombardier Aerospace such as: fuel cells, cowling, engine mounts, fairings, flaps, and access doors. *ASIC* is presently in the process of developing numerous STC's to improve the versatility and performance of the Caravan. Today *ASIC* travels the world over, retrieving and rebuilding aircraft for numerous major companies.

Our technicians are highly skilled and with their "can do" attitude and expert craftsmanship, *ASIC's* quality and ability is second to none.







Our Mission, Goals and Values

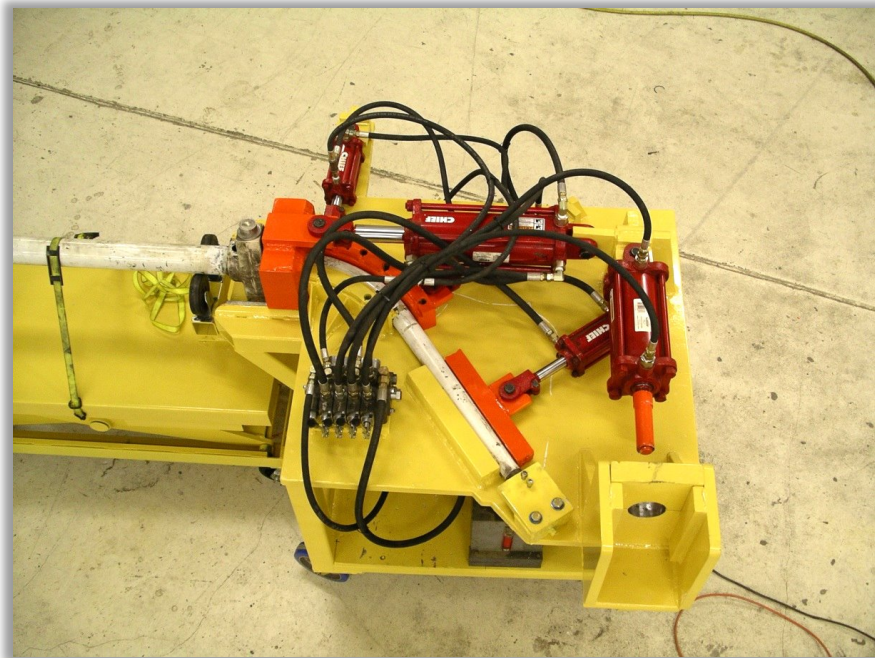
The mission of *ASIC* is to offer quality products and services to our aviation customers by meeting their requirements. Our goal is to produce a product delivered to the customer with zero defects along with dutiful regards to our employees' welfare. We accomplish these objectives through managing our resources and assets to foster a profitable environment for the *ASIC* stakeholders.

ASIC's employees, their welfare and concerns are very important to the success of the company. Understanding and acceptance of this fundamental principle is essential to building long lasting business relationships. It is the intention of the company to encourage a working environment, based on mutual trust and confidence, which will provide opportunities for individual effort and reward. Every employee is considered a member of our company team. Our success as a company is built on the recognition of the skills and efforts made by each employee, and our policy is to work with all members of this team in a fair and friendly manner, and treat each team member with dignity and respect. The management, as part of this team, will continuously work together with all employees for the benefit of our present and prospective customers and suppliers in order to improve the company's competitive position, which will enable the company to accomplish the following two goals:.

1. To provide superior jobs for all team members of *ASIC*; and
2. To guarantee customer satisfaction with the provision of high quality products and services.

General conditions such as safety, cleanliness, and employee accommodations will be evaluated periodically for improvement, and will always compare favorably with good industry practice. Management will meet with any team member to discuss suggested improvements in working conditions. The company will honor and abide by the provisions of this employee handbook. Overall, *ASIC* will expect everyone to devote their best efforts to conduct an expanding business within which an atmosphere of harmony with opportunity for all will prevail. With this in mind, we adhere to the following values:

1. Safety - Safety is the only thing more important than the customer.
2. Commitment - Pursue the best, good is not enough.
3. Balance - Establish unity of purpose and direction for the organization.
4. Persistent - Continuous improvement of the organization's overall performance.
5. Empowerment - Employees at all levels and their full involvement are the essence of the company.
6. Innovation - Creating the best STCs for the Cessna Caravan.



Services Offered

Major structural repairs and rebuilding for Cessna Caravan

Control surface and wing rebuilding, repair or exchange

Caravan and PT6A-114 parts sales

Worldwide damaged aircraft retrieval

Aircraft Maintenance for Cessna Caravan

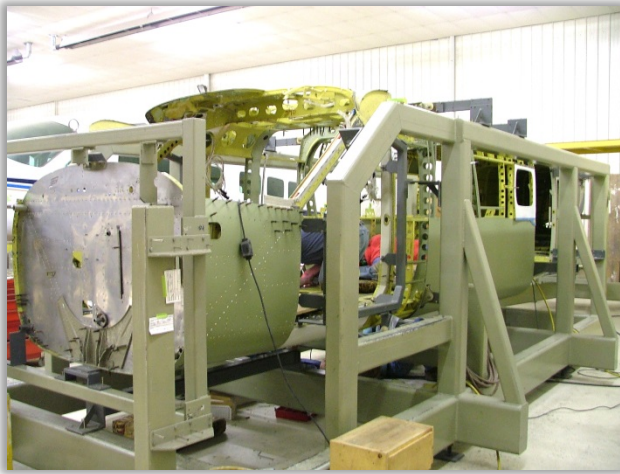
Caravan main landing gear removal, Inspection and re-installation

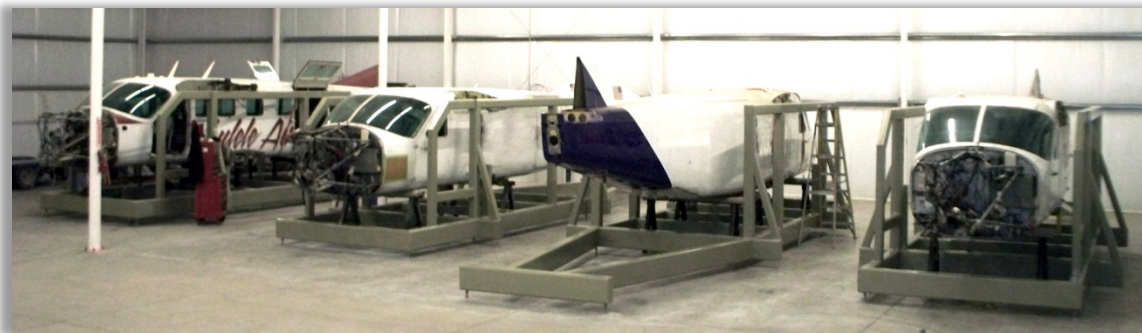
Repair Procedure and Overhaul for the Caravan Nose Gear

Avionics Installation

Caravan Aircraft Sales

Composite Repair





Recovery and Repair

ASIC has the tooling and holding fixtures to rebuild every Caravan structural component, no matter how severe the damage.





Press Releases

AVIONICS NEWS



MEMBER PROFILE

**AIRCRAFT
STRUCTURES
INTERNATIONAL
CORP. (ASIC)**

LOCATION:
Enid Woodring Regional Airport
1026 S. 66th St.
Enid, OK 73701

PHONE: 580-242-5907

Masters of the Caravan

ASIC specializes in the iconic turboprop

STORY BY CHRISTINE KNAUER

In the hangar, technicians lower a banged up Cessna Caravan fuselage into a special fixture designed to keep the aircraft steady and upright. Throughout the next several weeks, Aircraft Structures International Corp. in Enid, Oklahoma, will carefully rebuild the single-engine turboprop until it looks and operates like new again. "It was a brand new aircraft with only 2.3 hours,"



explained Scott Bengtson, ASIC's general manager. "The airplane got away from the pilot and hit a hangar door at a high power level. It drove far into the hangar door, damaging both wings so badly that we have to relocate the wing attach fittings."

ASIC is a Federal Aviation Administration-certified repair station specializing in recovering, repairing, modifying and rebuilding Cessna Caravans. Also certified by the European Aviation Safety Agency and Indonesia, the company's technicians travel around the world to recover

and repair aircraft damaged from hard landings and hailstorms, vehicle incursions and unfortunate accidents.

In February, ASIC technicians spent time in Indonesia helping to retrieve a Caravan from a mountain runway.

"We had to helicopter the airplane out of the airport," Bengtson said. "Without good roads, there was no way to truck it out. Our crew took all of the specialty equipment, including a device called a spreader bar and the cable assembly, to attach to the airplane. We found a local helicopter to hoist it out of there. They hooked it up and it was flown to a port several hundred miles away."

ASIC's technicians disassembled the Caravan and loaded its pieces into containers to ship back to the states. The company was still waiting on it a month later.

Starting out

ASIC began in 1978 in Pond Creek, Oklahoma, as Stowers Aircraft Corp. named after founder Mickey Stowers. In 1984, he moved the company to Berryville, Arkansas, where Stowers continued to hone his skills as an aircraft rebuilder and aircraft tooling fabricator.

In 1992, he relocated to Enid Woodring Regional Airport, changing the company's name to ASIC and focusing on Cessna Caravans. In time, Stowers fabricated specialized tooling and fixtures, enabling ASIC to

WEBSITE: asic.aero

FACILITIES: 48,500 square feet

EMPLOYEES: 40

WHAT THEY DO: ASIC is a repair station certified by the FAA, EASA and Indonesia, specializing in recovering, repairing, modifying and rebuilding Cessna Caravans.

FOUNDED: 1978
by Mickey Stowers

AEA MEMBER SINCE: 2006

rebuild any structural component of the Caravan.

"The aircraft are in such a state of disassembly that we have a lot of tooling and fixtures that allow us to capture the attach points on wings, struts, tail assemblies, engine mounts and other parts," said Bengtson, a pilot who has logged more than 2,000 hours. "Then we use all-new skin and OEM parts from Cessna to rebuild these airplanes until they really are like new."

ASIC's technicians handle all of the structural work and sheet metal repairs. They do it so often, they're experts in it. The machine shop features a variety of heavy equipment, including a large-scale router, plastic former, CNC lathe, 150-ton hydraulic press, and a vertical and horizontal CNC milling machine.

Engineering STCs

In addition to its repair work, ASIC also develops supplemental type certificates to improve the versatility and performance of the Caravan. Currently, the repair station offers four STCs – Pilot and Co-Pilot Lower Door Panels for older aircraft that resemble new production models; a Wing Jack Pad that makes it easier to jack the airplane; LED Cargo Pod Lights; and a Standby Flap System Limit Switch.

"Our Wing Jack Pads make it easier to jack the airplane, especially on amphibious airplanes when you're installing or repairing floats and you don't have an overhead crane or hoist," Bengtson explained. "Customers really like our LED Cargo Pod Lights. On a dark ramp reaching into the cargo pod, it's hard to see. With our lighting package, you can flip on the cabin lights and have light in the cargo pod."

