

SUPPLEMENTAL TYPE CERTIFICATE

10056201

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:

FOKKER SERVICES B.V.

**HOEKSTEEN 40
2132 MS HOOFDDORP
NETHERLANDS**

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.A.023

Type Certificate Holder: BOMBARDIER INC

Type: CL-600

Model: CL-600-1A11 (600)

CL-600-2A12 (601 VARIANT)

CL-600-2B16 (601-3A VARIANT)

CL-600-2B16 (601-3R VARIANT)

CL-600-2B16 (604 VARIANT)

CL-600-2B19 (RJ SERIES 100)

CL-600-2C10 (RJ 700/701/702)

CL-600-2D15 (RJ SERIES 705)

CL-600-2D24 (RJ SERIES 900)

CL-600-2E25 (RJ SERIES 1000)

See Continuation Sheet(s)

For the European Aviation Safety Agency

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Alain LEROY

Head of Large Aeroplanes Department

10040061
SUPPLEMENTAL TYPE CERTIFICATE - 10056201 - FOKKER SERVICES B.V. - 301790



Description of Design Change:

CL-600 TCAS V7.0 upgrade to V7.1

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.

Associated Technical Documentation:

Certification Plan CP-0285 Issue 3
Certification Plan CP-0286 Issue 1
Compliance Record Report CRR-0285 Issue 1
Compliance Record Report CRR-0286 Issue 1

or later revisions of the above listed documents approved by EASA.

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 -