



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Safeco Credit Company, Inc.	Address (As shown on registration certificate) Safeco Plaza Seattle, WA 98185

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 9-30-95	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 APPROVED 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 9-30-95		Certificate or Designation No. HEER617E	Signature of Authorized Individual 	

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.)

INSTALLED THE FOLLOWING EQUIPMENT

System	Station	Drawing Number
1. 2nd F-F/40 FM Radio	28.53	PHI-11108

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, b and 38b. Also followed guidelines of paragraph 42.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make <i>Bell</i>	Model <i>206L-3</i>
	Serial No. <i>51529</i>	Nationality and Registration Mark <i>US N3116L</i>
2. Owner	Name (As shown on registration certificate) <i>Petroleum Helicopters, Inc</i>	Address (As shown on registration certificate) <i>2001 SE EVANGELINE THRUWAY LA FAYETTE, LA 70508-2156</i>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in Item 1 above) -----				
POWERPLANT	<i>Rolls Royce</i> <small>See Item 8</small>	<i>250-C30P</i> <small>See Item 8</small>	<i>CAE 895559</i> <i>CAT 97904</i> <small>See Item 8</small>	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address STANDARD AERO LIMITED 33 ALLEN DYNE ROAD WINNIPEG, MANITOBA, CANADA R3H 1A1	B. Kind of Agency	C. Certificate No. AMO 22-58
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated 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 <i>05 / July / 2002</i>	Signature of Authorized Individual <i>Gary Rozmus</i> Gary Rozmus
-------------------------------------	---

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	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of APPROVAL <i>05 / July / 2002</i>		Certificate or Designation No. AMO 22-58	Signature of Authorized Individual <i>Gary Rozmus</i> Gary Rozmus	

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.)

**ROLLS-ROYCE 250/C30 2ND STAGE NOZZLE ASSY P/N 23055438 S/N X54373
THE PRODUCT IDENTIFIED ABOVE HAS BEEN OVERHAULED IN ACCORDANCE WITH ROLLS-ROYCE 250/C30 OVERHAUL MANUAL 14W3 EDITION 2 REVISION 8 DATED 01 NOVEMBER 2001, AMC-OIL 12 REVISION 15 DATED 25 SEPTEMBER 2001 AND THE CURRENT MAINTENANCE RULES OF THE CANADIAN AVIATION REGULATIONS. THE PRODUCT IS APPROVED FOR RETURN TO SERVICE IN COMPLIANCE WITH CAR 571 AND FAR PART 43.17. ALL PERTINENT DETAILS OF THE WORK PERFORMED ARE ON FILE AT THIS ORGANIZATION UNDER WORK ORDER L378290.**

REFERENCE PO: PO0072179

T.T.S.N.: UNK T.T.S.O.: 0.0

SEAL BORE: 1.833" - 1.834"

1ST BLADE PATH: 6.266" - 6.267"

2ND BLADE PATH: 6.693" - 6.694"

FLOW AREA: 6.92

CEB 72-3188 R2 EMBODIED

GARY ROZMUS 
CANADIAN APPROVED INSPECTOR FOR
STANDARD AERO LTD.
AMO 22-58

-----END-----

**NOT
INSTALLED**

Addition Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make <i>BELL</i>	Model <i>206L-3</i>
	Serial No. <i>51529</i>	Nationality and Registration Mark <i>US N3116L</i>
2. Owner	Name (As shown on registration certificate) <i>Petroleum Helicopters, Inc</i>	Address (As shown on registration certificate) <i>2001 SE EVANGELINE THRUWAY LA FAYETTE, LA 70508-2156</i>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in Item 1 above) -----				
POWERPLANT	SEE BLOCK#8 <i>Rolls Royce</i>	SEE BLOCK#8 <i>250-C30P</i>	<i>CAE895559</i> SEE BLOCK#8 <i>CAT 97904</i>	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STANDARD AERO LIMITED 33 ALLEN DYNE ROAD WINNIPEG, MANITOBA, CANADA R3H 1A1	<input type="checkbox"/> U.S. Certificated Mechanic	AMO 22-58
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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.

MAY/16/2002	Signature of Authorized Individual <i>GARY ROZMUS</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	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

MAY/16/2002	Certificate or Designation No. AMO 22-58	Signature of Authorized Individual <i>GARY ROZMUS</i>
-------------	---	--

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.)

Rolls Royce 250/C30 3rd stg. nozzle P/N 23057160 S/N MK56872

The product identified has been overhauled in accordance with Rolls-Royce 250/C30 overhaul manual 14W3 edition 2 revision 8 dated Nov/1/01, Amc-oil 20 revision 8 dated Nov/14/01 and the current maintenance rules of the Canadian Aviation Regulations and Federal Aviation Regulations. The product is approved for return to service in compliance with CAR 571 and FAR PART 43.17.


All pertinent details of the work performed are on file at this organization under Work Order No: L378271

Reference P/O: PO0076988

Flow area 14.91

T.T.S.N. UNK. T.T.S.O. 0.0

THE OWNER AND/OR OPERATOR WHO INSTALLS THIS UNIT MUST COMPLETE BLOCKS ONE AND TWO

GARY ROZMUS 
CANADIAN APPROVED INSPECTOR FOR
STANDARD AERO LTD.
AMO 22-58

-----E N D-----

**NOT
INSTALLED**

Addition Sheets Are Attached



**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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated 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 4-22-97	Signature of Authorized Individual <i>M. L. L. Blane</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-22-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>M. L. L. Blane</i>		

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.)

INSTALLED THE FOLLOWING EQUIPMENT

	System	Station	Drawing Number
1.	KX 165 VHF/NAV	73.00	PHI 206L 12422
2.	KY 196A VHF #2	66.05	PHI 206L 12574
3.	KR 87 Automatic Direction Finder	49.87	PHI 206L 12311
4.	Trimble 2000A GPS	47.31	PHI 206L 12562, Rev. A
5.	FM #1 & FM #2 Antennas	161.00	N/A
6.	KRA 10 Radar Altimeter	134.45	PHI 11003, Rev. C
7.	ELT 110-4	19.00	PHI 206L 12235
8.	D120-P2T Blind Encoder	22.00	PHI 206L 11094, PHI 206L-1 RI 525, Rev. B
9.	Turn & Slip	39.00	PHI 10387, Rev. 3
10.	Avionics Master	76.00	PHI 206L 12369, Rev. A
11.	Hourmeter	53.00	11603/PHI 206-RI-525
12.	AMS 44 Audio System	44.00	PHI 206L-1 12308, Rev. A

Individual systems protected by the circuit breakers:

1.	10	amp.	2.	10	amp.	3.	1	amp.	4.	2	amp.
5.	N/A	amp.	6.	1	amp.	7.	¼ amp. fuse	amp.	8.	3	amp.
9.	5	amp.	10.	35	amp.	11.	5	amp.	12.	1	amp.

Installed AMS-44 Audio System in accordance with PHI-206L-1 12308, Rev. A with the exception of only one AMS-44 audio control and associated wiring. Second audio control and wiring are not installed at this time.

Transponder and system were tested, inspected, and found to comply with FAR 91.413 and FAR 43 Appendix F. Pressure Altitude Reporting System was tested, inspected, and found to comply with FAR 91.411 and FAR 43 Appendix E, paragraph C.

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, b and 38b. Also followed guidelines of paragraph 42.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 4-22-97	Signature of Authorized Individual <i>Milton G. LeBlanc</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 4-22-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Milton G. LeBlanc</i>	

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.)

Removed the following equipment that was previously installed on FAA Form 337's dated as indicated. Associated wiring was removed where required.

Item	Installation 337 Date
1. KX 155 VHF/NAV	6-8-90
2. Morrow II Blind Encoder	6-8-90
3. FT 25 Public Address	12-30-95
4. #1 FF 40 F.M.	12-30-95
5. Garmin 150 GPS	1-4-96
6. ELT 10 only (Antenna remains the same)	1-24-96

Weight and balance amended as required.

Compass corrected as necessary.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make	BELL	Model	206L-3
	Serial No.	51529	Nationality and Registration Mark	US N3116L
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	PETROLEUM HELICOPTERS, INC.		2001 SE EVANGELINE THRUWAY LAFAYETTE, LA 70508-2156	

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in Item 1 above) -----				
POWERPLANT	See Item 8 Rolls Royce	See Item 8 250-C30P	CAE895559 See Item 8 CAT 97904	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address STANDARD AERO LIMITED 33 ALLEN DYNE ROAD WINNIPEG, MANITOBA, CANADA R3H 1A1	B. Kind of Agency	C. Certificate No. AMO 22-58
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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	Signature of Authorized Individual
08 / July / 2002	Gary Rozmus

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	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of APPROVAL	Certificate or Designation No.	Signature of Authorized Individual		
08 / July / 2002	AMO 22-58	Gary Rozmus		

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.)

**ROLLS-ROYCE 250/C30 4TH STAGE NOZZLE ASSY. P/N 23032264 S/N X59788
THE PRODUCT IDENTIFIED ABOVE HAS BEEN OVERHAULED IN ACCORDANCE WITH ROLLS-ROYCE 250/C30
OVERHAUL MANUAL 14W3 EDITION 2 REVISION 8 DATED 01 NOVEMBER 2001, AMC-OIL 19 REVISION 9
DATED 05 FEBRUARY 1999 AND THE CURRENT MAINTENANCE RULES OF THE CANADIAN AVIATION
REGULATIONS. THE PRODUCT IS APPROVED FOR RETURN TO SERVICE IN COMPLIANCE WITH CAR 571
AND FAR PART 43.17. ALL PERTINENT DETAILS OF THE WORK PERFORMED ARE ON FILE AT THIS
ORGANIZATION UNDER WORK ORDER L378347.**

REFERENCE PO: PO0078837

T.T.S.N.: UNK T.T.S.O.: 0.0

SEAL BORE: 2.627" - 2.628"

3RD BLADE PATH: 8.078" - 8.079"

4TH BLADE PATH: 9.000" - 9.001"

FLOW AREA: 22.70

GARY ROZMUS 
CANADIAN APPROVED INSPECTOR FOR
STANDARD AERO LTD.
AMO 22-58

-----**END**-----

**NOT
INSTALLED**

Addition Sheets Are Attached

PHI, INC. LAFAYETTE, LA CRS HEER617E OPTIONAL EQUIPMENT LIST
 BELL 206L SERIES, N233PH, S/N 51529, DATED 7-12-2012

ITME/PART NUMBER	WEIGHT LBS.	ARM IN.	MOMENT LBS/IN.	SUPP	FORM 337
SKYNAV #497 TRAFFIC	132.25	144.02	1908.30	_X_	_X_
A) TRANSCEIVER	10.95	156.00	1708.20		
B) ANTENNA	2.30	87.00	200.10		
KCS 55/55A PICTORIAL NAV SYSTEM	8.90	99.82	888.40		
A) DIRECTIONAL GYRO	4.30	153.00	657.90		
B) HORIZONTAL SITUATION INDICATOR	4.00	38.20	152.80		
C) SLAVE	0.30	39.00	11.70		
D) FLUX VALVE	0.30	220.00	66.00		
GARMIN GNS 420 SYSTEM (STC SR02232LA)	6.50	46.69	303.48	_X_	_X_
A) CONTROL DISPLAY UNIT	4.50	41.00	184.50		
B) MOUNTING FRAME	0.80	41.00	32.80		
C) GPS ANTENNA	0.40	85.25	34.10		
D) #1 VHF ANTENNA	0.80	65.10	52.08		
KY196 #2	3.70	68.65	254.00		_X_
A) TRANSCEIVER	3.20	41.00	134.00		
B) ANTENNA	0.50	240.00	120.00		
CP-2 OUTERLINK SAT COM SYSTEM (STC SR00120BO)	8.80	176.33	1551.70	_X_	_X_
A) OUTERLINK CP-2	6.50	185.00	1202.50		
B) OUTERLINK ANTENNA	0.30	396.00	118.80		
C) OUTERLINK ANTENNA	0.30	210.00	63.00		
D) OUTERLINK FILTER	0.70	182.00	127.40		
E) OUTERLINK CONTROL	1.00	40.00	40.00		
GARMIN GDL 69	3.90	68.02	210.19		_X_
A) RECEIVER	1.72	76.50	131.58		
B) RACK	0.97	76.50	74.21		
C) ANTENNA	0.40	11.00	4.40		
TFM550 FM SYSTEM	6.54	58.14	380.23		
A) TRANSMITTER	5.04	38.20	192.53		
B) ANTENNA UHF FM	0.50	32.00	16.00		
C) ANTENNA VHF FM	0.50	181.70	90.85		
D) ANTENNA LOW BAND	0.50	161.70	80.85		
KT76A TRANSPONDER	3.60	40.08	144.30		_X_
A) TRANSCEIVER	3.10	43.00	133.30		
B) ANTENNA (KA-60)	0.50	22.00	11.00		
BLIND ENCODER (MODEL SS120-30)	0.60	22.00	14.30		
NORTHERN AIRBORNE ICS	2.30	44.00	74.80		
A) AUDIO CONTROL (AMS-44)	2.30	44.00	74.80		
B) 5 STATION (WIRING ONLY)	NO WEIGHT CHANGE				

PHI, INC. LAFAYETTE, LA CRS HEER617E OPTIONAL EQUIPMENT LIST
 BELL 206L SERIES, N233PH, S/N 51529, DATED 7-12-2012

ITME/PART NUMBER	WEIGHT	ARM	MOMENT	SUPP	FORM
	LBS.	IN.	LBS/IN.		337
AVIONICS MASTER	0.50	76.00	36.50	_____	<u> X </u>
MP3 PLAYER	WEIGHT CHANGE NEGLIGIBLE			_____	_____
RA 4500 RADAR ALTIMETER	3.73	157.78	588.82	_____	<u> X </u>
A) RA4500 RCV/XMTR	1.90	202.00	383.80		
B) RAD-40 INDICATOR	0.60	38.00	22.80		
C) AUDIO MIXING AMP	0.35	58.50	20.47		
D) AURAL WARNING GEN	0.38	58.50	22.23		
E) ANTENNA	0.25	268.30	67.07		
F) ANTENNA	0.25	289.80	72.45		
HEADSETS (1 EACH)	1.30	65.00	84.50	_____	_____
REAR CABIN HEADSETS (1 EACH)	1.30	129.00	167.70	_____	_____
REAR CABIN CURLEY CORDS (1 EACH)	0.50	129.00	64.50	_____	_____
NAT CABIN PA SYSTEM	3.40	86.70	294.80	_____	_____
A) NAT AA21-400 AMPLIFIER	1.40	42.00	58.80		
B) CABIN SPEAKER (REAR 2 EACH)	2.00	118.00	236.00		
DAVTRON M450A VOLTMETER	0.25	39.00	9.75	_____	_____
ELECTRIC ARTIFICIAL HORIZON	3.00	40.00	120.00	_____	_____
DAVTRON M800 DIGITAL CLOCK	0.60	40.00	24.00	_____	_____
INTELLISTART SYSTEM (STC SR00113BO)	7.34	134.73	983.54	<u> X </u>	<u> X </u>
A) PROCESSOR ASSEMBLY	1.10	185.00	203.50		
B) ENGINE HARNESS KIT	3.40	92.00	312.80		
C) ENGINE FUEL TRIM SOLENOID VALVE KIT	1.40	192.00	268.80		
D) ENGINE TORQUE KIT	0.68	155.00	105.40		
E) AIRCRAFT OUTSIDE AIR TEMPERATURE PROBE KIT	0.36	194.00	69.84		
F) COCKPIT FAULT LAMP ASSEMBLY KIT	0.20	43.00	8.60		
G) ADDITIONAL INSTALLATION MATERIAL	0.20	73.00	14.60		
STARTER SEQUENCE	0.50	127.00	63.56	_____	<u> X </u>
A) MICRO SWITCH	0.10	73.00	7.30		
B) BRACKET	0.10	73.00	7.30		
C) CONTROL BOX	0.30	163.20	48.96		
RECONFIGURED INSTRUMENT PANEL (STC SR09594RC)	NEGLIGIBLE WEIGHT CHANGE			<u> X </u>	<u> X </u>
AVIONICS/TIEDOWN, SUPPORT RACK	4.50	25.00	112.50	_____	<u> X </u>
BAGGAGE DOOR & TIEDOWN WARNING	USE ACTUAL WEIGHT			_____	_____
WHELEN A413A HAD-DF-28 STROBE LIGHT POWER SUPPLY	3.00	196.90	590.70	_____	_____


PHI, INC. LAFAYETTE, LA CRS HEER617E OPTIONAL EQUIPMENT LIST
 BELL 206L SERIES, N233PH, S/N 51529, DATED 7-12-2012

ITME/PART NUMBER	WEIGHT	ARM	MOMENT	FORM	
	LBS.	IN.	LBS/IN.	SUPP	337
FACET EXTERNAL OIL FILTER	4.00	188.00	785.00	___	<u>X</u>
PARAVION HEATER (STC SH2728NM)	11.39	97.00	1105.00	<u>X</u>	<u>X</u>
CONCORDE LEAD ACID BATTERY (STC SR09069RC)	40.00	15.80	632.00	<u>X</u>	<u>X</u>
STEP HANDLES (STC SH1366SO)	2.00	107.13	214.26	___	<u>X</u>
FOLDING STEPS (STC SH2243SO) L/H ONLY	2.00	145.18	290.36	___	<u>X</u>
ALUMINUM ENTRANCE STEPS (STC SH1322SO)	USE ACTUAL WEIGHT			___	<u>X</u>
PNEUMATIC DOOR ACTUATORS (STC SH1990SO)	5.90	87.24	514.70	___	<u>X</u>
A) FRONT DOOR ACTUATORS (2 EACH)	2.60	42.00	190.20	___	___
B) PASSENGER DOOR ACTUATORS (2 EACH)	2.00	104.00	208.00	___	___
C) BAGGAGE DOOR ACTUATOR (1 EACH)	1.30	155.00	201.50	___	___
WINDSHIELDS (STC SH1664SO)	NEGLIGIBLE WEIGHT CHANGE			___	<u>X</u>
SKYLIGHTS (STC SH1664SO)	NEGLIGIBLE WEIGHT CHANGE			___	<u>X</u>
POP-OUT WINDOWS (STC SH7608SW)	NO WEIGHT CHANGE			___	<u>X</u>
FLOOR PROTECTORS (RHINO LINER)	7.00	44.00	308.00	___	___
A) CREWL/H & R/H	7.00	44.00	308.00	___	___
POP-OUT WINDOWS (STC SH5773SW)	NO WEIGHT CHANGE			___	<u>X</u>
POP-OUT CHIN BUBBLE WINDOWS (STC SH5850SW)	NO WEIGHT CHANGE			___	<u>X</u>
PASSENGER DOOR RUBBER MOUNTED WEDGE WINDOW (STC SH5685SW)	NO WEIGHT CHANGE			___	<u>X</u>
PULSELITE CONTROL (STC SH3319NM)	1.00	21.00	21.00	<u>X</u>	<u>X</u>
AIR DEFELCTORS (STC SR01582AT)	1.36	85.00	115.60	___	<u>X</u>
A) CREW (2 EACH)	0.68	60.00	40.80	___	___
B) PASSENGER (2 EACH)	0.68	110.00	74.80	___	___
INSTALLED LORD TAIL ROTOR BEARING KIT (STC SR09248RC)	2.10	405.20	850.92	___	<u>X</u>
APICAL FLOAT/RAFT SYSTEM (STC SR01535LA) WITH FLARES INSTALLED	USE ACTUAL WEIGHT			<u>X</u>	<u>X</u>
HIGH SKID GEAR SI206-2049 (206-706-064-105)	113.40	104.50	11850.00	<u>X</u>	___
DUAL ROTOR BRAKE SI206-2044 (206-076-502-101)	13.90	130.60	1815.00	___	___
CARGO HOOK PROVISIONS SI206-2012 (206-706-341-9)	3.20	97.60	311.00	<u>X</u>	___

PHI, INC. LAFAYETTE, LA CRS HEER617E OPTIONAL EQUIPMENT LIST
 BELL 206L SERIES, N233PH, S/N 51529, DATED 7-12-2012

ITME/PART NUMBER	WEIGHT LBS.	ARM IN.	MOMENT LBS/IN.	SUPP	FORM 337
ARTEX 406-2 HM ELT SYSTEM PROVISIONS	USE ACTUAL WEIGHT			_____	_____
DUKANE PINGER	1.00	225.00	225.00	_____	_X_
LIFE VEST (1 EACH)	1.50	65.00	97.50	_____	_____
LIFE VEST (2 EACH)	3.00	91.00	273.00	_____	_____
LIFE VEST (3 EACH)	4.50	129.00	580.50	_____	_____
FIRE EXTINGUISHER ON FWD SIDE VERTICAL TUNNEL	2.40	82.00	194.40	_____	_____
PASSENGER FOOT REST	2.00	38.50	77.00	_____	_____
TUB RHINO LINER & LH/RH NOMEX PROTECTORS	12.30	110.00	1353.00	_____	_____
A/C TIE DOWN KIT	11.00	25.00	275.00	_____	_____
MAIN ROTOR TIE DOWN KIT	8.00	178.00	1424.00	_____	_____
SOUND SUPPRESSORS	1.25	110.00	137.50	_____	_____
BAGGAGE COMPARTMENT FLOOR (ROYALITE)	6.00	168.00	1008.00	_____	_____
REAR VIEW MIRROR L/H	0.30	28.00	8.40	_____	_____
REAR VIEW MIRROR R/H	0.30	28.00	8.40	_____	_____
BAGGAGE COMPARTMENT CARGO NET	3.50	188.00	658.00	_____	_____
BHT-206L-SI-2052, INCREASED GROSS WEIGHT KIT	USE ACTUAL WEIGHT			_____	_X_

END

Thomas Lane 
 MECHANIC NAME (PRINTED)

8101
 EMPLOYEE NUMBER

**BELL MODEL 206LS4 (206L-3 with BHT-206-SI-2052)
WEIGHT AND BALANCE**

[Click here to clear sheet](#)



Step 1.