"We also engineered a device that protects the Caravan's flaps from damage. Cessna's secondary system in the Caravan for flap extension and retraction doesn't have a limiting system on it. If the switch is held in place too long in backup mode, it can overdrive the flaps, damaging them. Our switch keeps that from happening."

Continued on following page



ASIC technicians travel all over the world to retrieve damaged Caravans. For shorter, drivable distances, they utilize a trailer with a special rack to transport the aircraft back to the shop.



Mickey Stowers fabricated specialized fixtures to hold a Caravan fuselage in place, enabling ASIC technicians to rebuild any structural component on the aircraft.



After having its fuselage, wings, landing gear and engine repaired, the Caravan is ready to go back to work.

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Continued from page 23

ASIC also is working on an engine upgrade that gives earlier Caravans the same power and performance as modern Grand Caravan EX models.

"Cessna changed engine models, but it's still Pratt & Whitney," Bengtson said. "They upgraded the PT6-114A with 675 HP to the -140 engine with 867 HP for current production aircraft. Our STC is working on an installation that brings the -140 engine to the earlier airplanes. We'll be starting flight testing soon."

From sheet metal components to flight controls, ASIC stocks millions of pieces and parts for Caravan aircraft. The goal is to stock every type of flight control in the repair station's inventory, making them available for exchange or rent. Another goal is to expand the company's PMA parts development program.

"We plan to expand and attack high-cost parts to help drive down the cost of ownership for Caravan owners, as well as improve the capability of the aircraft," Bengtson said.

Keeping customers flying

ASIC can count on pilots continuing to bump their Caravans into hangar doors and land way too hard on mountain runways. Even with 40 employees, the company can't keep up with all of the projects. Bengtson hopes to add more employees soon.

"A&Ps are good," Bengtson said. "We would love to have them. We'll take as many as we can hire. But, in general, A&Ps don't have the sheet metal training and experience that we need. We're working with the Autry Technology Center in Enid to conduct a six-week class for 10 applicants. We teach them the specific type of sheet metal work that we do and how to use the specialized tools and fixtures – where you actually take out a component, put it in a holding fixture, rebuild it and install it."

The first class began June 1. Students taking the course are paid for their learning time and will be offered employment at the end of the six weeks. ASIC plans to adjust the course as needed and offer it again in the fall.

"We have a Caravan here from Alaska that our crew went up and brought back," Bengtson said. "It ran into a shipping container on landing, virtually destroying the right wing. We're rebuilding the fuselage and putting on a new wing. We also have an aircraft that just arrived by container from Bogotá, operated by the Colombia Army. It hit some trees. They did the recovery and brought it back to the airbase. Our crew went down, loaded it in the container, and shipped it back."

"There's an airplane in Michigan that we have to go up and get. It hit a landing light on landing. They found glass in the engine, so we can't fly it. We'll send a crew up to take it apart and bring it back for repairs. As you can see, there are a lot of aircraft that need our expertise. We're doing everything we can to keep the Caravans flying." □

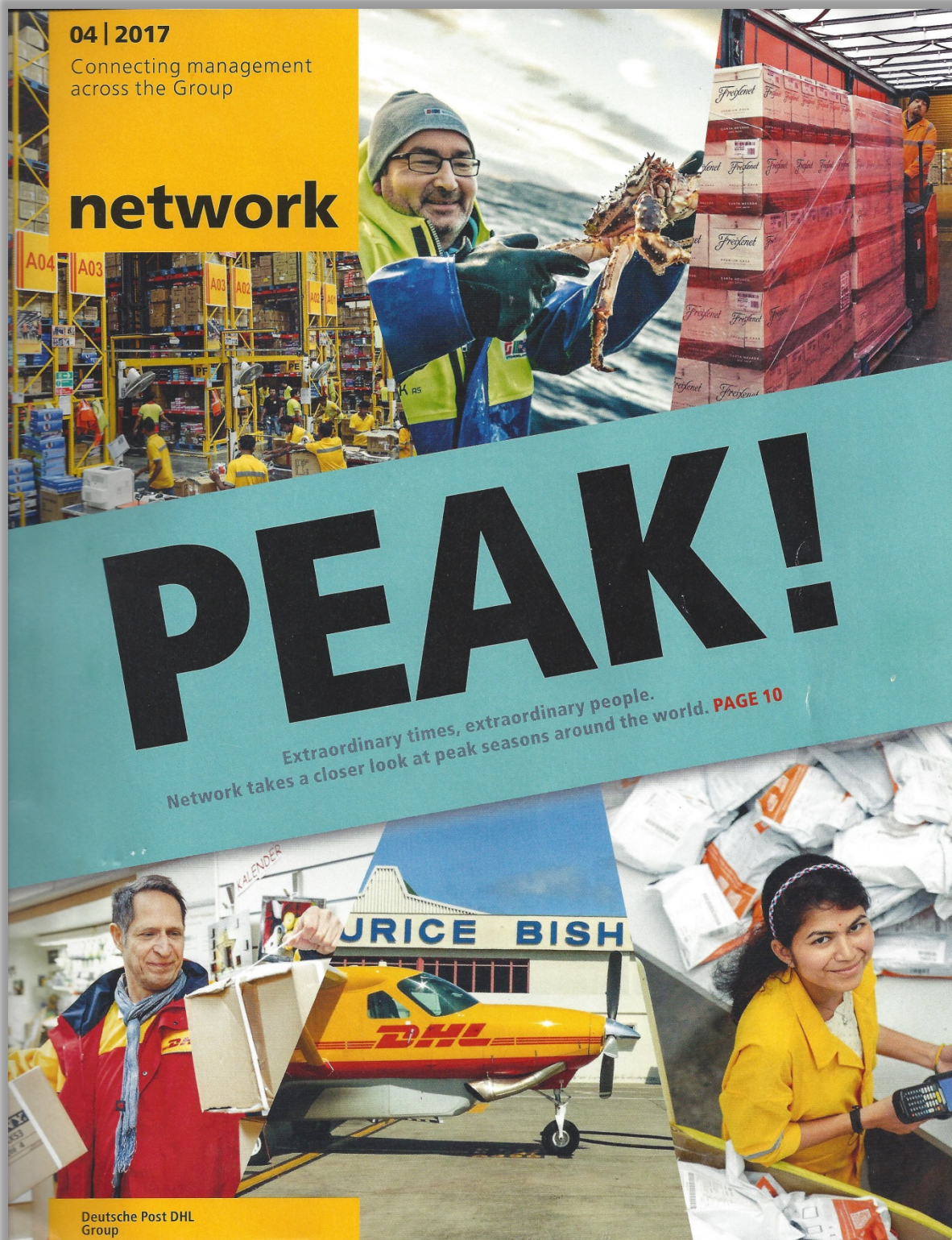
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Connecting management
across the Group

network

PEAK!

Extraordinary times, extraordinary people.
Network takes a closer look at peak seasons around the world. **PAGE 10**

Deutsche Post DHL
Group





Island hopping with **the Caribbean crew**

Network editor Marcel Plexnies has reported from worse locations, and certainly from larger ones. Still, the cockpit of a DHL Express Cessna 208B Caravan is the perfect place for an unforgettable day of work: six countries in just 10 hours, many of which were spent high above the beautiful southern Caribbean.

>>>

It's not until the very end of our day that Dexter Amow finally tells me how he got into flying. We'd just spent about 10 hours sharing just two square meters of cockpit space in a yellow and red Cessna 208B Caravan. Now, on the way back to his car, we start talking about why he decided to become a pilot. "I was six years old the first time I flew. That was together with my parents," Amow recalls. "The pilots let me take a peek into the cockpit, and it was love at first sight. From that very moment, I knew I wanted to pilot a plane someday."

Today Amow can look back on 18 years as a pilot for Kingfisher Air Services, flying exclusively for DHL Express. Over the years, his love of flying hasn't faded. "Flying is the best!" he says – and this after several hours of flight and the sixth landing that day. I feel I can agree with him now, but that's not how I felt earlier in the day.

"How much do you weigh?"

It's shortly before 8 a.m. when I arrive at Piarco International Airport's south terminal in Port of Spain, Trinidad

and Tobago. No sign yet of today's cargo, but before long a Boeing 757 – on its route from Panama via Caracas, Venezuela, – touches down with the goods. At about the same time, Dexter arrives to prepare for his workday. "How much do you weigh?" is one of the first questions he asks. I'm taken aback at first. Then the coin drops: The

Cessna's maximum load capacity is 1,200 kilos – and this includes both the cargo and any people on board.

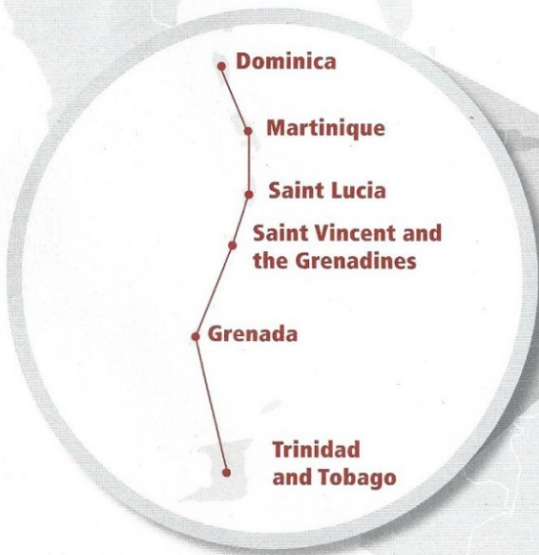
It's 9:15 a.m. before I finally get the chance to see the Cessna up close. When I climb up the small ladder

and squeeze myself into the tiny cockpit for the first time, the thrill gives way to reservations. I've pictured many times how a plane of this size must shudder and shake with every small gust of ocean wind. Now I'm feeling uneasy, wondering how I got myself into this.

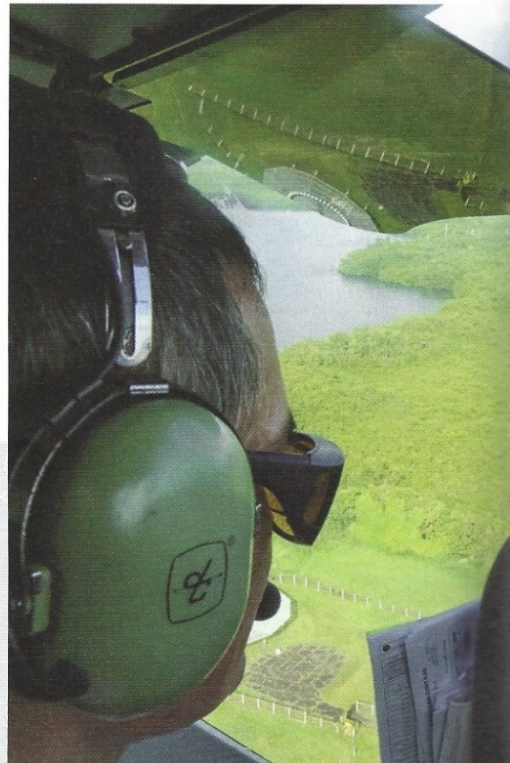
Flashback to about six weeks earlier. A photograph on the website of DHL's customer magazine "Delivered." catches my eye. The story is about the Group's Disaster Response Team and its deployment to the Caribbean in the wake of hurricanes Irma and Maria. The photo is of a

"I took a peek into the cockpit, and it was love at first sight. I knew I wanted to pilot a plane someday."

