SUPPLEMENTAL TYPE CERTIFICATE

10062053

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:

AIRFORMS, INC.

3650 WEST AVIATION AVENUE
WASILLA AK 99654
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: TEXTRON AVIATION INC.
Type: 208
Model: 208
208B
Original STC Number: FAA STC SA02469AK

Description of Design Change:
Nose gear torque link modification and installation of oversize pins and bolts

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: 31 May 2017

Dominique ROLAND
Head of General Aviation and
Remotely Piloted Aircraft Systems (RPAS)

Associated Technical Documentation:

1. Airforms, Inc., Installation Instructions, Report No: 32-604-24-01, Rev/Date: N/C 1 December 2015 or later FAA approved revision.

2. Instructions for Continued Airworthiness, refer to Airforms, Inc., Doc. No. 32-604-24-02, Revision Level: N/C, dated 16 December 2015 or later FAA accepted revision.

Limitations/Conditions:

Prior to installation of this design change it must be determined that the interrelationship between this design change and any other previously installed design change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -