



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2026/002



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Supplemental Type Certificates (STCs) and Modification Data

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Part-145, Part-CAMO/Part-M, Part-CAO, Part-ML, Aircraft Owners
Flight Operations:	All Operators
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 The CAA has identified instances where Owners, Operators and/or their Maintenance Organisations have embodied multiple Supplemental Type Certificates (STCs) and/or modifications without adequately assessing compatibility. Failure to consider interactions between existing and proposed modifications can result in non-approved configurations and potential airworthiness risks.

2 Action to be Taken

- 2.1 Owners, Operators and their contracted Part-145, Part-CAMO/Part-CAO organisations are reminded of their obligations under CAMO.A.315 / CAO.A.075 and M.A.304 / ML.A.304 to ensure that:
- Prior to embodiment, any proposed STC or modification is assessed against all modifications already installed on the aircraft.
 - Compatibility is verified using the complete master data set, including (but not limited to) the Master Drawing List (MDL), Aircraft Maintenance Manual (AMM) Supplements, Aircraft Flight Manual (AFM) Supplements, and Instructions for Continued Airworthiness (ICAs).

Where actual or potential incompatibilities are identified, the modification must not be installed until clarification has been obtained from the relevant STC holder(s). Resolution may require revision or amendment of the applicable STC if supported by configuration and certification constraints.

An illustrative example of incompatible STCs (as of January 2026) is provided in [Appendix A](#).

3 Queries

- 3.1 Any queries arising from this Safety Notice should be directed to airworthiness@caa.co.uk, or to your assigned CAA Airworthiness Surveyor where applicable.

4 Cancellation

- 4.1 This Safety Notice will remain in force until withdrawn.

Appendix A

During the import of an aircraft, the CAA identified a case in which multiple STCs, installed at different times, were ultimately incompatible. Had this not been detected, the aircraft could have operated in an unapproved configuration, invalidating the Airworthiness Review Certificate (ARC) and ultimately the Certificate of Airworthiness (C of A).

The aircraft, a Beechcraft King Air B200, underwent installation of several performance-enhancing STCs in 2023 including winglets, aft body strakes, and upgraded propellers. Collectively, these STCs form a marketed “Ultimate Performance Package” and are compatible when installed together.

However, in 2025 the aircraft was fitted with a Garmin G1000 Avionics STC, replacing the original mechanical flight instruments. While the G1000 STC is individually approved for the King Air B200, it is not inherently compatible with the performance-package airspeed requirements.

Identified Issues

- The “Ultimate Performance Package” AFM Supplement requires revised airspeed markings ([Image 1](#)).
- The Garmin G1000 displays baseline King Air B200 airspeed values ([Image 2](#)), unless specifically reconfigured.
- Compatibility requires procurement and installation of a G1000 configuration file from Garmin to ensure correct airspeed indications in accordance with the performance-package AFM Supplement.

Additional Considerations

Changing the G1000 configuration file may require approval from the STC holder(s) or instructions from another acceptable approved source. Organisations must therefore ensure that all modification interactions are evaluated before installation.

Image 1 (Ultimate Performance Package AFM Supplement Airspeed Markings)



**Section 2
Limitations**
Model B200/B200C/B200GT/B200CGT Winglet System

AIRSPEED INDICATOR MARKINGS

AIRSPEED INDICATOR MARKINGS*			
MARKING	KCAS VALUE OR RANGE	KIAS VALUE OR RANGE	SIGNIFICANCE
Red Line	96	92	Air Minimum Control Speed (V_{MCA})
White Arc	80 to 155	75 to 157	Full-flap Operating Range
Wide White Arc	80 to 102	75 to 99	Lower Limit is the Stalling Speed (V_{SO}) at maximum weight with Full Flaps (100%) and idle power.
Narrow White Arc	92 to 155	88 to 157	Lower Limit is the Stalling Speed (V_S) at maximum weight with Flaps Up (0%) and idle power. Upper Limit is the maximum speed permissible with flaps extended beyond Approach (more than 40%)
White Triangle	200	200	Maximum Speed with Approach (40%) Flaps.
Blue Line	116	114	One-Engine-Inoperative Best Rate-of-Climb Speed
Red & White Hash-Marked Pointer	260 KCAS (259 KIAS) or value equal to 0.52 Mach, whichever is lower		Maximum Speed for any operation.

*The airspeed indicator is marked in IAS values.

Image 2 (King Air B200 Aircraft Airspeed Indicator Markings)

**Section II
Limitations**



Super King Air B200/B200C

AIRSPEED INDICATOR MARKINGS

MARKING*	KCAS VALUE OR RANGE	KIAS VALUE OR RANGE	SIGNIFICANCE
Red Line	91	86	Air Minimum Control Speed (V_{MCA})
White Arc	80 to 155	75 to 157	Full-flap Operating Range
Wide White Arc	80 to 102	75 to 99	Lower Limit is the Stalling Speed (V_{SO}) at maximum weight with Full Flaps (100%) and idle power.
Narrow White Arc	102 to 155	99 to 157	Lower Limit is the Stalling Speed (V_S) at maximum weight with Flaps Up (0%) and idle power. Upper limit is the maximum speed permissible with flaps extended beyond Approach (more than 40%).
White Triangle	200	200	Maximum Speed with Approach (40%) Flaps.
Blue Line	122	121	One-Engine-Inoperative Best Rate-of-Climb speed
Red & White Hash-Marked Pointer	260 KCAS (259 KIAS) or value equal to .52 Mach, whichever is lower.		Maximum Speed for any operation.

* The airspeed indicator is marked in IAS values.

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