DEXTER AMOW



Six countries, 10 takeoffs, 10 landings, – all in just 10 hours. Six days a week, DHL Express delivers to the Caribbean islands: A Cessna plane commutes between Trinidad and Tobago and Dominica.



smart-looking, DHL-branded Cessna assisting in the relief mission. Curiosity piqued, I contact the author of the piece, Reiner Wolfs, who is CEO of DHL Express Caribbean Region. Wolfs explains that Express uses several of these single-engine planes for its everyday delivery operations in the region. That's all I need to hear; I immediately ask if I can accompany one of the planes on its daily route. After getting the green light, I spend several weeks planning the trip and looking forward to what will surely be my biggest adventure to date at Deutsche Post DHL Group.

Takeoff at 130 km/h

The big moment arrives at exactly 9:42 a.m. local time on November 14. Amow cranks up the RPMs on the propeller, and our Cessna begins its forward roll. As the speed increases, so do the decibels. When we reach 70 knots (about 130 km/h), the Cessna slowly takes to the air. On the jump seat for last-minute passengers, I'm madly taking pictures and capturing videos – a good way to distract myself from the butterflies in my stomach. After a good 40 minutes, we touch down at Maurice Bishop International Airport on Grenada for the first of 10 landings on our route today. Like many of the landing

Landing on Martinique: The French holiday island boasts the largest airport on our route.



Dexter Amow has been flying for DHL Express for the past 18 years. He is married and has a 16-year-old son.



The tanker pulls up to the plane on Saint Lucia. The fuel is pumped into the wings.



Peak season in the Caribbean: The closer one gets to Christmas, the more cargo the Cessna 208B Caravan flies in. The local DHL Express couriers often pitch in to load and unload their shipments, like here in Grenada.

strips to come, this one is situated just a stone's throw from the great blue sea. We reach our park position, where the yellow delivery van is already waiting to take on its load. The minute we stop moving, two colleagues appear at the side door with a cart. I've managed to relax a bit by now, but I still look forward to getting out of the plane for a short break to stretch my legs. Amow knows all the drivers and ground personnel; they chat for a few minutes, then get to work unloading the shipments bound for addresses here on Grenada. They quickly empty the cargo area while Amow takes care of the necessary paperwork, including a passenger list for the local authorities. "I actually never know exactly what I'm carrying, just how much it weighs," he says.

After topping off the fuel tank, we're quickly on our way to the next stop. It's just a temporary goodbye, explains Amow, as we'll be returning to Grenada later to pick up the items the couriers have collected from customers during the day. Up in the air, I've got time for some more photos – the stereotypical Caribbean kind. From Grenada we head for Saint Vincent and out over the day's most impressive scenery. The dazzlingly beautiful Grenadines, a chain of small islands that belong to Saint Vincent and Grenada, are a paradise of white beaches and coral reefs surrounded by various shades of turquoise water. The weather is holding up its end of the bargain: The clouds tend to cluster above the islands. Our hops between them remain calm and smooth. For now, at least.

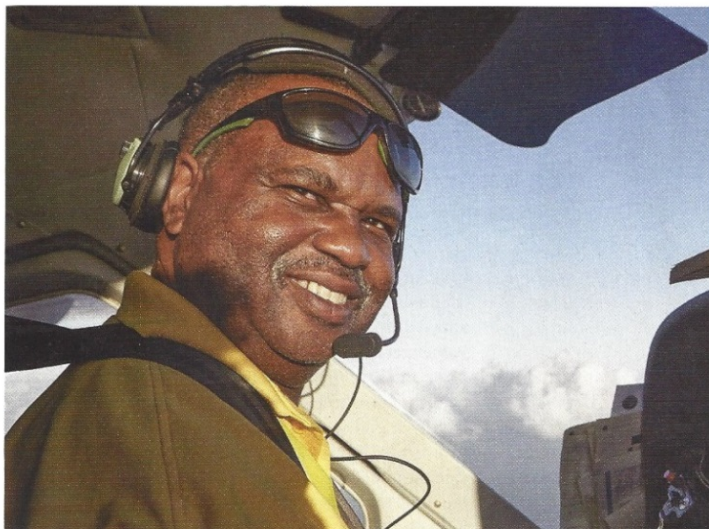
"I actually never know exactly what I'm carrying, just how much it weighs."

DEXTER AMOW

Surprisingly analog

The legs of our 10-stage journey are now getting shorter: 30 minutes from Grenada to Saint Vincent, and just another 25 to Saint Lucia, where we land practically right next to two huge cruise ships. As a passenger from faraway Europe, it's hard for me to shake the feeling of being on vacation on this unusual "workday." Amow, apparently unperturbed by his unusual guest today, goes about his routine with the calm and aplomb of a seasoned DHL pilot. "I actually like spending time alone in the plane," says Amow, who flies for DHL three to four times a week.

As adventurous as the life of a pilot might sound, Amow's day also seems to include a fair amount of mundane tasks – something I notice more with each leg of the trip. We're back in the sky, making our way toward the French island of Martinique, and for the next quarter hour I'm amazed by just how analog much of Amow's work is. Passenger lists are just one small part of the paperwork. As soon as we reach an altitude of 1,000 feet, he hands over the reins to his trusty autopilot and dives into his handwritten log. It records the day's arrival and departure times, but what I find even more exciting is his calculation of the plane's center of gravity after the next off- and on-loading. It strikes me as almost old-fashioned how Amow uses a calculator and a plastic circular slide rule to determine the optimal center of gravity of the plane. "If we're outside of the allowed deviation,



Paul Clarke was the pilot when our photographer Marlon James took to the air. The cockpit of the Cessna is too small to hold pilot, photographer and reporter.

we can't fly, he says, matter-of-factly. "We'd need to shift around some of our cargo."

That won't be necessary today. The plane's cargo area empties more and more as we progress along our route, and we've lightened our load by the time we near Dominica, the turnaround point on today's journey. The approach is as impressive as it is depressing. Dominica, just like Grenada, Saint Vincent, Saint Lucia and Martinique, is part of the Caribbean island group known as the Windward Islands. This puts them – along with their neighbors to the north – in the main hurricane zone. In September, hurricanes Irma and Maria wreaked havoc on the region. My original plan was to continue from Dominica to Saint Martin and visit 11 countries in a day. But this wasn't an option. Many of the airports farther north were still a long way from resuming operations.

Here on Dominica, the devastation inflicted on September 18 is still very evident. On our approach just above the foliage, the damage becomes even more apparent. It looks to me that about 80% of all the palms on this densely forested island have been destroyed. When we arrive at the small terminal, I see that even a

piece of the welcome sign has gone missing. The damage that Category 5 Maria caused is estimated at roughly one billion dollars on Dominica alone – a small island with a population of just over 70,000. All the more important, I realize, that DHL Express is here providing a daily service.

Fatigue sets in, and weather takes a turn

We've reached the halfway point on our tour. Time for a few well-deserved gulps of water, a banana and some chocolate. The experience has proved as breathtaking as I had hoped. And Amow, with his calm, low-key, even introverted demeanor, is just what I needed to keep my childlike excitement under control. He doesn't rush, there's no stress. Even on the return flight, he still answers all my questions and takes time to explain whatever he can. Almost exactly five hours after our takeoff in Port of Spain, we turn around to head south again. When we land on Martinique for the second time, we park next to a similarly small plane from FedEx, which seems to be flying a similar route.

We retrace our path from this morning, gradually hitting all the islands a second time. Outside, the sun



Digital instruments cover the dashboard of the airplane, providing exact readouts to the pilot.



The rocky mountains and slopes of Dominica: A severe hurricane swept over the island in September.



A bird's-eye view of the Grenadines from the Cessna.



The flight provides more than enough photo opportunities.

slowly sinks below the horizon; inside the cockpit, I'm getting more and more tired. It's hot, it's cramped, and the constant up-and-down is draining. Between Saint Lucia and Saint Vincent I finally dig my fingers into my seat and squeeze my eyes shut. The weather has taken a turn, and turbulence is no longer avoidable. Still, the bumps remain the exception, as Amow deftly adjusts our course to fly around the most menacing clouds.

When we touch down back in Grenada in the blue dusk light, the airport is all but shut down for the day. Our small Cessna 208B Caravan, flight number N960HL, is the only aircraft out on the apron. And one last highlight awaits me: As Amow takes care of the formalities, I find myself standing alone on the vast stretch of tarmac – alone with the yellow and red Cessna, with the feeling of having the whole Caribbean to myself.

An hour later, I'm walking back to my car in the parking lot of Port of Spain's south terminal. I'm exhausted but ecstatic, like a little boy. Next to me, Dexter Amow starts telling me how he decided to become a pilot.

