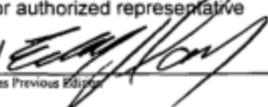


|  U.S. Department of Transportation Federal Aviation Administration | | Application for Export Certificate of Airworthiness | | Export Certificate No. E437518 | | |
|--|-------------------------|--|-----------------------------------|--|-------------------------------|------------------|
| INSTRUCTIONS – This application is to be submitted to an authorized FAA representative (one copy) when the aircraft to be exported is (are) presented for inspection. This application may be used, but is not required, for aircraft engines, propellers, and articles. Use Part I for products and Part II for articles. For complete aircraft, execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only. | | | | | | |
| Part I – Application for Export Certificate of Airworthiness (Complete items 1-11) | | | | | | |
| 1. Application is made for an export certificate of airworthiness to cover the product(s) described below which (are): <input type="checkbox"/> NEW <input checked="" type="checkbox"/> USED | | | | | | |
| 2. Name and address of exporter Summit Aviation, Inc. 4200 Summit Bridge RD Middletown, DE 19709-9340 | | 3. Name and address of foreign purchaser Greenwich Aerogroup Brazil Leasing Inc 4200 Summit Bridge RD Middletown, DE 19709-9340 | | 4. Country of destination Brazil | | |
| 5. Description of product(s) | | | | | | |
| Type (a) | Make and Model (b) | Identification No. | Serial Nos. (c) | FAA T.C. or Spec. No. (d) | Operating time (Hours) (e) | |
| | | | | | Since Overhaul | Total |
| A. AIRCRAFT | Sikorsky S-76C | N162AD | 760472 | H1NE | 9.3 | 6906.8 |
| B. ENGINES | Turbomeca Arriel 2S1 | P/N 02920053 10 | #1 eng: 20040 #2 eng: 20533TEC | E00054EN | #1: 5695.7 #2: 2368.3 | 5695.7 2368.3 |
| C. PROPELLERS | N/A | N/A | N/A | N/A | N/A | N/A |
| 6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks") | | | | | | |
| 7. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (Explain in "Remarks") | | | | | | |
| 8. Date title passed or is expected to pass to foreign purchaser: 10-Apr-2013 | | | | | | |
| 9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (List Spec. No. or Title): Effective duration of above methods: N/A | | | | | | |
| 10. Remarks Reference attached ANAC Letter - Document No. Of.50/2013/GGAC/SAR-ANAC, dated 05 April 2013. Reference attached Summit Aviation, Inc. Exceptions Document SIKORSKY S-76C, S/N 760472, dated 8-April-2013. | | | | | | |
| 11. EXPORTER'S CERTIFICATION – The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in a condition for safe operation except as may be noted under item 10 "Remarks" above. | | | | | | |
| Signature of applicant or authorized representative Edward J. Scully  | | Title VP Summit Aviation, Inc. | | Date 08-APR-2013 | | |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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SDNY_GM_02754683

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241605

EFTA01261494

| Part II – Application for Approval of Articles (Complete items 12-20) | | |
|--|---|-----------------------------|
| 12. Name and address of exporter | 13. Name and address of foreign purchaser | 14. Country of destination |
| 15. Articles are eligible for installation on _____ | Make and model of product | FAA Spec. No. or T.C. |
| 16. The articles are (Check One) <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED | | |
| 17. The articles are described (Check One) <input type="checkbox"/> Below by name, part number and quantity <input type="checkbox"/> On the attached invoice or packing sheet by name, part number and quantity | | Invoicing/packing sheet No. |
| Name (a) | Part number (b) | Quantity (c) |
| | | |
| 18. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in item 10 "Remarks") | | |
| 19. Preservation and packaging methods used to protect articles against corrosion and damage (List Spec. No. or Title): Effective duration of above methods: | | |
| 20. Exporters Certification – I certify that the foregoing statements are true and that the articles described herein are airworthy, conform to FAA approved design data, are in a condition for safe operation except as may be noted in item 10 "Remarks". | | |
| Signature of applicant or authorized representative | Title | Date |
| | | |
| Part III – Approval (FOR FAA USE ONLY) | | |
| 21. It is considered that the product(s) and articles described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in Item 10. (Check One) <input checked="" type="checkbox"/> Part I <input type="checkbox"/> Part II | | |
| Signature <i>Scott E Coyne</i> | Number <i>DART-801097-EA</i> | Date <i>8 April 2013</i> |
| (Check one) <input type="checkbox"/> ODA <input type="checkbox"/> DMIR <input checked="" type="checkbox"/> DAR <input type="checkbox"/> FAA Inspector | | |
| 22. Give quantity of approval tags, FAA Form 8130-3, issued for the articles described in Part II. <input type="checkbox"/> | Quantity N/A | |
| 23. EXPORT FILE SPOT-CHECKED BY: | | |
| FAA Supervising Inspector <i>DARYL K FORTNER</i> | D.O. No. <i>ABA-fsdp-7</i> | Date <i>4/17/13</i> |

SDNY_GM_02754684

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02754685

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241607

EFTA01261496

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

No. E437518

Export Certificate of Airworthiness

This certifies that the product identified below and particularly described in Specification(s)¹ of the Federal Aviation Administration, Numbered HINE; E00054EN has been examined as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. The certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

| | | | | |
|----------------------------|----------|-------------|--------|---|
| Product: | Aircraft | Total Time: | 6906.8 | Engine |
| Manufacturer: | Sikorsky | | | Turbomeca S.A. Model: Arriel 2S1 |
| Model: | S-76C | | | #1 Serial No. 20040 Total Time: 5695.7 Hrs, TSO 5695.7 #2 Serial No. 20533TEC Total Time: 2368.3 Hrs, TSO 2368.3 |
| Serial No: | 760472 | | | |
| New: | | Used: | X | |
| Country to which exported: | | | | Brazil |

Exceptions: Reference Attachment dated 8 April 2013 listing exceptions and ANAC Exception acceptance letter Of.50/2013/GGAC/SAR-ANAC dated 5 April 2013

Additional Information: The rotorcraft covered by this certificate has been examined and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate No. 7906 and is in condition of safe operation. See Reverse side for listing of Supplemental Type Certificates (STC's) installed.

Scott E. Coyne

Signature of Authorized Representative

8 April 2013

Date

DART-801097-EA

District Office or Designee Number

¹ For complete aircraft, list applicable specification or type certificate data sheet for the aircraft, engine, and propeller. Applicable specification or type certificate data sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

FAA Form 8130-4 (04-2011) Supersedes Previous Edition

SDNY_GM_02754686

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241608

EFTA01261497

Continued from front:

Supplemental Type Certificates (STC's) Installed

SR09355RC - Aero Seats and Systems, Inc. - 12 Place Passenger Seats - CHST No. 2008S06-01
SR09211RC - Aero Seats and Systems, Inc. - External Mount Life Raft Deployment System - CHST No. 2004S12-07
SR02822NY - Heli-One - Automatic Deployable ELT System - CHST No. 2009S08-15
SR02603NY-D - Sikorsky Global Helicopters, Inc. - CVFDR-145 Cockpit Voice/Flight Recorder - CHST No. 2013S01-06
SR01405NY - D & D Design, Inc. - Installation of Honeywell MK-XXII EGPWS - CHST No. 2011S09-03
SR01616SE - FDC/Aerofilter WA LP - Engine Filter system with Wiring Modification per FAA DER approved Data
SH5778SW - Meggitt (Addison), Inc. - Electrically Driven Vapor Cycle Air Conditioning system-CHST No. 2009S07-09
SR00811NY - Technisonic Industries Limited - Installation of TFM-138B - CHST No. 2009S11-07
SR01593NY-D - Sikorsky Global Helicopters, Inc. - Installation of Keystone Helicopter Utility Interior Panels - CHST No. 2003S11-05
SR01113NY-D - Keystone Helicopter - S-76 Door Pin Kit - CHST No. 2009S09-06
SR01472NY - Eaton Aerospace - Zapper Pulsed Engine Chip Detector System 1K7707- CHST No. 2010S05-06
SH2414SO - Sikorsky - Installation of the Honeywell SRZ-850 Integrated Radio System.
SH2413SO - Sikorsky - Installation of the Honeywell AV-850 Digital Audio System.
SH2361SO - Sikorsky - Installation of a fixed landing light.
SH2360SO - Sikorsky - Installation of a search light switch on collective stick.
SH2358SO - Sikorsky - Installation of gearbox inspection lights.
SH2357SO - Sikorsky - Installation of a power monitor panel (INSCO).
SH2362SO - Sikorsky - Installation of a dual static inverter AC power system.
SH2430SO - Sikorsky - Installation of a Precise Flight Pulselite System.
SH2431SO - Sikorsky - Installation of Recognition Lights.
SH2570SO - Sikorsky - Installation of an external power overvoltage monitor.
SH2900SO - Sikorsky - Installation of a Honeywell P-700 radar system.
SH2942SO - Sikorsky - Installation of a Honeywell SPZ-760 digital automatic flight control system.
SR00666AT - Sikorsky - Installation of a LITF dual LCR-92S attitude heading reference system (AHRS).
SR00432AT - Sikorsky - Installation of a Honeywell EDZ-7565x6 Electronic Flight Instrument System (EFIS).
SR00490AT - Sikorsky - Installation and operation of a Bendix CAS-66A traffic collision avoidance system TCAS).
SR00531AT - Sikorsky - Installation of a lower anti-collision light.
SR00508AT - Sikorsky - Installation of a Shadin 8800 ADC accessory unit.
SR00902AT - Sikorsky - Installation of a Standby JET ADI-335D attitude indicator.
SR00877AT-D - Sikorsky - Installation and operation of a Honeywell AA-300 radio altimeter system.
SR01088AT-D - Sikorsky - Installation of a Universal Avionics UNS-1D flight management system.
SR01407AT - Sikorsky - Installation and operation of a Baker M7950 Page/Chime Amplifier System.

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SDNY_GM_02754687

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241609

EFTA01261498

LISTING OF EXCEPTIONS:

UNS-1D System (Sikorsky STC SR01088AT-D) with software level SCN 601.X was modified to software level SCN 604. (FAA Form 337, dated 29-Mar-2001 and FAA Field Approval. The RFMS was approved by the New York Aircraft Certification Office).

AeroFDC WA LP - STC SR01616SE – Installation of an engine air filter system. (ANAC validated by project number H.02-2619-0 and CHST 2007S03-08 was issued). STC SR01616SE is approved & validated for S-76C helicopters with IIDS. This rotorcraft does not have IIDS, but has a Master Caution Annunciator System installed. The STC Holder, AeroFDC WA LP, has provided electrical drawing FDC/aerofilter "KIT, Wiring Modification – IBF System For S-76C+ W/O IIDS", No. 1076K15, wiring for the Master Caution, and Rotorcraft Flight Manual Supplement (RFMS) "Sikorsky S-76C+ Helicopters (S-76C Helicopter Powered by Turbomeca Arriel 2S1 Engines) NOT Equipped With IIDS". Doc. No. 1076-1200-102, which was not approved under the STC. Both the electrical drawing and the RFMS are FAA DER Approved on FAA Form 8110-3 and on the FAA Form 337 when the installation has been completed.

The following major alterations were installed per an STC and do not have ANAC validation; however, the basis for the FAA STC is Transport Canada's STC:

1. Heli-One STC SR02822NY – Installation of the CPI-503 Automatic Deployable ELT. (Basis for STC is Transport Canada STC SH08-58 is ANAC validated by project number H.02-3080-0 and ANAC CHST 2009S08-15 was issued).
2. Technisonic Industries Limited STC SR00811NY – TIL Engineering – VHF Marine Radio. (Basis for STC is Transport Canada STC SH94-10 is ANAC validated by project number H.02-3220-0 and ANAC CHST 2009S11-07 was issued).

The following major alterations were installed via an STC and do not have ANAC validation per the special requirements. The STCs are manufacturer options, installed by Sikorsky during production and prior to the original Standard Airworthiness Certificate issuance. These systems have been incorporated into the Maintenance Manual and the IPC. Rotorcraft Flight Manual Supplements (RFMS) are incorporated in the Flight Manual as applicable. Additionally, all of the below listed Sikorsky STCs have been installed for 6,906.8 hours, exceeding the referenced 6,000 hours, identified in Paragraph 5.6.1 of FAA AC 21-2L, Appendix 2, Federative Republic of Brazil – Special Requirements, dated August 2011.

1. Sikorsky STC SH2414SO – Installation of the Honeywell SRZ-850 Integrated Radio System.
2. Sikorsky STC SH2413SO – Installation of the Honeywell AV-850 Digital Audio System.
3. Sikorsky STC SH2361SO – Installation of a fixed landing light.
4. Sikorsky STC SH2360SO – Installation of a search light switch on collective stick.
5. Sikorsky STC SH2358SO – Installation of gearbox inspection lights.
6. Sikorsky STC SH2357SO – Installation of a power monitor panel (INSCO).
7. Sikorsky STC SH2362SO – Installation of a dual static inverter AC power system.
8. Sikorsky STC SH2430SO – Installation of a Precise Flight Pulselite System.
9. Sikorsky STC SH2431SO – Installation of Recognition Lights.
10. Sikorsky STC SH2570SO – Installation of an external power overvoltage monitor.
11. Sikorsky STC SH2900SO – Installation of a Honeywell P-700 radar system. 3
12. Sikorsky STC SH2942SO – Installation of a Honeywell SPZ-760 digital automatic flight control system.
13. Sikorsky STC SR00666AT – Installation of a LITF dual LCR-92S attitude heading reference system (AHRS).
14. Sikorsky STC SR00432AT – Installation of a Honeywell EDZ-7565x6 Electronic Flight Instrument System (EFIS).
15. Sikorsky STC SR00490AT – Installation and operation of a Bendix CAS-66A traffic collision avoidance system (TCAS).
16. Sikorsky STC SR00531AT – Installation of a lower anti-collision light.
17. Sikorsky STC SR00508AT – Installation of a Shadin 8800 ADC accessory unit.
18. Sikorsky STC SR00902AT – Installation of a Standby JET ADI-335D attitude indicator.
19. Sikorsky STC SR00877AT-D – Installation and operation of a Honeywell AA-300 radio altimeter system.
20. Sikorsky STC SR1088AT – Installation of a Universal Avionics UNS-1D flight management system.
21. Sikorsky STC SR01407AT – Installation and operation of a Baker M7950 Page/Chime Amplifier System.

-----END-----

SDNY_GM_02754688

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241610

EFTA01261499

SDNY_GM_02754689

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241611

EFTA01261500



Of. 50/2013/GGAC/SAR-ANAC

Rio de Janeiro, 05 April 2013.

Daryl K. Fortner
Principal Maintenance Inspector
FAA FSDO-17
2 International Plaza Suite 110
Philadelphia, PA 19113, USA

Subject: Exceptions for Sikorsky S-76C S/N 760472.

Ref.: 1- FAA letter dated 04 April 2013.

