United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA357AL

This certificate, issued to Sorm, Inc.

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 *of the* Civil Air *Regulations.*

Original Product—Type Certificate Number: A9EA

Make: DeHavilland

Model: DHC-6-100, -200 and -300

Description of Type Design Change: Installation of bulk fluid cargo tanks per Sorm Drawing SI-2000 Revision "A" dated 12 October 1970 or later FAA-approved revision.

Limitations and Conditions: (See Continuation Sheet 2 of 2.)

This certificate and the supporting data which is 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: 28 June 1969

Date reissued: June 23, 1987

Date of issuance: 20 February 1970

Date amended: 15 May 1972

By direction of the Administrator

D. L. Riggin

(Signature)

Manager, Seattle Aircraft Certification Office, ANM-100S

(Title)

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 in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

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Supplemental Type Certificate

(Continuation Sheet)

Number SA357AL

Limitations and Conditions:

1. The approval of this change in type design applies basically to deHavilland DHC-6's only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. This determination should include consideration of significant changes in weight distribution such as an increase in the fixed disposable weight in the fuselage.

2. A copy of this certificate must be provided with each set of tanks and data and it must be included in the maintenance record of each aircraft in which the tanks are installed.

3. Sorm Industries "Instructions--Installation and Operation" Revision "A" dated 12 October 1970 for Twin Otter series 200 and 300, three pages, or later FAA-approved revision must be used to install, remove, and operate the tanks and must be kept in the airplane at all times when tanks are installed.

4. Sorm Industries "Instructions--Installation and Operation" Revision "A" dated 12 October 1970 Twin Otter series 100, three pages, or later FAA-approved revision must be used to install, remove, and operate the tanks and must be kept in the airplane at all times when tanks are installed.

5. Twin Otter 200 series airplanes must have the three rail floor configuration per deHavilland Drawing C6FS-2539-9 installed to be eligible for this tank installation.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.