Make: Bell
 Aircraft "N" Number: N233PH Model: 206L-3+ Aircraft S/N: 51529
 Equipment installed when weighed:
 Type of Landing Gear: High Skid Gear - Apical Floats
 Name of Scales: Road Runner Scale S/N: TE-1268
 Scale Calibration Date: 05/2012
 Location of Weighing: PHI INC. Lafayette La
 Weighed with unusable fuel, all oils serviced full and No Ballast? yes Make a note here of weight & arm if weighed with ballast. Do not enter in the white blocks (Step 3 below)

Step 2.

Scale Weight Area

Enter all scale readings here.

SCALE READINGS (3 EACH JACKPOINTS) Note: Enter scale corrections in the 2nd column (S/C) if required.

	SCALE	S/C	NET
A. (FS 55.16, BL -16.82) Enter the L/H Fwd (Red) jack reading here ----->	699.0		699.0
B. (FS 55.16, BL +16.82) Enter the R/H Fwd (Green) jack reading here ----->	731.0		731.0
	TOTAL		1430.0
C. (FS 204.92, BL 0) Enter the Aft (Yellow) jack reading here ----->	1413.0		1413.0
	TOTAL		2843.0

LONGITUDINAL C.G. AS WEIGHED:

$$FS\ 55.16\ in\ \times\ (1430.0\)\ LB\ +\ FS\ 204.92\ in\ \times\ (1413.0\)\ LB\ =\ 368430.76\ =\ 129.59$$

Total Weight (lbs) 2843.0

LATERAL C.G. AS WEIGHED:

For Lateral C.G.: Left (-), Right (+)

$$FS\ +16.82\ in\ \times\ (731.0\)\ LB\ +\ FS\ -16.82\ in\ \times\ (699.0\)\ LB\ =\ 538.24\ =\ 0.19$$

Total Weight (lbs) 2843.0

D. Note: Review C.G. Chart.

Step 3.

Ballast Area

When the actual C.G. (Arm) is not within the forward and aft limits on the C.G. Chart, determine the C.G. (Arm) required and enter the desired C.G. in the Blue "Desired C.G." block in this section. Note the weight in the "Lndg Light, Battery, Console's or Midboom" blocks and enter the appropriate ballast in the corresponding BLUE box to the right. Recheck the C.G. Page and verify that you are within the forward and aft limits. If not correct, make appropriate correction.

	As Weighed	Weighted Arm	Current Weight	Current Arm	Desired C.G.
Empty Weight =	2843.0	129.59	2869.0	128.54	

	DESCRIPTION	WEIGHT	LONGITUDINAL		LATERAL	
	Units of measure	Weight, Lbs	ARM, IN	MOMENT, in-lb	ARM, in	MOMENT, in-lb
Landing Light Ballast	<input type="text" value="0.0"/>					
Battery Ballast	<input type="text" value="0.0"/>					
Fwd Console Ballast	<input type="text" value="0.0"/>					
Aft Console Ballast	<input type="text" value="0.0"/>					
Midboom Ballast	<input type="text" value="0.0"/>					
	Total	2869.0	128.54	368769	0.16	473

Notes

- Note 1: To maintain a standard. It is better to remove weight than add weight if it is possible.
- Note 2: Never install Fwd Fuselage and Mid tailboom ballast installed at the same time.
- Note 3: Unusable fuel: Weight = 7.6 pounds, Arm = 94.0 inch.
- Note 4: If Lateral arm exceeds 1 inch, contact Lafayette QA.
- Note 5: Aircraft S/N 51390 and Subsequent, total weight of ballast not to exceed 50 pounds.
- Note 6: Aircraft S/N 51001 thru 51389, total weight of ballast not to exceed 30 pounds
- Note 7: Total weight of ballast not to exceed 20 pounds with a maximum height of 0.75 inch.
- Note 8: Possible arms for midboom ballast are 279.15, 282.70, 286.25, 287.75, 294.85 & 291.30 -- Please refer to Maintenance Manual for details and possible combinations. The recommended ballast on this sheet is figured from station 291.30, you must enter the longitudinal arm you use, here. Slight ballast (weight) adjustments may be required if you use an arm less than 291.30. Lateral midboom ballast arm is always 0.

July 13, 2012
Date Aircraft Weighed

Thomas Lage
Print Name Signature Certificate Number
Of Person doing the weighing.

July 13, 2012
Date Weight & Balance Checked

Kevin Latiolais
Print Name Signature Certificate Number
Of Person checking the math and CG.



FORM C

AIRCRAFT WEIGHT AND BALANCE (RUNNING TOTAL)

[Click here to clear sheet](#)

You can enter data in white cells only.
 For correct calculation you must complete all white cells to the right of the date column

MAKE: Bell
 MODEL: 206L-3+
 REG. #: N233PH
 SERIAL #: 51529

Equipment Removed or Installed	Date	Disposition		LONGITUDINAL CHANGE		LATERAL CHANGE		LONGITUDINAL RESULTS		LATERAL RESULTS			
	DATE	IN	OUT	WEIGHT	ARM	MOMENT	ARM	MOMENT	WEIGHT	ARM	MOMENT		
	7/13/2012								2869.0	128.54	368769	0.16	473



Model: 206L-3
AC Reg No: N233BH
AC SrlNo: 51529

PHI, INC
Aircraft Status Report

AC Base: 99L-NEW IBERIA, LA

AC TT: 21,397:37
 AC TO: 99,714

Mfr. Date: 11/12/1991
 Last Flt Date: 03/31/2018

Regulatory/NonRegulatory Flag: ALL

Pos	Work Unit	Part #	Part Desc.	Part Serial	Tol +/-	Service Life Usage	Date	T.T T.C	TS-IN/OH CS-IN/OH	Rem Units	Due At A/C Hr.	Date	Tol +/-
	<u>1200H/12M-A/F</u>					<u>1200 FH</u>	12 ME			886.40	22,284:01	05/31/18	
	150H-A/F					150 FH				60.00	21,457:37		
	300H-A/F					300 FH				177.42	21,575:01		
	600H-A/F					600 FH				335.92	21,733:31		
	<u>ASB 206L-89-61 IN</u>						2 YME					07/31/18	
	MULTI-600H-ENG-OIL					600 FH				349.90	21,747:31		
	AIRCRAFT-REG-EXPIRATION						3 YME					09/30/22	
	400H-IGW-T/R-G/BOX-OIL					400 FH				98.48	21,496:05		
	400H-IGW-TRANS-OIL					400 FH				219.05	21,616:40		
	<u>206L-3 12M ELT</u>						12 ME					07/31/18	
	<u>206L-3 18M APICAL FLOAT</u>						18 ME					07/31/18	
	<u>206L-3 24M ALT REPSYS</u>						24 ME					07/31/18	
	<u>206L-3 300H/6M FACET FILTER</u>					<u>300 FH</u>	6 MO			262.33	21,659:56	06/02/18	
	<u>206L-3 3Y APICAL FLOAT</u>						3 YME					07/31/18	
	206L-3 50H A/F					50 FH				23.47	21,421:04		
	<u>206L-3 6M EMERGENCY EQUIP</u>						6 MO					05/28/18	
	<u>206L-3 6M FIRE EXT</u>						6 MO					05/27/18	
	<u>PRJ-181226-PHI INC DECAL</u>						36 D					01/31/19	
	AD-2018-25-17					21487 FH				90.00	21,487:37		
	<u>PRJ-190319-PHID-2071 DECAL</u>						7 D					03/26/19	
	<u>ASB-206L-19-182</u>					<u>21497 FH</u>	90 D			100.00	21,497:37	07/02/19	
	AD-2019-08-10					21497 FH				100.00	21,497:37		
	ASB-206L-19-183					21417 FH				20.00	21,417:37		
	ASB-206L-19-181					21697 FH	384 D			300.00	21,697:37	09/15/20	
	<u>PRJ-190909-BLUE TORCH</u>						7 D					09/16/19	
212101030-L		206-073-913-001	Blower, Assembly (01932)	9902	-				5,214.52				
212101030-R		206-073-913-001	Blower, Assembly (01932)	09-10-2011	-				5,214.52				
<u>230501010</u>	<u>CHG-PN-TFM-550 28V TO 28V NVG</u>	<u>991095-1(28V)</u>	<u>Transceiver, Tfm550</u>	<u>JD2051</u>	<u>-OTH</u>	<u>3648 D</u>						07/21/18	
231201010-#1		064-1054-30	Transceiver, Ky196a		-								



Model: 206L-3
 AC Reg No: N233BH
 AC SrlNo: 51529

PHI, INC
Aircraft Status Report

AC Base: 99L-NEW IBERIA, LA

AC TT: 21,397:37
 AC TO: 99,714

Mfr. Date: 11/12/1991
 Last Flt Date: 03/31/2018

Regulatory/NonRegulatory Flag: ALL

Pos	Work Unit	Part #	Part Desc.	Part Serial	Tol +/-	Service Life Usage Date	T.T T.C	TS-IN/OH CS-IN/OH	Rem Units	Due At A/C Hr. Date	Tol +/-	
231201010-#2		064-1054-30	Transceiver, Ky196a	4080	-		100,276.85					
231201020		011-01058-00	Transceiver, Gnc-420w	23220589	-		7,983.87					
243201010	LEAD ACID BATTERY INSPECTION	RG-222	(Stc) Battery, Lead Acid (01932)	40868493	600 FH-INS	12 MO	37.67	37.67	562.33	21,959:56	12/18/18	
243501010-#1	STARTER-GEN-INSP	23081-018	Starter Generator (00363)	1779	500 FH-INS		21,033.19	289.93	210.07	21,607:40		
243501010-#1	STARTER-GEN-OH	23081-018	Starter Generator (00363)	1779	1000 FH-OVH		21,033.19	615.35	384.65	21,782:15		
256201010		453-5001-366	Elt, C406-2hm		-							
256201020	D/S/P UNIT IN/BAT 6 YR RT	DK120	Pinger, Sonar	SC41306	-INS	6 YME				10/31/20		
256201020	ULB TEST AND INSP	DK120	Pinger, Sonar	SC41306	-INS	6 MO				04/20/18		
281001010		1743640-01	(Step) Filter And Housing Assy, Ext. Fuel	4603	-		578.32					
282201020		1C36-1	Pump, Boost	3AG33	-		105,214.52					
282203010-L		2C27-1	Cartridge, Fuel Pump	12AG441	-		105,214.52					
282203010-R		2C27-1	Cartridge, Fuel Pump	2F0028	-		105,214.52					
284401010		206-075-676-119	Indicator, Fuel Press Loadmeter (01932)	597	-		5,214.52					
291201010		206-076-034-103	Filter Assy, Hyd Pressure (01932)	3140	-		5,214.52					
291301020		206-076-035-103	Filter Assy, Hyd Return (See Remarks)	1749	-		5,214.52					
311201010		206-075-681-123	Indicator, Dual Tachometer	01797	-		5,214.52					
311201020		206-075-682-107	Indicator, Gas Producer, Rod (00363)	01083	-		4,343.73					
311401020		206-075-739-113	Indicator, Torquemeter	B377	-		102,511.93					
313601010		DPU-A-010-1-K	(Step) Processor, Intellistart	0369	-		101,301.19					
321201010		APICAL-206	Landing Gear Assembly	028	-		108,377.44					
321201040		647.5002	(Step) Reservoir Assy, 206L-L4 Life Raft	0018	-		3,924.56					
321202010	RAFT-VALVE-206-3-YR-OH	645.5902-090-216-01	(Step) Valve, (Life Raft)	10018	-OVH	3 YME				07/31/18		
321202020	CYLINDER 1104 15 YR RT	601.1104	(Step) Cylinder, Life Raft	TS129	-RTR	15 YME				03/31/19		
321202020	CYLINDER 1104 HYD TEST	601.1104	(Step) Cylinder, Life Raft	TS129	-INS	5 YME				07/31/19		
321202020		647.5202	(Step) Reservoir Assy, 206L-L4 Float	11045	-		103,683.10					
321202010	FLOAT-VALVE-206-3-YR-OH	645.5905-135-216-08	(Step) Valve, (Float)	10108	-OVH	3 YME				07/31/18		
321202020	CYLINDER 0749 15 YR RT	600.0749	(Step) Cylinder, Float	KN276	-RTR	15 YME				03/31/19		
321202020	CYLINDER 0749 HYD TEST	600.0749	(Step) Cylinder, Float	KN276	-INS	5 YME				04/30/18		



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	---	--

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 30 Dec. 1995	Signature of Authorized Individual EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 Dec. 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual EDWARDS
--	---	--

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.)

INSTALLED THE FOLLOWING EQUIPMENT

System	Station	Drawing Number	Circuit Breaker (amp.)
1. 1 ea. #1 FF40 FM System	29.60	PHI-11170	5
2. 1 ea. DK100 Dukane Pinger	225.0	403-206L+B	N/A
3. 1 ea. AMS 44 Interphone System	40.00	PHI-12283	3
4. 1 ea. FT25 PA System	100.33	PHI-206L-12314	3
5. 1 ea. KT76A Transponder	40.00	PHI-11094	3

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, b and 38b. Also followed guidelines of paragraph 42.

Compass corrected as required.

Weight and balance amended as required.

END

EDWARD

Additional Sheets Are Attached



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 30 DEC, 1995	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 DEC, 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	--

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.)

Removed the following equipment that was previously installed on FAA Form 337's dated as indicated. Associated wiring was removed where required.

<i>Item</i>	<i>Installation 337 Date</i>
1. Apollo 618 C Loran	6-8-90
2. KR 87 ADF	6-8-90
3. KN 63 DME	6-8-90
4. KR 22 Marker Beacon	6-8-90
5. KMA-24H Interphone System	6-8-90

Weight and balance amended.

Compass corrected as necessary.

END

208AWG1

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 30 DEC. 1995	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 DEC 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	--

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.)

Tail Boom Mounted Antenna

Installed antenna mount at station 240.0 on lower tailboom skin. Antenna mount base reinforced with 2024T3 .040 aluminum using MS20470AD-4 rivets. Reinforcing plates are protected from corrosion and do not interfere with required inspections. See PHI Drawing Number 206L-3-R1-513 and PHI-050-60019. This antenna mount is a multiple use installation to accommodate antenna systems for VHF and FM's.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances or abrasion damage and supported by insulated clamps to prevent chafing according to AC 43.13-1A and AC 43.13-2A.

Weight and balance computed.

No compass correction is necessary.

END

EDWARDS

EDWARDS



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	---	---

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 12-31-95	Signature of Authorized Individual <i>M. J. Davis</i> DAVIS
-------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-31-95		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>M. J. Davis</i> DAVIS	

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.)

Installed rack manufactured from 2024T3 aluminum sheet and aluminum angles. See PHI Drawing Number 400-206. Located rack to left hand nose of aircraft picking up existing mounting points and located others as necessary to mount rack. Secured with approved fasteners. Rack provides mounting for tiedown kit, ELT, and certain radio transceivers.

Structure will withstand required loads as per AC 43.13-2A, chapter 1, paragraph 2. Fabrication is consistent and compatible with aircraft structure as per AC 43.13-2A, chapter 1, paragraph 5. Materials and fasteners are all of approved types according to AC 43.13-2A, chapter 1, paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily inflammable parts of the aircraft, AC 43-13-2A, chapter 2, paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Amended weight and balance as required.

END

Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR 43 Sec.43.9, Part 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. Sec. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. Sec. 46301(a))

1. Aircraft	Nationality and Registration Mark <u>N 233PH</u>	Serial No. <u>51529</u>	
	Make <u>Bell</u>	Model <u>206</u>	Series <u>L-31</u>
2. Owner	Name (As shown on registration certificate) <u>PHE Inc</u>	Address (As shown on registration certificate) <u>2001 SE Evangeline Thruway</u>	
		City <u>Lafayette</u>	State <u>LA</u>
		Zip <u>70508-2156</u>	Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	~~~~~	(As described in Item 1 above)	~~~~~
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	250 C-30P	CAE-895683 CAG-90183
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	<u>H-S Tool & Parts Inc.</u>	<input type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address	<u>#140-2560 Simpson Road</u>	<input checked="" type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City	<u>Richmond</u> State <u>BC</u>	<input type="checkbox"/> Certified Repair Station	39-87
Zip	<u>V6X 2P9</u> Country <u>Canada</u>	<input type="checkbox"/> Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>C. Trsek</u> H-S T	23/Nov/2012
--	---	-------------

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Ft. Standards Inspector	Manufacturer	Maintenance Organization	<input checked="" type="checkbox"/>	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization		Other (Specify)

Certificate or Designation No. 39-87	Signature/Date of Authorized Individual <u>C. Trsek</u> H-S T	23/Nov/2012
--	---	-------------

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.)

