SUPPLEMENTAL TYPE CERTIFICATE
10049194

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

AERO DYNAMIX, Inc.
3227 W. EULESS BLVD., SUITE 100
EULESS TX 76040
USA

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 : FAA H4SW
Type Certificate Holder : BELL HELICOPTER TEXTRON
Type Design - Model : 412, 412EP
Original STC Number : FAA SR09365RC

Description of Design Change:
Installation of an NVIS/NVG compatible interior lighting system in accordance with Aero Dynamix, Inc., Master Drawing List MDL 1845-01 Rev. BR dated 30/04/2014

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.

See Continuation Sheet(s)

For the European Aviation Safety Agency,
Date of issue: 19 May 2014

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010028358-001

SUPPLEMENTAL TYPE CERTIFICATE - 10049194 - AERO DYNAMIX, Inc.
Asssociated Technical Documentation:
or later revisions of the above listed documents approved by EASA
-Certification Plan for Bell Helicopter Textron Model 412 Helicopters with Aero Dynamix NVG/NVIS Compatible Lighting System, dated 01/06/2009
-Instructions For Continued Airworthiness, ICA 412EP-02, rev. BE dated 09/01/2014

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 -