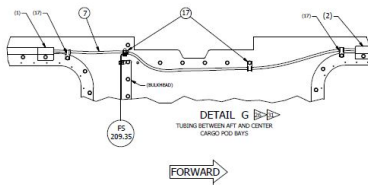
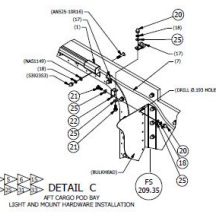
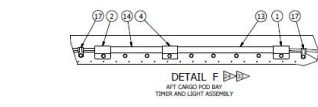
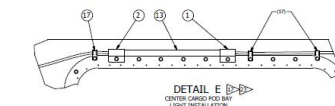
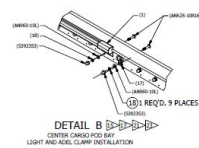
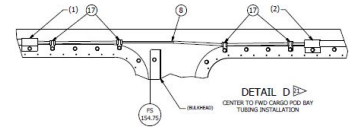
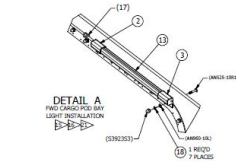
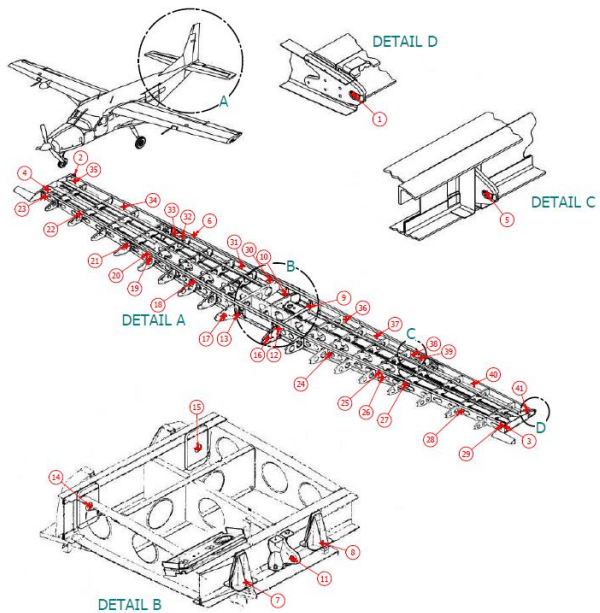
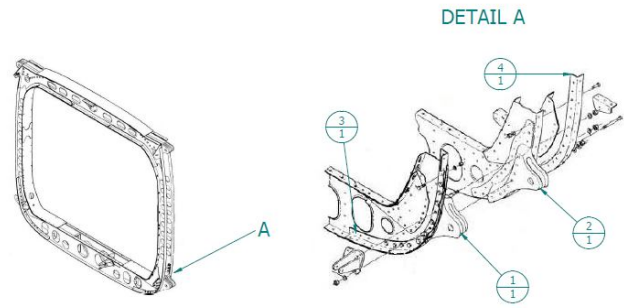
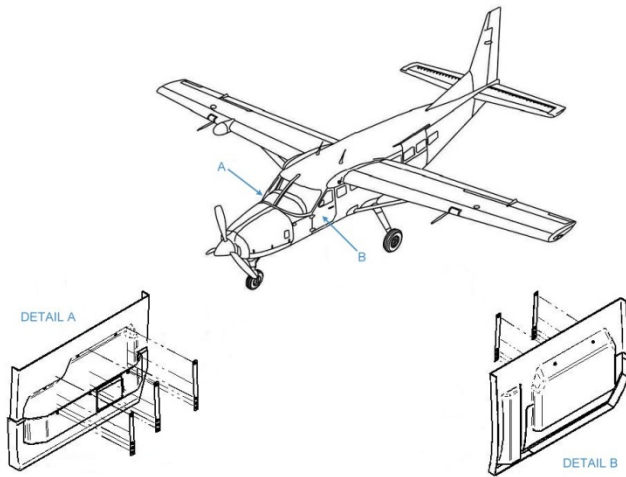


Safe and sound and back on the ground. Editor Marcel Plexnies takes a selfie with the Cessna.

» **AUTHOR**
Marcel Plexnies

» **PHOTOGRAPHER**
Marlon James, Marcel Plexnies

ASIC's STC's



STC - Jack Pad

ASIC's Jack Pad STC for Cessna Caravans that has improved safety and stability for jacking of the aircraft as well as reducing aircraft downtime for your customer. This STC (SA10840SC), (EASA 10040586), (ANAC 2012S12-04) is a set of auxiliary jack pads that attach to the upper wing strut bolt and an adapter for the tail hook. The wing jack pads have a point that extends through the strut cover for jacking. After installation, the wing jack pads remain on the aircraft. The tail adaptor is installed on the tail stand and is removed from the aircraft before flight. Just jack the aircraft up to do the desired maintenance, such as changing tires, landing gear corrosion inspection or weight and balance. No need for a crane or hoist to remove, install or repair floats.



ASIC'S jack pads are easy to install with very little modification to the aircraft.



Make weight and balance easy with floor scales or load cells on the jack.



ASIC'S jack pads make installing removing and performing retract tests on floatplanes easy.



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number SA10840SC

This certificate issued to: Aircraft Structures International Corp.
Enid Woodring Regional Airport
Hangar 31
RR 5, Box 41B
Enid, OK 73701

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 the Federal Aviation Regulations.

Original Product – Type Certificate Number: A37CE

Make: Cessna
Model: 208 Series

Description of Type Design Change:

Installation of wing jack pads on the Cessna 208 Series aircraft in accordance with Aircraft Structures International Corporation (ASIC) MasterData List ASIC-351MDL, Rev IR, dated December 6, 2007 or later FAA approved revision. The aircraft is to be maintained per the "Instructions for Continued Airworthiness for ASIC-351 MDL, Cessana 208 Series Auxiliary Jack Pad Installation", ASIC Report number ASIC-208ICA, Rev IR, dated December 6, 2007, or later FAA accepted revision.

Limitations and Conditions:

The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 18, 2007
Date of issuance: June 26, 2008

Date reissued:
Date amended: January 8, 2014

By direction of the Administrator

Signature

S. Frances Cox

Manager, Special Certification Office,
Southwest Region

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).



European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

10040586

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

**AIRCRAFT STRUCTURES INTERNATIONAL
Corp.**

**ENID WOODRING REGIONAL AIRPORT, HANGAR 31
RR 5, BOX 41B
ENID OK 73701
USA**

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

**Original Product TC Number : EASA.IM.A.226
TC Holder : CESSNA AIRCRAFT COMPANY
Model : CESSNA 208, CESSNA 208B
Original STC Number : FAA STC SA10840SC**

Description of Design Change:

Installation of Jack Pads on Cessna 208 Series aircraft in accordance with FAA STC SA10840SC

EASA Certification Basis:

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

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

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 11.07.2012


European Aviation Safety Agency
Manfred REICHEL
Project Certification Manager
General Aviation

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010018271-001

SUPPLEMENTAL TYPE CERTIFICATE - 10040586 - AIRCRAFT STRUCTURES INTERNATIONAL Corp.



CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO 2012S12-04
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Aircraft Structures International Corp.
is granted to:) Hangar 31, Enid Woodring Regional Airport
RR 5, Box 41B
Enid, OK 73701
USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)

especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicable airworthiness requirements.)

Produto Original - Número do Certificado de Tipo: 9402 (ANAC).
(Original Product - Type Certificate No:)

Fabricante: CESSNA AIRCRAFT COMPANY.
(Manufacturer:)

Modelo(s): 208 and 208B.
(Model(s):)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Installation of Wing Jack Pads in accordance with Aircraft Structures International Corporation (AISC)
Master Data List ASIC-351MDL, Rev. 5, dated 23 Mar. 2010, or later approved revisions.

This CST validates in Brazil the STC No. SA10840SC, issued by FAA (USA).

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento: 04 Sep. 2012
(Application:)

Da emissão: 13 Dec. 2012
(Issuance:)

Da reemissão:
(Reissuance:)

Da emenda:
(Amendment:)

HÉLIO TARQUÍNIO JÚNIOR
Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)

DINO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)

F-400-01G (04.12)

Flávio Lúcio Lara Moutinho
Líder de Grupo
Aviação Geral e Certificação Suplementar de Tipo

Fl. 01 de 02
(Sheet) (of)

H.02-4016-0

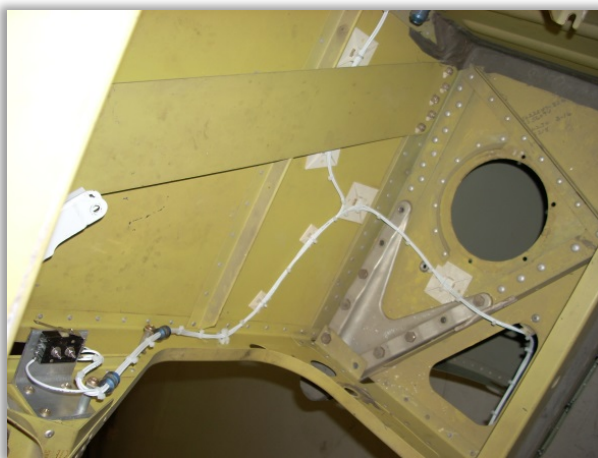
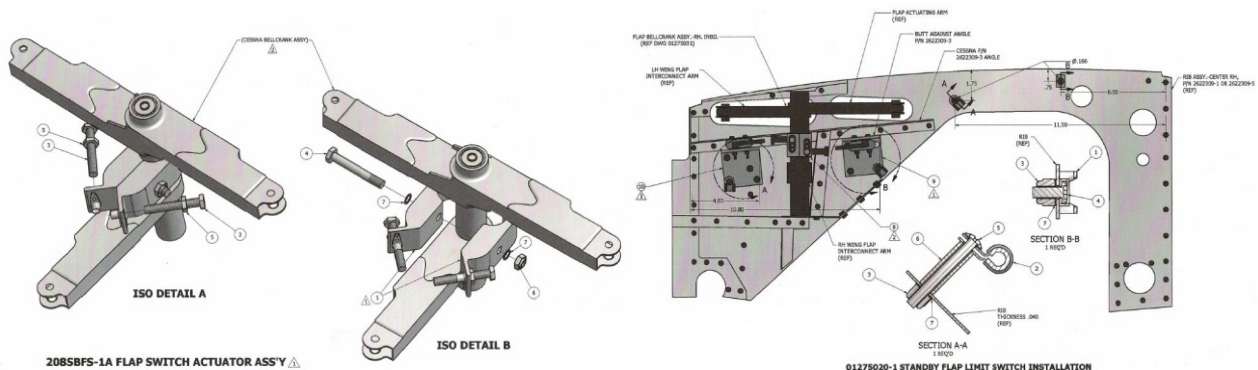


STC - Standby Flap Switch

ASIC's Standby Flap Switch STC for Cessna Caravans that has improved safety for the operation of the flap system as well as reducing aircraft downtime for your customer.

As installed the normal airplane flap system is equipped with a standby motor which may be utilized in the event of primary system failure. However, the current system as installed does not include any method to protect the structure from over extending the system at either the upper or lower end of the flap travel. When the system is over extended structural damage will occur.

In order to prevent this over travel a modification to the existing system will install environmentally sealed micro switches that will limit the travel of the flap when operated by the standby motor. This STC (SA11115SC), (EASA 10043724), (ANCA Pending) also changes the wiring at the NORMAL/STANDBY switch to prevent inadvertent movement of the standby system when in normal mode.



Wire installation complete. Looking forward. Wire installation complete. Looking aft.

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

Number SA11115SC

This Certificate issued to Aircraft Structures International Corp.
Hangar 31, Enid Woodring Regional Airport
Enid, OK 73701

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number : A37CE

Make : Cessna

Model : 208 & 208B

Description of Type Design Change: Installation of a standby flap travel limiting system in accordance with Aircraft Structures International Corp., Master Data List, ASIC208-6000-01MDL, Revision D, released September 22, 2011, or later FAA approved revision. The aircraft is to be maintained per the "Instructions for Continued Airworthiness for Modification to Existing Standby Flap System for Cessna 208 & 208B", ASIC Document Number ASIC-002ICA, Revision C released January 6 2012, or later FAA accepted revision. Airplane Flight Manual Supplement (AFMS) titled "Airplane Flight Manual Supplement for Standby Flap System Limit Switches Installed in Cessna Model 208 or 208B Aircraft", Document Number ASIC208-6000-29, Revision IR, dated December 13, 2012, or later FAA approved revision is required.

Limitations and Conditions: The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

(See continuation sheet 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : February 12, 2009

Date reissued :

Date of issuance : December 13, 2012

Date amended :



By direction of the Administrator

(Signature)
S. Frances Cox
Manager, Special Certification Office
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2(10-68) Page 1 of 3

This certificate may be transferred in accordance with FAR 21.47.