N 233 PH

Nationality and Registration Mark

7-22-13

Date

Description: Rolls Royce 250 Gearbox Cover
P/N 23064606, S/N HL42989

1. Flame Sprayed 3 And 4 Bearing Cage Housing And Outer Flange IAW 14W3 72-60-00 Table 301.
2. Installed (Qty 9) Splitline Bushings IAW 14W3 72-00-00.
3. Locally NDT (FPI) IAW 14W3 72-00-00.
4. Final Inspection.

All Records of Work Performed Are On File Under Work Order 70541.

No Further Statements to Follow.

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR 43 Sec.43.9, Part 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. Sec. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. Sec. 46301(a))

1. Aircraft	Nationality and Registration Mark <u>N 233PH</u>	Serial No. <u>51529</u>	
	Make <u>Bell</u>	Model <u>206</u>	Series <u>L-3+</u>
2. Owner	Name (As shown on registration certificate) <u>PHI Inc</u>	Address (As shown on registration certificate) <u>2001SE Evangeline thruway</u>	
		City <u>Lafayette</u>	State <u>LA</u>
		Zip <u>70504-2156</u>	Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	~~~~~	(As described in Item 1 above)	~~~~~
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	250 C-30P	CAE-895683 CAG-90183
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>H-S Tool & Parts Inc.</u>	<input type="checkbox"/> U.S. Certified Mechanic <input checked="" type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Certified Maintenance Organization	Manufacturer	
Address <u>#140-2560 Simpson Road</u>		C. Certificate No.	
City <u>Richmond</u> State <u>BC</u>		39-87	
Zip <u>V6X 2P9</u> Country <u>Canada</u>			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>J. Gustafson</u> <u>31/Oct/2012</u>
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	<input checked="" type="checkbox"/>	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization		Other (Specify)

Certificate or Designation No. 39-87	Signature/Date of Authorized Individual <u>J. Gustafson</u> <u>31/Oct/2012</u>
--	--

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.)

N233PH

7-22-13

Nationality and Registration Mark

Date

Description: Rolls Royce 250 Gearbox Housing
P/N 23064603, S/N PC19875

1. Inspected As Per Customers Request IAW 14W3 72-60-00.
2. Repaired Starter Generator Garlock Sealbore IAW 14W3 72-00-00 And LDA1233-GDS-1003.
3. Final Inspection.

All Records of Work Performed Are On File Under Work Order 70033.

No Further Statements to Follow.

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 12-31-95	Signature of Authorized Individual <i>M. J. Davis</i> DAVIS
-------------------------	---

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	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 12-31-95	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>M. J. Davis</i> DAVIS
--	---	---

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.)

Installed aft cabin floor cargo restraint kit. See PHI drawing #206L-523 and 206L-524.

Restraints are flame resistant and meet AC43.13-2A, Paragraph 242C and FAR 25.853 (b2).

Structural attachment and fittings are of the approved type, AC43.13-2A, Paragraph 244.

Load tested according to AC43.13-2A, Paragraph 245 and 246B.

Straps installed as per Drawing 206L-523 are placarded for "100 pounds max" per attach point.

Net installed per Drawing 206L-524 is placarded for "375 pounds max" when attached at all points.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345			
	Make Bell	Model 206	Series L-3		
2. Owner	Name (As shown on registration certificate) PHI, Inc. Quality Assurance		Address (As shown on registration certificate) 2001 SE Evangeline Thruway		
			City Lafayette	State LA	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		
Name	BELL HELICOPTER TEXTRON, INC.		U.S. Certificated Mechanic	Manufacturer
Address	301 W. PONT DES MOUTON ROAD		Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.		Certified Maintenance Organization	Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3/1/13
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT MCDANIEL 3/1/13
---	---

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.)

N236PH	AUG 09 2013
Nationality and Registration Mark	Date

NOMENCLATURE: AFT FAIRING
ORIGINAL PART NUMBER: 206-033-310-135
SERIAL NUMBER: BP0000222
WORK ORDER NUMBER: W200946AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-030,
DATED 2/18/99.**

-----**END**-----

Additional Sheets are Attached

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

US Department of Transportation
Federal Aviation Administration

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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	--	---

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 10-6-2001	Signature of Authorized Individual <i>Dean Hurd</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	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 10-6-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Dean Hurd</i>
---	---	--

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.)

Structural Repair

Aft Lower Fairing Repair

Part Nomenclature:	<u>Aft Lower Fairing</u>	Part Number:	<u>206-033-310-ALL</u>
Repair Number:	<u>H6057-206L-091490</u>	Part Serial Number	<u>None</u>
	<u>Rev. A dated 5-27-91</u>		

Cut out damaged area on Aft Lower Fairing at approximate station 155.00 and installed 17 inch repair in accordance with repair # H6057-206L-091490.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of some repairs exceeded the limits as specified in the manual.

Approval received for these repairs according to data approved on FAA Form 8110-3			
By DER	<u>Eugene L. Turner</u>	Designation Number	<u>SW-566</u>
Dated	<u>6-04-1991</u>	Serial Number	<u>91-023</u>

Weight and Balance amended.



Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345		
	Make Bell	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate)	
			Address 2001 SE Evangeline Thruway City Lafayette State LA Zip 70508-2156 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic			
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Randy Penodrin</i> 8/6/07
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Randy Penodrin</i> 8/6/07
--	---

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.)

N363BH

Nationality and Registration Mark

8/6/07

Date

Structural Repair

Repair of Aft. Lower Shell Assy.

Part Nomenclature:	<u>Shell Assy.</u>	Part Number:	<u>206-033-099-225</u>
Repair Number:	<u>PHI-206L-RP-0122</u>	Part Serial Number	<u>N/A</u>

Work Performed: Removed damaged area of outer skin & core from shell assembly. Filled cutouts of 1 inch max. diameter in 10 places on aft. lower shell using structural adhesive. Installed a 1 inch aluminum core plug in 3 each places using structural adhesive. Applied 3 each plies of fiberglass doubler overlays to area of shell assembly using materials noted in repair # PHI-206L-RP-0122.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on a FAA Form 8110-3.

By DER	<u>Louis Bellott</u>	Designation Number	<u>DER7-750020-SW</u>
Dated	<u>7-31-07</u>	8110-3 Serial Number	<u>PHI07-024</u>

Weight and Balance Amended.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 08 2013
--	---

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.)

N236PH

Nationality and Registration Mark

AUG 08 2013

Date

AIR DEFLECTORS

Installed Aeronautical Accessories, Inc Air Deflectors on crew and passenger door windows in accordance with Aeronautical Accessories, Inc. STC-SR01582AT and Aeronautical Accessories, Inc Installation Instructions Report Number AA-97160 Revision H dated September 19, 2001.

Actual weight and balance complied with.



Additional Sheets Are Attached



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7."

6/6/2003
Date FAA Inspector

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited- Radio Class 1, 2 and 3 - CRS No. Heer617E
---	---	--

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 6-18-03	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-18-03		Certificate or Designation No. HEER617E		Signature of Authorized Individual 	

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.)

Installed a TI-100 Airshield Neonatal Transport System in accordance with Petroleum Helicopters, Inc. Picture and Sketch Data For The Installation of a TI-100 Airshield Neonatal Transport System in a Bell Helicopters, Inc. Model 206L-1 S/N: 51345. Document number PHI-206L-PS-0015 dated April 2, 1998.

A structural load test was performed according to Petroleum Helicopters, Inc. Static Load Test For The installation of an Airshield TI-100 Incubator in Bell Helicopter Textron, Inc. Model 206L Series Helicopters, Document Number PHI-206L-ST-0001 dated January 26, 1998.

Weight and balance amended as necessary.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instructions for continued airworthiness gives the data that is needed to fulfill the requirement of CFR parts 23,25,27,29,33, or 35, sections 23.1529, 25.1529,27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

TI-100 Airshield Neonatal Transport System

- 1) INTRODUCTION:
Installed a TI-100 Airshield Neonatal Transport System.
- 2) DESCRIPTION:
Installed a TI-100 Airshield Neonatal Transport System in accordance with PHI-206L-PS-0015.
- 3) CONTROL, OPERATION INFORMATION:
The frame is secured with the same hardware as the primary littered patient and requires no special instructions or training to operate, remove or install.
- 4) SERVICE INFORMATION:
No servicing required.
- 5) MAINTENANCE INSTRUCTIONS:
See Petroleum Helicopters, Inc. FAA approved AAIP Maintenance Program or FAA annual.
- 6) TROUBLE SHOOTING INFORMATION:
N/A
- 7) REMOVAL AND REPLACEMENT INFORMATION:
Opposite of installation. Ref. PHI-206L-PS-0015

Additional Sheets Are Attached

ATTACHMENT FOR FAA FORM 337 DATED 6-18-03. N363BH, S/N 51345, MODEL 206L-3

8) DIAGRAMS:

Petroleum Helicopters, Inc. Picture and Sketch Data. PHI-206L-PS-0015

9) SPECIAL INSPECTION REQUIREMENT:

None

10) APPLICATION OF PROTECTIVE TREATMENTS:

None

11) DATA:

PHI-206L-PS-0015 and PHI-206L-ST-0001

12) LIST OF SPECIAL TOOLS:

None

13) FOR COMMUTER CATEGORY AIRCRAFT:

N/A

14) RECOMMENDED OVERHAUL PERIODS:

None

15) AIRWORTHINESS LIMITATION SECTION:

N/A

16) REVISION:

A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and ICA. The FAA inspector accepts the change by signing the block 3.

END



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-97	Signature of Authorized Individual <i>Milton S. L. Blue</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-22-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Milton S. L. Blue</i>	

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.)

Installed Aluminum Entrance Step manufactured by Aeronautical Accessories according to STC SH1322SO.

-----END-----

Additional Sheets Are Attached

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

3. For FAA Use Only

4. Unit Identification

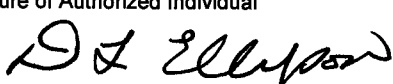
5. Type

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	--	---

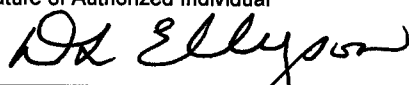
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Date 12-06-01	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 APPROVED REJECTED

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

Date of Approval or Rejection 12-06-01	Certificate or Designation No. HEER617E	Signature of Authorized Individual 
--	---	--

NOTICE

Weight and balance or operating limitations 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.)

Installed Aluminum Floats Step manufactured by Aeronautical Accessories according to STC SH1322SO.

Weight and balance amended.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: **JUN 04 1997**

FAA Inspector: *Ronald L. Falk*

SW-BTR-FSDO

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 6-5-97	Signature of Authorized Individual <i>Carl Kelly</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-5-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Carl Kelly</i>	

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.)

PERFORMED A CONFORMITY INSPECTION ON THE FOLLOWING EQUIPMENT THAT WAS INSTALLED ON 337 DATED 4-22-97

System	Station	Drawing Number
1. AMS 44 Audio System	44.00	PHI 206L-1 12308, Rev. A

Individual systems protected by the circuit breakers:

1 1 amp

Installed AMS-44 Audio System in accordance with PHI-206L-1 12308, Rev. A with the exception of only one AMS-44 audio control and associated wiring. Second audio control and wiring are not installed at this time.

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Bell	MODEL 206L3
	SERIAL NO. 51345	NATIONALITY AND REGISTRATION MARK N997PT
2. OWNER	NAME (As shown on registration certificate) Taylor Energy Co.	ADDRESS (As shown on registration certificate) 234 Loyola Ave. Suite 500 New Orleans, La. 70112

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Adam A. Goldberg 1817 Barrymore St. Slidell, La. 70458	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P435313140
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

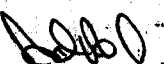
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

DATE 8-30-94	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 APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 8-30-94	CERTIFICATE OR DESIGNATION NO. IA435313140	SIGNATURE OF AUTHORIZED INDIVIDUAL 
--	---	---

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.)

Repaired angle which forms the upper opening of baggage compartment by removing corroded section and installing splice piece and doubler in accordance with FAA approved Bell Structural Repair Manual #BHT-206-SRM-1, section 3-5-1 procedure B. end.

ADDITIONAL SHEETS ARE ATTACHED



US 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 of 1958).

1. Aircraft	Make Bell Helicopter	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) C I T Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas FL 21 New York, Ny 10036-8701

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 22-Oct-98	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 APPROVED 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 22-Oct-98	Certificate or Designation No. HEER617E	Signature of Authorized Individual
---	---	--

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.)

ANTENNA DOUBLER

LARSEN NMO LOW BAND INSTALLATION

Aircraft Models 206, L-1, L-3, and L-4

T.T. 6266:40

Tail Boom P/N 206-033-004-177 S/N 52037

Installed Antenna doubler on bottom inside surface of tailboom skin fuselage station 240 inches aft of datum. Doubler installed according to Petroleum Helicopters, Inc. drawing PHI-206-60067, latest revision.

Approval for this modification received on FAA Form 8110-3 in support of repair station return to service. Data approved by DER Michelle M. Corning, Designation number SW-777, dated July 2, 1996.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345		
	Make Bell	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway		
		City Lafayette	State LA	Zip 70508-2156
Country USA				

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency			
Name	PHI, Inc.		<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	P. O. Box 90808		<input type="checkbox"/>	Foreign Certificated Mechanic	C. Certificate No. HEER617E	
City	Lafayette	State LA	<input checked="" type="checkbox"/>	Certificated Repair Station		
Zip	70509-0808	Country _____	<input type="checkbox"/>	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>James Kuntz</i> 3-26-07
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>James Kuntz</i> 3-26-07
--	---

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.)

N363BH	3-26-07
Nationality and Registration Mark	Date

Major Alteration

Installation of Antenna mount, Vertical Fin Tip Cap Assembly

Part Nomenclature: Vertical Fin Part Number: 206-020-113-163
Drawing Number: PHI-206-60609 Serial Number: PHI-111800

Work performed: Installed the antenna mount, Vertical Fin tip cap P/N (N46065004-93) on a Bell 206L series vertical fin in accordance with Drawing # PHI-206-60609.

Approval received for this alteration according to data approved on FAA Form 8110-3.

By DER Louis Bellott Designation Number DERT-750020-SW
Dated 3-08-2007 8110-3 Serial Number PHI07-010

Weight and balance amended.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name PHI, Inc.	Address P. O. Box 90808 City Lafayette State LA Zip 70509-0808 Country USA	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input checked="" type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>D. Ellyson</i> D. ELLYSON AUG 12 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>D. Ellyson</i> D. ELLYSON AUG 12 2013
--	---

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.)

N236PH

Nationality and Registration Mark

AUG 12 2013

Date

APICAL EMERGENCY FLOAT/LIFE RAFT INSTALLATION

Installed Apical Industries, Inc. Emergency Float/Life Raft Kit in accordance with STC SR01535LA and Installation Instruction Report Number IIPHI-1, Revision W, dated August 2, 2012. Flight Manual Supplement FMS-PHI-1, Revision C, dated January 25, 2007 installed in flight manual as required. Instructions For Continued Airworthiness are covered in ICAPHI-1, Revision V, dated October 10, 2012.

Compass corrected as required.

Actual weight and balance complied with.



Additional Sheets Are Attached

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

Number SR01535LA

This Certificate issued to Apical Industries, Incorporated
2608 Temple Heights Dr.
Oceanside, California 92506

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 27 of the Federal Aviation Regulations.* *Certification basis is set forth in Type Certificate Data Sheet.

Original Product Type Certificate Number: H2SW
Make: Bell
Model: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 407

Description of Type Design Change: Installation of Apical Industries, Inc. Emergency Float Kits in accordance with FAA approved Apical Industries, Inc. Master Document List MDPHI-1, Revision B, dated 08/28/03, or later FAA approved revision. Apical Industries, Inc. Rotorcraft Flight Manual Supplement FMS-PHI-1, Revision N/C, FAA approved on September 10, 2003 or later FAA approved revision is required as part of this modification.

Limitations and Conditions: See Continuation Sheet

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: April 1, 2003

Date reissued:

Date of issuance: September 11, 2003

Date amended: May 16, 2005, February 2, 2007



By direction of the Administrator

Veneresa Snape

(Signature)

Project Manager, Cabin Safety/Mechanical &
Environmental Systems Branch
Los Angeles 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.

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate
(Continuation Sheet)

SR01535LA

Limitations and Conditions: (Continued)

This installation of Apical Industries, Inc. Emergency Float Kits require prior installation of high landing gear with provision for float installation as defined in Apical Industries, Inc.'s Approved Landing Gears for Apical Emergency Float Kit, AIPHI-8, Revision A, dated August 3, 2003, or later FAA approval revision. This approval requires the inspections and overhaul schedules to be performed as mandated by Apical Industries, Inc.'s Instructions for Continued Airworthiness, ICAPHI-1, Revision N/C, dated 05/29/03, ICAPHI-2, Revision N/C, dated 01/13/2005, or ICAPHI-4, Revision N/C dated 11/30/06, or later FAA accepted revisions as applicable.

This installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of this permission.

-END-

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

February 12, 2007



Petroleum Helicopters, Inc.
PO Box 90340
Lafayette, LA 70509

Attn: Quality Assurance
Subject: STC Installation Authorization

This letter provides authorization for Petroleum Helicopters, Inc. to install the following Apical Industries, Inc. Supplemental Type Certificate (STC's) on the model aircraft listed.

STC	Description	Model
SR01535LA	Emergency Float Kits	206A, B, L, L-1, L-3, L-4 & 407
SR01779LA	Emergency Float Kits	212, 412, 412EP
SR01459LA	Mid-Float with Liferafts Kit	412, 412EP
SR01298LA	Emergency Floats	412, 412EP
SR00856LA	Emergency Float Kits	BO-105, C, S, LS, A3
SR01855LA	Emergency Float Kits	EC135

Should you have any questions, please feel free to call me at (760) 724-5300.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Joseph", is written over the typed name.

Steve Joseph
Director of Certification & Airworthiness

Enclosures



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas Fl 21 New York, NY 10036-8701

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3 - CRS No. Heer617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-99	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 **APPROVED** **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 4-22-99		Certificate of Designation No. HEER617E	Signature of Authorized Individual 	

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.)

INSTALLED THE FOLLOWING EQUIPMENT

<u>Model</u>	<u>Station</u>	<u>Drawing Number</u>	<u>Circuit Breaker (amp.)</u>
1. Artex ELT 110-4 Emergency Locator Transmitter	19.00	PHI-206-12235	½ Fuse

Followed guidelines of FAA Approved Petroleum Helicopters, Inc Electrical Specification & Standard Practices Manual.

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Electrical load of the revised system will not exceed 80% of the total generated output as checked by a Preflight Ground run Check made on date 4-23-97 by RLD AMU Certificate number 1840294043As required by AC 43.13-1B, Chapter 11, section 3, paragraph's 30, 36 and 37.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1B, Chapter 11, section 11, paragraph 146.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, b and 38b.

For continued airworthiness, aircraft is to be maintained in accordance with PHI Maintenance Program.

Compass corrected as required.

