

SUPPLEMENTAL TYPE CERTIFICATE

10055382

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:

ONBOARD SYSTEMS INTERNATIONAL

**13915 NW 3RD COURT
VANCOUVER WA 98685
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.IM.R.507

Type Certificate Holder: ROBINSON HELICOPTER COMPANY

Type: R66

Model: R 66

Original STC Number: FAA SR0244SE

Description of Design Change:
Cargo Hook Kit

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.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 05 November 2015



Massimo MAZZOLETTI
Head of Rotorcraft Department

10039622
SUPPLEMENTAL TYPE CERTIFICATE - 10055382 - ONBOARD SYSTEMS INTERNATIONAL - 302945



Associated Technical Documentation:

Rotorcraft Flight Manual Supplement Onboard Systems Cargo Hook Suspension System for the Robinson R66 121-058-00, Rev. 0, dated 20 July 2015 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.

Master Drawing List 155-173-00, Revision 5, dated 15 April 2015.

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 -