United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SH879NW

This certificate, issued to Weyerhaeuser Company

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

Model: 206A and 206B

Description of Type Design Change: Installation of a 1/8" thick clear plexiglass door-length window on the right hand front cabin door in accordance with Weyerhaeuser Company photographs 1 through 3.

NOTE: Helicopters with this installation may be operated in the Standard and Restricted Categories as applicable.

Limitations and Conditions: Approval of this change in type design applies basically to the above model helicopters only. This approval should not be extended to other helicopters of these models on which other previously approved modifications are incorporated unless it is determined that the interrelationship 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 helicopter. A copy of this Certificate shall be maintained as part of the permanent records for the modified helicopter.

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: December 27, 1979

Date of issuance: January 17, 1980

Date reissued:

Date amended:

By direction of the Administrator

D.L. Riggin

(Signature)

Acting Chief, Engineering and Manufacturing Branch

(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)