European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

10043724

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

**AIRCRAFT STRUCTURES INTERNATIONAL
Corp.**

**ENID WOODRING REGIONAL AIRPORT, HANGAR 31
RR 5, BOX 41B
ENID OK 73701
USA**

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

**Original Type Certificate Number : EASA.IM.A.226
Type Certificate Holder : CESSNA AIRCRAFT COMPANY
Type Design - Model : CESSNA 208/208B
Original STC Number : FAA STC SA11115SC**

Description of Design Change:

Installation of a Standby Flap Travel Limiting System in accordance with FAA STC SA11115SC.

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements / the following paragraph(s) at a later amendment: FAR 23.305(a)(b), Amdt. 45, FAR 23.1309(d)(e)(f), Amdt. 49.

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

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 19 February 2013

European Aviation Safety Agency
Paul HATTON
Project Certification Manager

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010022179-001

SUPPLEMENTAL TYPE CERTIFICATE - 10043724 - AIRCRAFT STRUCTURES INTERNATIONAL Corp.

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CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO **2013S11-03**
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Aircraft Structures International Corp.
is granted to:) Hangar 33, Enid Woodring Regional Airport
 Enid, OK 73701
 USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)

especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicable airworthiness requirements.)

Produto Original - Número do Certificado de Tipo: 8805 (ANAC).
(Original Product - Type Certificate No:)

Fabricante: CESSNA AIRCRAFT COMPANY.
(Manufacturer:)

Modelo(s): 208 and 208B.
(Model(s):)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Installation of a standby flap travel limiting system in accordance with Aircraft Structures International Corporation (ASIC), Master Data List, document number ASIC208-6000-01MDL, Rev. D, dated 22 Sep. 2011, or later approved revisions.

This CST validates in Brazil the STC No. SA11115SC, issued by FAA (USA).

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento: 07 May 2013
(Application:)

Da emissão: 04 Nov. 2013
(Issuance:)

Da reemissão:
(Reissuance:)

Da emenda:
(Amendment:)


HELIO TARQUINIO JÚNIOR

Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)



DINO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)

STC - Cargo Pod Lights

ASIC's Cargo Pod Lights STC (SA11054SC), (EASE 10041470), (ANAC 2013S03-12) is an LED lighting package that is installed in the cargo pod of the aircraft. The lighting package consists of 3 lights (208) or 4 lights (208B), a timer, conduit, mounting hardware and wire harnesses. The lights are mounted over each cargo pod door opening. The 1/2 amp needed for the lights is supplied from the existing Cessna cargo lighting system. A timer is used to turn off the LED lights after 30 minutes of operation.







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

Number SA11054SC

This Certificate issued to Aircraft Structures International Corp.
Hangar 31 Enid Woodring Regional Airport, RR5, Box 41B
Enid, OK 73701

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number : A37CE
Make : Cessna
Model : 208 and 208B

Description of Type Design Change: The installation of an internal cargo pod lighting system in accordance with document number DL1819M02, Data List – Installation Data, Cessna C-208 Series, Revision B dated November 7, 2012, or later FAA approved revision. Instructions for Continued Airworthiness (ICA) document number 02010000-ICA, Revision A dated May 8, 2012 or later FAA accepted revision must be available to the operator at the time of installation. Complete compliance data is contained in DL1819M00, Data List – Compliance Data, Cessna C-208 Series, Revision B dated November 7, 2012, or later FAA approved revision.

Limitations and Conditions: The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

(See continuation sheet 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 14, 2011

Date reissued: November 26, 2012

Date of issuance: July 2, 2012

Date amended :



By direction of the Administrator


(Signature)

C. Neil Hocker
Lead ODA Administrator
ODA-831473-SW

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

10041470

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

AIRCRAFT STRUCTURES INTERNATIONAL Corp.

**HANGAR 31
WOODRING MUNICIPAL AIRPORT
ENID OK 73701
USA**

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

Original Product TC Number : EASA.IM.A.226

TC Holder : CESSNA AIRCRAFT COMPANY

Model : 208, 208B

Original STC Number : FAA STC NO. SA011054SC

Description of Design Change:

Installation of an internal Cargo Pod lighting system.

EASA Certification Basis:

Design:

Non-significant change

The Certification Basis of the original product and the following additional / alternative airworthiness requirements are applicable to this change: As specified in the original FAA STC No. SA011054SC dated 02-Jul-2012.

Environmental Protection:

The certificated noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 19.09.2012

European Aviation Safety Agency
Carl Thomas
Certification Manager General Aviation

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010018860-001

SUPPLEMENTAL TYPE CERTIFICATE - 10041470 - AIRCRAFT STRUCTURES INTERNATIONAL Corp.



CERTIFICADO SUPLEMENTAR DE TIPO
(Supplemental Type Certificate)

NÚMERO 2013S03-12
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Aircraft Structures International Corp.
is granted to:) Hangar 33, Enid Woodring Regional Airport
1026 South 66th Street
Enid, OK 73701
USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)

especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.
(specified hereon, met the applicable airworthiness requirements.)

Produto Original - Número do Certificado de Tipo: 8805 (ANAC).
(Original Product - Type Certificate No:)

Fabricante: CESSNA AIRCRAFT COMPANY.
(Manufacturer:)

Modelo(s): 208 and 208B.
(Model(s):)

DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:
(Description of Type Design Change:)

Installation of an internal cargo pod lighting system in accordance with Aircraft Structures International Corporation (ASIC) document number DL1819M02, Data List – Installation Data, Cessna C-208 Series, Rev. B, dated 07 Nov. 2012, or later approved revisions.

This CST validates in Brazil the STC No. SA11054SC, issued by FAA (USA).

LIMITAÇÕES E CONDIÇÕES:
(Limitations and Conditions:)

See continuation sheet for applicable data.

DATAS:
(Dates of:)

Do Requerimento: 20 Dec. 2012
(Application:)

Da emissão: 27 Mar. 2013
(Issuance:)

Da reemissão:
(Reissuance:)

Da emenda:
(Amendment:)

HÉLIO TARQUINIO JÚNIOR

Gerente-Geral, Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)

DINO ISHIKURA
Superintendente de Aeronavegabilidade
(Airworthiness Superintendent)

STC - Pilot and Copilot Lower Door Panels

ASIC's STC (SA01747WI) EASA STC (10051343) for the Cessna Caravan that will replace and improve the lower door panels of older aircraft and are a direct replacement for door panels on newer aircraft.

The Pilot and Copilot Lower Door Panels will replace the existing lower door panels currently installed on your aircraft. Aircraft built prior to serial number 208-0396 and B1171 require STC approval. This installation of the *ASIC* lower door panels will add a map pocket with the ability to stow 10-15 lbs. of equipment. For installations on newer aircraft, the ASIC door panel is a direct replacement to the OEM. Multiple color options are available for the new lower door panels. Currently, ASIC has Cloud Grey, Columbia Grey, and Columbia Light Grey in stock.





(O2 Mask not included)

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

Number SA01747WI

This certificate issued to:

Aircraft Structures International Corp.
620 North Rock Road
Suite 230, #233
Derby, KS 67037

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 the Federal Aviation Regulations.

Original Product - Type Certificate Number: A37CE
Make: Cessna
Model: 208, 208B

Description of Type Design Change:

Installation of new Lower Interior Door Panel with Map Pockets in accordance with Aircraft Structures International Corp Installation Data List, Document No. 09251000-002, Revision 1, dated January 6, 2014, or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of this design with previously approved modifications must be determined by the installer.
2. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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: March 12, 2013

Date reissued:

Date of issuance: April 9, 2014

Date amended:

By direction of the Administrator



Steven C Litke

(Signature)

Steven C. Litke
Program Manager
Wichita Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-2(10-68) PAGE 1 of 2 PAGES

This certificate may be transferred in accordance with FAR 21.47.



SUPPLEMENTAL TYPE CERTIFICATE

10051343

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

AIRCRAFT STRUCTURES INTERNATIONAL Corp.

**ENID WOODRING REGIONAL AIRPORT
1026 SOUTH 66TH STREET, HANGAR 33
ENID OK 73701
USA**

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

Original Type Certificate Number : EASA.IM.A.226
Type Certificate Holder : CESSNA AIRCRAFT COMPANY
Type Design - Model : 208
208B
Original STC Number : FAA STC SA01747WI


Description of Design Change:
Installation of Pilot and Co-Pilot Lower Door Panels

EASA Certification Basis:
The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 24 November 2014


Yves MORIER
Head of General Aviation and
Remotely Piloted Aircraft Systems (RPAS)

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010032086-001

SUPPLEMENTAL TYPE CERTIFICATE - 10051343 - AIRCRAFT STRUCTURES INTERNATIONAL Corp.

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STC - Phoenix I



ASIC's STC SA01850WI (PHOENIX I) for the Cessna 208 and 208B Caravan. The PHOENIX I is one of two STC's that will reset the Special Inspection Documents (SID) times and cycles to "Zero Time Since New" on the inspections. See example on next page. This STC provides operators a cost-effective solution to the costly downtime brought on by repetitive inspections associated with their aging aircraft fleet.

Example: Cessna 208B0000, N000XX, TT 12,500.0, TC 15,000.
All inspection times and cycles reset to “0” for the following inspections.

Figure	Structure Affected	SID	Inspect Task	Inspect Doc	Next INSP
1	Lower FWD Carry-Thru Bulkhead	53-20-03	53-10-00-253	05-15-16	TT 25,000.0 STC adds 12,500 Hours. Before Next Inspection
1	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Severe Inspection)	53-20-07	53-10-00-253	05-15-MG	TT 17,500 STC adds 5,000 Hours. Before Next Inspection
1	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Typical Inspection)	53-20-07	53-20-07-250	05-15-MH	TT 22,500.0 STC adds 10,000 Hours. Before Next Inspection
1 & 2	Fuselage to Wing Carry-Thru Attach Fitting Lugs	53-20-02	53-10-00-252	05-15-MF	TT 32,500.0 STC adds 20,000 Hours. Before Next Inspection
1 & 2	Fuselage to Wing Carry-Thru Attach Fitting	53-20-06	53-10-00-256	05-15-16	TT 25,000.0 STC adds 12,500 Hours. Before Next Inspection
2	Main Landing Gear Fitting	53-20-04	53-10-00-254	05-15-19	TC 40,000 STC adds 25,000 Cycles Before Next Inspection
2	Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead	53-20-05	53-10-00-255	05-15-16	TT 25,000.0 STC adds 12,500 Hours. Before Next Inspection
3	Flap Tracks Inboard, Center	57-50-01	57-10-00-254	05-15-MD	TC 30,000 STC adds 15,000 Cycles Before Next Inspection
3	Flap Tracks Outboard	57-50-01	57-10-00-255	05-15-MD	TC 30,000 STC adds 15,000 Cycles Before Next Inspection

The “Zero Time Since New” Inspection Requirements for replacement fittings, and their supporting structure, on Cessna 208 S/Ns 20800001 and on, and 208B S/Ns 208B0001 and on, reset the inspection requirements presented in the above table. Hence the next inspection interval, after the replacement of fittings, splices, and stiffeners per this STC, equal the initial inspection interval. All subsequent inspections equal the recurring inspections presented in the above table. In addition to the inspection requirements the bolt and rivet holes in the mating aircraft structure that supports the fittings, which are not replaced by this STC, undergo HFEC surface probe.

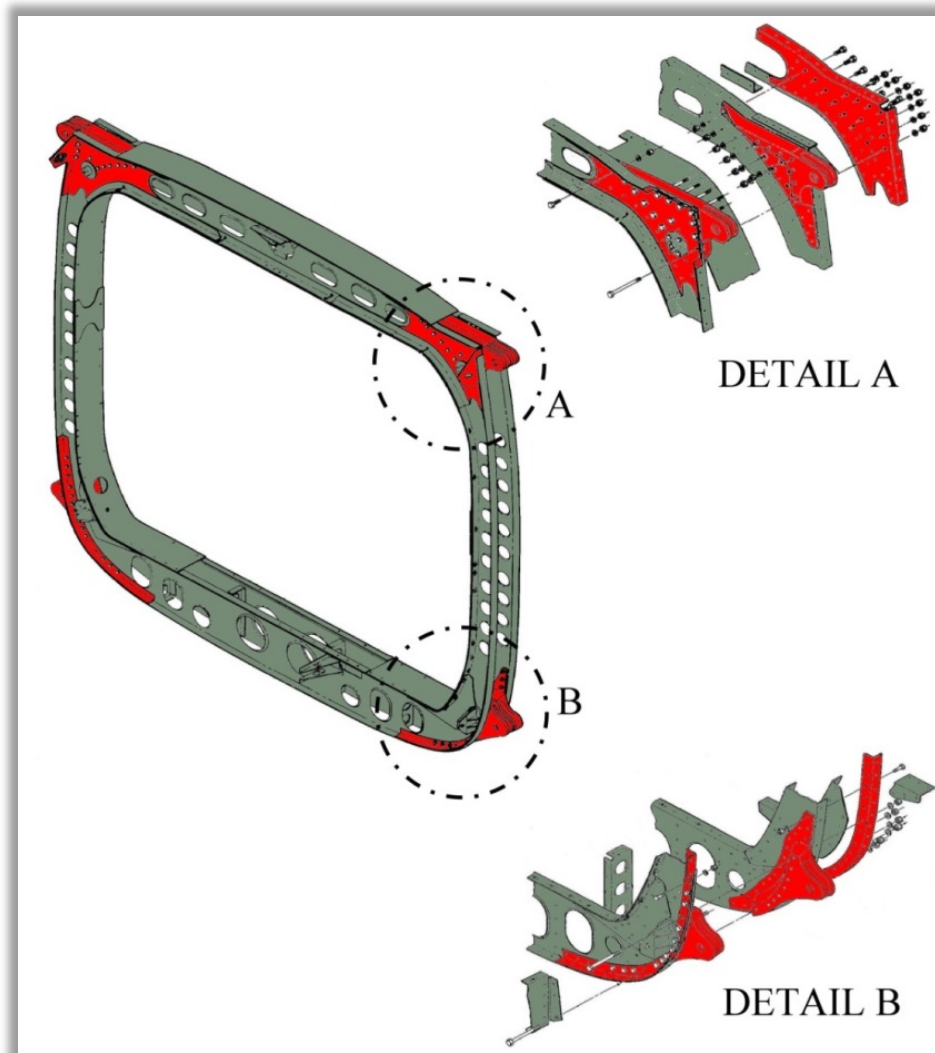


Figure 1

The above figure shows the parts in red to be replaced for the SID's listed below.

05-15-16	Lower Forward Carry-Thru Bulkhead Special Detailed Inspection
05-15-16	Fuselage to Wing Carry-Thru Attach Fitting and Bulkhead Special Detailed Inspection
05-15-MF	Fuselage to Wing Carry-Thru Attach Fitting Lugs Special Detailed Inspection
05-15-MG	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection
05-15-MH	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Typical Inspection Compliance) Special Detailed Inspection

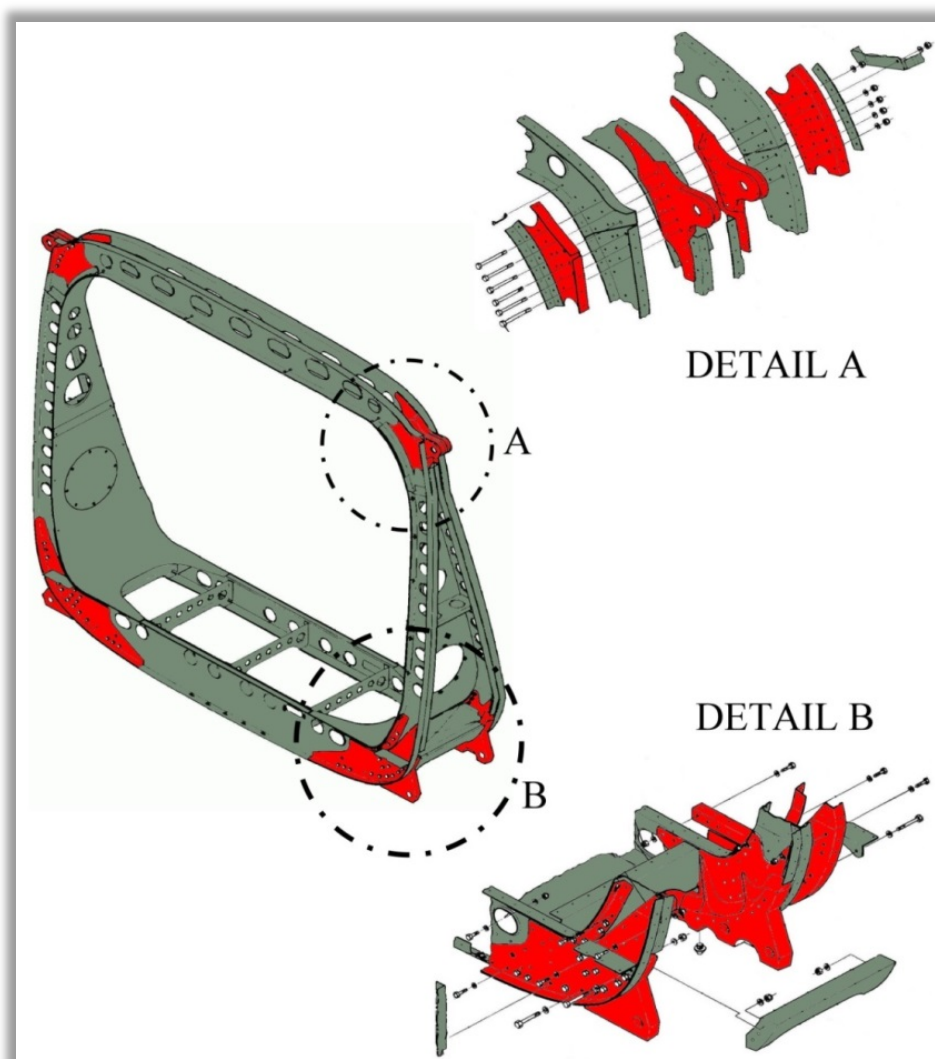


Figure 2

The above figure shows the parts in red to be replaced for the SID's listed below.

- | | |
|----------|---|
| 05-15-16 | Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead Special Detailed Inspection |
| 05-15-19 | Main Landing Gear Fitting Special Detailed Inspection |
| 05-15-MF | Fuselage to Wing Carry-Thru Attach Fitting Lugs Special Detailed Inspection |

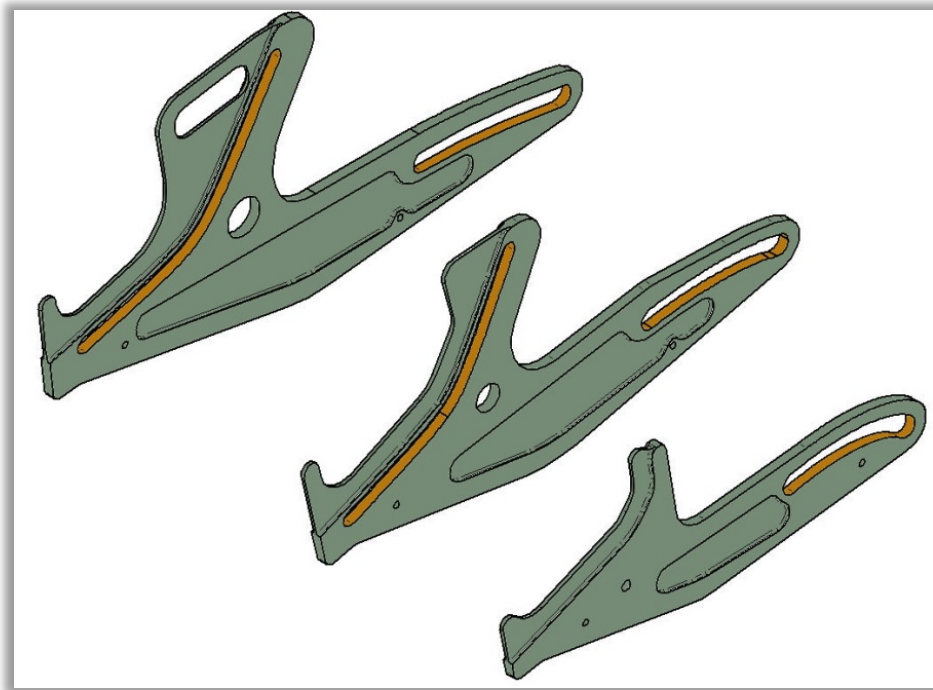


Figure 3

The above figure shows the parts to be replaced for the SID's listed below.

05-15-MD Center Flap Track and Inboard Flap Track Special Detailed Inspection

05-15-MD Outboard Flap Track Special Detailed Inspection



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

Number: SA01850WI

This certificate issued to: Aircraft Structures International Corporation
620 N. Rock Road, Suite 230, #233
Derby, KS 73701

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 the Federal Aviation Regulations.

Original Product – Type Certificate Number:

Make: Textron Aviation

Model:

A37CE

208, 208B

Description of Type Design Change:

Remove and replace fuselage-strut, main landing gear, wing and wing-flap track fitting in accordance with Master Data List (MDL), Document No. 11534000-300, Rev. B, dated 7/21/17, or later FAA Approved revision.

Limitations and Conditions:

1. This installation should not be incorporated on any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce adverse effect upon the airworthiness of the airplane.
(See continuation sheet page 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: November 10, 2015

Date Reissued:

Date of Issuance: August 28, 2017

Date Amended:

By Direction of the Administrator

Signature Linda Dicken

Title Linda Dicken
Associate ACO Manager, AIR-7K3
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).



STC - Phoenix II



ASIC's STC SA01919WI (PHOENIX II) for the Cessna 208 and 208B Caravan. The PHOENIX II is one of two STC's that will reset the Special Inspection Documents (SID) times and cycles to zero on the inspections. See example below. This STC will provide operators a cost-effective solution to the costly downtime brought on by repetitive inspections associated with their aging aircraft fleet.



Example: Cessna 208B0000, N000XX, TT 20,000.
All inspection times and cycles reset to “0” for the fowling inspections.

Figure	Aircraft Structure Affected	SID	Inspect Task	Inspect Doc	Next INSP
1	Cargo and Passenger Door Doublers - Special Detailed Inspection	53-20-01	53-10-00-251	05-15-15	TT 27,500 STC adds 7,500 Hours Before Next Inspection
2	Fuselage to Horizontal Stab Attach Fittings-Special Detailed Supporting Structure Inspection	53-50-01	53-10-00-257	05-15-13	TT 40,000 STC adds 20,000 Hours Before Next Inspection
2	Vertical Stabilizer Attach Points-Special Detailed Inspection	53-50-02	53-10-00-258	05-15-13	TT 40,000 STC adds 20,000 Hours Before Next Inspection
2	Vertical Stabilizer Attach Points-Special Detailed Inspection	53-50-02	53-10-00-259	05-15-17	TT 36,500 STC adds 16,500 Hours Before Next Inspection
3	Horizontal Stabilizer Forward and Aft Attach Points - Special Detailed Inspection	55-10-01	55-10-00-250	05-15-13	TT 40,000 STC adds 20,000 Hours Before Next Inspection
3	Horizontal Stabilizer Spars - Special Detailed Inspection	55-10-02	55-10-00-251	05-15-13	TT 40,000 STC adds 20,000 Hours Before Next Inspection
3	Horizontal Stabilizer Spars - Special Detailed Inspection	55-10-02	55-10-00-252	05-15-18	TT 37,500 STC adds 17,500 Hours Before Next Inspection
4	Vertical Stabilizer Spars - Special Detailed Inspection	55-30-01	55-30-00-250	05-15-13	TT 40,000 STC adds 20,000 Hours Before Next Inspection
4	Vertical Stabilizer Spars - Special Detailed Inspection	55-30-01	55-30-00-251	05-15-17	TT 36,000 STC adds 16,500 Hours Before Next Inspection

The “Zero Time Since New” Inspection Requirements for replacement fittings spars, and their supporting structure, on Cessna 208 S/Ns 20800001 and on, and 208B S/Ns 208B0001 and on, reset the inspection requirements presented in the above table. Hence the next inspection interval, after the replacement of fittings, splices, and stiffeners per this STC, equal the initial inspection interval. All subsequent inspections equal the recurring inspections presented in the above table.

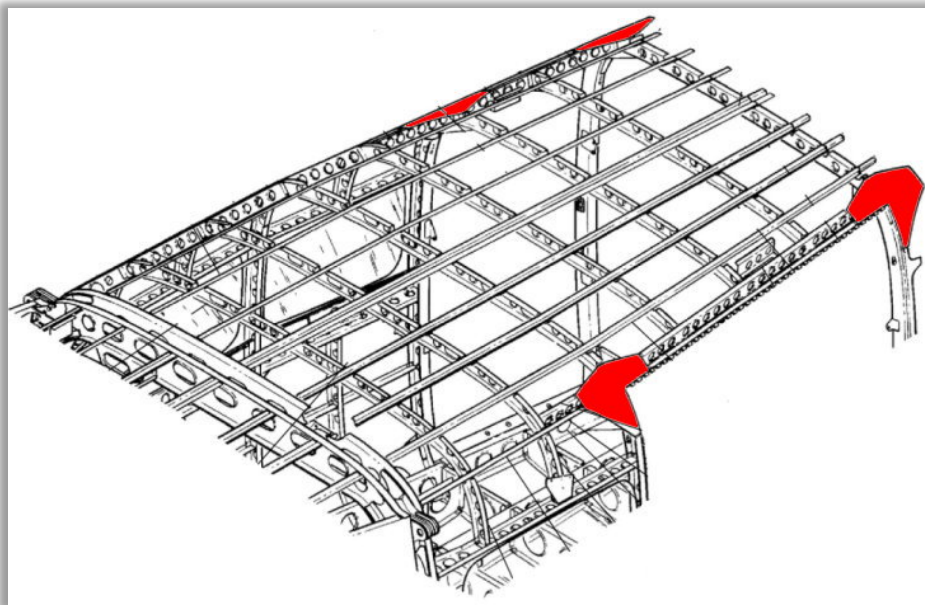


Figure 1

The above figure shows the parts in red to be replaced for the SID's listed below.

05-15-15 Cargo and Passenger Door Doublers - Special Detailed Inspection

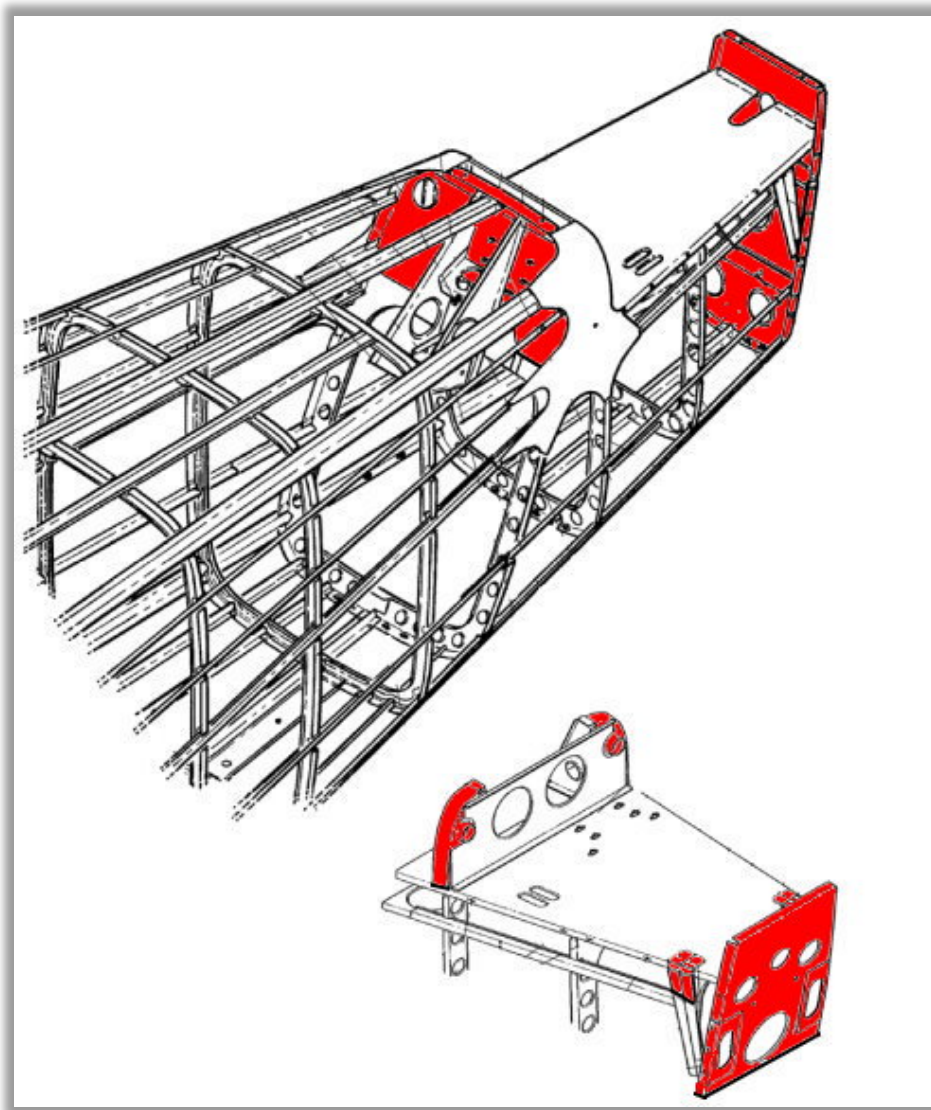


Figure 2

The above figure shows the parts in red to be replaced for the SID's listed below.

- | | |
|----------|--|
| 05-15-13 | Fuselage to Horizontal Stabilizer Attach Fittings -Special Detailed Inspection |
| 05-15-13 | Vertical Stabilizer Attach Points Special Detailed Inspection
(Typical Inspection Compliance) |
| 05-15-17 | Vertical Stabilizer Attach Points Special Detailed Inspection
(Severe Inspection Compliance) |

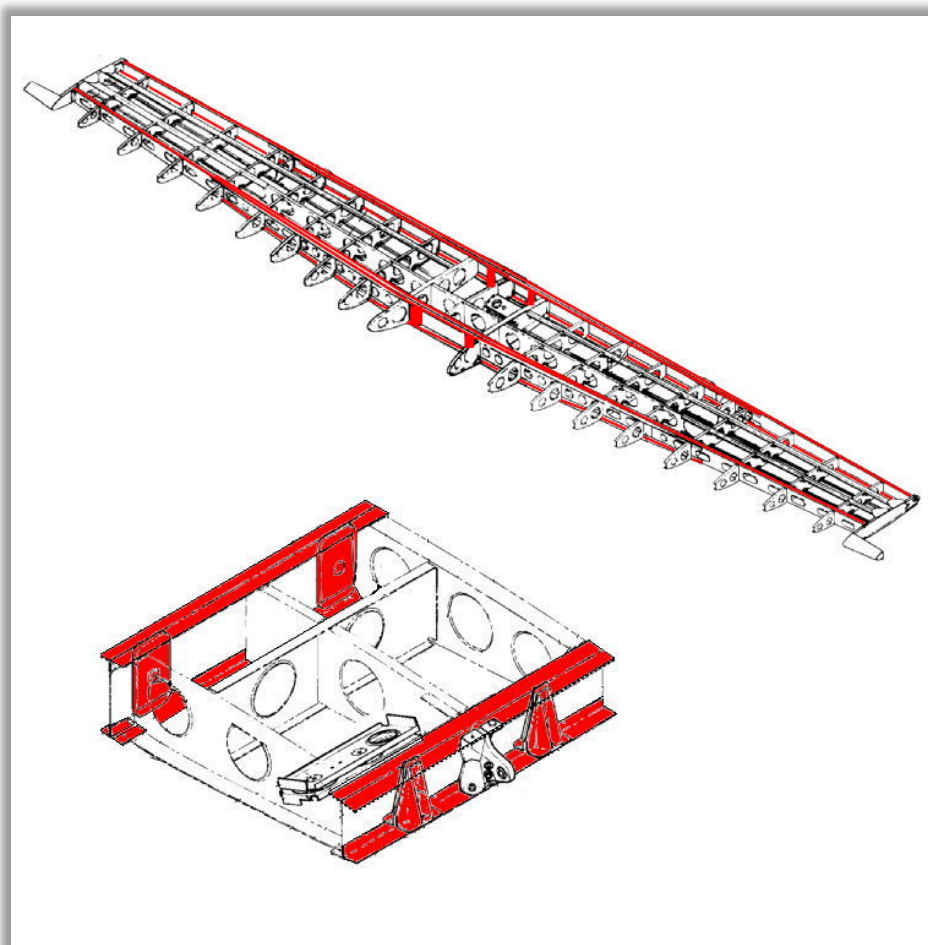


Figure 3

The above figure shows the parts in red to be replaced for the SID's listed below.