Weight and balance amended as required.

-----END-----



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data/alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7.

DM-FSDO-63 JUN 20 1997
District Office Date Signature of FAA Inspector

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in Item 1 above)~~~~~				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Air Methods Corporation 7301 S. Peoria St. Englewood, CO 80112	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. QMQR589L R1, R2, R3, LA LI, & LSS
--	---	---

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 June 24, 97	Signature of Authorized Individual Dale A. Scheid
----------------------------	---

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 June 24, 97		Certificate or Designation No. QMQR589L	Signature of Authorized Individual Dale A. Scheid	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alternations 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)

**N363BH BELL MODEL 206L-3 S/N 51345 AIRCRAFT TOTAL TIME 5953.0 HOURS JUNE 19, 1997
AUDIO PANEL AA95-725 AND ICS TIE BOX AA31-002**

Expanded existing Northern Airborne Audio/Intercom system by installing 1 each AA95-725 Audio Panel, and 1 each AA31-002 ICS Loop box controller.

In the existing aircraft instrument panel, using existing Dzus rail mounting (Refer to FAA form 337 dated 4/22/97 and STC SH8859SW), mounted the AA31-002 ICS loop box at STA 39, WL 51, LBL5. Mounted aft AA95-725 in overhead control panel (Ref Air Methods Corp Medical ST1169DE-R) at STA 97, WL67, BL 0 using Dzus rail mounting contained in overhead control panel.

The ICS Loop Box Controller AA31-002 is connected to the existing M22759/16-20-9 wire and M22759/16-20-9 wire and ICS REAR circuit breaker in the overhead control panel. The aft AA95-725 is also connected to the same "ICS REAR" circuit breaker in a separate M22759/16-20-9 wire.

Installed wiring using M22759/16-20-9 (gauge and conductor configurations described in Air Methods drawings and Manufactures installation instructions.

All above work performed IAW Air Methods Drawing 113-5044, Rev -; Northern Airborne installation manual AA-90 series Audio Controllers Rev 1.5 October 1985; AA31-002 installation manual Rev A May 90; and A.C. 43.13-1A Chapter 2 section 3 para 97, 99, 100; Chapter 5 Sec 1 para 228, 230, 231, 232, 233; Chapter 6 para 247, 248, 249; Chapter 11, section 1 para 406-412, section 2 para 424-430, section 3 para 442-452, section 4 para 464-466; section 5 para 478-484, section 7 para 514-520; Chapter 13 para 656-665; Chapter 15 section 1 para 747-754, section 2 para 766-770, section 3 para 783-786, section 5 para 820, 821.

The additional electrical load was calculated to be 0.5 Amp. The total connected electrical load was found not to exceed generator load limitations IAW A.C. 43.13-1A Chapter 11 section 2. (Refer to Air Methods Corp AMTD 040-0839.)

This system found not to interfere with other existing onboard equipment.

Aircraft weighed in this configuration, amended weight & balance and equipment list.

Details on file under Air Methods Avionics Work Order A3166.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		
	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway		
	City Lafayette	State LA	
	Zip 70508-2156	Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Jerry Hebert</i> 08/15/2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Jerry Hebert</i> 08/15/2013
---	---

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.)

N236PH

08/15/2013

Nationality and Registration Mark

Date

STC INSTALLATION

Installed Automatic Crew, Passenger, and Baggage Door Opener Kits in accordance with Bell Helicopter Textron, Inc. STC SH1990SO and Installation Report numbers AA-86010, Revision L, dated April 14, 2004; AA-85038, Revision H, dated May 14, 1997; and AA-90059, Revision P, dated September 21, 2000.

Actual weight and balance complied with.



Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N233PH	Serial No. 51529		
	Make Bell	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Address <u>Quality Assurance 2001 SE Evangeline Thruway</u>	
			City <u>Lafayette</u> State <u>LA</u>	Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic			
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>THOMAS LANE Thomas Lane 7-13-2012</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>THOMAS LANE Thomas Lane 7-13-2012</u>
--	---

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.)

N233PH

Nationality and Registration Mark

7-13-2012

Date

STC INSTALLATION

Installed Automatic Crew, Passenger, and Baggage Door Opener Kits in accordance with Bell Helicopter Textron, Inc. STC SH1990SO and Installation Report numbers AA-86010, Revision L, dated April 14, 2004; AA-85038, Revision H, dated May 14, 1997; and AA-90059, Revision P, dated September 21, 2000.

Actual weight and balance complied with.

END

Additional Sheets Are Attached

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

Number SH1990SO

This certificate issued to

Bell Helicopter Textron, Inc.
441 Industrial Park Rd.
Piney Flats, TN 37686

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 6/21.23 of the Civil Air Federal Aviation Regulations.

Original Product -- Type Certificate Number: H2SW
Make: Bell Helicopter Textron Canada Limited
Model: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 407

Description of Type Design Change: Manufacture of Automatic Door Opener Kits in accordance with Aeronautical Accessories, Inc. Drawing List Report No. AA-86001, no revision, dated May 13, 1986, or later FAA approved revisions, and installation per "Installation Instructions" listed in that report.

Limitations and Conditions: The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter a product, the holder must 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: November 8, 1985

Date reissued: February 1, 2011

Date of issuance: September 3, 1986

Date amended: October 5, 1992, March 19, 1996,
March 11, 1998



By direction of the Administrator

John Hardie / for
(Signature)

James A. Richmond, Acting Manager
Rotorcraft Certification Office
Southwest Region

(Title)



Aeronautical Accessories, Inc

P.O. BOX 3689

BRISTOL, TENNESSEE 37625-3689 U.S.A.

TELEPHONE: 423-538-5151

800-251-7094

TELEFAX: 423-538-8469 E-MAIL: sales@aero-access.com

TO: Petroleum Helicopters, Inc.
ATTN: Lee Prejean
DATE: January 31, 2007
REF: Authorization Letter

Aeronautical Accessories, Inc. authorizes your company to install all of our "STC" products on your "fleet of aircraft".

Our "STC" products are listed in our product catalog.

Regards,
James Rumley
Marketing/Sales Mgr.

A handwritten signature in black ink, appearing to read 'J. Rumley', with a long horizontal flourish extending to the right.



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic		Manufacturer	
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic			
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station			CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization			Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 4/1/11
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT McDANIEL 4/1/11
---	---

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: AUX FIN
ORIGINAL PART NUMBER: 206-023-126-111
SERIAL NUMBER: BP1108
WORK ORDER NUMBER: W164932AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-020,
REVISION C, DATED 11/4/08.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series 1-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic		Manufacturer	
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic			
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station			CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization			Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 5/22/11
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual GRANT McDANIEL 5/22/11			

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: AUX FIN
ORIGINAL PART NUMBER: 206-023-126-112
SERIAL NUMBER:
WORK ORDER NUMBER: W167537AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-020,
REVISION C, DATED 11/4/08.**

-----END-----

Additional Sheets are Attached



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: **JUN 04 1997** FAA Inspector: *Ernest A. Falk* SW-BTR-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	---	--

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 6-5-97	Signature of Authorized Individual <i>Carl Sully</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-5-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Carl Sully</i>	

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.)

**PERFORMED A CONFORMITY INSPECTION THE FOLLOWING EQUIPMENT
THAT WAS INSTALLED ON 337 DATED 4-22-97**

System	Station	Drawing Number
1. Avionics Master	76.00	PHI 206L 12369, Rev. A

Individual systems protected by the circuit breakers:

1. 35 amp.

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway
			City Lafayette State LA
			Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency		
Name PHI, Inc.			U. S. Certificated Mechanic		Manufacturer
Address P. O. Box 90808			Foreign Certificated Mechanic		C. Certificate No.
City Lafayette State LA			<input checked="" type="checkbox"/> Certificated Repair Station		HEER617E
Zip 70509-0808 Country USA			<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3-26-07
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual 3-26-07
--	--

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.)

N363BH	3-26-07
Nationality and Registration Mark	Date

Structural Repair

Repair of Baggage Compartment Floor

Part Nomenclature:	<u>Baggage Floor Assy.</u>	Part Number:	<u>206-031-313-159</u>
Repair Number:	<u>PHI-206L-RP-0118</u>	Serial Number:	<u>N/A</u>

Work Accomplished: Cut out damage area from baggage floor as required. Fabricated and installed a (.012) pro-bond aluminum filler with a (.025) pre-bond aluminum doubler overlay repair using materials listed in Repair# PHI-206L-RP-0118.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER	<u>Roland M. Howard, Jr.</u>	Designation Number	<u>DERT-710134-SW</u>
Dated	<u>3-22-2007</u>	8110-3 Serial Number	<u>0703-59</u>

Weight and balance amended.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name: PHI, Inc.		U. S. Certificated Mechanic	
Address: P. O. Box 90808		Manufacturer	
City: Lafayette State: LA		Foreign Certificated Mechanic	
Zip: 70509-0808 Country: USA		C. Certificate No.	
		<input checked="" type="checkbox"/> Certified Repair Station	
		<input type="checkbox"/> Certified Maintenance Organization	
HEER617E			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual	
	Patrick P. McDonald	04-21-2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual	
	Patrick P. McDonald	04-21-2013

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.)

N363BH

04-21-2013

Nationality and Registration Mark

Date

Structural Repair

Baggage Compartment Upper Web Assembly

Part Nomenclature: Web Assembly Part Number: 206-032-309-157
Repair Number: PHI-206L-RP-0223 Part Serial Number: None

This procedure repaired EMS hole cutouts on the L/H forward side of the baggage compartment upper web. Cut out three cannon plug holes. Fabricated -1 doubler using .040 7075-T6. Fabricated -2, -3, -4, -5, and -6 fillers using .032 7075-T6. Fabricated -7 and -8 tapered shims using .040 2024-T3 and a -9 shim using .040 2024T-3. Located and installed doubler, fillers, and shims using MIL-PRF-81733 Type II sealant and fasteners as required. Sealed edges using MIL-S-8802 Type II sealant. All work done in accordance with PHI-206L-RP-0223 Revision IR dated 03-13-2013.

Structural repair made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for these repairs according to data approved on FAA Form 8110-3.

By DER: Ryan Guillot Designation Number: DERY-830212-SW
Dated: 04-10-2013 Serial Number: 13-08

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. DATE April 10, 2013
---	-------------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Airplane, Radio, Helicopter, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc.

LIST OF DATA

6. IDENTIFICATION	7. TITLE
PHI-206L-RP-0223, Rev. IR, Dated: 03/13/13 PHI-206L-SA-0112, Rev. IR, Dated: 04/08/13	Repair Procedure for Baggage Compartment Web P/N: 206-032-309-157 (EMS Hole Cutouts, LHS) on a Bell Model 206L-3 Helicopter, Acft S/N: 51345 Structural Analysis for Repair Procedure PHI-206L-RP-0223 (Baggage Compartment Web Repair Due to Previous Alteration)
Notes: 1) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The Structural aspects only of the above listed data are approved herein. 2) This form does constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire repair. 3) This approval is valid only for Bell Helicopter Textron Canada Limited Model 206L-3 serial number 51345. 4) Authorization to approve the structural aspects in support of this major repair was granted by Martin R. Crane of the Rotorcraft Certification Office (ASW-170) via email dated February 1, 2013.	

8. PURPOSE OF DATA
 Engineering data approval (structural aspects only) in support of a major repair, not the workmanship or installation, for helicopter serial number 51345.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 27 (Cert. Basis per TCDS H2SW, Amdt. 27-1 through 27-28): 27.301, 27.303, 27.305(a), 27.307(a) [26], 27.601(a), 27.603 [16], 27.605(a) [16], 27.609(a), and 27.613(d) [26]; all amendment levels are 0 (original version) unless otherwise noted as [*], where * is the applicable amendment level

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

Recommend approval of these data
 Approve these data

I ~~(do)~~ Therefore

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Ryan Guillot	DERY-830212-SW	Structural

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Bell	MODEL 206L-3
	SERIAL NO. 51345	NATIONALITY AND REGISTRATION MARK N997PT
2. OWNER	NAME (As shown on registration certificate) Taylor Energy Co.	ADDRESS (As shown on registration certificate) 234 Loyola Avenue, Suite 500 New Orleans, LA. 70112

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				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Paul W. Juge Jr. 6149 Memphis Street New Orleans, LA. 70124	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	C. CERTIFICATE NO. AP437863472
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 7-25-90	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge Jr.</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 7-25-90	CERTIFICATE OR DESIGNATION NO. IA437863472	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge Jr.</i>
--	---	---

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.)

Bell 206L-3 N997PT 7-25-90

Installed Aeronautical Accessories, Inc. baggage floor protector in accordance with STC#SH1147SO. Revised weight and balance and equipment list to include this installation.

END

ADDITIONAL SHEETS ARE ATTACHED

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date **OCT 03 2001** FAA Inspector: *[Signature]* SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	--	---

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 10-23-01	Signature of Authorized Individual <i>Mark Lazard</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 10-23-01	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Mark Lazard</i>
--	---	--

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.)

Followed guidelines of FAA Approved Petroleum Helicopters, Inc. Electrical Specification and Standard Practices Manual.

Installed B.F. Goodrich SKY497 Skywatch system interfaced with Garmin GPS 400 system for Traffic display, accordance with PHI Drawing No. PHI-206L-12763 Option 2 Rev. IR. and PHI Picture and Sketch Book PHI-206L3-PS-0036 Rev. D.

Installation checkout, ground and flight tests are to be performed in accordance with SKYWATCH Installation Manual No. 009-10800-001 Rev. B and Garmin 400 series Pilot's Guide Addendum Part No. 190-00140-01 Rev. B and to verify electromagnetic compatibility (EMC/EMI) with previously installed equipment. EMC testing will be conducted in accordance with Skywatch Installation Manual No. 009-10800-001, Rev. B or later revision.

An approved Rotorcraft Flight Manual Supplement No. PHI-959-206L3SKY497-002 Rev. 0. dated ~~Oct 03 2001~~ or later revision is required for installation and must be carried on board when operating SKY497 SKYWATCH SYSTEM interfaced with Garmin GPS 400 system.

SKY497 SKYWATCH Pilot's Guide Part No. 009-10801-001 Copyright 1997 or later revision, and Garmin Pilot's Guide Addendum Must be on board for operating SKY497 SKYWATCH SYSTEM.

Installation made to withstand loads as per FAA Advisory Circular AC43.13-2A, Chapter 1, paragraph 2.

Electrical load of the revised system does not exceed 80% of total generated output as required by AC43.13-1B, Chapter 11, section 3 paragraph 11-30, 11-36, and section 4, paragraph 11-53.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage as per AC43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC43.13-1B, Chapter 11, section 11, paragraph 11-146.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC43.13-2A, Chapter 2 paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC43.12-2A, Chapter 1, paragraph 8.

Weight and balance amended.

Compass corrected.

Additional Sheets Are Attached

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instruction for continued airworthiness gives the data that is needed to fulfill the requirements of CFR parts 23, 25, 27, 29, 33, or 35, sections 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

ITEM NAME: B. F. Goodrich SKY497 Traffic Advisory System Installation

1) INTRODUCTION:

Installation of a B.F. Goodrich SKYWATCH Traffic Advisory System, Model SKY497, interfaced to a Garmin GPS 400 system. Installed in a Bell Helicopter Model 206L-3

2) DESCRIPTION:

The B. F. Goodrich SKY497 Traffic Advisory System consists of a receiver, including it's mounting rack, display, an antenna, associated wiring, and any related hardware. The primary function of the system is to advise the flight crew where to look for aircraft that may pose a collision threat. SK497 alerts the flight crew to nearby Transponder equipped aircraft and assist the pilot in the visual acquisition of aircraft that may represent a danger.

3) CONTROL, OPERATION INFORMATION:

Reference the B. F. Goodrich SKY497 Pilot's Guide , Garmin Pilot's Guide Addendum and PHI Approval Aircraft Flight Manual Supplement, dated ~~OCT 09 2001~~.

4) SERVICING INFORMATION:

The B. F. Goodrich SKY497 system is on condition and their is no periodic, preventive, or scheduled maintenance required for continued operation for this system.

5) MAINTENANCE INSTRUCTIONS:

The scheduled Maintenance program as follow:

a) SKY497 Display. (Garmin GPS 400)

1. Check that GPS connector is properly secured at back of mounting rack
2. Check to ensure GPS unit is properly installed and secured at the instrument console.

CAUTION

Do not use cleaning solvents on the viewing face.

3. Check face-plate for cleanliness. Wipe the viewing face using an eyeglass lens cleaner which is specified as safe for anti-reflective coating and a clean, lint-free cloth.

b) TRC:

1. Check that connectors are properly mated and secured.
2. Check to ensure that the hold-down knobs on the mounting tray are secured to the TRC.

c) Antenna:

1. Check for dents, cracks, and punctures.

CAUTION

Do not paint the Antenna.

Do not use cleaning solvents on the antenna.

2. Remove all dirt and grease from surface areas. Clean with a soft cloth moistened with mild soap and water.
3. Visually inspect sealant around the antenna base. Reapply sealant if required.

6) TROUBLE SHOOTING INFORMATION:

Reference the B. F. Goodrich SKY497 Installation Manual No. 009-10800-001 (Rev. B) Chapter 4, and PHI Wiring Diagram No. PHI-206L-12763 Option 2 (Rev. IR).

7) REMOVAL AND REPLACEMENT INFORMATION:

Reference the B. F. Goodrich SKY497 Installation Manual (Manual No. 009-10800-001, Rev. B, dated Sept. 28, 1998, or later), and the FAA approved SKY497 Flight Manual Supplement dated ~~OCT 03 2001~~. Should it become necessary to remove the SKY497, secured the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revised the weight & balance and the equipment list and make a logbook entry the unit has been removed, Refer to 91.213 of Title 14 of the Code of Federal Regulations and/or the aircraft's MEL for deferment procedures.

8) DIAGRAMS:

SKY497 Installation Manual No. 009-10800-001 (Rev. B) Chapter 4, PHI Picture and Sketch Book No. PHI-206L-PS-0036 Rev. C and PHI Wiring Diagram No. PHI-206L-12763 Option 2 Rev. IR.

9) SPECIAL INSPECTION REQUIREMENTS:

Special inspection requirements are not applicable.

10) APPLICATION OF PROTECTIVE TREATMENTS:

Application of protective treatments are not applicable.

11) DATA:

Installation requirements may be found within the accepted industry practices contained within AC43.13-1B Chapter 11, and AC43.13-2A, Chapters 3 and 11.

12) LIST OF SPECIAL TOOLS:

Special tools are not required.

13) FOR COMMUTER CATEGORY AIRCRAFT:

Not applicable, this aircraft is not a commuter category aircraft.

14) RECOMMENDED OVERHAUL PERIODS:

There are no additional overhaul time limitations.

15) AIRWORTHINESS LIMITATION SECTION:

There are no additional airworthiness limitations.

16) REVISION:

A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing block 3.

END



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 12-31-95	Signature of Authorized Individual DAVIS
-------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-31-95		Certificate or Designation No. HEER617E	Signature of Authorized Individual DAVIS	

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.)

Installed Paravion Technology, Inc. bleed air cabin heater according to STC SH 2728NM.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 above and described on the reverse or attachments hereto 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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	--

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.)

