

SUPPLEMENTAL TYPE CERTIFICATE

10062053 REV. 1

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

AIRFORMS, LLC

3650 WEST AVIATION AVENUE
WASILLA AK 99654
UNITED STATES OF AMERICA

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, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

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

Revision 1 is an administrative re-issuance following a name change.

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.

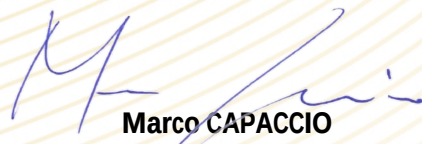
Associated Technical Documentation:

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

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 02 November 2022


Marco CAPACCIO
Section Manager

Small Aircraft, Balloons & Airships



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 -

