

SUPPLEMENTAL TYPE CERTIFICATE

10017058 REV. 1

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:

AIRFILM CAMERA SYSTEMS, LLC

6245 AERODROME WAY, HANGAR 2
GEORGETOWN CA 95634
USA

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.R.009

Type Certificate Holder: AIRBUS HELICOPTERS DEUTSCHLAND

Type: EC135, EC635

Model: EC135 P1, P2, P2+, P3

T1, T2, T2+, T3

EC635 T1 (CPDS), T2+, P2+

Original STC Number: FAA STC SR02138LA

Description of Design Change:

Installation of Utility Step Mount

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 28 November 2016



Volker ARNSMEIER
Light Rotorcraft Section
Manager

EASA.IM.R.S.01490

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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.

Associated Technical Documentation:

1. Airfilm Camera Systems Master Drawing List No. AF135-010, Revision A, dated 3 May 2008;
2. Installation Manual No. AF135-006 dated 1 May 2008;
3. Instructions for Continued Airworthiness AF135-008, dated 10 March 2008;
4. Flight Manual Supplement No. Document Number RFMS135-007, dated 24 April 2008;

or later revisions of the above listed documents approved by EASA in accordance with EASA ED Decision 2004/04/CF (or subsequent revisions of this decision) and/ or the Technical Implementation Procedures of EU/ USA Bilateral Agreement.

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 -