Installed Paravion Technology, Inc. bleed air cabin heater according to
STC SH 2728NM.

-----END-----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationally and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address:		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station	HEER617E
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Tewell K. Melancon</i> 3-15-13
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Tewell K. Melancon</i> 3-15-13
---	---

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.)

N363BH	3-15-13
Nationality and Registration Mark	Date

Structural Repair

Bulkhead Frame Stiffener Repair

Part Nomenclature: Bulkhead Frame Part Number: RH 206-033-107-056
Stiffener LH 206-033-107-055

Repair Number: PHI-206L-RP-0077
Rev. IR.

Work accomplished: Removed a cracked joggled stiffener from R/H & L/H rollover bulkheads Sta. 146.19, W.L.72.00 as required. Fabricated & installed a .032" thick 7075-T6 aluminum stiffener with a .040" thick 7075-T6 aluminum shim to R/H & L/H Rollover Bulkheads using materials listed in repair # PHI-206L-RP-0077 Rev. IR.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER: M.T. Cox Designation Number: DERT-710057-SW
Dated: 7-28-2003 8110-3 Serial Number: 8110-03379

Weight and Balance Negligible.

END

Additional Sheets Are Attached

PHI-921-F-030729-01R

8110-03379

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS	DATE JULY 28, 2003
--	------------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE BELL	MODEL NO. 206L	TYPE (airplane, radio, helicopter, etc.) HELICOPTER	NAME OF APPLICANT PETROLEUM HELICOPTERS, INC.

IDENTIFICATION	TITLE
DOC. NO. PHI-2061-RP-0077 REV. I/R DATED 06-17-2003 *****	REPAIR PROCEDURE FOR BULKHEAD FRAME STIFFENERS P/N: 206-033-107-055 (L/H) AND/OR 206-033-107-056 (R/H) MODEL 206L PROCEDURE PREPARED BY PETROLEUM HELICOPTERS, INC. ***** END OF DATA ***** NOTES: 1) THIS APPROVAL APPLIES ONLY TO THE STRUCTURAL ENGINEERING ASPECTS OF THIS 8110-3 FOR WHICH THIS D.E.R. IS DESIGNATED. 2) THIS D.E.R. IS NOT RESPONSIBLE FOR APPROVALS BY OTHER D.E.R.s ON THIS PROJECT.

PURPOSE OF DATA: **IN SUPPORT OF REPAIR STATION ACTIVITY**
NOTE: THIS 8110-3 DOES NOT APPROVE WORKMANSHIP OR INSTALLATION

APPLICABLE REQUIREMENTS (list specific sections)
FAR 27: 27.301, 27.303, 27.305, 27.307(a), 27.601(a), 27.603, 27.605(a), 27.607(a), 27.609(a), 27.611, 27.613(d)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered as applicable have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I ~~(do)~~ therefore: Recommend approval of these data
 Approve these data

SIGNATURES OF DESIGNATED ENGINEERING REPRESENTATIVES	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
COX <i>m t cox</i>	07-28-2003	DERT-710057-SW
		STRUCTURES



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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <i>Bell</i>	Model <i>206 L-3</i>
	Serial No. <i>51529</i>	Nationality and Registration Mark <i>N3116L</i>
2. Owner	Name (As shown on registration certificate) <i>PHI, INC</i>	Address (As shown on registration certificate) <i>2001 SE Evangeline Thruway Lafayette, La. 70508-2156</i>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Rolls Royce	C30P/350	CAE-895845 CAT-97772	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address H-S Tool & Parts Inc. #140-2560 Simpson Road Richmond, BC, V6X 2P9, Canada	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. <div style="text-align: center; font-size: 1.2em;">39-87</div>
---	---	---

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>04/Jul/2006</i>	Signature of Authorized Individual <i>J. Gustafson</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	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>04/Jul/2006</i>		Certificate or Designation No. 39-87	Signature of Authorized Individual <i>J. Gustafson</i>	

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.)

Description: Rolls Royce C30 Exhaust Collector
P/N 23032325, S/N 42275

1. Weld Repaired Cracks IAW 14W3 72-50-00 Page 331 & PRPL 2-D008 Item A.
2. Installed 8 Patches IAW 14W3 72-50-00 Page 331 & PRPL 2-D008 Item C.
3. Weld Repaired 2 Struts IAW 14W3 72-50-00 Page 331 & PRPL 2-D008 Item G.
4. Cold Worked Dents & Blended Chaffing Marks IAW 14W3 72-50-00 Page 331.
5. Weld Repaired Bearing Bore IAW RSS 2402.
6. Weld Repaired Pilot Dia. "L" IAW 14W3 72-00-00 Pg. 402 Para. 1K & PRPL 2-D008 Item A.
7. Plasma Sprayed Mounting Feet Surface "A" IAW 14W3 72-50-00 Page 332 Item 9 & PRPL 2-D008 Item D(1) & PRPL 1-3 Item 18.
8. Final Machined Pilot Dia "L" IAW 14W3 72-50-00 Pg. 332 Item 10.
9. Final Machined Mounting Feet Surface "A" IAW 14W3 72-50-00 Page 332 Item 9.
10. Plasma Sprayed Rear Pilot Dia. IAW 14W3 72-50-00 Page 333 Item 17 & PRPL 1-3 Item 18.
11. Plasma Sprayed Rear Flange Surface "AN" IAW 14W3 72-50-00 Page 333 Item 15 & PRPL 1-3 Item 18.
12. Final Machined Rear Pilot Dia. IAW 14W3 72-50-00 Page 333 Item 17.
13. Final Machined Rear Flange Surface "AN" IAW 14W3 72-50-00 Page 333 Item 15.
14. Final Ground Bearing Bore IAW RSS 2402.
15. NDT (FPI) IAW 14W3 72-00-00 Page 310 Item 2B.
16. Final Inspection.

Repair Salvage Scheme (RSS) 2402 Is OEM Approved Data.

All Records of Work Performed Are On File Under Work Order 43729.

No Further Statements to Follow.

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark US N3116L
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 2001 EUANGELINE THRUWAY LAFAYETTE, LA 70508-2156

3. For FAA Use Only

4. Unit Identification				5. Type		
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~					
POWERPLANT	Rolls Royce	250-C30P	CAE 895559 CAT 97904	X		
PROPELLER						
APPLIANCE	Type					
	Manufacturer					

6. Conformity Statement

A. Agency's Name and Address H-S Tool & Parts Inc. #140-2560 Simpson Road Richmond, B.C. V6X 2P9 Canada	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. 39-87
---	--	--

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 July 12, 2002	Signature of Authorized Individual J. Gustafson
------------------------------	---

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	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection July 12, 2002	Certificate or Designation No. 39-87	Signature of Authorized Individual J. Gustafson
---	--	---

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.)

Description: Rolls Royce 250 C30 Exhaust Collector
P/N 23032325, S/N 42277

1. Weld Repaired Cracks IAW 14W3 72-50-00 Pg. 331 & DOIL 33 Item A.
2. Installed 5 (Five) Patches IAW 14W3 72-50-00 Pg. 331 & DOIL 33 Item C.
3. Weld Repaired Struts IAW 14W3 72-50-00 Pg. 331 & DOIL 33 Item G.
4. Coldworked Dents & Blended Chaffing Marks IAW 14W3 72-50-00 Pg. 331.
5. Weld Repaired, Plasma Sprayed And Final Ground Bearing Bore IAW RSS 2402, Log# 02-1076.
6. Weld Repaired, Plasma Sprayed And Final Machined Pilot Dia. "L" IAW DOIL 33 Item A.
7. Plasma Sprayed And Final Machined Mounting Feet Surface "A" IAW 14W3 72-50-00, Pg. 332 Item 9 & OIL 3 Item 18.
8. Plasma Sprayed And Final Machined Rear Flange Surface "AN" IAW 14W3 72-50-00, Pg. 333 Item 15 & OIL 3 Item 18.
9. Plasma Sprayed And Final Machined Rear Pilot Dia. IAW 14W3 72-50-00 Pg. 333, Item 17 & OIL 3 Item 18.
10. NDT (FPI) IAW 14W3 72-00-00 Pg. 308.
11. Final Inspection.

Repair Salvage Scheme (RSS) 2402 Is OEM Approved Data.

All Records Of Work Performed Are On File Under Work Order 28691.

No Further Statements to Follow.

NOT INSTALLED



US 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 of 1958).

1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark US N3116L
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 2001 SE EVANGELINE THRUWAY LAFAYETTE, LA 70508-2156

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Rolls Royce	250-C30P	CAE 895559 CAG 95565	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address H-S Tool & Parts Inc. #140-2560 Simpson Road Richmond, B.C. V6X 2P9 Canada	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. <div style="text-align: center; font-size: 1.2em;">39-87</div>
---	---	---

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 May 31, 2002	Signature of Authorized Individual J. Gustafson
-----------------------------	---

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	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection: May 31, 2002		Certificate or Designation No. 39-87	Signature of Authorized Individual J. Gustafson	

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.)

Description: Rolls Royce 250 C30 Gearshaft

P/N 6889157, S/N PHI-0004

1. Chrome Plated And Final Ground Seal Journals IAW 14W3 72-00-00 Pg. 410, Final Size: 0.438" & 0.875".
2. NDT (MPI) IAW ASTM E1444.
3. Final Inspection.

All Records Of Work Performed Are On File Under Work Order 28587.

No Further Statements to Follow.

NOT INSTALLED



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 12-31-95	Signature of Authorized Individual <i>W. J. Davis</i> DAVIS
-------------------------	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 above 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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-31-95		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>W. J. Davis</i> DAVIS	

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.)

Installed a cargo net to restrain cargo in the hat rack area at Station 148.

See PHI Drawing, PHI-206L3-503, sheet 1 of 1 and later revisions.

The installation is similar to AC 43.13-2A, figure 12.5 and was made according to AC 43.13-2A, paragraph 243b. Picked up existing hardware points on aircraft.

The installation was load tested according to AC 43.13-2A, paragraph 246b.

The weight and balance was computed and equipment list amended as necessary.

Installed placard on hat rack as follows:

**PULL RED STRAPS TO
RELEASE CARGO NET
MAX. WT. ALLOWED 45 LBS.**

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 08 2013
--	--

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.)

N236PH

Nationality and Registration Mark

AUG 08 2013

Date

COMPOSITE BAGGAGE DOOR

Installed Baggage Compartment Composite Door in accordance with Aeronautical Accessories, Inc. STC SH3110SO and Installation Instructions Report Number AA-91062, Revision K, dated November 17, 2000.

Instructions for Continued Airworthiness are covered under Aeronautical Accessories, Inc. Report Number AA-00020, No Revision, dated November 17, 2000.

Compass corrected as required.

Actual weight and balance complied with



Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC. 1991	Signature of Authorized Individual EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC. 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual EDWARDS
--	---	--

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.)

Installed Perkins Plastic Composite baggage door according to STC SH3511SW.

-----END-----

Additional Sheets Are Attached

<p style="text-align: center;">MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)</p> <p>US Department of Transportation Federal Aviation Administration</p>	<p>Form Approved OMB No. 2120-0020</p> <p style="text-align: center;">For FAA Use Only</p> <p>Office Identification</p>
---	---

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 form 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 Bell Helicopters Serial No. 51529	Model 206L-3 Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas FL21 New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3

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 3-2-02	Signature of Authorized Individual (9029)
-----------------------	---

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	X	Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 3-2-02	Certificate or Designation No. HEER617E	Signature of Authorized Individual (9029)
--	--	---

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.)

CONCORDE LEAD ACID BATTERY

Installed Concorde RG222 Valve Regulated Sealed Lead-Acid Battery in accordance with Falcon Crest Master Drawing List FC-003, Revision IR dated February 29, 1996 or later FAA approved revision in accordance with STC SR09069RC.

Attached Rotorcraft Flight Manual Supplement dated May 6, 1996 or later RFMS. See Flight Manual for Placard Indicating Lead-Acid Battery installed.

Weight and Balance Amended.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	
City	Lafayette State LA	<input checked="" type="checkbox"/>	Certificated Repair Station	
Zip	70509-0808 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 08 2013
--	--

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.)

N236PH

Nationality and Registration Mark

AUG 08 2013

Date

CONSOLE ASSEMBLY

Installed Console Assembly in accordance with Aeronautical Accessories, Inc. STC SH2616SO and Installation Instructions Report Number AA-88089, Revision N, dated July 14, 2006.

Instructions for Continued Airworthiness are covered under Aeronautical Accessories, Inc. Report Number AA-00132, Revision B, dated July 29, 2009.

Compass corrected as required.

Actual weight and balance complied with



Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

The (data/~~airframe~~) identified herein complied with applicable **3. For FAA Use Only** airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in Section 43.7 of the FAR.

Date 5/29/97
 FAA Inspector [Signature]
 SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 <u>6-5-97</u>	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <u>6-5-97</u>	Certificate or Designation No. HEER617E	Signature of Authorized Individual <u>[Signature]</u>
--	---	--

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.)

DUE TO AN ERROR ON 337 DATED 4-22-97, ITEM NUMBER 4, I AM RESUBMITTING THE CORRECT INFORMATION ON THIS 337.

REMOVED GARMIN GPS-150 SYSTEM PREVIOUSLY INSTALLED ON 337 DATED 1-4-95. PLACARD "GPS LIMITED TO VFR USE ONLY" REMAINS AS IS.

INSTALLED THE FOLLOWING EQUIPMENT

<u>Model</u>	<u>Station</u>	<u>Drawing Number</u>	<u>Circuit Breaker (amp.)</u>
1. Trimble TNL2000A GPS	47.31	PHI-206L-12562, Rev. A	2

Installation made to withstand loads as per FAA Advisory Circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, Chapter 2, paragraph 27d.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, b, and 38b. Antenna located at fuselage station 84 on servo cowl.

Installation of GPS meets requirements of AC 20.138, paragraph 7. GPS is a stand alone unit and for VFR use only.

Placard
"GPS Limited to VFR use only"

A flight check was made on 4-22-97 to assure that the accuracy requirements of AC 20.138, paragraph 6 were met during flight. [X] YES [] NOT APPLICABLE

The installation of the GPS has been previously installed and approved under STC SA8013SW on Beech Aircraft Model S35.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N233PH	Serial No. 51529	
	Make Bell	Model 206	Series L-3

2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
			City Lafayette	State LA
			Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency		
Name	PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No. HEER617E	
City	Lafayette	State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808	Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Thomas Lane <i>Thomas Lane</i> 7-2-2012
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual Thomas Lane <i>Thomas Lane</i> 7-2-2012
---	--

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.)

N233PH

Nationality and Registration Mark

7-2-2012

Date

DC Power Cable Replacement

Replaced main DC power cables in Bell 206L-3 VFR electrical system configuration, from Battery Relay aft to Starter/Line Control Relay. Reference PHI Drawing Number PHI-206L-12641, Revision IR, 08/06/98.

Approval for this modification received on FAA Form 8110-3 completed by DER Britt Hanks, Designation Number SW-730, dated 9-22-98, serial number SW-730-98-20.

Compass corrected as required.

Actual weight and balance complied with.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		DATE September 22, 1998
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION		
MAKE Bell Helicopter Textron	MODEL NO. 206L-1, 206L-3, 206L-4	TYPE (Airplane, Radio, Helicopter, etc.) Helicopter
		NAME OF APPLICANT Petroleum Helicopters, Inc. (PHI)
LIST OF DATA		
IDENTIFICATION	TITLE	
PHI-206L-12641 Revision (IR), 08/06/98 PHI-206L-TA-0001 Revision (0), 05/26/98	<p><u>Drawing</u> - REPLACEMENT OF MAIN DC POWER CABLES IN 206L1, 206L3 & 206L4</p> <p><u>Analysis</u> - ELECTRICAL ANALYSIS FOR REPLACEMENT OF MAIN DC POWER CABLES IN A BELL HELICOPTERS MODEL 206L-1, -3, -4</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. The <u>Electrical</u> aspects of the above listed data are approved. This approval is for the design data listed herein and not the workmanship or installation. The <u>Structural / Mechanical</u> aspects are minor; No other aspects apply. 2. The data listed herein incorporates the intent of <u>Alert Service Bulletin (A.S.B.) No. 206L-88-50</u> dated 1/18/88; and is in agreement with the applicable portions of <u>A.S.B. No. 206L-81-20</u> through revision "B" dated 3/10/82. 3. This approval is <u>valid only for helicopters having VFR electrical system configurations</u>, with the following effectivity: <ol style="list-style-type: none"> a) Model 206L-1 serial number 45154 and subsequent. b) Model 206L-3 serial number 51001 and subsequent. c) Model 206L-4 serial number 52001 through 52080. 4. Additional <u>Instructions for Continued Airworthiness (ICA)</u> are not required; existing approved PHI Aircraft Maintenance Inspection Program, and Bell Helicopter Textron Maintenance Manual data are adequate for the modifications listed herein. 5. <u>Aircraft Interior Compliance Inspection</u> is not required. 	
PURPOSE OF DATA Engineering design data in support of "Major Alterations"; for Repair Station (Petroleum Helicopters, Inc. located at Lafayette, LA) return to service of Bell Model 206L-1, 206L-3, and 206L-4 helicopters.		
APPLICABLE REQUIREMENTS (List specific sections) FAR Part 27, amendment 27-1 through 27-30: 27.1301(a),(b),(c); 27.1309(a),(c),(d); 27.1351(a)(1)(2); 27.1365(a),(b).		
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>NONE</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.		
I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data		
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Britt A. Hanks <i>Britt A. Hanks</i>	DESIGNATION NUMBER(S) SW-730	CLASSIFICATION(S) Systems and Equipment (Electrical), Management



US 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

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 PHI, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3
--	--	--

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 11-25-'06	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 11-25-'06	Certificate or Designation No. HEER617E	Signature of Authorized Individual
---	---	--

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.)

Structural Repair

Repair of Aft. Lower Shell Assembly

Part Nomenclature:	<u>Shell Assembly</u>	Part Number:	<u>206-033-099-223</u>
Repair Number:	<u>PHI-206L-RP-0115</u>	Serial Number:	<u>N/A</u>

Work performed: (Top side repair) Cut out damage area from top side of shell assy. as required. Replaced middle stiffener P/N 151-028A50204 using adhesive listed. Installed aluminum filler .020 thick with a .032 thick overlay aluminum doubler to upper side of Aft. lower shell using adhesive and NAS9303B-4 rivets. Applied fiberglass overlays to inner repair as required.

(Bottom side repair at fwd. edge) Cut out area from bottom side of shell assy. as required. Installed a .032 thick aluminum filler with a .040 thick aluminum doubler overlay at the fwd. edge of the shell assy. using adhesive and NAS9303B-4 rivets. Applied fiberglass overlays at both bottom repair areas as required.