Dear Mr. Fortner,

1. We hereby inform that ANAC will accept the Export Certificate of Airworthiness for the Sikorsky S-76C, serial number 760472 rotorcraft with the following exceptions:

- a. UNS-ID System (Sikorsky STC SR01088AT-D) with software level SCN 601.X was modified to software level SCN 604.3 (predicated on FAA approved STC SA00876LA, dated 23-Nov-1999, for Raytheon Aircraft Company B-300 KingAir aircraft). (FAA Form 337, dated 29-Mar-2011 and FAA Field Approval. The RFMS was approved by the New York Aircraft Certification Office);
- b. LSZ-850 Lightning Sensor (Sikorsky STC SH2416SO) Honeywell model sensor LP-850, returned to manufacturer for modification & re-installed as Honeywell model sensor LP-860. (FAA Form 337, dated 23 Mar 1999, FAA Field Approval. The RFMS was approved by Boston Aircraft Certification Office);
- c. Keystone Helicopters-STC SR00919NY- Installed S76, Split Tail Rotor Gear Box Cover. Two piece Tail Rotor Cowling (FAA Form 337, dated 27-Dec-2001);
- d. STC SR01616SE is approved & validated for S-76C helicopters with IIDS. This rotorcraft does not have IIDS, but has a Master Caution Annunciator System installed. The STC Holder, AeroFDC WA LP, has provided electrical drawing FDC/aerofilter "KIT, Wiring Modification – IBF System For S-76C+ W/O IIDS", No. 1076K15, wiring for the Master Caution, and Rotorcraft Flight Manual Supplement (RFMS) "Sikorsky S-76C+ Helicopters (S-76C Helicopter Powered by Turbomeca Arriel 2S1 Engines) NOT Equipped With IIDS". Doc. No. 1076-1200-102, which was not approved under the STC. Both the electrical drawing and the

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SDNY_GM_02754690

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241612

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SDNY_GM_02754691

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241613

EFTA01261502



ANAC AGÊNCIA NACIONAL
DE AVIAÇÃO CIVIL

RFMS will be FAA DER Approved on FAA Form 8110-3 and on the FAA Form 337 when the installation has been completed;

- e. Heli-One STC SR02822NY – Installation of the CPI-503 Automatic Deployable ELT (Basis for STC is Transport Canada STC SH08-58 is ANAC validated by project number H.02-3080-0 and ANAC CHST 2009S08-15 was issued);
- f. Technisonic Industries Limited STC SR00811NY – TIL Engineering –VHF Marine Radio. (Basis for STC is Transport Canada STC SH94-10 is ANAC validated by project number H.02-3220-0 and ANAC CHST 2009S11-07 was issued) ;
- g. Sikorsky STC SH2414SO – Installation of the Honeywell SRZ-850 Integrated Radio System;
- h. Sikorsky STC SH2413SO – Installation of the Honeywell AV-850 Digital Audio System;
- i. Sikorsky STC SH2416SO – Installation of the Honeywell LSZ-850 Lightning Sensor System;
- j. Sikorsky STC SH2361SO – Installation of a fixed landing light;
- k. Sikorsky STC SH2360SO – Installation of a search light switch on collective stick;
- l. Sikorsky STC SH2358SO – Installation of gearbox inspection lights;
- m. Sikorsky STC SH2357SO – Installation of a power monitor panel (INSCO);
- n. Sikorsky STC SH2362SO – Installation of a dual static inverter AC power system;
- o. Sikorsky STC SH2430SO – Installation of a Precise Flight Pulselite System;
- p. Sikorsky STC SH2431SO – Installation of Recognition Lights;
- q. Sikorsky STC SH2570SO – Installation of an external power overvoltage monitor;
- r. Sikorsky STC SH2900SO – Installation of Honeywell P-700 radar system;
- s. Sikorsky STC SH2942SO – Installation of Honeywell SPZ-760 digital automatic flight control system;
- t. Sikorsky STC SR00666AT – Installation of a LITF dual LCR-92S attitude heading reference system (AHRS);
- u. Sikorsky STC SR00432AT – Installation of a Honeywell EDZ-7565x6 Electronic Flight Instrument System (EFIS);
- v. Sikorsky STC SR00490AT – Installation and operation of a Bendix CAS-66A traffic collision avoidance system (TCAS);

Superintendência de Aeronavegabilidade

Avenida Presidente Vargas, 800, Rio de Janeiro, RJ, Brasil

SDNY_GM_02754692

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241614

EFTA01261503

SDNY_GM_02754693

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241615

EFTA01261504



- w. Sikorsky STC SR00531AT – Installation of a lower anti-collision light;
- x. Sikorsky STC SR00508AT – Installation of a Shadin 8800 ADC accessory unit;
- y. Sikorsky STC SR00902AT – Installation of a Standby JET ADI-335D attitude indicator;
- z. Sikorsky STC SR00877AT-D – Installation and operation of a Honeywell AA-300 radio altimeter system;
- aa. Sikorsky STC SR1088AT – Installation of a Universal Avionics UNS-ID flight management system;
- bb. Sikorsky STC SR01407AT – Installation and operation of a Baker M7950 Page/Chime Amplifier System.

2. The non conformities listed above are major alterations and will be eligible for acceptance by ANAC during the aircraft initial inspection, if they meet the criteria of IS 21-010A (<http://www2.anac.gov.br/biblioteca/IS/IS%2021-010A.pdf>), item 5.6. and MPR-900.04 (<http://www2.anac.gov.br/certificacao/MPR/Textos/MPR-900.04-004-P.pdf>).

3. Please make reference to this letter on the Export Certificate of Airworthiness.

Yours sincerely,

Eduardo Américo Campos Filho
Manager, Continued Surveillance Coordination

PROTOCOLO ANAC

00065.045227/2013-52

SDNY_GM_02754695

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241617

EFTA01261506

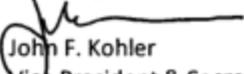


January 28, 2013

To Whom it May Concern

This letter is to confirm that Edward J. Scully is a duty elected Vice president of Summit Aviation, Inc. and is authorized to execute and deliver in the name and on behalf of Greenwich AeroGroup Brazil Leasing, Inc. (the "Corporation") all documents and forms required by the Federal Aviation Administration in connection with the registration and deregistration of aircraft owned by the Corporation.

Sincerely,


John F. Kohler
Vice President & Secretary

State of Connecticut

County of Fairfield

On this the 28th day of January, 2013, before me, Linda Appelbaum, the undersigned officer, personally appeared John F. Kohler, known to me to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained.

In witness whereof I hereunto set my hand.


Signature of Notary Public

LINDA APPELBAUM
Notary Public
State of Connecticut
My Commission Expires January 31, 2018

Date Commission Expires:

Greenwich AeroGroup, Inc.
www.greenwichaerogroup.com

475 Steamboat Road
Greenwich, CT 06830

SDNY_GM_02754696

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241618

EFTA01261507

SDNY_GM_02754697

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241619

EFTA01261508

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|---|---|---|--------------------------------|
| 1 NATIONALITY AND REGISTRATION MARKS N162AD | 2 MANUFACTURER AND MODEL Sikorsky S-76C | 3 AIRCRAFT SERIAL NUMBER 760472 | 4 CATEGORY Transport |
| 5 AUTHORITY AND BASIS FOR ISSUANCE <small>This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and applicable regulations. At the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate hereon, to be in condition for safe operation, and has been shown to meet the requirements of the applicable performance and flight characteristics as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.</small> <p style="text-align: center; font-size: 1.2em; font-weight: bold;">NONE</p> | | | |
| 6 TERMS AND CONDITIONS <small>Unless sooner surrendered, suspended, annulled, or a restriction ceases otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, progressive maintenance, and alterations are performed in accordance with Parts 21, 41, and 43 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.</small> | | | |
| DATE OF ISSUANCE R-10/21/1997 | FAA REPRESENTATIVE Daniel Spora | DESIGNATION NUMBER AEA-FSDO-25 | |

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 1 year or both.
THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.
FAA Form 8100-2 (04-11) Supersedes Previous Edition

Accepted RJ Oct/25/2011

SDNY_GM_02754698

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241620

REISSUED
09/16/2011

SDNY_GM_02754699

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241621

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|---|---|---|---------------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS N162AE | 2. MANUFACTURER AND MODEL SIKORSKY S96C | 3. AIRCRAFT SERIAL NUMBER 1760672 | 4. CATEGORY TRANSPORT |
| 5. AUTHORITY AND BASIS FOR ISSUANCE <small>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate and that the operator, to be in condition for safe operation, and has been shown to meet the requirements for airworthiness and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.</small> Exceptions: <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> </div> <p style="text-align: center; margin: 0;">NONE</p> | | | |
| 6. TERMS AND CONDITIONS <small>Unless sooner surrendered, suspended, revoked, or annulled, this certificate is effective as provided by the Administrator, the airworthiness certificate is valid as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Part 121, 123, and 135 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.</small> | | | |
| DATE OF ISSUANCE R-10-21-1997 | LEGAL REPRESENTATIVE PROFESSOR S. S. ROBERG | DESIGNATION NUMBER EA-FSDO-63 | |

Any alteration, reproduction, or misuse of this certificate is prohibited with the not exceeding \$1,000, or imprisonment not exceeding 2 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-81) U.S. GPO 2001 - 800-488

SDNY_GM_02754700

↑ TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15

EFTA_00241622



SDNY_GM_02754701

TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15

EFTA_00241623

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---|--|--------------------------------|
| 1 NATIONALITY AND REGISTRATION MARKS N162AD | 2 MANUFACTURER AND MODEL Sikorsky S-76C | 3 AIRCRAFT SERIAL NUMBER 760472 | 4 CATEGORY Transport |
|--|---|--|--------------------------------|

5 AUTHORITY AND BASIS FOR ISSUANCE

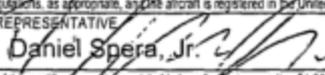
This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

| | | |
|---|---|--|
| DATE OF ISSUANCE R-10/21/1997 | FAA REPRESENTATIVE Daniel Spera, Jr.  | DESIGNATION NUMBER AEA-FSDO-25 |
|---|---|--|

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both.
THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (04-11) Supersedes Previous Edition

SDNY_GM_02754702

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241624

EFTA01261513

SDNY_GM_02754703

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241625

EFTA01261514

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE:

September 16, 2011

ROUTE SLIP

| TO: | NAME | ROUTING SYMBOL |
|-----|-------------------|----------------|
| | Aircraft Registry | AFS-750 |
| | | |
| | | |
| | | |
| | | |

- | | |
|---|---|
| <input type="checkbox"/> Per your request | <input type="checkbox"/> For your information |
| <input type="checkbox"/> Per our conversation | <input type="checkbox"/> Note and return |
| <input type="checkbox"/> Discuss with me | <input type="checkbox"/> For your approval |
| <input type="checkbox"/> For your signature | <input checked="" type="checkbox"/> Take appropriate action |
| <input type="checkbox"/> Comment | <input type="checkbox"/> Please answer |
| <input type="checkbox"/> Prepare reply for signature of | |

REMARKS:

Issued replacement airworthiness certificate for Sikorsky Model S-76C, S/N 760472, N162AD. Certificate issued due to Registration Number change from N162AE to N162AD accomplished 09/14/2011 per AC Form 8050-64 issued 08/17/2011. Attached are copy of replacement FAA Form 8100-2 dated R-10/21/1997 and original superseded Form FAA 8100-2 dated R-10/21/1997.

| | | |
|-----------------------------------|-----------------------------|-------------------------------|
| From: Daniel Spera, Jr. | TELEPHONE NO. [REDACTED] | ROUTING SYMBOL AEA-FSDO-25 |
|-----------------------------------|-----------------------------|-------------------------------|

FAA Form 1360-13(4-87)

SDNY_GM_02754704

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241626

EFTA01261515

SDNY_GM_02754705

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241627

EFTA01261516

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---|--|---------------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS N162AE | 2. MANUFACTURER AND MODEL SIKORSKY S76C | 3. AIRCRAFT SERIAL NUMBER 760472 | 4. CATEGORY TRANSPORT |
| 5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE | | | |
| 6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. | | | |
| DATE OF ISSUANCE R-10-21-1997 | FAA REPRESENTATIVE PETER A. LINDBERG | DESIGNATION NUMBER EA-FSDO-63 | |
| Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS. | | | |
| FAA Form 8100-2 (8-82) | | U.S. GPO-2001 - 688-455 | |

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---|--|---------------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS N152AE | 2. MANUFACTURER AND MODEL Sikorsky S76C | 3. AIRCRAFT SERIAL NUMBER 760472 | 4. CATEGORY Transport |
| 5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: None | | | |
| 6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. | | | |
| DATE OF ISSUANCE 10-21-97 | FAA REPRESENTATIVE Kurt Sutter | DESIGNATION NUMBER DAR NE800001AC | |
| Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS. | | | |
| FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 | | U.S. Government Printing Office - 1994/5-528 | |

SDNY_GM_02754706

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241628

EFTA01261517

SDNY_GM_02754707

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241629

EFTA01261518



U.S. Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

| | | |
|-------------|--|---|
| 1. Aircraft | Make Sikorsky | Model S-76C |
| | Serial No. 760472 | Nationality and Registration Mark U.S.A. N152AE |
| 2. Owner | Name (As shown on registration certificate) Aetna Life Insurance | Address (As shown on registration certificate) 151 Farmington Ave. Hartford, Connecticut 06156-0001 |

3. For FAA Use Only

| 4. Unit Identification | | | | 5. Type | |
|------------------------|---|-------|------------|---------|------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ----- <i>(As described in item 1 above)</i> ----- | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|---|--|
| A. Agency's Name and Address Keystone Helicopter Services 1420 Phoenixville Pike West Chester, PA 19380 | B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. Airframe Class 3 Radio Class 1 & 2 CRS EGRR526D Limited Accessory |
|---|---|--|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|----------------------------------|--|
| Date December 29, 2006 | Signature of Authorized Individual Jerry Smedley |
|----------------------------------|--|

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

| | | | | |
|---|---|--|--|-----------------|
| BY | <input type="checkbox"/> FAA Fit Standards Inspector | <input type="checkbox"/> Manufacturer | <input type="checkbox"/> Inspection Authorization | Other (Specify) |
| | <input type="checkbox"/> FAA Designee | <input checked="" type="checkbox"/> Repair Station | <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection December 29, 2006 | Certificate or Designation No. CRS EGRR526D | Signature of Authorized Individual Edward H. Waterland | | |

FAA Form 337 (12-88)

SDNY_GM_02754708

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241630

EFTA01261519

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Model : S-76C

Date : December 29, 2006 Serial No. : 760472

Keystone Helicopter Services performed Modification of Tail Pylon Aft Spar in accordance with Sikorsky Customer Service Notice 76-220A, Part 3, cold work fastener kit part number 76070-20564-011.

Replaced the tail boom vertical fin aft spar web upper section with new part number 76070-20562-122. Replaced vertical fin aft spar left hand side strap angle part number 76080-20046-101 with new part number 76201-25002-111. Replaced vertical fin aft spar right hand side strap angle part number 76080-20046-102 with new part number 76201-25002-110.

Keystone Helicopter Services repaired the R/H pylon forward fairing in accordance with Alert Service Bulletin 76-55-16A.

The aircraft weight and balance has been updated.

Refer to Keystone Helicopter Services work orders H01194-2 for details of work performed.

