SUPPLEMENTAL TYPE CERTIFICATE

10063015 REV. 1

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

ALPINE AEROTECH LP

1260 INDUSTRIAL ROAD
WEST KELOWNA BC V1Z 1G5
CANADA

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.106
Type Certificate Holder: BELL HELICOPTER TEXTRON, INC.
Type: Bell 212/412
Model: 212/ 412/ 412EP
Original STC Number: TCCA STC SH05-36

Description of Design Change:
Cowling Baffle Screen Installation in accordance with Master Document List (MDL) AAL-232-024-001.

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:
Master Document List (MDL) Document No. AAL-232-024-001 Revision NI, dated May 27, 2005, or later TCCA approved revision.
Cowling Baffle Screen Installation Instructions Document No. AAL-232-025-001, Revision NI, dated May 27, 2005, or later TCCA approved revision.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 15 September 2017

Pier Giorgio COLOMBO
Medium Rotorcraft Section Manager

Cowling Baffle Screen Maintenance Manual Supplement Document No. AAL-232-025-101, Revision NI, dated May 27, 2005, or later TCCA 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.

- End -