(Bottom side repair at boost pump area) Cut out damaged area from shell assy. as required. Replaced stiffener P/N 151-028A50204 using adhesive listed. Installed a .020 thick aluminum filler with a .032 thick aluminum doubler overlay using adhesive and NAS9303B-4 rivets.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER	<u>Louis Bellott</u>	Designation Number	<u>DERT-750020-SW</u>
Dated	<u>11-18-06</u>	8110-3 Serial Number	<u>8110-3 LEB PHI06-27</u>

Weight and balance amended.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark 997PT
2. Owner	Name (As shown on registration certificate) Taylor Energy Company	Address (As shown on registration certificate) 234 Loyola Bldg suite 500 New Orleans, LA 70112

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Houma Avionics, Inc. Box 10083 Station 1 Houma, LA 70363	<input type="checkbox"/> U.S. Certificated Mechanic	Class 1,2,3 Limited Inst. AE2R687K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 June 1, 1990	Signature of Authorized Individual Jim Graves
-----------------------------	---

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	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 6-8-90	Certificate or Designation No. AE2R687K	Signature of Authorized Individual Jim Graves
--	---	---

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.)

Installed a DMC 6.2 ELT antenna on top of fuselage at station # 229.0. Installed a CI 205 Nav antenna on rear of fuselage at station # 205.0. Installed a AV 571 Nav splitter in pedestal at station # 30.0. Installed a KA 44 Loop antenna on bottom of fuselage at station # 186.0. Installed a DMC 57-1 antenna on bottom of fuselage at station # 25.0. Installed a DMC 63-2A Com antenna on bottom of fuselage at station #161.0. Installed a KA 60 antenna on bottom of fuselage on left hand side at station 61.5. Installed another KA 60 antenna on the right hand side of the fuselage at station # 61.5. Installed CI177 FM antenna on top of fuselage at station # 74.0. Installed a CI 121 Com antenna on top of fuselage at station # 80.0. Installed a KA 26 Marker Beacon antenna on bottom of fuselage at station # 198.0.

Installed equipment I/A/W 43.13-2A chapter 1, chapter 2, par. 21, 22, 23, 24, 25, 26, 27, & 28, chapter 3 par. 36, 37, 38, 41, 41, & 43. Normal operation procedures are described in equipment's Pilots operating manual. Tested Transponder I/A/W 91.172 part 43, app. E. Encoder tested I/A/W FAR 43 app. E, (a), (c).

END



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Safeco Credit Company, Inc.	Address (As shown on registration certificate) Safeco Plaza Seattle, WA 98185

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, & Accessories Limited Radio Class 1, 2, & 3 CRS No. HEER617E
--	---	--

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 11-6-93	Signature of Authorized Individual <i>Carly Boel</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	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-6-93		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Carly Boel</i>	

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.)

Installed door actuator on left hand, forward cabin door and baggage compartment door according to STC SH1503NM.

----- **END** -----

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: 6/30/97 FAA Inspector: *[Signature]* SW-BTR-FSDO

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-97	Signature of Authorized Individual <i>Milton LeBlanc</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-30-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Milton LeBlanc</i>	

File

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.)

Installed a Door and Doubler Assembly onto the right hand side of the intake cowling 2½ inches forward of the transmission oil level sight hole. This installation is made to complete the Tanis Aircraft Services, Inc. TAS300 Preheater System. The doubler is .050 2024T3 and is patterned after the small patch in AC43.13-1A figure 2.24. The following acceptable data applies:

AC 43.13-1A Par 100d(1) small patch

AC 43.3-1A Chapter 2 Par 99 C & F riveting

AC 43.13-1A Fig. 2.24 small patch

Weight and balance amended as required.

END

Additional Sheets Are Attached

TANIS AIRCRAFT SERVICES, INC.

PDR Door Assembly

Door and Doubler Assembly

Instruction # 113

Installation

This door is designed to be installed in aluminum skins of .050" or thinner. The doubler is .050" 2024T3. Do not install it in the pressure vessel of a pressurized aircraft. The installation of this door is a major alteration even when installed in a cowling (reference FAR 43 Appendix "A" (a) VIII).

The installation data must be approved by the FAA in your district prior to installation. Then complete a FAA Form 337, which must be approved for return to service by an IA or certificated repair station.

It should not be installed so as to intersect with a stringer. The installing mechanic should determine that the added mass and plugging in the heater will not cause flexing and cracking of the skin (reference AC 43:13-2 Chapter 1). The installation is similar to the following approved data: AC 43:13-2 figure 3.6 and AC 43:13-2 figure 4.1. The doubler was patterned after the small patch in AC43:13-1A figure 2.24.

The following approved data applies:

- AC 43:13-1A Par. 100d (1) (small patch)
- AC 43:13-1A Ch 2, Par. 99 C & F (riveting)
- AC 43:13-1A Fig. 2.24 (small patch)

The rivet size and pattern is to be copied from the nearest skin lap per the note on Fig. 2.24.

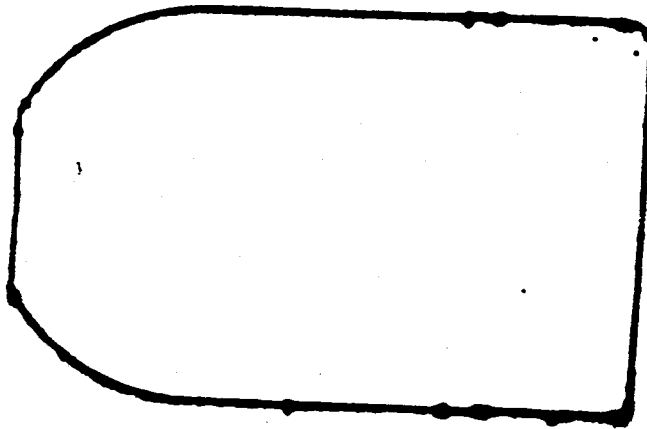
Should the installation not conform to the above approved data you should contact your GADO to see if a field approval can be obtained prior to making the installation.

1. Cut out opening for door from supplied template. For best results cut undersize and then trim and file to match the template.
2. Install the FMP receptacle to the backing plate with #6-32 flushhead screws (AN 507) and #6-32 locknuts (AN 365).
3. With the cover door latched hold the unit in place and drill one or two holes from the back side.
4. Cleco the unit in place, check the opening of the door for interference with the skin and if all right drill the rest of the holes.
5. Rivet in place.

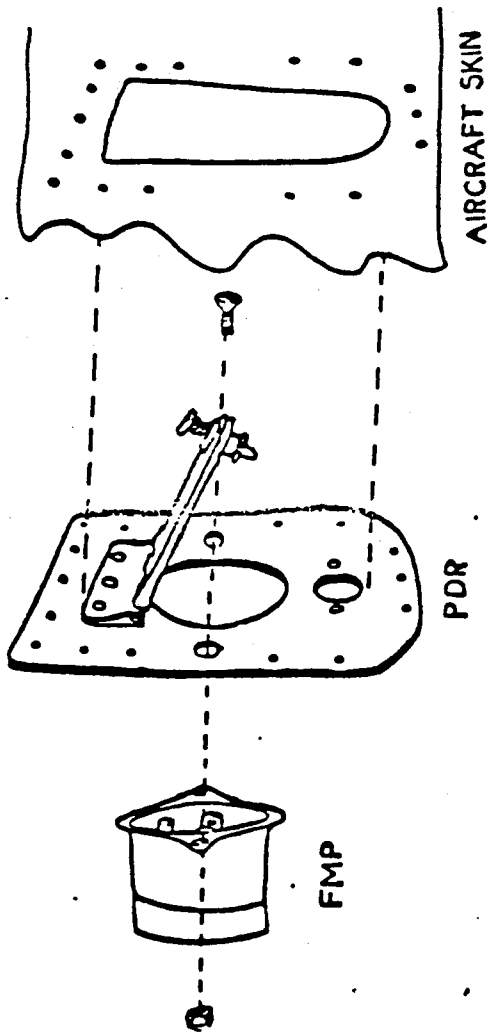
337 ATTACHMENT SHEET DATED 6-30-97
N 363 BH S/N 51345 MODEL 206L3
page 1 of 3

This flush plug door is to be installed in non-structural panels such as cowling. If you must install it in structure you will need a field approval and Form 337.

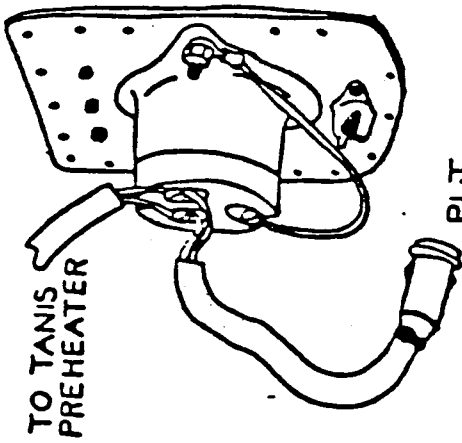
1. Cut out opening for door from supplied template. For best results cut undersize and then trim and file to match the template.
2. Install the FMP receptacle to the backing plate with #6-32 flushhead screws (AN 507) and #6-32 locknuts (AN 365).
3. With the cover door latched hold the unit in place and drill one or two holes from the back side.
4. Cleco the unit in place, check the opening of the door for interference with the skin and if all right drill the rest of the holes.
5. Rivet in place.



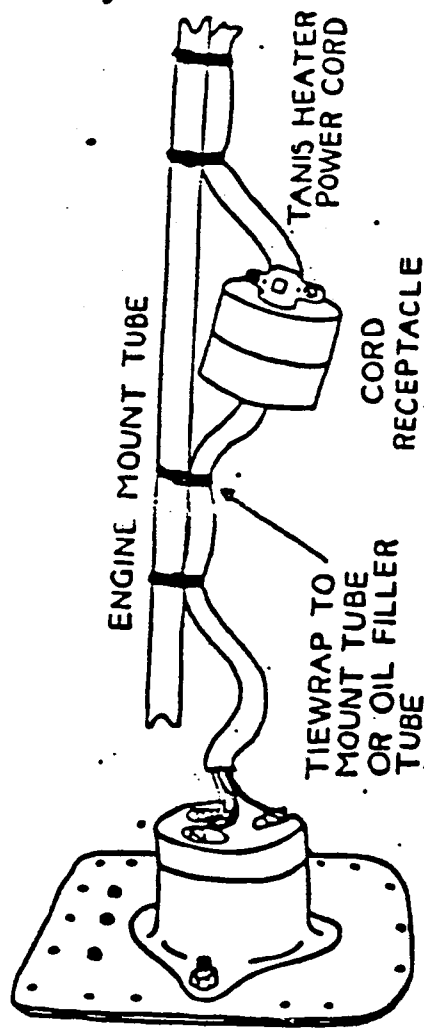
337 ATTACHMENT SHEET DATED	6-30-97
N 363 BH S/N	51345 MODEL 206L-3
page 2 of 3	



INSTALLATION OF RIVET-IN-PLACE
FLUSH PLUG DOOR



INSTALLATION WITH
PILOT LIGHT



FOR INSTALLATION IN REMOVABLE COWLING

337 ATTACHMENT SHEET DATED 6-30-97
 N-363BH S/N-51345 MODEL 206L-3
 page 3 of 3

COMPONENTS

- 1/4" FMP FLUSH PLUG
- 1/4" PDR FLUSH DOOR

DWG. # FMP-PDR

TANIS AIRCRAFT SERVICES, INC.

Municipal Airport

GLENWOOD, MINN. 56374



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 3 JAN. 1994	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 3 JAN. 1994	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	--

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.)

Installed Aeronautical Accessories door opener kit on the following door(s): (Check appropriate box(es).)

Right Hand Crew

Left Hand Crew

Right Hand Passenger

Left Hand Passenger

Baggage

Composite Baggage

Door opener kit(s) are installed in accordance with STC SH1990SO.

END

EDLARD2



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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

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.
PHI, Inc. P. O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	HEER617E Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 12-15-06	Signature of Authorized Individual <i>James Kuntz</i> AP 2793522
-------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 12-15-06	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James Kuntz</i> AP 2793522
--	---	---

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.)

STC Installation

Installed elastomeric tail rotor bearing in accordance with Lord Corporation Top Level Drawing S-7877, Revision C, dated 4-25-2000, or later FAA approved revision and STC SR09248RC.

Weight and balance amended as required.

-----END-----

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	ACADIAN COMPOSITES	<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization	Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 7/15/10
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT McDANIEL 7/15/10
---	--

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: ELEVATOR

ORIGINAL PART NUMBER: 206-023-119-159

UPGRADED TO PART NUMBER: 206-023-119-179

SERIAL NUMBER: H22436

WORK ORDER NUMBER: W153028AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-032, REVISION A, DATED
11/24/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050
DATED 10/15/02, REVISION E.**

-----**END**-----

Additional Sheets are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	--

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	<input type="checkbox"/>	Manufacturer	<input type="checkbox"/>	Inspection Authorization Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	<input type="checkbox"/>	

Date of Approval or Rejection 19 DEC 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	--

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.)

Installed Emergency Float Electrical System according to STC SH1715SW.

ADDITIONAL SHEETS ARE ATTACHED

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, La. 70508

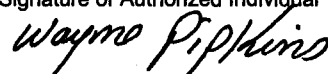
3. For FAA Use Only

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 Petroleum Helicopters, Inc. 2001 SE Evangeline Thruway Lafayette, La. 70508	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. HEER617E Airframe, Powerplant & Accessories Ltd. Radio Class 1, 2, 3.

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>3-14-04</i>	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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection <i>14 MAR 2004</i>		Certificate or Designation No. HEER617E	Signature of Authorized Individual 	

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.)

Apical Float Installation

Installed emergency float / life raft system in accordance with Apical Industries, Inc. STC SR01535LA.

Removed light weight float system and wiring previously installed in accordance with Bell SI 206-2033.

Installed Apical Industries, Inc. Rotorcraft Flight Manual Supplement FMS-PHI-1, Rev. A, dated 10-24-03 in flight manual as required.

Actual weight and balance complied with.

----- E N D -----

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51345</p>	Nationality and Registration Mark <p style="text-align: center;">N363BH</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">PETROLEUM HELICOPTER INC</p>	Address (As shown on registration certificate) <p style="text-align: center;">113 BORMAN DR LAFAYETTE LA 70508-2149</p>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Air Methods Corporation 7301 South Peoria Street Englewood, CO 80112	<input type="checkbox"/> U.S. Certificated Mechanic	CRS # QMLR253U Class 3 Airframe
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 <p style="text-align: center;">August 05, 1997</p>	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 APPROVED 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 <p style="text-align: center;">05 Aug. 97</p>		Certificate or Designation No. <p style="text-align: center;">CRS # QMLR253U</p>		Signature of Authorized Individual 	

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.)

N363BH

S/N : 51345

Date : 05 August 97 ACTT : 5953:30 hrs.

Installed Air Methods Corporation (AMC) Emergency Medical Interior System in accordance with AMC Master Drawing List (MDL) No. 111-9010, Rev. C, dated August 1, 1997. This data is approved under Supplemental Type Certificate (STC) No. SR00302DE, dated August 5, 1997. (attached)

Placed a copy of the FAA approved flight manual supplement RFMS 080-0235, Rev. -, dated August 5, 1997.

The aircraft was weighed in this configuration. An updated weight record and equipment list were placed into the aircraft's flight manual. For further details see Work Order No. M4117 on file at Air Methods Corporation. *END*

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway
			City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic			
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Patrick P. McDonald</i> PATRICK P. McDONALD 03-12-2013	
--	--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Patrick P. McDonald</i> PATRICK P. McDONALD 03-12-2013	
--	--	--

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.)

N363BH

03-12-2013

Nationality and Registration Mark

Date

Structural Repair
Repair of Engine Pan at Station 172.53

Part Nomenclature:	<u>Engine Pan Assembly</u>	Part Number:	<u>206-032-315-141</u>
Repair Number	<u>PHI-206L-RP-0071 Rev. IR</u>	Part Serial Number	<u>N/A</u>

Removed damaged area on Engine Pan on L/H side as required. Performed fluorescent penetrant inspection to cut out area. Fabricated & installed .020 1/2 hard stainless steel composite bond doubler repair (150-021-73B) using MS20615-3M and MS20615-4M rivets and Magnobond 6398 adhesive. Allowed to cure and checked for voids. Sealed repair using firewall sealant. All work done in accordance with PHI-206L-RP-0071 Revision IR dated 06-19-2003.

Structural repair made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER:	<u>Michael T. Cox</u>	Designation Number:	<u>DERT-710057-SW</u>
Dated:	<u>06-20-2003</u>	8110-3 Serial Number:	<u>8110-03311</u>

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N363BH</u>	Serial No. <u>51345</u>	
	Make <u>Bell</u>	Model <u>206</u>	Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>PHI, Inc.</u>	Address (As shown on registration certificate) <u>2001 SE Evangeline Thruway</u>	
		City <u>Lafayette</u> State <u>LA</u>	Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	<u>Rolls Royce</u>	<u>250 C-30P</u>	<u>CAE-89538#</u> <u>CAI-90554</u>
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. <u>86-91</u>
Name <u>Cadorath Aerospace Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic		
Address <u>2070 Logan Ave.</u>		<input checked="" type="checkbox"/> Foreign Certificated Mechanic		
City <u>Winnipeg</u> State <u>Manitoba</u>		<input type="checkbox"/> Certified Repair Station		
Zip <u>R2R 0H9</u> Country <u>Canada</u>		<input type="checkbox"/> Certified Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>G. MITCHELL</u> <u>JUN 03 2009</u>	
--	--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Maintenance Organization	<input checked="" type="checkbox"/>	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station		Inspection Authorization		Other (Specify)

Certificate or Designation No. <u>86-91</u>	Signature/Date of Authorized Individual <u>G. MITCHELL</u> <u>JUN 03 2009</u>	
--	--	--

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.)

N363BH

10-1-10

Nationality and Registration Mark

Date

REF. W/O # 57051 EXHAUST COLLECTOR 250-C30 P/N# 23032325 S/N# 23776

TSO: 0 TSN: UNK CYCLES: UNK

- ITEM 1 O/H INSPECTED IAW RR250 C30 14W3 O/H/M 2ND EDITION REV.15
- 2 PLASMA SPRAY REPAIRED & FINAL MACHINED THE FOLLOWING IAW RR250 C30 14W3 O/H/M 2ND ED REV.15 & PRPL 2-D008:
AFT. PILOT DIAMETER
AFT. FLANGE
NOZZLE MOUNT FACE
FORWARD PILOT MOUNTING FEET
BEARING BORE SEAL BORE & SHOULDER
- 3 WELD REPAIRED CRACKS IAW RR250 C30 14W3 O/H/M 2ND ED REV.15
- 4 REPLACED FLOWSPLITTER BRACKET IAW CEB 72-3040
- 5 NDT IAW PRPL 1-8
- 5 COMPLIED WITH CEB 72-3210 & PMI D0002 REV.1
- 6 WELD CIRCLIP IAW PRPL 2-D008 & PRPL 1-4
- 7 GLASS BEAD BLAST FOR APPEARANCE IAW 250 C30 14W3 O/H/M 2ND ED REV.15
- 8 FINAL INSPECTION

ADDITIONAL MAINTENANCE REQUIRED:
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 57051
NO FURTHER STATEMENTS TO FOLLOW.