-----END-----

Additional Sheets are attached

SDNY_GM_02754709

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241631

EFTA01261520

| | | | | | | |
|--|--|--|--|--|-----------------------|------------|
| U.S. Department of Transportation Federal Aviation Administration | | MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | For FAA Use Only | |
| | | | | | Office Identification | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). | | | | | | |
| 1. Aircraft | Make SIKORSKY | | | Model S-76C | | |
| | Serial No. 760472 | | | Nationality and Registration Mark N152AE | | |
| 2. Owner | Name (As shown on registration certificate) Aetna Life Insurance Co. | | | Address (As shown on registration certificate) 151 Farmington Ave. Hartford, CT 06156-0001 | | |
| | | | | | | |
| 3. For FAA Use Only | | | | | | |
| THE <u>DATA</u> IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO A CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR SECTION 43-7 | | | | | | |
| NE-FSDO-03 APPROVING INSPECTOR <u>[Signature]</u> DATE <u>10-31-06</u> | | | | | | |
| 4. Unit Identification | | | | | | |
| Unit | | Make | Model | Serial No. | 5. Type | |
| AIRFRAME | | (As described in Item 1 above) | | | Repair | Alteration |
| | | | | | | XXX |
| POWERPLANT | | | | | | |
| PROPELLER | | | | | | |
| APPLIANCE | | Type | | | | |
| | | Manufacturer | | | | |
| 6. Conformity Statement | | | | | | |
| A. Agency's Name and Address | | | B. Kind of Agency | | C. Certificate No. | |
| VIP AERO INSTRUMENTS AND AVIONICS 58 LINDBERGH DRIVE HARTFORD, CT 06114 | | | U.S. Certified Mechanic | | TH5R223N | |
| | | | Foreign Certified Mechanic | | | |
| | | | <input checked="" type="checkbox"/> Certified Repair Station | | | |
| | | | Manufacturer | | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | | |
| Date 10/30/06 | | | Signature of Authorized Individual <u>[Signature]</u> | | | |
| 7. Approval for Return To Service | | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | | |
| BY | FAA Fit. Standards Inspector | Manufacturer | Inspection Authorization | | Other (Specify) | |
| | FAA Designee | <input checked="" type="checkbox"/> Repair Station | Person Approved by Transport Canada Airworthiness Group | | | |
| Date of Approval or Rejection 10/30/06 | | Certificate or Designation No. TH5R223N | Signature of Authorized Individual <u>[Signature]</u> | | | |

FAA Form 337

SDNY_GM_02754710

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241632

EFTA01261521

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with Aircraft nationality and registration mark and date work completed.)

1- Removed the following equipment: Global Wolfsberg Flight Phone VI system consisting of RT-18D receiver transmitter, FF VI antenna, C-118 cockpit dialer and WH-10 cabin handset.

Removed Sikorsky Rotor Craft Flight Manual Supplement NO. 102 for operations of FLIGHTPHONE VI System.

2- The equipment identified in the following steps was installed and tested in accordance with AC43.13-1B, chapter 4, para. 50 thru 62, chapter 10, para. 14, 16, 19, 20 & 21, chapters 11 para. 7, 8, 30, 31, 32, 37, 38, 47 thru 263, Chapter 12 para 1 thru 38 and AC43.13-2A, chapters 2 para 21 thru 28, chapter 3 para. 37 thru 44, chapter 11 para. 211 thru 214, and chapter 13 para. 261 thru 263 when applicable.

3- Installed an Iridium Satellite Communication System consisting of the following:

- International Communications Group ICS 100 p/n: 500616-2 Iridium Transceiver providing cabin and cockpit station intercom and phone operation. The ICS 100 transceiver is located on the aft avionics bay equipment shelf at station: 265.0

- ICG Iridium Antenna p/n: 500644-1 installed on tail boom at station: 519.0 in accordance with Sikorsky antenna installation drawing number 33776-64681 sheets 1,6 and 14.

- ICG Sigma 7 handset p/n: 500905-20-02-1 installed in cabin at same location as removed WH10 handset in aft center cabinet at station 204. The Sigma 7 handset is wired as SAT Phone station 13.

- Northern Airborne Technologies PTA12-100 cabin dialer with Bose Series X noise cancelling headset The PTA12-100 cabin dialer with Bose Series X noise cancelling handset is wired as SAT Phone station 12. The PTA12-100 Cabin Dialer is located in the cabin RH forward facing arm rest at station 198.

- Northern Airborne Technologies PTA12 cockpit dialer for crew operation. The PTA12 cockpit dialer is wired as SAT Phone station 11. The PTA12 Cockpit Dialer is located in the center pedestal at station 103.

All wiring was accomplished in accordance with VIP Avionics, Inc. wire drawing #: 2006W0001 Rev - dated 10/17/06 Sheets 1 thru 3. The drawing was DER approved on FAA form 8110-3 dated 10/20/06.

Installed placard on both sides of aft cabin cabinet near Sigma 7 handset "
TO CONTACT PILOT REMOVE HANDSET FROM CRADLE PRESS ON THEN DIAL 11"

VIP Avionics, Inc. Iridium Sat Phone Rotorcraft Operators Guide dated 10/30/06, ICS 100 Users Guide p/n: 501330-UG, Sigma 7 Handset Users guide p/n: 500114 Rev F, PTA12 Operators Manual Rev. 1.10, PTA12-100 Operators Manual Rev. 1.0 and Seat Back Card p/n: 500024 rev. A were placed in the rotorcraft.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Annually or every 100 hours

end of page 1/3 - continued on next page...

 Additional Sheets are Attached

SDNY_GM_02754711

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241633

EFTA01261522

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with Aircraft nationality and registration mark and date work completed.)

inspect for insecure mounting. The ICS 100 system maintenance is on the condition of failure. There is no required maintenance. Suggested maintenance and troubleshooting procedures are covered in the Installation manual number 501330 rev I or later in the manual section, Testing.

4- Installed a 115V AC 60 HZ cabin power system consisting of the following equipment:

- KGS Electronics HS-50 500VA 115V 60 HZ static inverter providing 115V AC 60 HZ power to the system. The HS-50 static inverter is located on the aft avionics bay equipment shelf at station: 263.0

- Levitron 8590-W Ground fault Isolater to provide ground fault isolation to the two cabin 110V AC receptacles. The 8590-W GFI is located on a fabricated mounting bracket next to the HS-50 static inverter on the aft avionics bay equipment shelf at station: 256.0

- Two Hubbell HBL5258 AC Outlets to provide up to 4 amps of AC power for portable accessory utilization. The HBL5258 AC Outlets are located on the right and left side forward facing cabinets at station: 184.0. The outlets are placarded "110VAC 60 HZ 4 A MAX".

- A MS24658-23D Lever Lock SPDT Switch connected to a M83536/6-025 remote relay to interrupt power input to the HS-50 Static Inverter. The MS24658-23D switch is located at station 101 on the RH side of the pedestal and labeled "CABIN 110VAC 60HZ / OFF". The M8356/6-025 relay is located on a fabricated bracket just forward of the Aft AC junction box at station 272.

All wiring was accomplished in accordance with VIP Avionics, Inc. wire drawing #: 2006W0002 rev - dated 10/17/06 Sheets 1 thru 2. The drawing was DER approved on FAA form 8110-3 dated 10/20/06.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Annually or every 100 hours inspect for insecure mounting. Annually or every 100 hours the Ground Fault Isolater (GFI) should be tested. With the aircraft running on the ground test the GFI by pressing the button labeled TEST. The RESET button should pop out indicating a successful test. Pressing the RESET button re-arms GFI for use. If the GFI reset button fails to pop out when the TEST button is pressed the GFI should be replaced. The SS-50 system maintenance is on the condition of failure. There is no required maintenance. See KGS Electronics Removal/Installation manual DWG No. 112106 rev. F dated AUG 03 2003 paragraph 2 E for ICA and removal and installation instructions.

5- Systems are protected by circuit breakers whose value are listed in the approved wiring drawings and labeled accordingly. All wiring was done IAW AC 43:13-1a, ch. 11, sec. 3 thru 7. An Electrical Load Analysis was accomplished and recorded on VIP Avionics, Inc. Document Number 2006R0001 Rev - dated 10/18/06. The Electrical Load Analysis Addendum meets the requirement of 14CFR part 29.1351(a)(1).

6- All systems were tested per manufacturer's detailed check out procedures and all systems checked out satisfactorily. EMI/RFI tests were successfully

end of page 2/3 - continued on next page...

 Additional Sheets are Attached

SDNY_GM_02754712

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241634

EFTA01261523

SDNY_GM_02754713

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241635

EFTA01261524

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with Aircraft nationality and registration mark and date work completed.)

completed per VIP Avionics, Inc. EMI/RFI Test Procedure document number 2006R0002 dated 10/26/06.

7- Equipment list and weight and balance revisions have been entered into the aircraft POH. Aircraft log entries have been made.

---END---

Additional Sheets are Attached

SDNY_GM_02754714

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241636

EFTA01261525

SDNY_GM_02754715

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241637

EFTA01261526

FAA



U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
AEA-7800-17

mm

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

| | | |
|-------------|--|--|
| 1. Aircraft | Make Sikorsky | Model S-76C |
| | Serial No. 760472 | Nationality and Registration Mark U.S.A. N152AE |
| 2. Owner | Name (As shown on registration certificate) Aetna Life Insurance Co. | Address (As shown on registration certificate) 151 Farmington Ave. Hartford, CT 06156-0001 |

3. For FAA Use Only

4. Unit Identification

5. Type

| Unit | Make | Model | Serial No. | Repair | Alteration |
|------------|---|-------|------------|--------|------------|
| AIRFRAME | ----- <i>(As described in item 1 above)</i> ----- | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|---|--|
| A. Agency's Name and Address Keystone Helicopter Services 1420 Phoenixville Pike West Chester, PA 19380 | B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. Airframe Class 3 Radio Class 1 & 2 CRS EGRR526D Limited Accessory |
|---|---|--|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|----------------------------|---|
| Date 2 June 2004 | Signature of Authorized Individual Christopher A. Macario <i>Christopher A. Macario</i> |
|----------------------------|---|

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

| | | | | |
|----|--|--|--|-----------------|
| BY | <input type="checkbox"/> FAA Fit Standards Inspector | <input type="checkbox"/> Manufacturer | <input type="checkbox"/> Inspection Authorization | Other (Specify) |
| | <input type="checkbox"/> FAA Designee | <input checked="" type="checkbox"/> Repair Station | <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group | |

| | | |
|---|---|---|
| Date of Approval or Rejection 2 June 2004 | Certificate or Designation No. CRS EGRR526D | Signature of Authorized Individual David Druce <i>David Druce</i> |
|---|---|---|

FAA Form 337 (12-88)

SDNY_GM_02754716

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241638

EFTA01261527

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Model : S-76C

Date : 6-2-2004

Serial No. : 760472

Acft Total Time : 4226.3 hrs.

Keystone Helicopter Services installed inspection panels on the left and right hand side of tailboom vertical fin in accordance with Sikorsky Customer Service Notice 76-207C.

An aircraft actual weighing has been performed and equipment list updated.

Refer to Keystone Helicopter Services work order G03972 for details of work performed.

-----END-----

Additional Sheets are attached

SDNY_GM_02754717

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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| | | | | | |
|--|--|--|---|--|-----------------|
|  U.S. Department of Transportation Federal Aviation Administration | | MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | Part 43 Appendix B OMB No. 2120-0020 - MWH | |
| | | | | For FAA Use Only Office Identification FSDO-NED03 | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958) | | | | | |
| 1. Aircraft | | Make SIKORSKY Serial No. 760472 | | Model S76C Nationality and Registration Mark N152AE | |
| 2. Owner | | Name (As shown on registration certificate) AETNA LIFE INSURANCE COMPANY | | Address (As shown on registration certificate) 151 FARMINGTON AVE HARTFORD, CT 06156-0001 | |
| 3. For FAA Use Only | | | | | |
| 4. Unit Identification | | | | | |
| 5. Type | | | | | |
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ----- (As described in item 1 above) ----- | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |
| 6. Conformity Statement | | | | | |
| A. Agency's Name and Address | | B. Kind of Agency | | C. Certificate No. | |
| JOHN KEATING 168 EAST HILL ROAD CANTON, CT 06019 | | <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | | AP46641737IA | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| Date 05/25/2003 | | | Signature of Authorized Individual <i>John Keating</i> | | |
| 7. Approval for Return to Service | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA Fit Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 05/25/2003 | | Certificate or Designation No. AP46641737IA | | Signature of Authorized Individual <i>John Keating</i> | |

FAA Form 337 (12-88)

SDNY_GM_02754718

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241640

EFTA01261529

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

03/26/2003 SIKORSKY N152AE S/N 760472 TOTAL TIME 3722.9 HOURS

Installed Eaton Aerospace Zapper Pulsed Engine Chip Detection System 1K7707 in accordance with STC #SR01472NY dated 03/08/2002.

Modified existing engine chip detection system to allow non-critical slivers of wear fuzz to be pulsed away. Installed two channel power module, Chip Pulse switch, and Chip Detector test switch. Wired system and performed functional test. All work done IAW instructions of STC.

See attached for Instructions for Continued Airworthiness.

FAA Approved Rotorcraft Flight Manual Supplement # FM00508 inserted in Flight Manual.

Aircraft Weight and Balance change is negligible.

Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

SDNY_GM_02754719

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE
EATON AEROSPACE, ENGINEERED SENSORS/TEDECO PRODUCTS
ZAPPER® PULSED ELECTRIC CHIP DETECTOR
SYSTEM 1K7707 ON SIKORSKY HELICOPTER MODEL S-76**

EATON/TEDECO ZAPPER® SYSTEM 1K7707

DOCUMENT 1K7707 I.C.A.

SDNY_GM_02754720

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241642

EFTA01261531

SDNY_GM_02754721

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241643

EFTA01261532

Maintenance Requirements – Instructions
for Continued Airworthiness
Manual 1K7707 I.C.A.

Introduction 00-00-00

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's Aircraft Maintenance Manual and the operator's Aircraft Scheduled Maintenance Program.

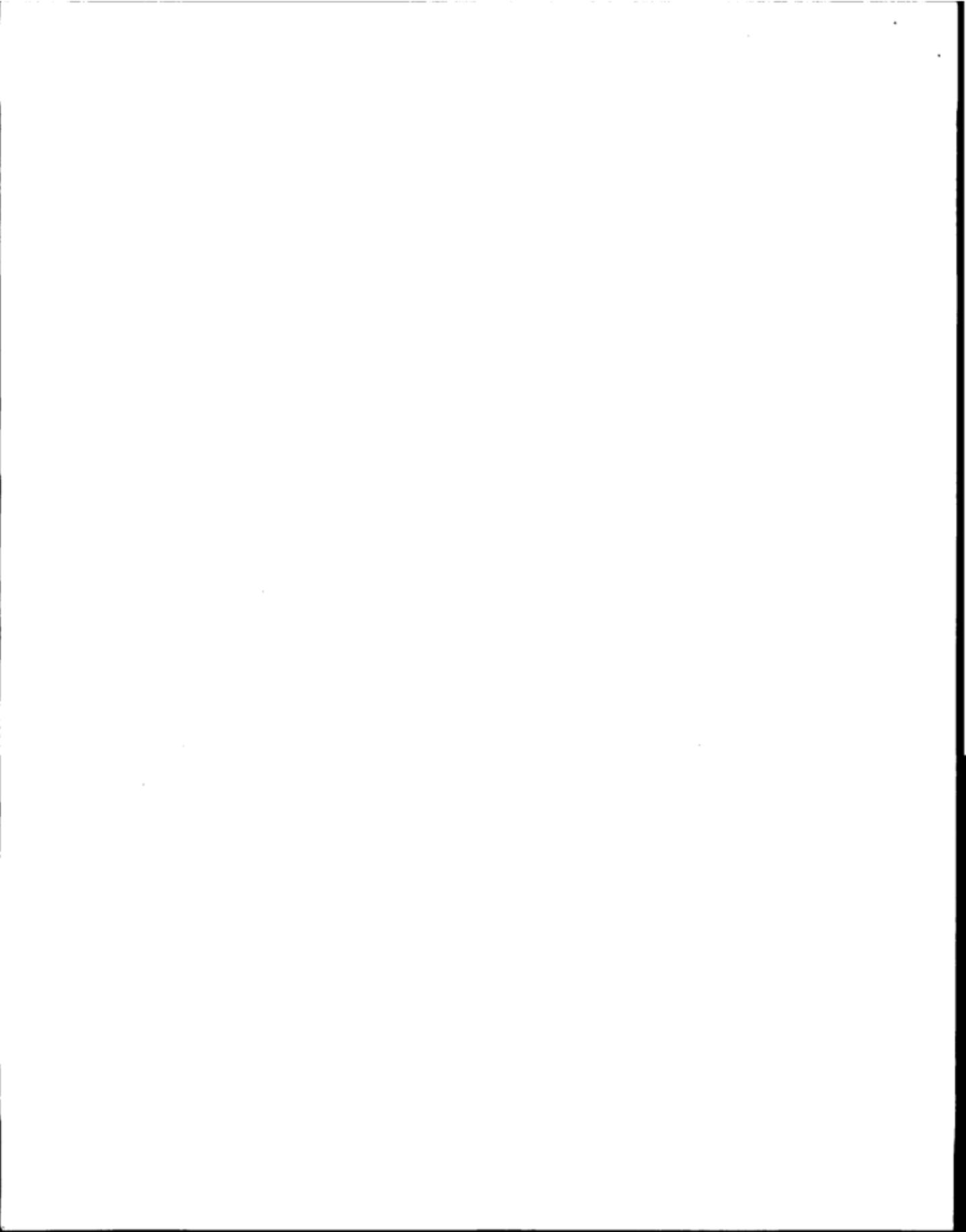
Maintenance manual information – system and component descriptions, testing, troubleshooting, inspection procedures – is contained in this Eaton/Tedeco document, and should be placed into the operator's appropriate airplane Maintenance Manual.

