



United States of America  
Department of Transportation  
Federal Aviation Administration

# Supplemental Type Certificate

Number: SA04458AT

This certificate issued to: PMA Design and Manufacturing, Inc.  
8493 Baymeadows Way  
Jacksonville, FL 32256

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 3 of the Civil Air Regulations.

Original Product – Type Certificate Number: A9EA      Make: Viking Air Limited  
Model: DHC-6-100, -200, -300, -400 Series

Description of Type Design Change: Installation of the PMA Design and Manufacturing nose landing gear (NLG) shock strut assembly, PDM71-300-STC, as a direct replacement for the original equipment manufacturer (OEM) NLG shock strut assembly in accordance with Master Document List, PDM-MDL100, Revision C, dated April 15, 2019 or later FAA-approved revisions.

Limitations and Conditions: The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft.


(Limitations and Conditions continued on page 3 of 3)

This certificate and the supporting data which are 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 15, 2017      Date Reissued:

Date of Issuance: September 12, 2019      Date Amended:

By Direction of the Administrator

Signature   
Title *for* Christina M. Underwood, AIR-7A0  
Manager, Atlanta 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).



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INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

## Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: SA04458AT

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: \_\_\_\_\_

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# Supplemental Type Certificate

(Continuation Sheet)

Number: SA04458AT

Date of Issuance: September 12, 2019

Date Amended:

### Limitations and Conditions (Continued):

Instructions for Continued Airworthiness (ICA), PMA Design and Manufacturing Document Number, PDM-ICA107, Revision B, dated April 15, 2019, or later FAA accepted revision must be made available to the operator at the time of installation.

### Certification Basis:

Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Viking Air Limited DHC-6-100, -200, -300, -400 series airplanes is as follows:

- a. The type certification basis for Viking Air Limited DHC-6-100, -200, -300, -400 airplanes is shown on TCDS A9EA for parts **not changed or not affected** by the change.
- b. The certification basis for parts **changed or affected** by the change since the reference date of application, December 15, 2017, is based upon CAR 3 dated May 15, 1956 and Amendments 3-1 to 3-8 inclusive. Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for this modification was determined to be:

### Regulations at the latest amendment 23-64

None.

### Regulations at an intermediate amendment level

None.

### Regulations at the amendment level in TCDS A9EA

CAR 3.171, 3.172, 3.173, 3.174, 3.241, 3.242, 3.243, 3.244, 3.245, 3.253, 3.254, 3.255, 3.256, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.301, 3.307, 3.351, 3.352, 3.353, 3.354, 3.355.

**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.**

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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).