JUN 03 2009

DATE:

SIGNATURE:

G. MITCHELL



STAMP

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <i>N233PH</i>	Serial No. <i>51529</i>
	Make <i>Bell</i>	Model <i>206E</i> Series <i>L-3+</i>
2. Owner	Name (As shown on registration certificate) <i>PHI Inc</i>	Address (As shown on registration certificate) Address <i>2001 SE Evangeline Thruway</i> City <i>Lafayette</i> State <i>LA</i> Zip <i>70508-2156</i> Country <i>USA</i>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	<i>Rolls Royce</i>	<i>250 C-30P</i>	<i>CAE-89511</i> <i>CAI-97848</i>
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <i>Cadorath Aerospace Inc.</i>	Address <i>2070 Logan Avenue</i>	City <i>Winnipeg</i> State <i>Manitoba</i>	Zip <i>R2R 0H9</i> Country <i>Canada</i>
		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
		<input checked="" type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	
		<input type="checkbox"/> Certificated Maintenance Organization	<i>86-91</i>

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>B. Schellenberg</i> MAR 15 2012	CAI 03
--	--	--------

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 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"/> Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <i>86-91</i>	Signature/Date of Authorized Individual <i>B. Schellenberg</i> MAR 15 2012	CAI 03
--	--	--------

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.)

N233PH	3/10/13
Nationality and Registration Mark	Date

PERFORMED THE FOLLOWING REPAIRS IAW RR250 C30 14W3 OHM ED.2 REV.17 TR E2R17-72-4 DTD NOV-18-11 & RELATED APPROVED DATA:

REF. W/O #	EXHAUST COLLECTOR	P/N#	23033111	S/N#	24517
70503	250-C30				

TSO: 0 TSN: UNK CYCLES: UNK

- ITEM
- 1 O/H INSPECTED
 - 2 PLASMA SPRAY REPAIRED AND FINAL MACHINED THE FOLLOWING:

AFT PILOT DIAMETER	AFT FLANGE
#4 NOZZLE MOUNT FACE	MOUNTING FEET
SEAL/BEARING BORE/SHOULDER	
 - 3 WELD REPAIRED THE FOLLOWING:

CRACKS

 - 4 NDT INSPECTED & ACCEPTED
 - 5 COLDWORKED TO IMPROVE RUNOUTS, REWORK DENTS AND RESTORE SHEETMETAL
 - 6 GRIT & GLASS BEAD TREATED FOR APPEARANCE
 - 7 INSTALLED THE FOLLOWING OEM DETAIL PARTS:

23065495 SLIP TUBE

 - 8 FINAL INSPECTED

ADDITIONAL MAINTENANCE REQUIRED:
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 70503
NO FURTHER STATEMENTS TO FOLLOW.

MAR 15 2012

DATE:

B. Schellenberg
SIGNATURE:



STAMP

B. Schellenberg

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N 236PH	Serial No. 51345	
	Make BELL	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI INC Quality Assurance		Address (As shown on registration certificate) Address 2001 SE EVANGELINE TRWY
			City Lafayette State LA Zip 70508 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No. HEER617E
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual Marvin J. Belson 04/18/2014
---	---

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.)

N 236PH
Nationality and Registration Mark

10/2/16
Date

STRUCTURAL REPAIRS

Part Nomenclature:	Exhaust Duct	P/N:	206-964-300-005
---------------------------	---------------------	-------------	------------------------

Structural repairs made according to PHI, Inc. Engineering Department Repair Specification Document Number PHI-050-RS-0001, Revision IR, Dated 06-25-2011.

Structural aspects approval received for these repairs according to data approved on FAA Form 8110-3 by DER Louis Bellot, Designation Number DERT-750020-SW, dated August 7, 2011.

Powerplant aspects approval received for these repairs according to data approved on FAA Form 8110-3 by DER Bruce S. Kent, Designation Number DERT-605286-NM, Dated 08-30-2011.

Weight and Balance Negligible.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N3116L</u>	Serial No. <u>51529</u>
	Make <u>Bell</u>	Model <u>206</u> Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>PHI, Inc.</u>	Address (As shown on registration certificate) Address <u>2001 SE Evangeline Thruway</u>
		City <u>Lafayette</u> State <u>LA</u> Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>PHI, Inc.</u>	Address <u>P. O. Box 90808</u> City <u>Lafayette</u> State <u>LA</u> Zip <u>70509-0808</u> Country <u>USA</u>	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input checked="" type="checkbox"/> Certificated Repair Station	HEER617E
		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Urban J. Bienvenu Sr.</u> <u>11-30-2010</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <u>X</u>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Urban J. Bienvenu Sr.</u> <u>11-30-2010</u>			

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.)

N3116L
Nationality and Registration Mark

12-27-10
Date

STRUCTURAL REPAIRS

Part Nomenclature:	Exhaust Stack	P/N:	206-064-300-005
---------------------------	----------------------	-------------	------------------------

Structural repairs made according to Petroleum Helicopters, Inc. Engineering Department Process Specification Document Number PHI-905-SS-001 Revision 1, dated 5/17/05.

Approval received for these repairs according to data approved on FAA Form 8110-3 by DER Louis Bellot, Designation Number DERT-750020-SW, dated July 5, 2005, serial number LEB 05-075

Weight And Balance Negligible.



Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas Fl 21 New York, NY 10036-8701

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: 5/5/99 FAA Inspector: [Signature] SW-BTR-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer:	C. Certificate No Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3 - CRS No. Heer617E
---	---	---

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 02-17-00	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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 02-17-00	Certificate or Designation No. HEER617E	Signature of Authorized Individual [Signature]
--	---	--

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.)

Installed external transporter tube according to PHI Drawing PHI206L1-532 Sheets 1 through 7.

Installation previously approved on 337 dated 10-16-98 on A/C N31801.

Flight manual supplement as required by FAR133.47 completed and carried in Rotorcraft Flight Manual.

Weight and balance amended as necessary.

~~XX~~ Additional Sheets Are Attached

N3116L S/N 51529 MODEL 206L-3

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instruction for continued airworthiness gives the data that is needed to fulfill the requirements of CFR parts 23, 25, 27, 29, 33, or 35, sections 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

ITEM NAME

EXTERNAL CARGO TRANSPORTER TUBE

1) INTRODUCTION:

Installed external transporter tube made of PVC pipe attaching to the landing gear cross tubes and AFT jack point to carry radio antennas and other long objects.

2) DESCRIPTION:

The transporter tube is a 3" PVC pipe 181 1/2" long mounted to the cross tube support with a stainless steel clamping arrangement on the left side of the aircraft. It has a removal cap on the AFT end to facilitate loading. The cap is safetified by a cable and safety pin. Total weight is 13.8 pounds.

3) CONTROL, OPERATION INFORMATION:

Remove cap on AFT end of tube to load or unload as required. Secure cap and safety with safety pin.

4) SERVICING INFORMATION:

N/A

5) MAINTENANCE INSTRUCTIONS:

Inspect for security, corrosion and general condition of the tube and attaching parts in accordance with Petroleum Helicopters, Inc Maintenance Program or FAA Annual.

6) TROUBLE SHOOTING INFORMATION:

N/A

7) REMOVAL AND REPLACEMENT INFORMATION:

Install and remove in accordance with PHI Drawing PHI 206L1-532.

8) DIAGRAMS:

N/A

9) SPECIAL INSPECTION REQUIREMENTS:

N/A

10) APPLICATION OF PROTECTIVE TREATMENTS:

None

11) DATA:

PHI Drawing 206L1-532

12) LIST OF SPECIAL TOOLS:

None

13) FOR COMMUTER CATEGORY AIRCRAFT:

A. Electrical loads

N/A

B. Methods balancing flight controls.

N/A

C. Identification of primary and secondary structures

N/A

D. Special repair methods applicable to the airplane

N/A

14) RECOMMENDED OVERHAUL PERIODS:

No additional overhaul time limitations.

15) AIRWORTHINESS LIMITATION SECTION:

None

16) REVISION:

A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3.

END



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Safeco Credit Company, Inc.	Address (As shown on registration certificate) Safeco Plaza Seattle, WA 98185

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: **MAY 05 1994** FAA Inspector: *[Signature]* SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	--	---

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 5-7-94	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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 5-7-94	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>[Signature]</i>
--	---	--

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.)

External Oil Filters

Removed engine external oil filter, associated lines, and hardware previously installed according to FAA Form 337 dated 19 Dec 1991.

Installed filter assembly, P/N 1740001, by Facet Filter Products Division according to Petroleum Helicopters, Inc., Drawing Number 206L-431.

This filter assembly is the same unit installed on 206 Series aircraft according to STC SH200GL.

For maintenance instructions concerning this installations, see Petroleum Helicopters, Inc., FAA Approved FAR 135 Maintenance Manual.

Decal required on forward side of aft firewall, PHI-105D-58.

- A. Inspect red button on bottom of bowl for indication of filter bypass.
- B. If red button is not showing proceed with preflight.
- C. Red button showing, reset button once and run engine.
- D. If red button reappears, discontinue operations and investigate reason for filter bypass indication.

Weight and balance amended accordingly.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: APR 22 1997 FAA Inspector: *[Signature]* SW-BTR-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-97	Signature of Authorized Individual <i>William S. L. Blair</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 4-22-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William S. L. Blair</i>
---	---	--

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.)

Installed Northern Airborne Technologies, Inc. External Public Address System Model AA20-30 according to Drawing Number PHI 206L-12567, Rev. C, Option 4.

The control is mounted at sta. 42 in the slant panel. Power is taken from the main bus and the system is protected by a MS 26574-3 circuit breaker.

The speaker is installed on the forward crosstube, aimed in the aft direction at sta. 73 in accordance with Petroleum Helicopters, Inc. Drawing Number 313-RI-206L.

Installation was made to withstand loads as per Advisory Circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables supported by insulated caps to prevent chafing according to AC 43.13-1A, Chapter 11, Section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, chapter 2, paragraphs 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Compass corrected as required.

Weight and balance amended as required.

END

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE BELL	MODEL 206L3
	SERIAL NO. 51345	NATIONALITY AND REGISTRATION MARK N997PT
2. OWNER	NAME (As shown on registration certificate) TAYLOR ENERGY CO.	ADDRESS (As shown on registration certificate) 234 LOYOLA AVENUE, SUITE 500 NEW ORLEANS, LA. 70112

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				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EUGENE RIGAUD 143 BUCCANEER CIRCLE CARRIERE, MS. 39426	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. AP434743993
---	--	--

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 JULY 11, 1990	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Eugene Rigaud</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION JULY 11, 1990	CERTIFICATE OR DESIGNATION NO. TA437863472	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>PAUL W JUGE JR Paul W Juge Jr</i>
---	--	--

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.)

BELL 206L-3 N997PT 7-11-90 TOTAL TIME: 36.6

INSTALLED FACET EXTERNAL OIL FILTER KIT
NO. 1741140 IN ACCORDANCE WITH FACET ENTERPRISES, INC.
STC NO. SH2006L. REVISED WEIGHT AND BALANCE AND
EQUIPMENT LIST TO INCLUDE INSTALLATION.

END

ADDITIONAL SHEETS ARE ATTACHED



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC. 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC. 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	---

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.)

Installed fire extinguisher on aft side of vertical tunnel, fuselage station 83. See PHI drawing number PHI 360-206L, sheet 1.

Fire extinguisher and bracket is mounted with existing aircraft vertical tunnel bolts and made to withstand loads as per AC 43.13-2A Chapter 1, Paragraph 2 Table of Limits.

Materials and fasteners used conform to AC 43.13-2A, Chapter 1, paragraphs 4 and 6.

Adequate means of inspection are provided for rack, related parts, equipment and adjacent components according to AC 43.13-2A Chapter 1, paragraph 8.

Weight & balance amended as required and equipment list amended according to AC 43.13-2A, Chapter 1, paragraph 9. Total weight 4 lbs.

-----END-----

NOT INSTALLED

Additional Sheets Are Attached



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 30 Dec. 1995	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 DEC. 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	--

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.)

STRUCTURAL REPAIRS

EDAWBDE

Part Nomenclature: Fitting Repair Assy P/N: 206-799-114-101

Structural repairs made according to the Manufacturer's Helicopters Structural Repair Manual, except the size of some repairs exceeded the limits as specified in the manual.

Approval received for these repairs according to data approved on FAA Form 8110-3 by DER J. Beluska, Designation Number SW-844, dated 01-25-95, serial number 8110-20562.

END

Additional Sheets Are Attached



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 12-31-95	Signature of Authorized Individual DAVIS
-------------------------	--

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	<input type="checkbox"/>	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 12-31-95		Certificate or Designation No. HEER617E		Signature of Authorized Individual DAVIS	

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.

3. Description of Work Accomplished

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

Installed Float Electrical System according to STC SH1715SW.

-----END-----

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic
Address	P. O. Box 90808	<input type="checkbox"/>	Manufacturer
City	Lafayette State LA	<input checked="" type="checkbox"/>	Foreign Certificated Mechanic
Zip	70509-0808 Country USA	<input type="checkbox"/>	Certificated Repair Station
		<input type="checkbox"/>	Certificated Maintenance Organization
		C. Certificate No. HEER617E	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>William D. Smith</i> 7-5-09
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>William D. Smith</i> 7-5-09
--	---

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.)

N3116L

Nationality and Registration Mark

7-05-09

Date

Floor Protector STC Installation

Installed crew floor protectors in accordance with Aeronautical Accessories, Inc. STC SH3289SO installation report number AA-92067, Revision D, dated June 21, 2000.

Weight and balance amended .

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

~~The data alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7.~~

NM-FS00-03 JUN 20 1997
District Office Date Signature of FAA Inspector

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Air Methods Corporation 7301 S. Peoria St. Englewood, CO 80112	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. QMQR589L R1, R2, R3, LA LI, & LSS
---	---	--

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 June 24, 97	Signature of Authorized Individual Dale A. Scheid
----------------------------	---

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 June 24, 97		Certificate or Designation No. QMQR589L		Signature of Authorized Individual Dale A. Scheid	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alternations 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)

N363BH BELL MODEL 206L-3 S/N 51345 AIRCRAFT TOTAL TIME 5953.0 HOURS JUNE 19, 1997
FM FLEXCOMM I (C-5000 AND DUAL RT-138) SYSTEM PROVISIONS

Installed Global Wulfsberg Model C-5000 FM Communications Management Controller, P/N 31300-0301-0111; and wiring provisions for Dual RT-138(F) FM P/N 400-014525-00, systems.

In the existing aircraft pedestal, using existing Dzus rail mounting (Refer to FAA form 337 dated 4/22/97 and STC SH8859SW), mounted the C-5000 at STA 38, WL 28, BL 0. R/T provisions were previously installed (Refer to FAA Form 337 dated 6/5/97) with FM 1 at STA 23, WL 35, and LBL 14.5; and FM 2 at STA 23, WL 35, and LBL 9.5. Both FM antennas were also previously installed. (Tail Boom antenna per FAA Form 337 Dated 6/5/97, forward antenna per FAA Form 337 dated 4/22/97.)

The C-5000 control head is connected to existing Avionics Bus (Refer to FAA form 337 dated 6/5/97) using a single M22759/16-20-9 wire and a MS26574-5 circuit breaker labeled "FM 1". The FM 2 system is also used to the existing Avionics bus using a single M22759/16-20-9 wire and a MS26574-5 circuit breaker labeled "FM 2". All circuit breakers are installed in existing holes in the overhead circuit breaker panel.

Installed wiring using M22759/16-(gauge)-9 or M27500-xTGxT14, of the gauge and conductor configurations described in Air Methods drawings and Manufactures Installation instructions.

All above work performed IAW Air Methods Drawing 113-5043, Rev -; C-5000 FM Communications Management Controller installation Manual, 150-1350-000, Rev 2, dated June 1/97; and A.C. 43.13-1A Chapter 2 section 3 para 97, 99, 100; Chapter 5 Sec 1 para 228, 230, 231, 232, 233; Chapter 6 para 247, 248, 249; Chapter 11, section 1 para 406-412, section 2 para 424-430, section 3 para 442-452, section 4 para 464-466; section 5 para 478-484, section 7 para 514-520; Chapter 13 para 656-665; Chapter 15 section 1 para 747-754, section 2 para 766-770, section 3 para 783-786, section 5 para 820, 821.

The additional electrical load was calculated to be 7.2 Amp. The total connected electrical load was found not to exceed generator load limitations IAW A.C. 43.13-1A Chapter 11 section 2. (Refer to Air Methods Corp AMTD 040-0839.)

This system found not to interfere with other existing onboard equipment.

Aircraft weighed with the C-5000 installed and both R/T's removed, amended weight & balance and equipment list.

After system testing, all three FM circuit breakers were tripped and tie wrapped open. Wiring for both FM R/T's was secured to R/T mounting racks.

To install the systems, complete the following:

1. Install the R/T's in to the racks.
2. Remove the tie wraps from circuit breakers and close.
3. Program the C-5000 as required.
4. Test systems to insure function and no interference with other existing onboard equipment.
5. Complete log book entry to show installed R/T's.
6. Amend aircraft weight & balance and equipment list to show the installed R/T's.

Details on file under Air Methods Avionics Work Order A3166.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic		HEER617E	
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
---	---

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.)

N236PH

Nationality and Registration Mark

AUG 08 2013

Date

FOLDING MAINTENANCE STEP ASSEMBLY

Installed Folding Maintenance Step Assembly in accordance with Bell Helicopter Textron, Inc. STC SH2243SO and Installation Instructions Report Number AA-87034, Revision L, dated April 14, 2005.

Compass corrected as required.

Actual weight and balance complied with



Additional Sheets Are Attached

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

3. For FAA Use Only

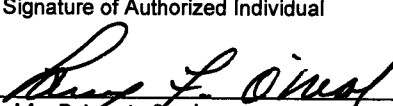
4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA. 70509	<input type="checkbox"/> U.S. Certificated Mechanic	HEER617E Airframe, Powerplant & Accessories Ltd. Radio Class 1,2,3
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

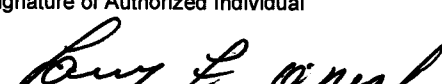
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Date 10-29-99	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 APPROVED REJECTED

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

Date of Approval or Rejection 10-29-99	Certificate or Designation No. HEER617E	Signature of Authorized Individual 
--	---	--

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.)

Structural Repairs

Part Nomenclature: FWD. LOWER SHELL ASSY ***P/N:*** 206-033-100-291

206L-3 S/N 51529 ACFT. T.T. 9969:00

Structural repairs made according to the Manufacturer's Helicopters Structural Repair Manual, except the size of some repairs exceeded the limits as specified in the manual.

Approval received for these repairs according to data approved on Form AE-100-1 by DER A. Gendron, Designation Number DB022. Dated 10-27-99, Serial Number A8585. For Field Repair Number 99RL-112.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic	Manufacturer
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization	Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>[Signature]</i> 2/21/12
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT McDANIEL <i>[Signature]</i> 2/21/12
---	--

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

**NOMENCLATURE: FORWARD SHELL
ORIGINAL PART NUMBER: 206-033-100-291
SERIAL NUMBER: BP000007
WORK ORDER NUMBER: W176946AA**

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-053,
REVISION A, DATED 10/10/00.**

-----**END**-----

Additional Sheets are Attached

For FAA Use Only

Office Identification

US Department
of Transportation
Federal Aviation
Administration

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

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 form 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 Bell Helicopter	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas Fl 21 New York, NY 10036-8701

3. For FAA Use Only

4. Unit Identification

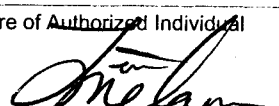
5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

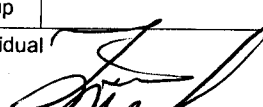
A. Agency's Name and Address Acadian Composites, LLC 301 W. Pont Des Mouton Lafayette, La. 70507	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS NO. HEER617E Airframe, Powerplant, Accessories Limited Class 1, 2, and 3
--	--	---

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 8-15-01	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 8-15-01	Certificate or Designation No. HEER617E	Signature of Authorized Individual Jimmie Melancon 		

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.)

