United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA4984NM

This certificate, issued to Tramco
11323 34th Avenue West
Everett, WA 98204

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 25 *of the* Federal Air *Regulations.*

Original Product — Type Certificate Number: A16WE
Make: Boeing
Model: 737-100/200/300

Description of Type Design Change: Installation of a Collins Mode S ATC Transponder in the No. 1 position in accordance with Tramco Top Drawing 90-105, Sheet 1, Revision K, dated November 16, 1993, and Sheet 2, Revision New, dated September 30, 1993, or later FAA-approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate must be maintained as part of the permanent records for the modified aircraft.

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: September 7, 1990

Date reissued:

Date of issuance: October 10, 1990

Date amended: 11/25/91; 11/24/93

By direction of the Administrator

S R Milles
(Signature)

Assistant Manager, Seattle
Aircraft Certification Office
(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)