



SUPPLEMENTAL TYPE CERTIFICATE

10043168

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

ATELIER CHABORD

**125 ROUTE DE BELLEGARDE
74330 EPAGNY
FRANCE**

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 Product TC Number : FAA 3A19, FAA A13EU

TC Holder : CESSNA AIRCRAFT COMPANY

Model : 152, F152, FA152

Description of Design Change:

STCESSNA152-12-01 rev C dated 08 Jan 2013 - Exhaust system and silencer installation.

EASA Certification Basis:

The Certification Basis for the original product and the following additional or alternative airworthiness requirements are applicable to this certificate/ approval:

CS 23

CS23 Amdt 2

This certificate/ approval involves a change to the certificated noise and/ or emissions levels.

Associated Technical Documentation:

Supplément au manuel de vol SUPMDV-CESSNA152-12-01 Rev A dated 7 Dec 2012
or later revisions of the above listed documents approved by EASA

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 09 January 2013



European Aviation Safety Agency
Carl Thomas
Certification Manager General Aviation

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010019045-001

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Limitations:

This STC is approved for aeroplanes equipped with Lycoming O-235-L2C or N2C and McCauley 1A103/TCM6958 propeller or Sensenich 72CK56-0-56 or -54 propeller.

Conditions:

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

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Note:
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