This document includes part numbers and supplier information for line replaceable units (LRU), and for the fasteners used in the installation of the Zapper System. This information should be placed in the aircraft operator's appropriate Illustrated Parts Catalog.

This document also includes wiring information for the Zapper System. This information should be placed in the aircraft operator's appropriate Wiring Diagram Manual.

Inspections and recommended periodic checks are also included. These inspection requirements should be added to the airplane operator's Scheduled Maintenance Program.

January 21, 2002
Eaton Aerospace
Engineered Sensors/Tedeco Products
24 East Glenolden Avenue
Glenolden, PA 19036-2198
tel: [REDACTED]
fax: [REDACTED]



SDNY_GM_02754723

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

Airworthiness Limitations Section 04-00-00

No Change

Inspections Section 05-10-00

Test the zipper chip detector system every 500 hours of service or every 6 months, whichever comes first. See Testing and Troubleshooting section of 46-50-00. Scheduled maintenance on engine components of the system remain unchanged.

Servicing 12-00-00

The manufacturer recommends following the Testing and Troubleshooting section of 46-50-00. For additional assistance or information, please contact Eaton Aerospace.

Information Systems Chapter 46-50-00

Description and Operation

A pulsed chip detector system is provided for each engine. (See figure 1.) The system includes one or two chip detectors (cd) on each engine, relays on No. 1 and No. 2 relay panels, a two-channel Zapper[®] power module (zpm), a CHIP PULSE switch, a CHIP DET TEST switch, and two caution indicators on the IIDS or the caution/advisory panel. The system enables the pilot to pulse away nuisance debris on the cd in either engine. The two-channel zpm is mounted overhead in the cockpit, the CHIP PULSE and CHIP DET TEST switches are on the console or instrument panel, within the pilot's reach, and both are connected to the engine relays, to each engine cd, and to the IIDS or caution/advisory panel.

(See figure 2.) When debris closes the chip gap of a cd, it completes a ground circuit to the corresponding channel in the zpm and thru the relay panel output of the zpm to operate relay K4 or K8 in the respective engine relay panel. Twenty-eight-volt dc is connected to the other side of the winding through normally closed contacts of the CHIP PULSE switch. The relay closes a circuit to light the associated caution indicator. The relay also self-latches.

When the CHIP PULSE switch is set to momentary position ENG 1 or ENG 2, a set of contacts connects a ground to the pulse switch input of the zpm and a 28-volt pulse is applied to the chip gap. The pulse is the charge from a large capacitor in the zpm. If the chip is pulsed away, the caution indicator will go off after the applicable ENG CHIP DET circuit breaker is cycled to open the relay latch. If the chip is not pulsed away, the caution indicator will remain on after the ENG CHIP DET circuit breaker is cycled.

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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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A momentary CHIP DET TEST switch connects a ground to the chip detector circuit to simulate a chip. If the chip detector circuit is operating properly, when the test switch is set to the momentary position and released, both engine caution indicators come on and remain on until both ENG CHIP DET circuit breakers are cycled to release the relay latches. After the ENG CHIP DET circuit breakers are cycled, both caution indicators will go off.

The system discriminates between debris particles which are large enough to be associated with engine failure and non-critical slivers of wear fuzz. Stored energy from a zpm will pulse away debris of 0.001-inch diameter and smaller. Debris larger than 0.003-inch diameter will not be pulsed away and the caution indicator remains on.

Power to operate the Zapper[®] function of the system is obtained from the CHIP PULSE circuit breaker. Power to operate the relays is obtained from the ENG CHIP DET circuit breakers. Power consumption is 3 watts maximum.

On each engine, magnetic plugs without electrical indication are fitted to module 1 or to module 5. They are installed outboard for easy access depending on engine location. Refer to the applicable Arriel Turboshaft Engine Maintenance Manual, Magnetic Plugs, 72-80-04 for description and maintenance procedure.

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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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Component Descriptions**A. Zapper® Power Module (ZPM)**

The Zapper® power module (zpm) is a two-channel control device which senses nuisance debris on a chip detector (cd) and provides a calibrated electrical discharge to pulse away the debris. The zpm is mounted overhead in the cockpit, typically just aft of No. 2 relay panel, and is secured by four screws through mounting flanges. Miniaturized solid-state circuitry is enclosed in a cast aluminum box. The zpm has two connectors, one for each engine chip channel.

B. CHIP PULSE Switch

The CHIP PULSE switch is a lever-lock double-pole, double-throw center-off momentary switch in the pilot's compartment. The switch connects a ground to activate the pulse switch circuit on the zpm.

C. CHIP DET TEST Switch

The CHIP DET TEST switch is a momentary double-pole, single-throw switch in the pilot's compartment. The switch is activated to connect a ground to both chip detector circuits to simulate a chip for system testing.

D. Chip Detector

Each magnetic chip detector (cd) consists of a magnet with a chip gap. One end of the magnet is covered with a conductive sleeve, connected by wire to a terminal on the connector. The other terminal is connected to ground. Debris retained by the cd closes the circuit, and activates the ENG CHIP caution indicator for the engine.

E. Relays

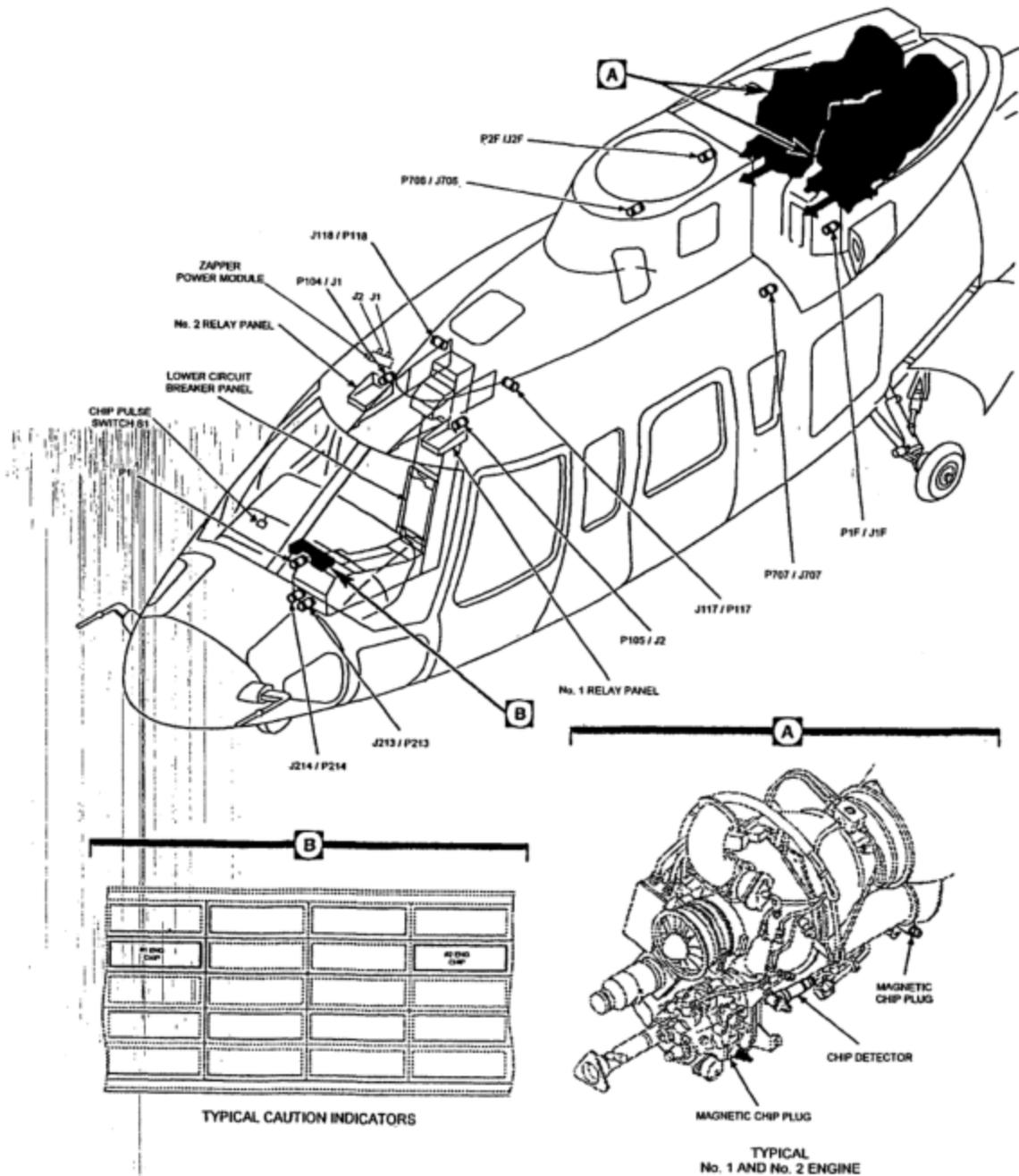
No. 1 engine chip detector relay K4/1R is on No. 1 relay panel and No. 2 engine chip detector relay K8/2R is on No. 2 relay panel, overhead in the cockpit. Electrical power is applied to the relay winding when power is applied to the helicopter and the circuit breaker is closed. However, the electrical ground necessary to energize the winding of the relay is provided only when debris on the cd activates the circuit on the corresponding zpm channel. The relay, when actuated, lights the respective ENG CHIP caution indicator and latches on until the debris is pulsed away by the pilot and the applicable ENG CHIP DET circuit breaker is cycled. For relay removal/installation, refer to No. 1 and No. 2 Relay Panel Typical Relay – Maintenance Practices, 39-40-04 and 39-40-05 in Maintenance Manual SA4047-76C-2 or the applicable Arriel Maintenance Manual 77-44-00.

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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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NOTE: IN SOME ENGINES, A SECOND CHIP DETECTOR IS INSTALLED IN PLACE OF A MAGNETIC CHIP PLUG.

Figure 1. Zapper Pulsed Engine Chip Detector System – Location Diagram

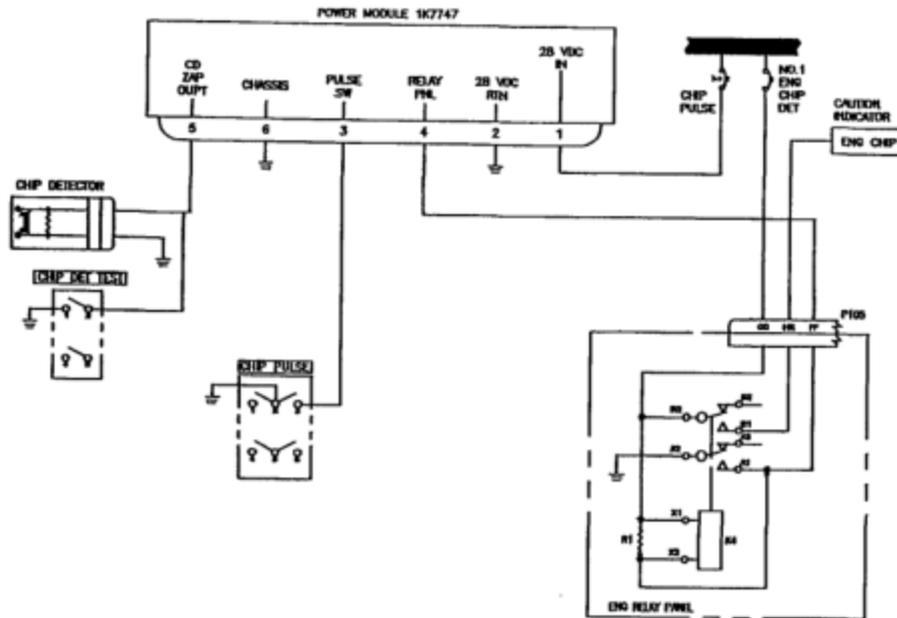
January 21, 2002
Eaton Aerospace
Engineered Sensors/Tedeco Products
24 East Glenolden Avenue
Glenolden, PA 19036-2198
tel: [REDACTED]
fax: [REDACTED]

SDNY_GM_02754731

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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| CHIP PULSE SWITCH S1 POSITIONS | | |
|--------------------------------|-----------------|---------------------|
| CIRCUIT WITH LEVER IN | | |
| NON-KEYWAY, MON (ENG 1) | CENTER (LOCKED) | KEYWAY, MON (ENG 2) |
| | | |
| ENG 1 | | ENG 2 |

NOTE:
1. NO. 1 CHANNEL IS SHOWN.
NO. 2 CHANNEL IS SIMILAR.

AP-525 REV A

Figure 2. Zapper Pulsed Chip Detector System – Simplified Schematic

SDNY_GM_02754733

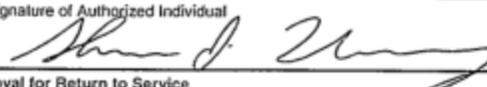
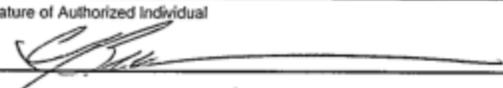
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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| | | | | | |
|--|--|--|------------|--|-----------------|
|  U.S. Department of Transportation Federal Aviation Administration | | MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification Neo3 | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958) | | | | | |
| 1. Aircraft | | Make Sikorsky Serial No. 760472 | | Model S76- C+ Nationality and Registration Mark N152AE | |
| 2. Owner | | Name (As shown on registration certificate) Aetna Life Insurance | | Address (As shown on registration certificate) 151 Farmington Ave. Hartford, CT. 06156 (ATTN: Flight Operations) | |
| 3. For FAA Use Only | | | | | |
| 4. Unit Identification | | | | | |
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ----- (As described in item 1 above) ----- | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |
| 6. Conformity Statement | | | | | |
| A. Agency's Name and Address | | B. Kind of Agency | | C. Certificate No. | |
| Shawn Landry 19 Monroe Rd. Enfield, CT. 06082 | | <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | | A&P 46701613 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| Date 12/27/01 | | Signature of Authorized Individual  | | | |
| 7. Approval for Return to Service | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA Fit Standards Inspector | Manufacturer | X | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 12/27/01 | | Certificate or Designation No. IA 91543730 | | Signature of Authorized Individual  | |

FAA Form 337 (12-88)

SDNY_GM_02754734

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241656

EFTA01261545

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The following work was accomplished on 12/28/01:

Installed Keystone Helicopter S76 split tail rotor gearbox cover in accordance with KeyTech installation drawing list no. IDL00202 dated November 9, 1998, and Keystone STC no. SR00919NY dated December 18, 1998.

