

SUPPLEMENTAL TYPE CERTIFICATE**10064057**

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

AEROCLUBUL ROMANIEI**LASCAR CATARGIU NR. 54
010673 BUCURESTI
ROMANIA**

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


Original Type Certificate Number: EASA.A.453**Type Certificate Holder: AEROCLUBUL ROMANIEI****Type: IS-28B2****Model: IS-28B2****Description of Design Change:****IS 28B2 TBO increase.**

Increasing TBO from 1200 flight hours / 7500 landings to 1400 flight hours / 8400 landings in accordance with Aeroclubul Romaniei document SB-IS-28B2-AR-03, at Revision 2, dated 25 October 2017.

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.

See Continuation Sheet(s)

For the European Aviation Safety Agency**Cologne, Germany, 14 December 2017**
Dominique ROLAND
Head of General Aviation and
Remotely Piloted Aircraft Systems (RPAS)

Associated Technical Documentation:

- Flight and Maintenance Manual edition 2A / 1977, pages at amendment no. 30: 0.2.2, 0.2.3, 26, 26.1, 36, 37;
- Flight and Maintenance Manual edition 3 / 1978, pages at amendment no. 44: 0.2.4, 0.3.Z.1, 6.9, 6.9.1, 6.10, 6.14, 6.15;

or later revisions of the above listed documents approved by EASA.

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 -