- | | |
|----------|--|
| 05-15-13 | Horizontal Stabilizer Forward and Aft Attach Points-
Special Detailed Inspection |
| 05-15-13 | Horizontal Stabilizer Spars -Special Detailed Inspection3
(Typical Inspection Compliance) |
| 05-15-18 | Horizontal Stabilizer Spars Special Detailed Inspection
(Severe Inspection Compliance) |

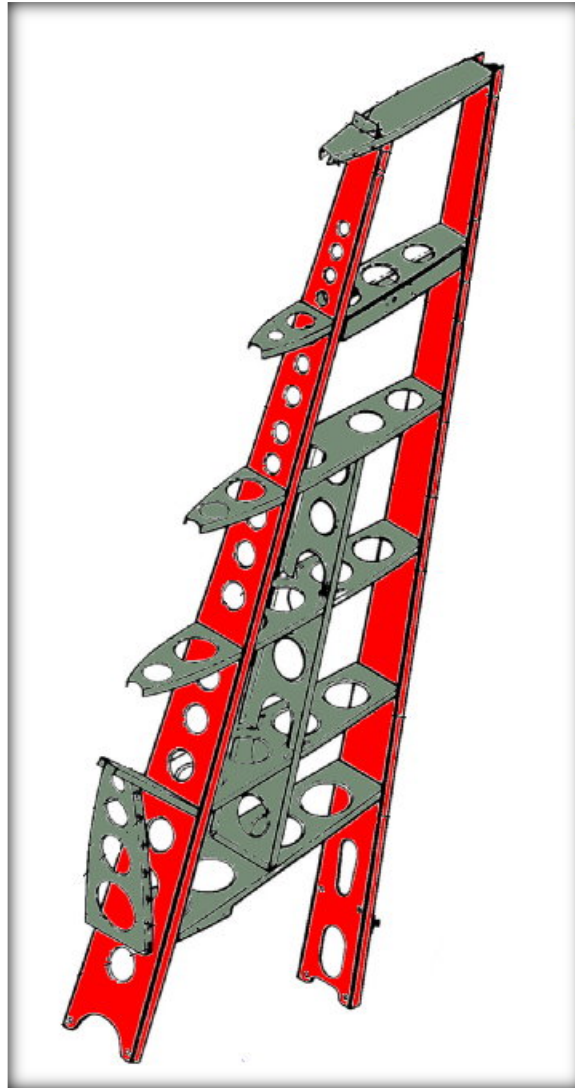


Figure 4

The above figure shows the parts in red to be replaced for the SID's listed below.

- | | |
|----------|--|
| 05-15-13 | Vertical Stabilizer Spars Special Detailed Inspection
(Typical Inspection Compliance) |
| 05-15-17 | Vertical Stabilizer Spars Special Detailed Inspection
(Severe Inspection Compliance) |



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

Number: SA01919WI

This certificate issued to: Aircraft Structures International Corporation
620 N. Rock Road, Suite 230, #233
Derby, KS 67037

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 the Federal Aviation Regulations.

Original Product – Type Certificate Number:	Make: Textron Aviation (Cessna)
A37CE	Model: 208, 208B

Description of Type Design Change:

Installation of Replacement Wing Strut Fitting and Empennage, Empennage Attachments and related Aft Fuselage Structures in accordance with Master Data List (MDL), Document No. 16534000-300, Rev. C, dated 4/22/19, or later FAA Approved revision.

Limitations and Conditions:

1. This installation should not be incorporated on any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce adverse effect upon the airworthiness of the airplane.
(See continuation sheet page 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: October 10, 2017

Date Reissued:

Date of Issuance: April 22, 2019

Date Amended:

By Direction of the Administrator

Signature Ben Tyson

Title Ben Tyson
Program Manager
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).



Aircraft Leasing

Caravan-International Leasing Inc. (CILI) is a sister company to *ASIC* and has been established to ease the process of managing aircraft portfolios for domestic and international use of our Cessna Caravan aircraft.



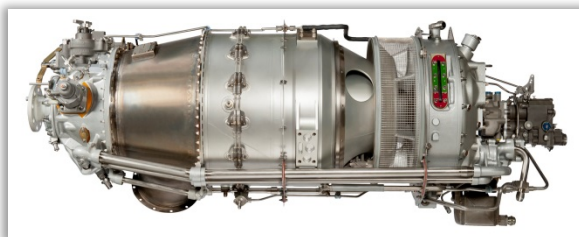
CILI was formed for the distinct purpose of leasing Cessna Caravans. *ASIC* has the ability to configure Caravans to the specific mission of the customer, this combined with its ability to update airframes to provide cost of operation values similar to a new aircraft. This program is officially known as the Phoenix I/II Caravan. Combining *ASIC*'s abilities with the lower capital outlay of an updated airframe lets the leasing company offer more attractive rates to the lessee.

No other organization can offer you all of these benefits rolled into one agreement and at these rates. All models are eligible for the Phoenix I/II Caravan program whether you need a Cessna Caravan, Grand Caravan, Super Cargomaster or Float plane.

To create a cost effective aircraft *ASIC* starts with a mature airframe and minimizes the associated service cost of a higher time airframe by incorporating the FAA approved STC Phoenix I/II Caravan program removing the non-destructive testing currently required. A complete description of the FAA approved STC is on the next page. Combining this with a **factory new** Pratt & Whitney PT6A-114A engine and a **factory new** Hartzell propeller, both with new warranties and will provide an outstanding value with operating costs approaching a new aircraft. Another benefit is the combination of the PT6A-114A and the 208B airframe that is no longer available from the factory. *ASIC* can also equip the aircraft with a **factory new** Pratt & Whitney PT6A-140, the new -140 provides additional horsepower at low altitude. This gives the CILI customer their choice of engines.

Benefits of a CILI lease:

Mission specific aircraft
New PT6A-114A/-140
New Hartzell propeller
Attractive lease rates



Avionics are typically updated with Garmin avionics combining G600 with two GTN 750's providing a modern touch screen panel. Specific customer needs can be met on an individual bases.



ASIC is unique in its ability to develop a procedure that drives out the cost of ownership caused by inspections that the manufacturer has dictated to maintain structural integrity of the aircraft through a Non-Destructive testing procedure known as Eddy Current. This is a process that in critical areas of the aircraft the attaching hardware is removed and sensors are placed in the structural fittings looking for fatigue cracks. This is a repetitive inspection and with long periods of down time causing operators to look for alternate lift sources impacting profitability. For example, most of the inspections the first interval is at 12,500 operating hours followed by the same inspection only 2,500 hours later and then repeating every 2,500 hours. The cost of the inspection and the down time interval is increased on an hourly rate by five times. This makes a cost effective aircraft into something that no one wants to operate.

The *ASIC* FAA Approved STC replaces the fittings originally installed by the manufacturer and starts the calculation for the next inspection at “zero” and not a short 2500 hours later. This eliminates these major downtime inspections through the next 12,500 hours. The marketing name for the procedure is “Phoenix I/II Caravan”.

The Phoenix Caravan procedure to replace the fittings that eliminates the inspection requires special tooling along with training that is not available in any place other than *ASIC*, the FAA Approved STC has been issued to *ASIC* and is not available to any other facility nor can it be performed in any other location than *ASIC*.

This combination of new engine and propeller combined with state of the art avionics and the Phoenix Caravan airframe upgrade create a mission ready Caravan at approximately 50% of the cost of a new airframe. With expensive inspection costs mitigated by the changes in the Phoenix Caravan the operator can afford to operate the mature airframe saving thousands in lease payments.

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Tashanna Luttrell Accounts Receivable/Payable
Phone: 580-242-5907
email: tashannal@cilileasing.com

Nose Gear Repair Procedure

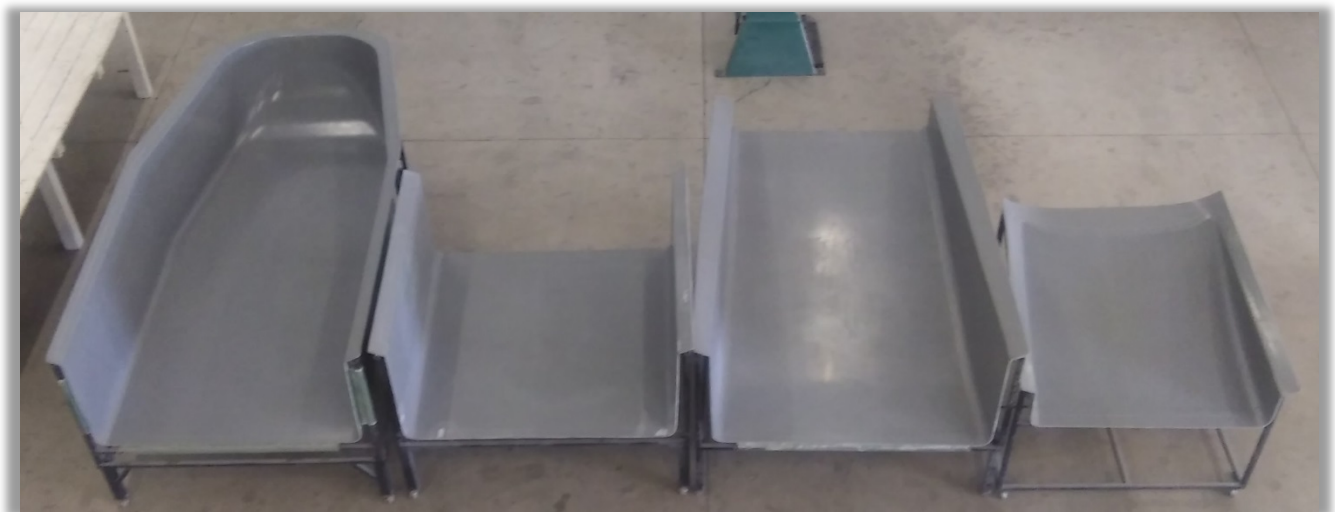
ASIC offers a reliable and superior overhaul solution for the Cessna Caravan nose gear assembly. ASIC will strip, clean, NDI all parts, repair the nose gear link and repaint your nose gear to provide a cost-effective processes to get your aircraft back into service quickly.





Composite Repair

ASIC offers an economical repair for all of the Caravans composite fairings and cargo pods.







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