Instructions for continued airworthiness will be carried out in accordance with KeyTech report IC00202 Dated February 19, 2001. (Attached)

Weight and balance change is negligible.

-----END-----

Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

SDNY_GM_02754735

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241657

EFTA01261546

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SR00919NY

This certificate issued to Keystone Helicopter
1420 Phoenixville Pike
Westchester, PA 19380

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 29 of the Federal Aviation Regulations.

Original Product -- Type Certificate Number: HINE
Make: SIKORSKY
Model: S76A, S76B, and S76C

Description of Type Design Change: The modification of the tail rotor gear box cover in accordance with KeyTech Installation Drawing List No. IDL00202 dated November 9, 1998.

Limitations and Conditions: 1. Compatibility of this design change with previously approved modifications must be determined by the installer.
2. If the holder agrees to permit another person to use the certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: October 07, 1998

Date reissued:

Date of issuance: December 18, 1998

Date amended:



By direction of the Administrator

Vito A. Pulera

(Signature)

for Vito A. Pulera
Manager
New York Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2(10-68)

Page 1 of 1

This certificate may be transferred in accordance with FAR 21.47.

SDNY_GM_02754736

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241658

EFTA01261547

SDNY_GM_02754737

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241659

EFTA01261548



ENGINEERING DEPARTMENT

Report No. IC00202

Title: Instructions for Continued Airworthiness for Sikorsky
S76A, B, C Two Piece Tail Rotor Cowling

REV. B

Prepared by: Kevin G. Kurtz

Approved by: *James A. ...*

Date: February 19, 2001

1420 Phoenixville Pike
West Chester, PA 19380

SDNY_GM_02754738

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241660

EFTA01261549

SDNY_GM_02754739

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241661

EFTA01261550

KEYTECH
Engineering Department
Subject____
Rev. B

Report No. IC00202
Page 2
Date February 19, 2001
Prepared by: K. G. Kurtz

REVISION CONTROL PAGE

| Rev. Level | Pages Affected | Description | Approval | Date |
|------------|----------------|--|---|------------|
| -- | ALL | ORIGINAL RELEASE | J. Munda | 05-06-98 |
| A | 4 | Added note for pilots inspection under Preflight Check. Removed 25 & 50 hour inspection interval. Increased requirements for 300 hour inspection. FAA Minor Change | J. Munda | 02-28-2000 |
| B | 4 | Revision level and date on pages 2 thru 4 did not match cover sheet. FAA Minor change |  | 02-19-2001 |

SDNY_GM_02754740

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241662

EFTA01261551

SDNY_GM_02754741

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241663

EFTA01261552

KEYTECH
Engineering Department
Subject____
Rev. B

Report No. IC00202
Page 3
Date February 19, 2001
Prepared by: K. G. Kurtz

REFERENCES

1. FAR part 29.
2. KHC Installation drawing list IDL00202, current revision.

SDNY_GM_02754742

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241664

EFTA01261553

SDNY_GM_02754743

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241665

EFTA01261554

KEYTECH
Engineering Department
Subject__
Rev. B

Report No. IC00202
Page 4
Date February 19, 2001
Prepared by: K. G. Kurtz

1.0 SUMMARY:

This report addresses the inspection requirements when Keystone Helicopter Corp's. Two piece Tail Rotor Cowling is installed in accordance with ref. #2, KHC's installation drawings. These instructions show compliance with FAR part 21.50(b).

2.0 INSPECTION SCHEDULE

2.1 PREFLIGHT CHECK

Visually check the cowling for condition and security.

The pilot will determine that the exterior preflight check has been done before the first flight of the day or before the next after extended maintenance.

2.2 300 HOUR INSPECTION

Perform all checks described in section 2.1.

Inspect attachment points for corrosion, hole elongation, cracks and security of ejector springs.

SDNY_GM_02754744

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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F 0 1 2 3 4 5 6 7 8 9

SDNY_GM_02754745

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241667

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2002B0927

| | | | | | |
|--|---|--|------------|--|-----------------|
|  U.S. Department of Transportation Federal Aviation Administration | | MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | Form Approved OMB No. 2120-0020 <i>WED</i> | |
| | | | | For FAA Use Only <i>Office Identification</i> <i>PRE-1510-02</i> | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958) | | | | | |
| 1. Aircraft | Make | Sikorsky | | Model | S-76C+ |
| | Serial No. | 760472 | | Nationality and Registration Mark | N152AE |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | Aetna Life Insurance | | | 151 Farmington Ave. Hartford, CT 06156 (ATTN: Flight Operations) | |
| 3. For FAA Use Only | | | | | |
| 4. Unit Identification | | | | | |
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ----- (As described in item 1 above) ----- | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |
| 5. Type | | | | | |
| 6. Conformity Statement | | | | | |
| A. Agency's Name and Address | | B. Kind of Agency | | C. Certificate No. | |
| Jerami Credit 25 Cottage St. Moosup, CT 06354 | | <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | | A&P 41646769 | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| Date 11-13-01 | | Signature of Authorized Individual <i>Paul Good</i> | | | |
| 7. Approval for Return to Service | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA Fit Standards Inspector | Manufacturer | X | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 11-13-01 | | Certificate or Designation No. IA 91543730 | | Signature of Authorized Individual <i>CP</i> | |

RECEIVED
 NOV 16 2001
 WINDSOR LOCKS FSDO

FAA Form 337 (12-88)

SDNY_GM_02754746

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241668

EFTA01261557

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The following work was accomplished on 11-13-01:

Installed Keystone Helicopter S-76 Door Pin Kit in accordance with Supplemental Type Certificate # SR0113NY-D dated 1-22-01.

Crew door locking mechanism was checked in accordance with the Sikorsky Maintenance Manuals.

Aircraft Weight and Balance change is negligible.

FAA Approved Rotorcraft Flight Manual Supplement # FM00278.2 inserted in Flight Manual.

See attached for Instructions for Continued Airworthiness.

-----END-----

Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

SDNY_GM_02754747

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241669

EFTA01261558

KEYTECH
Engineering Department
Subject _____
Rev. _____

Report No. IC00278
Page 3
Date: March 22, 2000
Prepared by: KGK

1.0 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

The following inspections should be maintained once the door pin kit, p/n-0076-10C, are installed on the aircraft.

1.1 PRE-FLIGHT

A daily check is performed every time the doors are opened. Check pin for proper operation and that there is no binding. No further check or inspection will be required.

1.2 300 HOURS INSPECTION

Check door pins for cracks and excessive wear. Undercuts in the bearing surface of the pin, that could prevent the pin from retracting, must not exceed 0.031". Pins with wear or sharp undercuts in excess of 0.031 must be replaced.

Remove bushing and plate assembly and inspect for excessive wear. Bushings with an ID concentricity in excess of .063 must be replaced.

SDNY_GM_02754748

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241670

EFTA01261559

SDNY_GM_02754749

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241671

EFTA01261560

#3



MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

| | | |
|-------------|--|--|
| 1. Aircraft | Make Sikorsky | Model S-76C |
| | Serial No. 760472 | Nationality and Registration Mark N-152AE |
| 2. Owner | Name (As shown on registration certificate) AETNA Life Insurance Company | Address (As shown on registration certificate) 151 Farmington Avenue Hartford, CT 06158-0001 |

3. For FAA Use Only

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.
Approving Inspector: William F. Low Date: 01-24-01

4. Unit Identification

| Unit | Make | Model | Serial No. | 5. Type | |
|------------|--------------------------------|-------|------------|---------|------------|
| | | | | Repair | Alteration |
| AIRFRAME | (As described in Item 1 above) | | | | XXXXX |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|--|--|---|
| A. Agency's Name and Address Empire Avionics Corp. 38 Loop Road, Box 201 Westchester County Airport White Plains, New York 10604 | B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. GC1R161K R1, R2, R3 Ltd Airframe Ltd Instruments |
|--|--|---|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: **MARCH 29, 2001**

Signature of Authorized Individual: [Signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

| | | | | |
|--|-----------------------------|---|--|-----------------|
| BY | FAA Fit Standards Inspector | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee XX | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection MARCH 29, 2001 | | Certificate or Designation No. GC1R161K | Signature of Authorized Individual <u>[Signature]</u> | |

FAA Form 337 (12-88)

SDNY_GM_02754750

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241672

EFTA01261561

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The existing UNS-1D system installed in the aircraft with software level SCN 601.x has been modified to software level SCN 604.3. The system was tested after modification and was found to operate satisfactorily. This change is predicated on an FAA approved STC SA00876LA, dated November 23, 1999, for a Raytheon Aircraft Company B-300 KingAir aircraft. Flight Manual supplement for Sikorsky S-76C, N-152AE, serial number 760472 with Universal Avionics UNS-1D FMS dated _____ or latest edition must be available to the flight crew at all times.

END

Additional Sheets Are Attached

SDNY_GM_02754751

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241673

EFTA01261562



US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

| | | | | | |
|-------------------------|--|---|--|--------------------------|--|
| I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK N7600A | 2. AIRCRAFT BUILDER'S NAME (Make) Sikorsky Aircraft | 3. AIRCRAFT MODEL DESIGNATION S-76C | 4. YR MFR 1997 | FAA CODING 814 3008 |
| | 5. AIRCRAFT SERIAL NO 760472 | 6. ENGINE BUILDER'S NAME (Make) Turbomeca | 7. ENGINE MODEL DESIGNATION Arriel 2S1 | | 60030 |
| | 8. NUMBER OF ENGINES Two | 9. PROPELLER BUILDER'S NAME (Make) N/A | 10. PROPELLER MODEL DESIGNATION N/A | | 11. AIRCRAFT IS (Check if applicable) IMPORT |
| | APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | |

| | | | | | | | |
|---------------------------------------|---|--|---|------------------------------------|------------------------------------|---------------------------------|----------------------------------|
| II. CERTIFICATION REQUESTED | A. STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | | | | | | |
| | <input type="checkbox"/> A 1 | <input type="checkbox"/> NORMAL | <input type="checkbox"/> UTILITY | <input type="checkbox"/> ACROBATIC | <input type="checkbox"/> TRANSPORT | <input type="checkbox"/> GLIDER | <input type="checkbox"/> BALLOON |
| | B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | |
| | <input type="checkbox"/> 2 | LIMITED | | | | | |
| | <input type="checkbox"/> 5 | PROVISIONAL (Indicate class) | | | | | |
| | <input type="checkbox"/> 3 | RESTRICTED (Indicate operation(s) to be conducted) | <input type="checkbox"/> 1 | CLASS I | | | |
| | | | <input type="checkbox"/> 2 | CLASS II | | | |
| | | | <input type="checkbox"/> 1 | AGRICULTURE AND PEST CONTROL | <input type="checkbox"/> 2 | AERIAL SURVEYING | <input type="checkbox"/> 3 |
| | <input type="checkbox"/> 4 | FOREST (Wildlife conservation) | <input type="checkbox"/> 5 | PATROLLING | <input type="checkbox"/> 6 | WEATHER CONTROL | |
| | <input type="checkbox"/> 7 | CARRIAGE OF CARGO | <input type="checkbox"/> 0 | OTHER (Specify) | | | |
| <input type="checkbox"/> 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | <input type="checkbox"/> 1 | RESEARCH AND DEVELOPMENT | | | | |
| | | <input type="checkbox"/> 2 | AMATEUR BUILT | | | | |
| | | <input type="checkbox"/> 3 | EXHIBITION | | | | |
| <input type="checkbox"/> 4 | RACING | <input type="checkbox"/> 5 | CREW TRAINING | | | | |
| <input type="checkbox"/> 0 | TO SHOW COMPLIANCE WITH FAR | | | | | | |
| <input checked="" type="checkbox"/> 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | <input type="checkbox"/> 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE | | | | |
| | | <input type="checkbox"/> 2 | EVACUATE FROM AREA OF IMPENDING DANGER | | | | |
| | | <input type="checkbox"/> 3 | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | |
| | | <input type="checkbox"/> 4 | DELIVERING OR EXPORT | | | | |
| | | <input type="checkbox"/> 5 | PRODUCTION FLIGHT TESTING | | | | |
| | | <input checked="" type="checkbox"/> 6 | CUSTOMER DEMONSTRATION FLIGHTS | | | | |

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE Restricted Operation and Standard or Limited, as applicable)

| | | | | |
|---|---|--|---|--|
| III. OWNER'S CERTIFICATION | A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | IF DEALER, CHECK HERE <input type="checkbox"/> | |
| | NAME Sikorsky Aircraft Corporation | | ADDRESS 6900 Main Street Stratford, CT 06601-1381 | |
| | B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | |
| | <input checked="" type="checkbox"/> X | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No and Revision No.) HLNE, Revision 13 | <input checked="" type="checkbox"/> X | AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 97-20 |
| | | AIRCRAFT LISTING (Give page number(s)) N/A | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A |
| | C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | |
| <input checked="" type="checkbox"/> X | CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 91.417 | TOTAL AIRFRAME HOURS 9.9 | <input type="checkbox"/> 3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) | |
| D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested | | | | |
| DATE OF APPLICATION | | NAME AND TITLE (Print or type) | | SIGNATURE |

| | | | | |
|------------------------------------|---|---|----------------------------|--|
| IV. INSPECTION AGENCY VERIFICATION | A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies) | | | |
| | <input type="checkbox"/> 2 | FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.) | <input type="checkbox"/> 3 | CERTIFICATED MECHANIC (Give Certificate No.) |
| | <input type="checkbox"/> 5 | AIRCRAFT MANUFACTURER (Give name of firm) | | |
| | DATE | TITLE | SIGNATURE | |

| | | | | |
|-------------------------------------|---|--|--------------------------|--|
| V. FAA REPRESENTATIVE CERTIFICATION | (Check ALL applicable blocks in items A and B) | | | |
| | A. I find that the aircraft described in Section I or VII meets requirements for: | | | |
| | <input checked="" type="checkbox"/> X | THE CERTIFICATE REQUESTED | | |
| | <input type="checkbox"/> 4 | AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE | | |
| | B. Inspection for a special flight permit under Section VII was conducted by: | | FAA INSPECTOR | <input checked="" type="checkbox"/> X |
| DATE | DISTRICT OFFICE | DESIGNEE'S SIGNATURE AND NO | CERTIFICATE HOLDER UNDER | FAR 65 FAR 121, 127 or 135 FAR 145 |
| 8 Oct 1997 | NE-MIDO-41 | Joseph Petecki #ODAR #NE800001AC | 1 | FAA INSPECTOR'S SIGNATURE |

