



Department of Transport

Supplemental Type Certificate

This approval is issued to:

Onboard Systems
11212 NW St. Helens Road
Portland, OREGON
97231 UNITED STATES OF AMERICA

Number: SH98-48

Issue No.: 2

Approval Date: September 14, 1998

Issue Date: October 24, 2000

Responsible Office: Pacific

Aircraft/Engine Type or Model: Bell 206A, and 206B

Canadian Type Certificate or Equivalent: H-92

Description of Type Design Change: Fabrication and Installation of Onboard Systems Cargo Hook Kit per FAA STC SR00538SE

Installation/Operating Data,
Required Equipment and Limitations:

Fabrication of Onboard Systems Model 200-232-00 Cargo Hook Kit in accordance with FAA approved Onboard Systems Master Drawing List No. 155-039-00, dated June 26, 2000, or later FAA approved revisions; and, **Installation** of this system in accordance with FAA approved Onboard Systems Owner's Manual No. 120-074-00, dated June 20, 2000, or later FAA approved revisions. **Inspect** cargo hook kit in accordance with Onboard Systems Service Manual No. 122-002-00. dated June 20, 2000, or later FAA approved revisions.

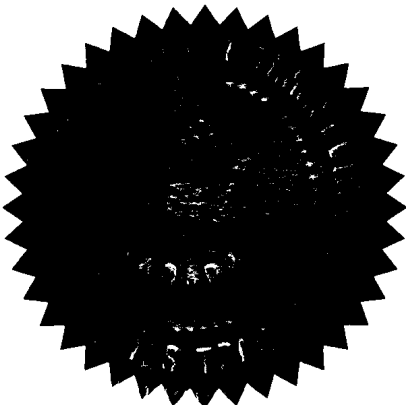
Basis of Certification as defined in the applicable Type Certificate Data Sheets.

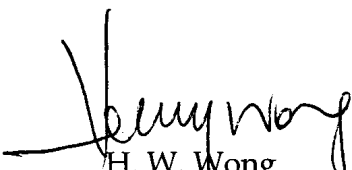
Rotorcraft equipped with the Onboard Systems Model 200-232-00 Cargo Hook Kit must be operated in accordance with FAA approved Rotorcraft Flight Manual Supplement (RFMS) No. 120-074-00, dated July 27, 1998, or later FAA approved revisions.

Approval of this change in type design applies to only those Bell model rotorcraft listed above, which were equipped with an FAA approved installation of Bell Cargo Hook Suspension Assembly, P/N 206-706-335-1, -101, or -103; Bell Cargo Hook Provisions Kit, P/N 206-706-335-3, -5 or -105; and Breeze Eastern Cargo Hook P/N SP-4232-4, -5, or -5L.

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Conditions: This approval is only applicable to the type/model of aeronautical product specified therein. Prior to incorporating this modification, the installer shall establish that the interrelationship between this change and any other modification(s) incorporated will not adversely affect the airworthiness of the modified product.




H. W. Wong
Aircraft Certification Engineer
For Minister of Transport