

SUPPLEMENTAL TYPE CERTIFICATE

10060709

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.512

Type Certificate Holder: BELL HELICOPTER TEXTRON CANADA

Type: Bell 206/407

Model: 206L, 206L-1, 206L-3, 206L-4

407

Original STC Number: TCCA SH16-1

Description of Design Change:

Bear Paw Auxiliary Skid Pads installation in accordance with Alpine Aerotech Master Data List AAL-390-014-001.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 13 January 2017



Volker ARNSMEIER
Light Rotorcraft Section
Manager

10042665
SUPPLEMENTAL TYPE CERTIFICATE - 10060709 - ALPINE AEROTECH LP - 300552

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:

Instructions for Continuing Airworthiness Document Number AAL-390-015-701 Revision A, dated 20 November 2015.

Installation Instructions Document Number AAL-390-015-001 Revision NI, dated 01 June, 2016.

Master Data List Document Number AAL-390-014-001 Revision B, dated 01 June 2016.

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 -