

SUPPLEMENTAL TYPE CERTIFICATE

10074402

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

TEXAS AIR SERVICES, Inc.

**2602 45TH STREET
DICKINSON TX 77539
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.575

Type Certificate Holder: VIKING AIR LIMITED

Type: DHC-6-Series 1

Model: DHC-6 Series 100

DHC-6 Series 200

DHC-6 Series 300

DHC-6 Series 400

Original STC Number: FAA STC SA10407SC

Description of Design Change:

Installation of a replacement electrically driven by hydraulic pump assembly

EASA Certification Basis:

The Certification Basis for the original product remains applicable to this certificate/approval, except where amended by additional or later amendments if indicated on FAA STC SA10407SC.

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 Union Aviation Safety Agency

Cologne, Germany, 28 September 2020



Dominique ROLAND
Head of Department
General Aviation

Associated Technical Documentation:

Texas Air Services, Inc. Master Drawing List No. AAT-001, Revision F, dated 4 October 2016, or later FAA approved revision.

Installation Instruction with Instructions for Continued Airworthiness, Document No. AAT-600-6, Revision A, dated 4 October 2016, or later FAA accepted revision.

Limitations/Conditions:

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

- End -

