

## SUPPLEMENTAL TYPE CERTIFICATE

**10072244**

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

**Type Certificate Number:** EASA.IM.R.106

**Type Certificate Holder:** Bell Helicopter Textron Inc.

**Type:** Bell 212/412

**Model:** 212

**Original STC Number:** TCCA SH19-47 ISSUE 1

**Description of Design Change:**

Basic Digital Flight Instrument 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.

**Associated Technical Documentation:**

EASA Rotorcraft Flight Manual Supplement AAL-280-045-402\_NI dated 13 January 2020

Instruction for Continuing Airworthiness AAL-280-045-701\_NI dated 21 October 2019

Master Data List AAL-280-044-001\_Ni dated 21 October 2019

or later revisions of the above listed document(s) approved/accepted on behalf of EASA in accordance with the Technical Implementation Procedures of EU/ Canada Bilateral Agreement.

See Continuation Sheet(s)

**For the European Union Aviation Safety Agency**

**Cologne, Germany, 17 January 2020**



**Mathieu HENRY**  
Section Manager  
Heavy Rotorcraft



**Limitations/Conditions:**

Prior to installation of this change/repair it must be determined that the interrelationship between this change/repair and any other previously installed change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -

