



Your Ref. :

Our Ref. : CAAM/AW/VSTC/2020/025

4 August 2020

**Onboard Systems International,**  
13915 NW 3<sup>rd</sup> Court  
Vancouver, WA 98685  
USA

Attn: **Mr. Mark Hanson**  
Certification Engineer

Dear Sir,

**VALIDATION OF FAA SUPPLEMENTAL TYPE CERTIFICATE NO. SR01943SE**

This is in reference to Onboard Systems International application submitted via Federal Aviation Administration (FAA) letter ref. 781-20-9178 dated 17 July 2020 requesting CAAM validation for FAA Supplemental Type Certificate (STC) No. **SR01943SE** date amended 2 March 2017.

This letter certifies that the above STC is acceptable for Malaysian airworthiness certification:-

<b>STC Validation Reference No:</b>	<b>VSTC/2020/025</b>
<b>STC Holder</b>	<b>Onboard Systems International</b>
<b>STC Reference Number</b>	<b>SR01943SE date amended 2 March 2017 or later FAA approved revision</b>
<b>National Aviation Authority / State of Design</b>	<b>FAA / USA</b>
<b>Description of Design Change</b>	<b>Installation of Cargo Hook Kits and Load Weigh Kits</b>
<b>STC applicable to Aircraft/ Engine type or model</b>	<b>Bell 407</b>
<b>CAAM Type Acceptance</b>	<b>Bell 407: CAAM type acceptance through Certificate of Airworthiness issuance</b>

## Limitations and Conditions:-

1. Installation of Onboard Systems International Cargo Hook Kits and Load Weigh Kits shall be in accordance with the Master Drawing List (MDL) No. 155-125-00, Revision 15, dated 14 July 2016 or later Federal Aviation Administration (FAA) approved revision.
2. This modification must be maintained in accordance with Instructions for Continued Airworthiness (ICA) Document No. 123-032-00, Revision 5, dated 24 June 2016, or Document No. 123-040-00, Revision 4, dated 24 June 2016, as applicable, or later FAA accepted revisions.
3. This modification must be operated in accordance with RFMS 121-050-00, Revision 2, dated 13 February 2017, or RFMS 121-061-00, Revision 2, dated 13 February 2017, as applicable, or later FAA approved revisions.

### Notes:

- a. Maximum operational airspeed with external loads is dependent upon the load configuration and sling length. **The operator shall establish the maximum operational airspeed for each specific configuration.**
  - b. There is no change from flight performance as specified in the basic flight manual when no load is attached to the cargo hook. Performance will be reduced depending on the size, weight and shape of the external load. **The operator shall establish the performance criteria for each specific configuration.**
  - c. Consult the basic flight manual for Gross Weight and Center of Gravity limits of the helicopter. **Center of Gravity limits shall be checked by the operator with and without the external load to verify that the rotorcraft is within the approved Center of Gravity limits.**
4. A copy of the STC, the applicable RFMS, the applicable Owner's Manual identified in the MDL, and the applicable ICA, must be maintained as part of the permanent records of the modified aircraft.
  5. Approval of this change in type design applies only to the above model rotorcraft. This approval should not be extended to other rotorcraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the rotorcraft.
  6. The validation of this STC does not constitute operational approval for external load operations. For solo external load operations from the left crew seat, provisions must be made to ensure that equipment originally intended to be operated by the pilot from the right crew seat is equally operable from the left crew seat with similar controls.
  7. The cargo hook kit configurations (as installed per this STC) do not meet certification requirements for Human External Cargo (HEC). **Therefore, the HEC operation is prohibited.**
  8. If the holder agrees to permit another person to use the STC to alter the product, the holder shall give the other person written evidence of that permission.
  9. Appropriate installation approval shall be obtained for the embodiment of the STC.

10. All other limitations and conditions as stated in the STC.

**Obligations of the STC Holder Post Validation:-**

The STC holder shall provide –

1. Mandatory continuing airworthiness instruction to the CAAM;
2. Instruction for continuing airworthiness including its changes to all operators of a product incorporating the STC;
3. A written permission to the operator to embody the STC;
4. Notification to the CAAM if there is any major significant changes to the STC before embodiment on future Malaysian registered aircraft; and
5. Notification to the CAAM on changes to organisation name or location.

This validation letter shall remain valid unless otherwise cancelled, superseded or revoked by the Civil Aviation Authority of Malaysia (CAAM).

Thank You

**"BERKHIDMAT UNTUK NEGARA"**

Yours faithfully,



**SAMSUDIN AB MAJID**  
Airworthiness Division  
For Civil Aviation Authority of Malaysia

**Cc :** **Mr. Dinesh Indurkar**  
Program Management Section  
Federal Aviation Administration  
[9-ANM-SACO-Foreign-Validation@faa.gov](mailto:9-ANM-SACO-Foreign-Validation@faa.gov)