SUPPLEMENTAL TYPE CERTIFICATE

10072247

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

MEEKER SPECIAL OPS, INCORPORATION
d/b/a MEEKER AVIATION

1676 ORD WAY
OCEANSIDE CA 92056
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, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.IM.R.512
Type Certificate Holder: BELL TEXTRON CANADA LIMITED
Type: BELL 206/407
Model: 206A, 206B, 206L, 206L-1
206L-3, 206L-4, 407
Original STC Number: FAA SR00891LA

Description of Design Change:
Installation of aft utility mount.

EASA Certification Basis:
The Certification Basis for the original product remains applicable to this certificate/ approval, except where amended by additional or later amendments if indicated on FAA STC.
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:
Master Data List, Aero Pacific Document Number 407UM01-30, Revision "NEW" dated 1 October 2001, or later

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 17 January 2020

Fabrice LEGAY
Section Manager
Medium & Light Rotorcraft

Task Number:
MEEKER SPECIAL OPS, INCORPORATION d/b/a MEEKER AVIATION - 310283

FAA approved revisions.

Flight Manual Supplement Document Number 407UM01-10 dated 20 December 1999 or later FAA approved revisions is required for this installation.

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 -