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02754752

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241674

EFTA01261563

141/012-999-1994:ODG.S.S.A.*

| | | |
|---|---|---|
| VII. AIRWORTHINESS DOCUMENTATION <small>(FAA use only)</small> | | <input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable <input checked="" type="checkbox"/> B. Current Operating Limitations Attached <input checked="" type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required) <input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft <input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required) <input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records |
| <input checked="" type="checkbox"/> J. Current Airworthiness Certificate issued in accordance with FAR 21.197(a) (5) (Copy attached) <input checked="" type="checkbox"/> L. Previous Airworthiness Certificate issued in accordance with FAR CAR (Original Attached) <input checked="" type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required) <input checked="" type="checkbox"/> G. Statement of Conformity, FAA Form 8130-9 (Attach when required) | DATE: October 1997 NAME AND TITLE (Print or type): Kenneth Gorman, Quality Assurance Manager SIGNATURE: <i>Kenneth Gorman</i> | |
| F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described. | | |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary): Operate the aircraft in accordance with the current approved Rotorcraft Flight Manual, SA4047-76C-10, Part 1, Revision 4 dated 17 June 1997 and Part 2, Revision 2 dated 17 June 1997. | | |
| D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: Demonstrate aircraft in flight to customer. | | |
| C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT: <input checked="" type="checkbox"/> PILOT <input checked="" type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify) | | |
| B. DESCRIPTION OF FLIGHT: FROM: Jupiter, Florida TO: Local Area DEPARTURE DATE: _____ DURATION: _____ CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable) | | |
| A. DESCRIPTION OF AIRCRAFT: REGISTERED OWNER: Sikorsky Aircraft Corporation BUILDER (Make): Sikorsky MODEL: S-76C REGISTRATION MARK: N7600A SERIAL NUMBER: 760472 ADDRESS: Post Office Box 109610, West Palm Beach, FL 33410-9610 | | |
| VI. PRODUCTION FLIGHT TESTING A. MANUFACTURER: _____ NAME: _____ ADDRESS: _____ B. PRODUCTION BASIS (Check applicable item): <input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____ DATE OF APPLICATION: _____ NAME AND TITLE (Print or type): _____ SIGNATURE: _____ | | |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY_GM_02754753

EFTA_00241675

EFTA01261564

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | |
|---|---|
| A | CATEGORY/DESIGNATION PURPOSE |
| SPECIAL FLIGHT PERMIT CUSTOMER DEMONSTRATION FLIGHTS | |
| B | MANUFACTURER |
| NAME Sikorsky Aircraft Corporation ADDRESS P.O. Box 109610, West Palm Beach, FL 33410 | |
| C | FLIGHT |
| FROM (Subject to D2 on Reverse Side) TO N/A | |
| D | N-7600A |
| SERIAL NO. 760472 | |
| BUILDER Sikorsky Aircraft | |
| MODEL S-76C | |
| DATE OF ISSUANCE Oct. 8, 1997 | |
| EXPIRY Oct. 31, 1997 | |
| E | OPERATING LIMITATIONS DATED 8 Oct 1997 ARE A PART OF THIS CERTIFICATE |
| SIGNATURE OF FAA REPRESENTATIVE <i>Joseph Petrecki</i> JOSEPH PETRECKI | |
| DESIGNATION OR OFFICE NO. ODAR #NE800001AC | |

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10-82) SEE REVERSE SIDE

SDNY_GM_02754754

CT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, &

EFTA_00241676

| | |
|---|--|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR). |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire, and/or (2) Carrying persons not essential to the purpose of the flight. |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217. |

* U.S. GOVERNMENT PRINTING OFFICE: 1990 - 763-824

SDNY_GM_02754755

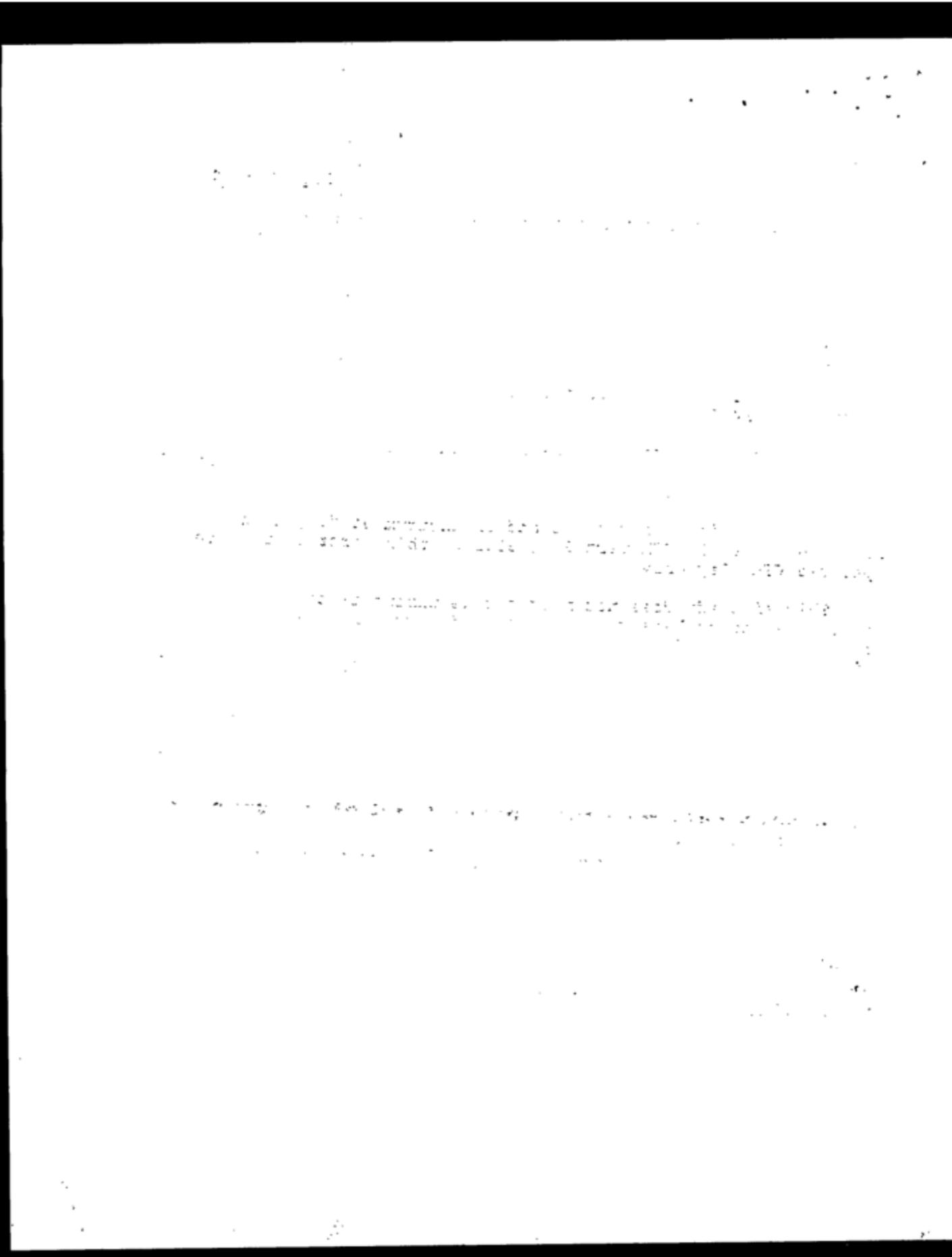
T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241677

SPECIAL FLIGHT PERMIT LIMITATIONS
CUSTOMER DEMONSTRATION

MAKE: SIKORSKY REGISTRATION NUMBER: N7600A
MODEL: S-76C SERIAL NUMBER: 760472

1. No person may operate this aircraft unless the Special Airworthiness Certificate, FAA Form 8130-7, for this aircraft is displayed at the cabin or cockpit entrance so that it is legible to passengers or crew.
2. No person may operate this aircraft for other than the purpose of customer demonstration to accomplish the tests outlined in SIKORSKY AIRCRAFT CORPORATION program letter dated Oct. 8, 1997 describing compliance with 14 CFR part 21.197(d). Additionally, this aircraft shall be operated in accordance with applicable air-traffic and general operating rules of 14 CFR part 91, and all additional limitations herein prescribed under the provision of part 91 § 91.320(e). These operating limitations are a part of the FAA Form 8130-7 and are to be carried in the aircraft at all times for availability to the pilot.
3. This aircraft shall be operated for at least (8) hours with at least (3) takeoffs and landings (to a full stop). All flights will be conducted within the Continental United States.
4. Application must be made to the geographically responsible MIDO for any revision to these operating limitations.
5. No person may be carried during flight unless that person is essential to the purpose of the flight.
6. No person may operate this aircraft for carrying persons or property for compensation or hire.
7. This aircraft will not be operated unless the replacement times for life-limited parts specified in the applicable technical publications pertaining to the aircraft and its components are complied with. This aircraft, including its related components and systems, must be inspected in accordance with an approved inspection program selected under the provisions of 14 CFR part 91, § 91.409(e). This inspection program shall be recorded in the aircraft maintenance records.



SDNY_GM_02754757

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241679

EFTA01261568

8. Only FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR part 43 ¶ 43.3 may perform inspections required by these limitations.

9. The cognizant FAA FSDO must be notified, and their response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 CFR part 21 ¶ 21.93.

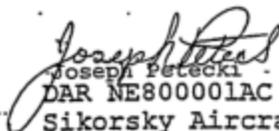
10. This aircraft shall contain the placard, markings, etc., required by 14 CFR part 91 ¶ 91.9.

11. The owner/operator of this aircraft must ensure that a copy of the current program letter, and any modifications, are carried aboard this aircraft at all times.

12. Unless equipped for night and/or instrument flight in accordance with 14 CFR part 91 ¶ 91.205, this aircraft must be operated VFR, Day only.

13. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Airworthiness Authority (CAA) prior to operating this aircraft in or over that country. That written permission must be carried aboard this aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

14. Aircraft instruments and equipment installed and used under 14 CFR part 91 ¶ 91.205 must be inspected and maintained in accordance with the requirements of those instruments found in 14 CFR parts 43 and 91.


Joseph P. Petrecki
DAR NE800001AC

Sikorsky Aircraft, West Palm Beach, FL
October 8, 1997

[Redacted]

SDNY_GM_02754759

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241681

EFTA01261570



**UNITED
TECHNOLOGIES
SIKORSKY
AIRCRAFT**

Post Office Box 109610
West Palm Beach, Florida 33410-9610
407/775-5200

26 October 1997

Completion Center

PIF-F-091-97

Federal Aviation Administration
Department of Transportation
Mike Monroney Aeronautical Bldg.
Airmen & Aircraft Registration Branch
Post Office Box 25082
Oklahoma City, OK 73125

Subject: Export Certificate S-76C Aircraft Serial Number 760472

Gentlemen:

Enclosed please find the Special Flight Permit for Aircraft 760472 for Customer Demonstration Flights along with supporting documentation as well as the cancelled Special Flight Permit.

Please contact me if you have any questions concerning the above at (561)775-5552. Thank you for your support in this matter.

Very truly yours,

SIKORSKY AIRCRAFT CORPORATION

Kenneth Gorman
Quality Assurance Manager
West Palm Beach, FL

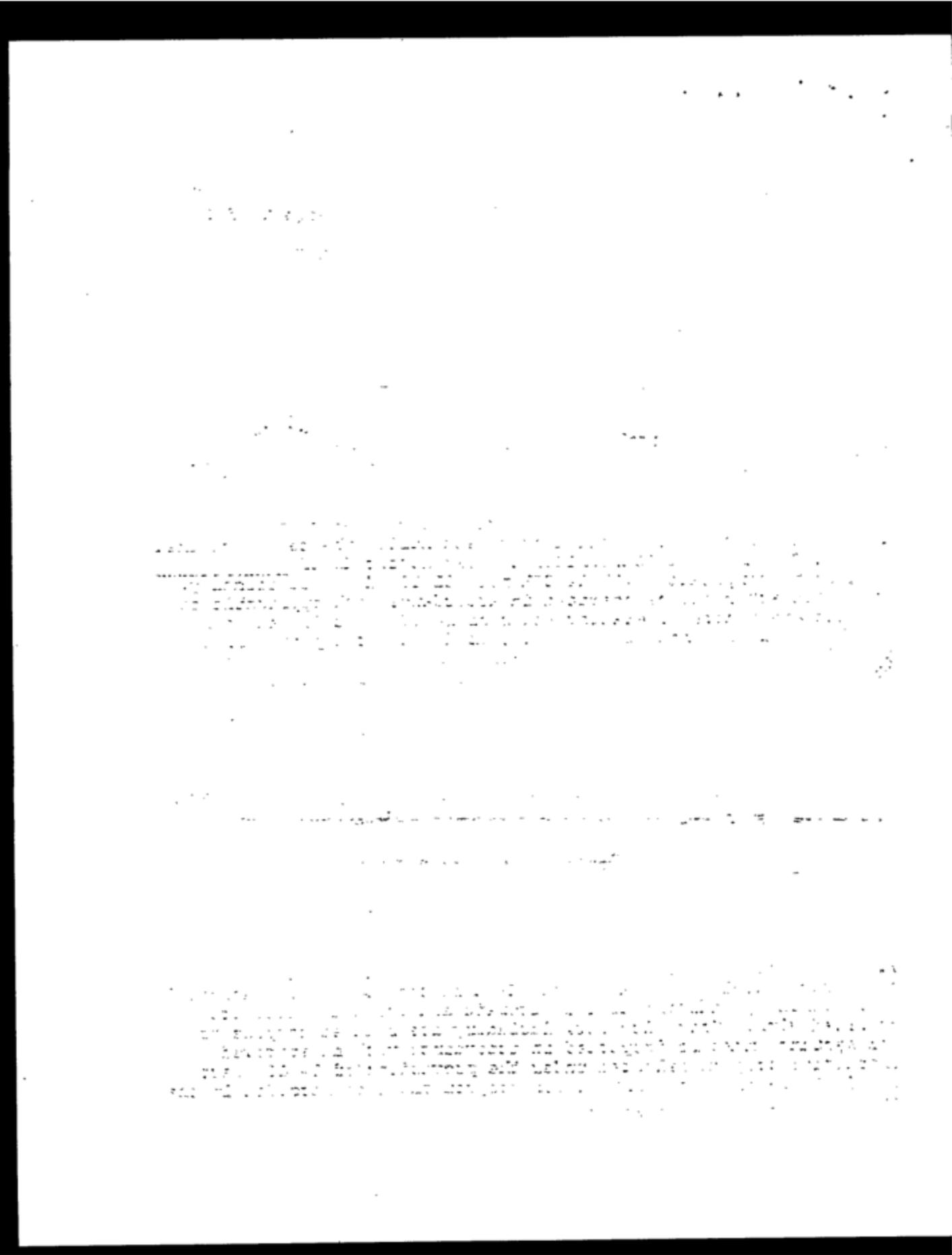
KG:nrw

SDNY_GM_02754760

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241682

EFTA01261571



SDNY_GM_02754761

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241683

EFTA01261572

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | |
|---|--|
| A | CATEGORY/DESIGNATION SPECIAL FLIGHT PERMIT |
| | PURPOSE CUSTOMER DEMONSTRATION FLIGHTS |
| B | MANUFACTURER NAME Sikorsky Aircraft Corporation |
| | ADDRESS 1000 S. DIXIE HWY., West Palm Beach, FL 33410 |
| C | FLIGHT FROM (See Part to D2 on Reverse Side) |
| | TO N/A |
| D | N- 7600A SERIAL NO. 760472 |
| | BUILDER Sikorsky Aircraft MODEL S-76C |
| | DATE OF ISSUANCE OCT. 8, 1997 EXPIRY Oct. 31, 1997 |
| E | OPERATING LIMITATIONS DATA PLATE 1997 ARE A PART OF THIS CERTIFICATE |
| | SIGNATURE OF FAA REPRESENTATIVE Joseph Petrecki |
| | DESIGNATION OR OFFICE NO. ODAE #NEB00001AC |

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM #3007 (18-04) SEE REVERSE SIDE

SDNY_GM_02754762

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241684

| | |
|---|--|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR). |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight. |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217. |

* U.S. GOVERNMENT PRINTING OFFICE: 1999 - 745-634

SDNY_GM_02754763

LETTER TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241685

SPECIAL FLIGHT PERMIT LIMITATIONS

CUSTOMER DEMONSTRATION

MAKE: SIKORSKY

REGISTRATION NUMBER: 7600A

MODEL: S-76C

SERIAL NUMBER: 7604

CANCELLED
OCT 20 1997
W. P. B. QUALITY ASSURANCE

1. No person may operate this aircraft unless the Special Airworthiness Certificate, FAA Form 8130-7, for this aircraft is displayed at the cabin or cockpit entrance so that it is legible to passengers or crew.
2. No person may operate this aircraft for other than the purpose of customer demonstration to accomplish the tests outlined in SIKORSKY AIRCRAFT CORPORATION program letter dated Oct. 8, 1997 describing compliance with 14 CFR part 21.197(d). Additionally, this aircraft shall be operated in accordance with applicable air-traffic and general operating rules of 14 CFR part 91, and all additional limitations herein prescribed under the provision of part 91 ¶ 91.320(e). These operating limitations are a part of the FAA Form 8130-7 and are to be carried in the aircraft at all times for availability to the pilot.
3. This aircraft shall be operated for at least (8) hours with at least (3) takeoffs and landings (to a full stop). All flights will be conducted within the Continental United States.
4. Application must be made to the geographically responsible MIDO for any revision to these operating limitations.
5. No person may be carried during flight unless that person is essential to the purpose of the flight.
6. No person may operate this aircraft for carrying persons or property for compensation or hire.
7. This aircraft will not be operated unless the replacement times for life-limited parts specified in the applicable technical publications pertaining to the aircraft and its components are complied with. This aircraft, including its related components and systems, must be inspected in accordance with an approved inspection program selected under the provisions of 14 CFR part 91, ¶ 91.409(e). This inspection program shall be recorded in the aircraft maintenance records.

