

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SH5220NM

This certificate, issued to Paravion Technology, 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 6 of the Civil Air Regulations.

Original Product — Type Certificate Number: H2SW
Make: Bell Helicopter Textron
Model: 206A, 206B, 206L, L-1, L-3, L-4

Description of Type Design Change:

Installation of freon air conditioning system in accordance with Paravion Technology, Inc. Master Drawing List DL-206AC, revision A, FAA approved July 25, 1991 or later approved revision.

Limitations and Conditions:

1. FAA approved Flight Manual Supplement, dated July 25, 1991 or later approved revision is required.
2. Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to 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 (See Continuation Sheet, page 3 of 3.)

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: October 10, 1990

Date issued:

Date of issuance: July 25, 1991

Date amended: 8/19/91, February 4, 1993



By direction of the Administrator

Richard E. Jennings

Richard E. Jennings (Signature) Manager
Denver Aircraft Certification Field Office
Northwest Mountain Region, Denver, Colorado

(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.

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(Continuation Sheet)

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in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, Continuation Sheet, and FAA Flight Manual Supplement dated July 25, 1991, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

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