

Supplemental Type Certificate

Number **SR01943SE**

This certificate, issued to

**Onboard Systems International
13916 NW 3rd Court
Vancouver, WA 98685**

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air Regulations.

**See Type Certificate Data Sheet H2SW for complete certification basis.*

<i>Original Product—Type Certificate Number:</i>	H2SW
<i>Make:</i>	Bell
<i>Model:</i>	407

Description of the Type Design Change: Fabrication of the following Onboard Systems International System Kits: 200-328-00, Cargo Hook Fixed Provisions Kit; 200-329-00, Cargo Hook Suspension Kit with Pillow Blocks; 200-330-00, Cargo Hook Suspension Kit without Pillow Blocks; 200-412-00, Cargo Hook Suspension Kit, 200-413-00, Cargo Hook Suspension Kit with Load Weigh; 200-414-00, Hook Upgrade Kit; and 200-331-00 and 200-400-00, Pin Load Weigh Kits in accordance with Federal Aviation Administration (FAA) approved Onboard Systems Master Drawing List No. 155-125-00, Revision 8, dated October 24, 2012, or later FAA-approved revision.

Installation of the systems in accordance with the FAA approved Onboard Systems Owner’s Manual No. as listed in the table on Page 3, or later FAA-approved revisions. This modification must be inspected and maintained in accordance with section 5 of the FAA approved Onboard Systems Instructions for Continued Airworthiness and Cargo Hook Component Maintenance Manual listed in the table on Page 3, or later FAA-accepted revision.

(See Continuation Sheet Page 3 of 4 Pages)

Limitations and Conditions: Approval of this change in type design applies only to those model rotorcraft listed above, which, for each System Part Number (P/N), are equipped with the equipment listed in the table on Page 3.

(See Continuation Sheet Page 3 of 4 Pages)

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: November 26, 2007

Date reissued:

Date of issuance January 9, 2009

Date amended: February 26, 2013



By direction of the Administrator

(Signature)

Acting 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.

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number **SR01943SE**

Onboard Systems International*Issued:* January 9, 2009*Reissued:**Amended:* February 26, 2013*Description of the Type Design Change Continued:*

System P/N	Owner's Manual No.	Instructions for Continued Airworthiness and Cargo Hook Component Maintenance Manual:
200-328-00	120-136-00 Revision 5, dated March 24, 2011	123-032-00 Revision 2, dated March 18, 2010
200-329-00	120-136-00 Revision 5, dated March 24, 2011	123-032-00 Revision 2, dated March 18, 2010 122-017-00 Revision 17, dated July 31, 2012
200-330-00	120-136-00 Revision 5, dated March 24, 2011	123-032-00 Revision 2, dated March 18, 2010 122-017-00 Revision 17, dated July 31, 2012
200-331-00	120-136-00 Revision 5, dated March 24, 2011	123-032-00 Revision 2, dated March 18, 2010
200-400-00	120-146-00 Revision 1, dated October 23, 2012	123-040-00 Revision 0, dated October 26, 2012
200-412-00	120-146-00 Revision 1, dated October 23, 2012	123-040-00 Revision 0, dated October 26, 2012 122-015-00 Revision 15, dated August 20, 2012
200-413-00	120-146-00 Revision 1, dated October 23, 2012	123-040-00 Revision 0, dated October 26, 2012 122-015-00 Revision 15, dated August 20, 2012
200-414-00	120-146-00 Revision 1, dated October 23, 2012	123-040-00 Revision 0, dated October 26, 2012 122-015-00 Revision 15, dated August 20, 2012

Limitations and Conditions Continued:

System P/N	Equipment Required
200-328-00	None
200-329-00	Onboard Systems P/N 200-328-00 Fixed Provisions Kit or Bell P/N 206-706-341-111, -117, or -123 Auxiliary Equipment Kit – Cargo Hook Provisions
200-330-00	Bell P/N 206-706-341-125 or -127 Auxiliary Equipment Kit
200-331-00	Onboard Systems P/N 200-329-00 or P/N 200-330-00 Cargo Hook Suspension Kit or with Bell P/N 206-706-341-141 Auxiliary Equipment Kit
200-400-00	Onboard Systems P/N 200-412-00 Cargo Hook Suspension Kit
200-412-00	None
200-413-00	None
200-414-00	Onboard Systems P/N 200-328-00 Fixed Provisions Kit and P/N 200-329-00 Cargo Hook Suspension Kit.

This approval should not be extended to other rotorcraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer 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 rotorcraft.

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Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)
Number **SR01943SE**

Onboard Systems International

Issued: January 9, 2009

Reissued:

Amended: February 26, 2013

Limitations and Conditions Continued:

Rotorcraft modified in accordance with this supplemental type certificate (STC) must be operated in accordance with FAA-approved Onboard Systems Rotorcraft Flight Manual Supplement (RFMS) listed in the table below, or later FAA approved revisions.

System P/N	RFMS No.
200-328-00	121-050-00 Revision 0, dated December 5, 2008
200-329-00	121-050-00 Revision 0, dated December 5, 2008
200-330-00	121-050-00 Revision 0, dated December 5, 2008
200-331-00	121-050-00 Revision 0, dated December 5, 2008
200-400-00	121-061-00 Revision 0, dated February 15, 2013
200-412-00	121-061-00 Revision 0, dated February 15, 2013
200-413-00	121-061-00 Revision 0, dated February 15, 2013
200-414-00	121-061-00 Revision 0, dated February 15, 2013

For solo external load operations from the left crew seat: (1) there must be provisions made to ensure that equipment originally intended to be operated by the pilot from the right crew seat is equally operable from the left crew seat with similar controls and (2) left crew seat pilot-in-command operations for the modified aircraft must be FAA-approved.

A copy of this certificate, FAA-approved RFMS, and all applicable maintenance manuals must be maintained as part of the permanent records for the modified rotorcraft.

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This certificate may be transferred in accordance with FAR 21.47.