CONFIDENTIAL

SDNY_GM_02754765

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241687

EFTA01261576

8. Only FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR part 43 ¶ 43.3 may perform inspections required by these limitations.

9. The cognizant FAA FSDO must be notified, and their response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 CFR part 21 ¶ 21.93.

10. This aircraft shall contain the placard, markings, etc., required by 14 CFR part 91 ¶ 91.9.

11. The owner/operator of this aircraft must ensure that a copy of the current program letter, and any modifications, are carried aboard this aircraft at all times.

12. Unless equipped for night and/or instrument flight in accordance with 14 CFR part 91 ¶ 91.205, this aircraft must be operated VFR, Day only.

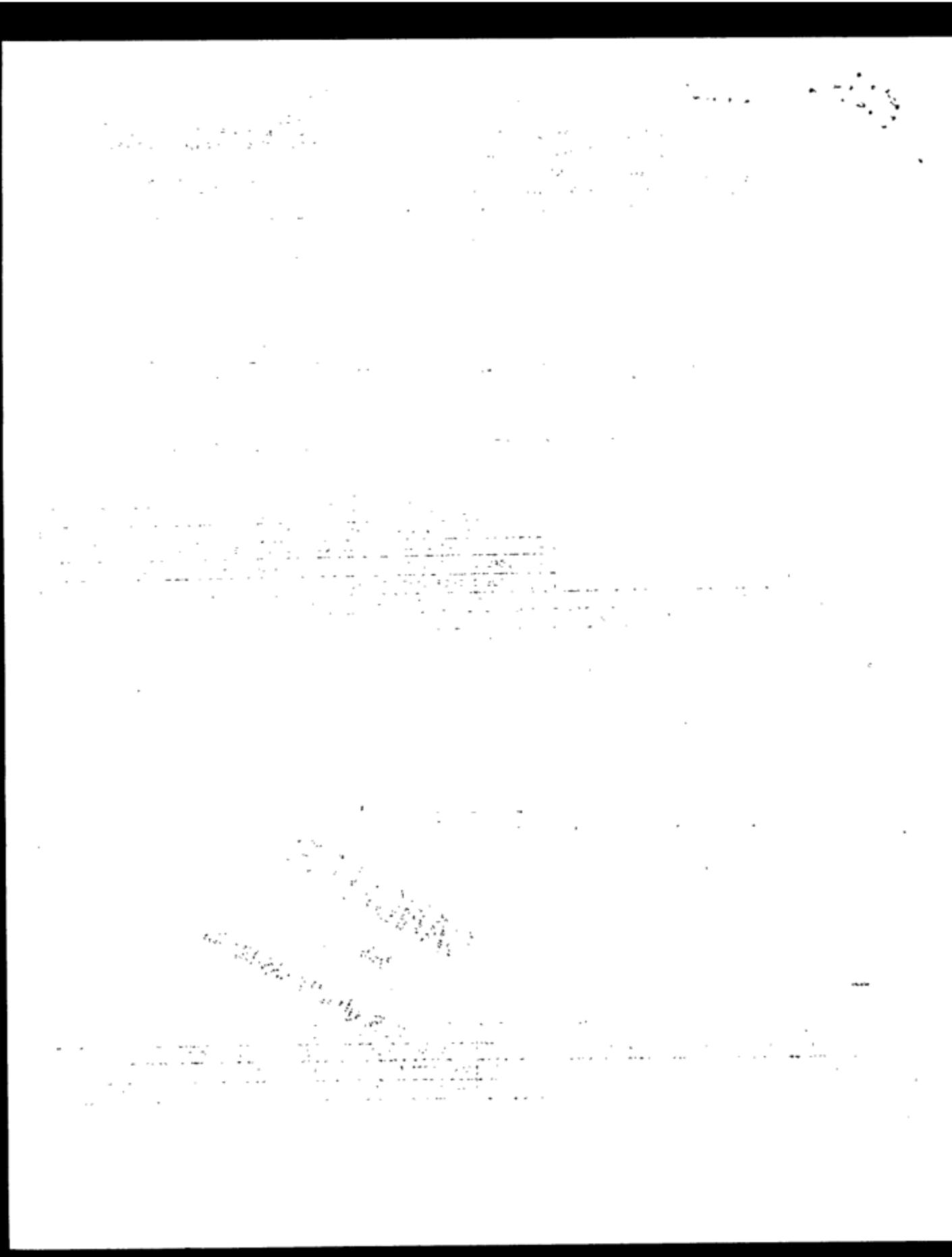
13. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Airworthiness Authority (CAA) prior to operating this aircraft in or over that country. That written permission must be carried aboard this aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

14. Aircraft instruments and equipment installed and used under 14 CFR part 91 ¶ 91.205 must be inspected and maintained in accordance with the requirements of those instruments found in 14 CFR parts 43 and 91.

Joseph Petecki
Joseph Petecki
DAR NE800001AC

Sikorsky Aircraft, West Palm Beach, FL
October 8, 1997

CANCELLED
OCT 20 1997
W. P. B. QUALITY ASSURANCE



SDNY_GM_02754767

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241689

EFTA01261578



U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020 *SNY*
For FAA Use Only
Office Identification *NEB VAN*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

| | | |
|-------------|--|--|
| 1. Aircraft | Make <i>Sikorsky</i> | Model <i>S76-C+</i> |
| | Serial No. <i>760472</i> | Nationality and Registration Mark <i>N152AE</i> |
| 2. Owner | Name (As shown on registration certificate) <i>Aetna Life Insurance Company</i> | Address (As shown on registration certificate) <i>151 Farmington Ave. Hartford, CT. 06156</i> |
| | | |

3. For FAA Use Only

THE *UNIT* IDENTIFIED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO A CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR SECTION 43-7

NE-FSDO-03 APPROVING INSPECTOR *[Signature]* DATE *MAR 30 1999*

4. Unit Identification

5. Type

| Unit | Make | Model | Serial No. | Repair | Alteration |
|------------|---|-------|------------|--------|------------|
| AIRFRAME | <i>----- (As described in Item 1 above) -----</i> | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|--|---|
| A. Agency's Name and Address <i>Shawn J. Landry 3 Grant Road BroadBrook, CT. 06016</i> | B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. <i>A&P 46701613</i> |
|---|--|---|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|-------------------------------|--|
| Date <i>March 23, 1999</i> | Signature of Authorized Individual <i>[Signature]</i> |
|-------------------------------|--|

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

| | | | | |
|--|---|--|--|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection <i>03/23/99</i> | Certificate or Designation No. <i>46641737</i> | Signature of Authorized Individual <i>[Signature]</i> | | |

FAA Form 337 (12-89)

SDNY_GM_02754768

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

03/23/99

Sikorsky S76C+

760472

TT Hours: 1119:52

Removed existing lightning sensor Honeywell Model LP-850 P/N 7011822-903 and returned unit to manufacturer for modification. Re-installed lightning sensor as Honeywell model LP-860 P/N 7011822-904.

The airframe wiring between the lightning sensor and antenna has been modified as follows (Reference Honeywell Technical Newsletter A23-1998-01 (attached) and LSZ 860 Installation manual).

1. The overall cable shield ground was removed from pin 8 of the sensor. The shield termination is now connected to the airframe at the antenna end.
2. A ground strap was added between the antenna backshell and the airframe.
3. The individual shield grounds have been removed from pins 12, 16, 17, 20, and 21 of the sensor. These shields are now chained together and grounded at the sensor.

A new Flight Manual Supplement has been installed in the aircraft. The supplement requires that the Honeywell LSZ-860 Lightning Sensor Pilots Handbook be available to the crew at all times.

Additional Sheets Are Attached

SDNY_GM_02754769

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241691

EFTA01261580

FAA



MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
AEA-FSD0-17

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958).

| | | |
|-------------|--|--|
| 1. Aircraft | Make Sikorsky | Model S-76C |
| | Serial No. 760472 | Nationality and Registration Mark N152AE |
| 2. Owner | Name (As shown on registration certificate) Aetna Life Insurance Company | Address (As shown on registration certificate) 151 Farmington Ave. Hartford, CT 06156-0001 |

3. For FAA Use Only

4. Unit Identification

| Unit | Make | Model | Serial No. | 5. Type | |
|------------|--|-------|------------|---------|------------|
| | | | | Repair | Alteration |
| AIRFRAME | ----- (As described in item 1 above) ----- | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacture | | | | |

6. Conformity Statement

| | | |
|---|---|---|
| A. Agency's Name and Address Keystone Helicopter Services 1420 Phoenixville Pike West Chester, PA 19380 | B. Kind of Agency | C. Certificate No. CRS EGRR526D |
| | U.S. Certificated Mechanic | |
| | Foreign Certificated Mechanic | |
| | <input checked="" type="checkbox"/> Certificated Repair Station | |
| | Manufacture | |

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and the described on the reverse or attachments hereto have been made in accordance with the requirements of part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|-------------------------------|--|
| Date August 5, 1998 | Signature of Authorized Individual Ronald C. Garrison <i>Ronald C Garrison</i> |
|-------------------------------|--|

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

| | | | | |
|--|--|---|---|-----------------|
| BY | FAA Ft. Standards Inspector | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee <input checked="" type="checkbox"/> | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or rejection August 5, 1998 | | Certificate or Designation No. CRS EGRR526D | Signature of Authorized Individual David Druce <i>David Druce</i> | |

FAA Form 337 (12-88)

SDNY_GM_02754770

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241692

EFTA01261581

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

MODEL: **S-76C**

DATE: **8/5/98**

S/N: **760472**

Acft Total Time: **751.8**

Keystone Helicopter Services performed the following repairs on aircraft nose section at station 35 :
Three cracks on the canopy kevlar ring, a disbond between the kevlar rib and the inner skin. Replaced the R/H support angle P/N 76200-01019-104 and repaired the L/H support angle P/N 76200-01019-103.

The work performed was done in accordance with FAA approved Sikorsky Aircraft Structural Repair Manual SA4047-76-12 chapter 51-60-01.

Reference attached memo from Sikorsky Aircraft dated July 24,1998 and Keystone Helicopter Services Work Order H00191.

-----END-----

Additional Sheets Are Attached

*U.S GPO: 1990-0-568-012/40004

SDNY_GM_02754771

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241693

EFTA01261582



Sikorsky Aircraft Corporation

8000 Main Street
P. O. Box 9729
Stratford, Connecticut 06427-9729

July 24, 1998

AEtna/Life & Casualty
Flight Operations
Hangar 85-176
Bradley International Airport
Windsor Locks, CT 06096

Attn: C. Breeze

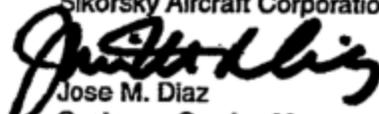
Re: Repair of Nose - S-76C+, S/N 7600472

In accordance with our telephone conversations and your attached diagram of damage the following repair is provided:

1. Repair three cracks (labeled 1, 2, 3 in attached diagram) on canopy kevlar ring in accordance with standard kevlar repair procedures.
2. Separation (disbond) (labeled 4 in attached diagram) between kevlar rib and inner skin may be repaired by bonding affected area with hysol.
3. For hysol and repair materials reference the S-76 Composite Manual or the Structural Repair manual.
4. Replace angle 76200-01019-104 in accordance with standard sheetmetal practices.

Respectfully

Sikorsky Aircraft Corporation


Jose M. Diaz
Customer Service Manager

CC: A. Baldwin, HelpDesk, R. Wellman, J. McLane, J. Lopez, P. Anderson.

P. 01/02

202538564729 10 R-8686276588

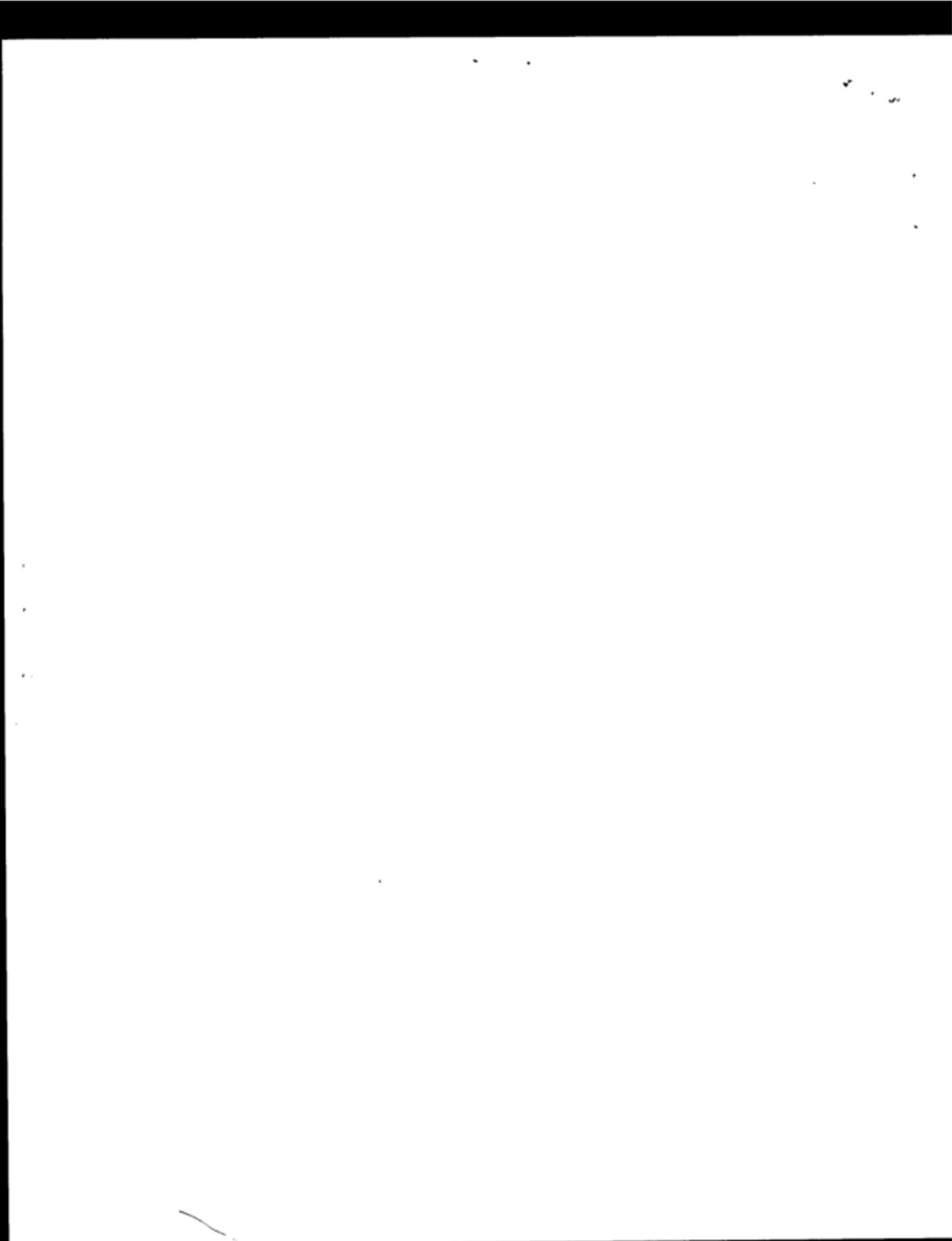
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SDNY_GM_02754772

