

SUPPLEMENTAL TYPE CERTIFICATE

10073116

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

PARAVION TECHNOLOGY, INC.

2001 AIRWAY AVENUE
FORT COLLINS CO 80524
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

Original STC Number: FAA SR00516DE

Description of Design Change:

Installation of mounting hardware and approval for the aircraft to be operated by a single pilot from the left crew seat.

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.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 24 April 2020



Fabrice LEGAY
Section Manager
Medium & Light Rotorcraft



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. Master Drawing List DL-206LS-100, Revision N/C, dated 7 March 2003 or later FAA approved revision.
2. Flight Manual Supplement PR206LS-100, dated 19 June 2003 or later FAA approved revision.
3. Instructions for Continue Airworthiness, Report PR-206LS-120M, Rev. 0, dated 14 March 2003 or later FAA approved revision.

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.

For left seat operation of equipment originally intended to be operated by the pilot on the right crew seat, provisions must be made to insure that such equipment can be equally operable from the left crew seat with similar controls.

- End -