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241694

EFTA01261583

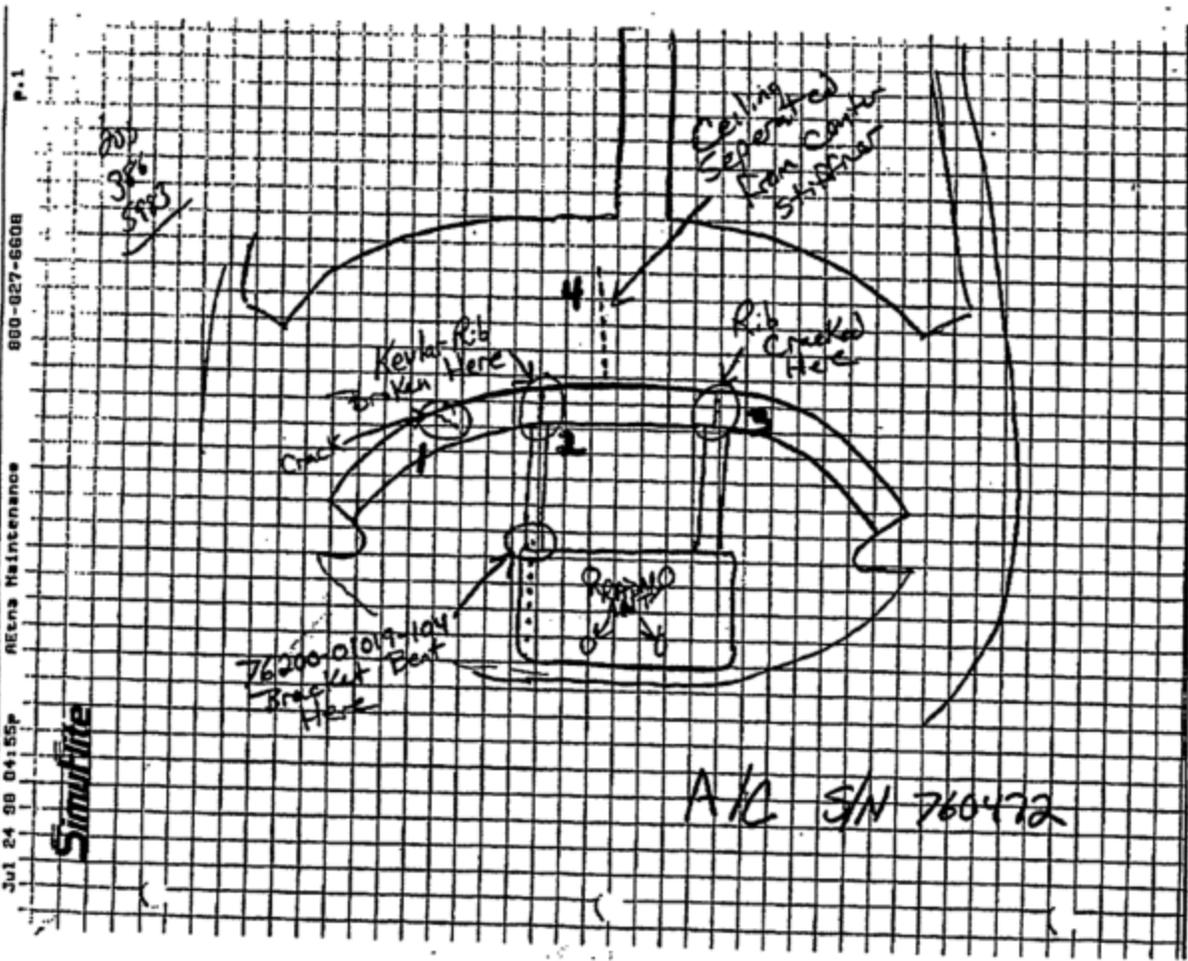


SDNY_GM_02754773

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241695

EFTA01261584



** TOTAL PAGE 02 **

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Simulite

AETNA Maintenance

800-827-6608

P.1

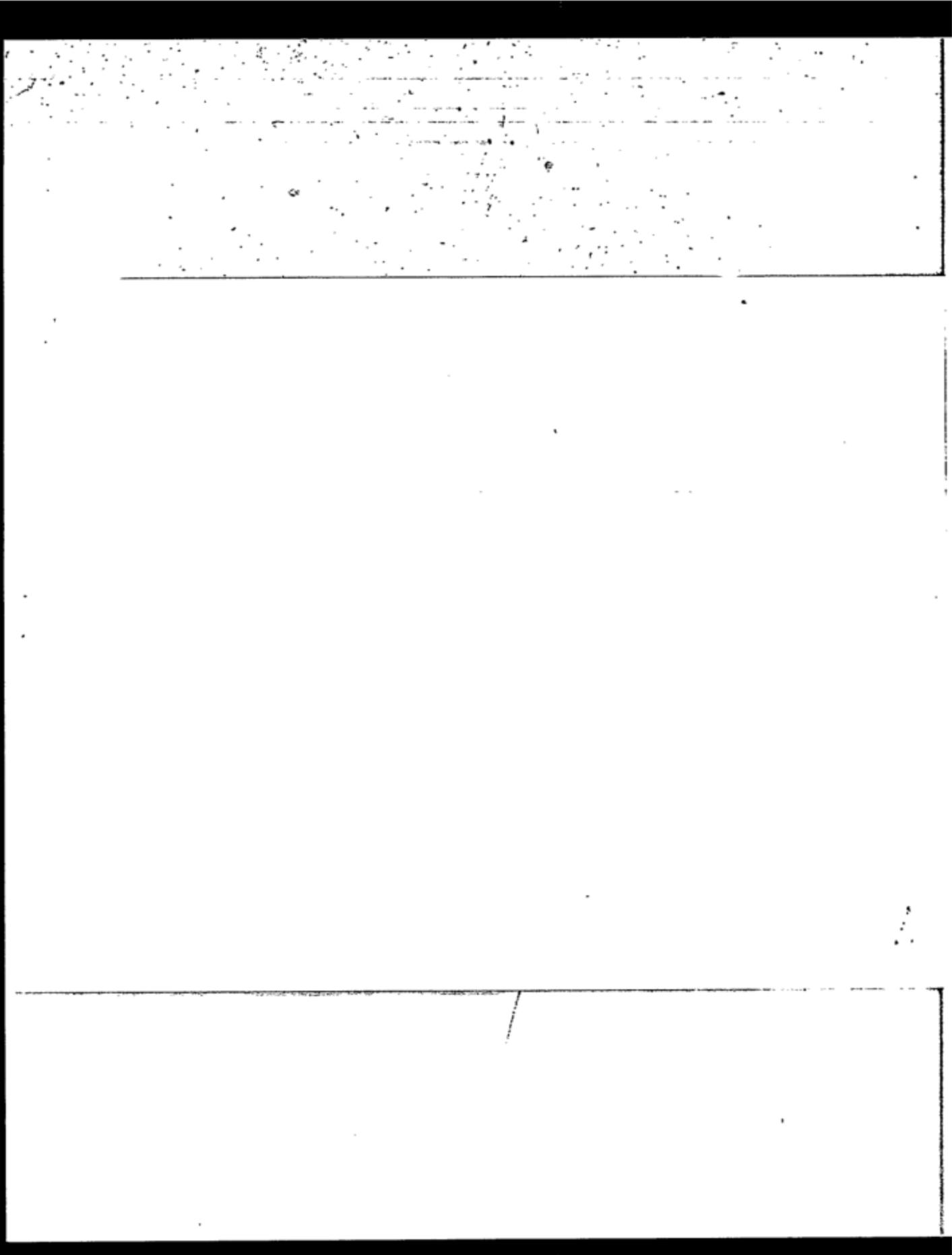
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SDNY_GM_02754774

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241696

EFTA01261585



SDNY_GM_02754775

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA_00241697

EFTA01261586



APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

| | | | | | |
|-------------------------|----------------------------------|---|---|---|-------------------------|
| I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK N152AE | 2. AIRCRAFT BUILDER'S NAME (Make) Sikorsky | 3. AIRCRAFT MODEL DESIGNATION S76C | 4. YR. MFR. 1997 | FAA CODING 8143008 3 |
| | 5. AIRCRAFT SERIAL NO. 760472 | 6. ENGINE BUILDER'S NAME (Make) Turbomeca | 7. ENGINE MODEL DESIGNATION Arriel 2S1 | | |
| | 8. NUMBER OF ENGINES 2 | 9. PROPELLER BUILDER'S NAME (Make) N/A | 10. PROPELLER MODEL DESIGNATION N/A | 11. AIRCRAFT IS (Check if applicable) IMPORT | |

| | | | | | | | | | | | |
|-----------------------------|--|---|---|---|------------------------------|-----------------|-------------------------------------|-----------------|--------------------|---------|--|
| II. CERTIFICATION REQUESTED | APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | | | |
| | A | <input checked="" type="checkbox"/> | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | NORMAL | UTILITY | ACROBATIC | <input checked="" type="checkbox"/> | TRANSPORT | GLIDER | BALLOON | |
| | B | <input type="checkbox"/> | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | |
| | | 2 | LIMITED | 1 | CLASS I | | | | | | |
| | | 3 | PROVISIONAL (Indicate class) | 2 | CLASS II | | | | | | |
| | | 3 | RESTRICTED (Indicate operation(s) to be conducted) | 1 | AGRICULTURE AND PEST CONTROL | 2 | AERIAL SURVEYING | 3 | AERIAL ADVERTISING | | |
| | 4 | | | FOREST (Wildlife conservation) | 5 | PATROLLING | 6 | WEATHER CONTROL | | | |
| | 7 | | | CARRIAGE OF CARGO | 8 | OTHER (Specify) | | | | | |
| | | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | 1 | RESEARCH AND DEVELOPMENT | 2 | AMATEUR BUILT | 3 | EXHIBITION | | |
| | 4 | | | RACING | 5 | CREW TRAINING | | MKT. SURVEY | | | |
| 6 | TO SHOW COMPLIANCE WITH FAR | | | | | | | | | | |
| | 5 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE | | | | | | | |
| 2 | | | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | | |
| 3 | | | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | | |
| 4 | | | DELIVERING OR EXPORT | 5 | PRODUCTION FLIGHT TESTING | | | | | | |
| 6 | | | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | | |
| 6 | | | | | | | | | | | |
| C | <input type="checkbox"/> | MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.) | | | | | | | | | |

| | | | | | |
|--|---|---|--|---|--|
| III. OWNER'S CERTIFICATION | A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | IF DEALER, CHECK HERE <input type="checkbox"/> | | |
| | NAME State Street Bank & Trust Co. Trustee of the AML Leasing Trust | | ADDRESS Corporate Trust Department, 2 International Place, 4th Floor Boston, Mass. 02110 | | |
| | B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) H1-NE Rev. 13 | | |
| | | | AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) AD 97-21 | | |
| | | | AIRCRAFT LISTING (Give page number(s)) N/A | | |
| | | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A | | |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | |
| X | | CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.417 (91.417) | TOTAL AIRFRAME HOURS 21.7 | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A | |
| D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | |
| DATE OF APPLICATION 10-21-97 | | NAME AND TITLE (Print or type) James Perro Quality Assurance | | SIGNATURE | |

| | | | | |
|------------------------------------|--|---|-------------------------------------|--|
| IV. INSPECTION AGENCY VERIFICATION | A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 27.183(d) applies) | | | |
| | <input checked="" type="checkbox"/> | FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.) | <input checked="" type="checkbox"/> | CERTIFICATED MECHANIC (Give Certificate No.) |
| | <input checked="" type="checkbox"/> | AIRCRAFT MANUFACTURER (Give name of firm) | | |
| | DATE | TITLE | SIGNATURE | |

| | | | | |
|-------------------------------------|---|-------------------------------|---|--|
| V. FAA REPRESENTATIVE CERTIFICATION | A. I find that the aircraft described in Section I or VII meets requirements for: | | <input checked="" type="checkbox"/> | THE CERTIFICATE REQUESTED |
| | | | <input type="checkbox"/> | AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE |
| | B. Inspection for a special flight permit under Section VII was conducted by: | | FAA INSPECTOR | FAA DESIGNEE |
| | DATE 10-21-97 | DISTRICT OFFICE NE MIDO 41 | CERTIFICATE HOLDER UNDER: Kurt Sutter DAR NE800001AC | FAA INSPECTOR'S SIGNATURE |

FAA Form 8130-6 (6-86) SUPERSEDES PREVIOUS EDITION

SDNY_GM_02754776

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

| | | |
|---|--|---|
| VII. AIRWORTHINESS DOCUMENTATION <small>(FAA use only)</small> | | <input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.21 as Applicable <input checked="" type="checkbox"/> B. Current Operating Limitations Attached <input checked="" type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required) <input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft <input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required) <input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records |
| <input checked="" type="checkbox"/> G. Statement of Conformity, FAA Form 8130-9 (Attach when required) <input checked="" type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required) <input checked="" type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with FAR CAR (Original Attached) <input checked="" type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (Copy attached) | | |
| DATE NAME AND TITLE (Print or type) SIGNATURE | | |
| VIII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST | | |
| F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described. | | |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary) | | |
| D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | |
| C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT: | | |
| B. DESCRIPTION OF FLIGHT: | | |
| A. DESCRIPTION OF AIRCRAFT: | | |
| DATE OF APPLICATION NAME AND TITLE (Print or type) SIGNATURE | | |
| VI. PRODUCTION FLIGHT TESTING | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS | | |
| B. PRODUCTION BASIS (Check applicable item) | | |
| A. MANUFACTURER | | |

SDNY_GM_02754777

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|----------------------------------|----------------------------------|--------------------|
| 1. NATIONALITY AND REGISTRATION MARKS | 2. MANUFACTURER AND MODEL | 3. AIRCRAFT SERIAL NUMBER | 4. CATEGORY |
| N152AE | Sikorsky S76C | 760472 | Transport |

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable subparagraphs and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:
 None

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective so long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

| | | |
|-------------------------|--------------------------------|---------------------------|
| DATE OF ISSUANCE | FAA REPRESENTATIVE | DESIGNATION NUMBER |
| 10-21-97 | Kurt Sutter <i>Kurt Sutter</i> | DAR NE300001AC |

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-97) FORMERLY FAA FORM 1362 SDNY_GM_02754778

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241700



SDNY_GM_02754779

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA_00241701