Nomenclature: Forward Shell

Original Part Number: 206-033-100-261

Upgraded Part Number: 206-033-100-291

Serial Number: BP0000165

Work Order Number: J0172663

OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH PETROLEUM HELICOPTERS, INC. D.B.A. ACADIAN COMPOSITES, L.L.C. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-053, DATED 10/10/00, REVISION A AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050, DATED 1/11/01, REVISION D.

----- E N D -----

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: DEC 28 1995 FAA Inspector: *John Drees* SW-BTR-FSDO

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 1-4-95	Signature of Authorized Individual <i>John Drees</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 1-4-95	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>John Drees</i>
--	---	---

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.)

INSTALLED THE FOLLOWING EQUIPMENT

System	Station	Drawing Number	Circuit Breaker (amp.)
1. Garmin 150 GPS	41.98	PHI-206L-12389	3

Installation made to withstand loads as per FAA advisory circular AC 43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC 43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC 43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC 43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC 43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC 43.13-2A, Chapter 3, paragraph 36a, and b. Antenna located at fuselage station 78 on servo cowl.

Installation of GPS meets requirements of AC 20.138, paragraph 7. GPS is a stand alone unit and for VFR use only.

Placard

"GPS Limited to VFR use only"

A flight check was made on Jan 7, 1996 to assure that the accuracy requirements of AC 20.138, paragraph 6 were met during flight. YES { } NOT APPLICABLE

The installation of the GPS has been previously installed and approved under STC SA00066WI on Beech Aircraft Model V-35B.

The installation and accuracy of this GPS has been approved on Bell 206L-3, N81671, Serial Number 51301, FAA Form 337 dated 9-20-95.

Compass corrected as required. Weight and balance amended as required.

END



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 20 Feb 13 FAA Inspector: Joseph S. Pocher SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
Address P. O. Box 90808		C. Certificate No.	
City Lafayette State LA		HEER617E	
Zip 70509-0808 Country USA			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual
	<u>Thomas L. Landry II</u> THOMAS L. LANDRY II <u>8/05/2013</u>

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual
	<u>Thomas L. Landry II</u> THOMAS L. LANDRY II <u>8/05/2013</u>

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.)

N363BH	8/05/2013
Nationality and Registration Mark	Date

Garmin GDL 69/69A XM Satellite Datalink Interfaced to GNC420W GPS

- No equipment removed for this installation.
- Installed a Garmin GDL69/69A XM Satellite Datalink interfaced to a Garmin GNC-420W GPS in accordance with PHI-206L-13122, Revision B, and PHI Picture & Sketch PHI-206L-PS-0113, Rev. IR.

- Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Garmin	GDL 69	Satellite Datalink	29.00/L/H Avionics Shelf	5 Amp
Garmin	GDL 69	Rack	29.00/L/H Avionics Shelf	N/A
Garmin	GA-56	GPS Antenna	15.00/Nose	N/A

- All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.
- These components were previously installed on a Piper PA-32-260 in accordance with STC SA01487SE.
- The installation of the Satellite Weather is interfaced to the Garmin GPS for display and are in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
Garmin	GDL 69 Satellite Weather	190-00355-02	J
Garmin	GPS 400 Series	190-00356-30	H

- All work accomplished in accordance with:


A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1		Helicopter Electrical Specification and Standard Practices Manual
	THRU 12		
- Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

- Equipment list updated to reflect installation of this system.

- Actual weight and balance complied with.

Additional Sheets Are Attached

11. Compass system tested and corrected.
 12. Electrical load does not exceed 80% generator output.
 13. Pilot's Guide addendum number 190-00356-30, Revision H, or later approved revision is required for this installation and must be carried on board when operating the Garmin GDL 69 XM Satellite Weather Datalink.
 14. Installation checkout testing procedures are to be performed in accordance with Garmin 400/500 series Optional Displays Pilot's guide addendum, number 190-00356-30, Rev. H. For additional installation details see PHI Electrical Diagram no. PHI-206L-13122, Revision B, and PHI Picture & Sketch PHI-206L-PS-0113, Rev. IR.
 15. Instructions for continued airworthiness PHI-915-206L-ICA-0020, Rev. IR, dated January 9, 2013 are attached.
- 



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 3 APR 13 FAA Inspector: Joseph S. Pachter SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/05/2013</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/05/2013</u>
--	---

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.)

N363BH	8/05/2013
Nationality and Registration Mark	Date

Garmin GNC 420W System Interfaced with L-3 Comm SKY497 Skywatch and KCS 55A Compass System

1. Removed Trimble TNL2101 GPS system for this installation.
2. Installed a Garmin GNC 420W GPS interfaced to an L-3 Communications SKY497 Skywatch in accordance with PHI Electrical Diagrams. PHI-206L-12908, Rev. C, Dated 26Mar2012, PHI-206L-13191, Rev. IR, Dated 20Mar2013 and PHI Picture & Sketch PHI-206L-PS-0104, Rev. IR, Dated 26May2009.

3. Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Garmin	GNC 420W	GNC NAV/VHF/GPS	41.00/Center console	5 Amp
Garmin	GA-56	GPS Antenna	85.25/Servo Cowling	N/A
Comant	CI121	VHF Antenna	65.00/Servo Cowling	N/A
King	KI525A	HSI	39.00 / Inst Panel	N/A

4. All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.
5. These components were previously installed on a PA-32 in accordance with STC SA00705WI.
6. These avionics installations are in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
Garmin	400W Series	190-00356-02	G
L-3 Communications	SKY497	009-10800-001	G
Allied Signal	KCS 55A Compass System	006-00111-0011	11

7. All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1 THRU 12		Helicopter Electrical Specification and Standard Practices Manual

8. Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

9. Equipment list updated to reflect installation of this system.
10. Actual weight and balance complied with.

Additional Sheets Are Attached

11. Compass system tested and corrected.
12. Electrical load does not exceed 80% generator capacity.
13. Installation of GPS meets requirements of AC20.138, paragraph 7. GPS is interfaced to a KI-525A HSI and is for VFR use only. A placard is installed on the instrument panel in clear view of the Pilot which states "GPS limited to VFR use only."
14. An approved flight manual supplement No. PHI-959-206L3GNC420W-001 Revision 2 dated 3 APR 13 or later revision is required for this installation and must be carried on board when operating the Garmin GNC 420W interfaced with the B.F. Goodrich Skywatch system.
15. Flight check was made on 8-17-13 to assure that the accuracy requirements of AC20.138, paragraph 6 were met during flight (X) YES () NOT APPLICABLE.
16. Installation checkout, ground and flight tests are to be performed in accordance with Garmin GNC-420 Pilot's guide and Garmin 400 series Pilot's guide addendum. For additional installation details see PHI Electrical Diagram no. PHI-206L-12908, Revision C, PHI-206L-13191, Rev. IR, and PHI Picture & Sketch PHI-206L-PS-0104, Rev. IR.
17. Instructions for continued airworthiness PHI-915-206L-ICA-0018, Revision 3, dated March 21, 2013 are attached.





US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 2/25/12 FAA Inspector: [Signature] SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Name <u>PHI, Inc.</u>		U. S. Certificated Mechanic		HEER617E
Address <u>P. O. Box 90808</u>		Foreign Certificated Mechanic		
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station		
Zip <u>70509-0808</u> Country <u>USA</u>		Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>[Signature]</u> <u>AARON W BEGNAUD</u> <u>7-12-12</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>[Signature]</u> <u>AARON W BEGNAUD</u> <u>7-12-12</u>
--	---

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.)

N3116L	7-12-12
Nationality and Registration Mark	Date

Garmin GNC 420W System Interfaced with L-3 Comm SKY497 Skywatch and KCS 55A Compass System

- Removed Garmin GPS 400 system for this installation.
- Installed a Garmin GNC 420W GPS interfaced to a L-3 Communications SKY497 Skywatch in accordance with PHI Electrical Diagrams. PHI-206L-12908, Rev. B, PHI-206L-12763, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0104, Rev. IR.

- Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Garmin	GNC 420W	GNC NAV/VHF/GPS	41.00/Center console	5 Amp
Garmin	GA-56	GPS Antenna	85.25/Servo Cowling	N/A
Comant	CI121	VHF Antenna	65.00/Servo Cowling	N/A
King	KI525A	HSI	39.00 / Inst Panel	N/A

- All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.
- These components were previously installed on a PA-32 in accordance with STC SA00705WI.

- These avionics installations are in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
Garmin	400W Series	190-00356-02	G
L-3 Communications	SKY497	009-10800-001	G
Allied Signal	KCS 55A Compass System	006-00111-0007	11

- All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
PHI ESM-1	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
	CHAPTER 1		Helicopter Electrical Specification and
	THRU 12		Standard Practices Manual

- Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

- Equipment list updated to reflect installation of this system.

- Actual weight and balance complied with.

Additional Sheets Are Attached

11. Compass system tested and corrected.
12. Electrical load tested and found to be within limits.
13. Installation of GPS meets requirements of AC20.138, paragraph 7. GPS is interfaced to a KI-525A HSI and is for VFR use only. A placard is installed on the instrument panel in clear view of the Pilot which states "**GPS limited to VFR use only.**"
14. An approved flight manual supplement No. PHI-959-206L3GNC420W-001 Revision 1 dated 2/25/12 or later revision is required for this installation and must be carried on board when operating the Garmin GNC 420W interfaced with the B.F. Goodrich Skywatch system.
15. Flight check was made on 7-24-12 to assure that the accuracy requirements of AC20.138, paragraph 6 were met during flight (X) YES () NOT APPLICABLE.
16. Installation checkout, ground and flight tests are to be performed in accordance with Garmin GNC-420 Pilot's guide and Garmin 400 series Pilot's guide addendum. For additional installation details see PHI Electrical Diagram no. PHI-206L-12908, Revision B, PHI-206L-12763, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0104, Rev. IR.
17. Instructions for continued airworthiness PHI-915-206L-ICA-0018, Revision IR, dated February 2, 2012 are attached.

END

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date OCT 03 2001

FAA Inspector: 

SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	--	---

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 10-23-01	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 APPROVED REJECTED

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

Date of Approval or Rejection 10-23-01	Certificate or Designation No. HEER617E	Signature of Authorized Individual 
--	---	--

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.)

Followed guidelines of FAA Approved Petroleum Helicopters, Inc. Electrical Specification & Standard Practices Manual.

Installed Garmin GPS 400 system interfaced with B.F. Goodrich SKY497 Skywatch system for traffic display in accordance with PHI drawing No. PHI-206L-12762 Option 2 Rev. IR. PHI-206L-12763 Option 2 Rev. IR and PHI Picture and Sketch Book PHI-206L3-PS-0036 Rev. D. Garmin GPS 400 GPS System previously approved on STC. SA00800WI issued to GARMIN International of July 06, 1999. Garmin GNS 430 VHF Transceiver/VOR/ILS Receiver/GPS Receiver with B.F. Goodrich SKY497 Skywatch system previously approved on STC. SA00705WI issued to GARMIN International. On October 29, 1999.

An approved Rotorcraft Flight Manual Sup. No. PHI-959-206L3GPS400-002 Rev. 0 dated OCT 03 2001 or later revision is required for installation and must be carried on board when operating Garmin GPS 400 system that is interfaced with B.F. Goodrich SKY497 Skywatch system.

Garmin GPS 400 Pilot's Guide Part No. 190-00140-60 Rev. B or later version and Pilot's Guide addendum Part No. 190-00140-10 Rev. B or later version Must be on board for operating Garmin GPS 400 system that is interfaced with B.F. Goodrich SKY497 Skywatch system..

Installation made to withstand loads as per FAA advisory circular AC43.13-2A, Chapter 1, paragraph 2.

Electrical load of the revised system does not exceed 80% of total generated output as required by AC43.13-1B, chapter 11, section 3, paragraph 11-36.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC43.13-1B, Chapter 11, section 11, paragraph 11-146.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC43.13-2A, Chapter 2, paragraph 21a and 27e.

Equipment switches and circuit breakers placarded for radio installation as required by AC43.13-2A, Chapter 2, paragraph 27c(4).

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC43.13-2A, Chapter 1, paragraph 8.

Antenna installation located and installed similar to AC43.13-2A, Chapter 3, paragraph 36a, b and 38b. Antenna located at fuselage station 95.00 on the servo cowl.

Installation of GPS meets requirements of AC20.138, paragraph 7. GPS is interfaced to a KI-525A HSI and is for VFR use only. Installed a placard on instrument panel in clear view of the pilot which states, "GPS Limited to VFR Use Only."

Flight check was made on 10-25-01 to assure that the accuracy requirements of AC20.138, paragraph 6 were met during flight YES { } NOT APPLICABLE

Compass corrected as required.

Weight and balance amended as required.

Additional Sheets Are Attached

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instruction for continued airworthiness gives the data that is needed to fulfill the requirements of CFR parts 23, 25, 27, 29, 33, or 35, sections 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

ITEM NAME Garmin GPS 400

- 1) INTRODUCTION: Installation of an Garmin GPS 400 interfaced to a King KI-525A HSI indicator installed in a Bell Helicopter Model 206L-3
- 2) DESCRIPTION: System consist of a Garmin GPS 400 Receiver, a GPS Ant. that is mounted on the servo cowling at Sta. 95.00 and the GPS Receiver is interfaced to a King KI-525A HSI indicator.
- 3) CONTROL, OPERATION INFORMATION: See Garmin GPS 400 Pilots' Guide Part No. 190-00140-60 (Rev. B) and Pilot's Guide Addendum Part No. 190-00140-10. Rev. B or later revision.
- 4) SERVICING INFORMATION: N/A
- 5) MAINTENANCE INSTRUCTIONS: N/A
- 6) TROUBLE SHOOTING INFORMATION: See PHI Wiring Diagrams PHI-206L-12762 (Rev. IR) Option 2, PHI-206L-12763 (Rev. IR) Option 2 and PHI-206L-12423 (Rev. IR)
- 7) REMOVAL AND REPLACEMENT INFORMATION: Reference the Garmin GPS 400 Installation Manual (Manual No. 190-00140-02 Rev. H) or later version.
- 8) DIAGRAMS: PHI-206L-12762 (Rev. IR Option 2) Garmin GPS 400 interfaced to a King KI-525A HSI, PHI-206L-12763 (Rev. IR Option 2) SKY497 Skywatch interfaced to Garmin GPS 400 and PHI-206L-12423 (Rev. IR) KCS 55A Compass System.
- 9) SPECIAL INSPECTION REQUIREMENTS: N/A.
- 10) APPLICATION OF PROTECTIVE TREATMENTS: N/A
- 11) DATA: N/A
- 12) LIST OF SPECIAL TOOLS: N/A
- 13) FOR COMMUTER CATEGORY AIRCRAFT: N/A
- 14) RECOMMENDED OVERHAUL PERIODS: N/A
- 15) AIRWORTHINESS LIMITATION SECTION: N/A
- 16) REVISION: A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing block 3.

END



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 3 APR 13 FAA Inspector: Joseph S. Pocher SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	
City	Lafayette State LA	<input checked="" type="checkbox"/>	Certificated Repair Station	
Zip	70509-0808 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Aaron W. Begnaud</u> 8-8-13
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Aaron W. Begnaud</u> 8-8-13
--	---

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.)

N363BH

8-8-13

Nationality and Registration Mark

Date

Garmin GTX 330 Mode S Transponder

1. Remove Bendix/ King KT76A transponder for this installation.
2. Installed a Garmin GTX-330 Mode S Transponder in accordance with PHI Drawing PHI-206L-13168, Rev. IR.
3. Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Garmin	GTX 330	Transponder	43.00/Center console	5 Amp
Trans-Cal	SSD120-30N	Blind Encoder	22.00/Center Console	N/A
Garmin	CI105	Antenna	22.00/Under Fuselage	N/A

4. All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.
5. These components were previously installed on a Cessna U206F in accordance with STC SA01152WI-D.
6. The Transponder system is a stand-alone system and is in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
Garmin	GTX 330 Transponder	190-00207-02	S

7. All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1		Helicopter Electrical Specification and Standard Practices Manual
	THRU 12		


8. Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

9. Equipment list updated to reflect installation of this system.

10. Actual weight and balance complied with.

Additional Sheets Are Attached

11. Compass system tested and corrected.
 12. Electrical load does not exceed 80% of generator capacity.
 13. The GTX 330 Transponder System is not interfaced with TIS (Traffic Information Service) for "see and avoid" information of nearby traffic and therefore does not have the limitations of a flight manual supplement.
 14. The Automatic Dependent Surveillance – Broadcast (ADS-B) function within the GTX 330 Mode S Transponder is deactivated for this installation.
 15. Instructions for continued airworthiness, PHI-915-206L-ICA-0021, Rev. IR, dated April 3, 2013 are attached.
- 



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationally and Registration Mark N233PH	Serial No. 51529		
	Make Bell Helicopters	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) 2001 S.E. Evangeline Thruway		
		City Lafayette	State La.	Zip 70508-2156


3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	250 C30P	CAE-895558 CAE-95592
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name H-S Tool & Parts Inc.	Address #140-2560 Simpson Road	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
City Richmond	State B.C.	<input checked="" type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
Zip V6X 2P9	Country Canada	<input type="checkbox"/> Certificated Repair Station	<input type="checkbox"/> Certificated Maintenance Organization
			39-87

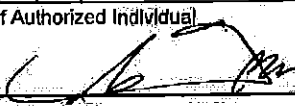
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual C. Trsek  Nov.22/13
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	<input checked="" type="checkbox"/> Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 39-87	Signature/Date of Authorized Individual C. Trsek  Nov.22/13
--	---

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.)

N233PH
Nationality and Registration Mark

10/06/2014
Date

Description: Rolls Royce Gearbox Housing
P/N 23064603, S/N PC19837

1. Repaired Engine Mounts IAW RSS 1012 And E.O.128.
2. Repaired Oil Pump Drive Seal Bore And Flange IAW RSS 1051.
3. Repaired PT Tachometer Governor Locating Bore And Flange IAW RSS 1051.
4. Final Inspection.

Repair Salvage Schemes (RSS) 1012 And 1051 Are OEM Approved Data.

All Records Of Work Performed Are On File Under Work Order 73925.
No Further Statements To Follow.

Additional Sheets Are Attached

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

US Department
of Transportation
**Federal Aviation
Administration**

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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	--	---

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 10-14-2001	Signature of Authorized Individual <i>William T. Geyon</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	Inspection Authorization	Other (Specify)
	FAA Designee X	Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 10-14-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William T. Geyon</i>
--	---	---

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.)

Installed a cargo net to restrain cargo in the hat rack area at Station 148

Installed Cargo Net to restrain cargo in the hat rack area, see PHI Drawing PHI-206-60174, Rev. B, dated 8-27-98.

This alteration is in accordance with data previously approved on FAA form 337, dated June 02,2000 for Bell model 206L-3, N49EA, serial number 51507, and is approved for duplication on identical make, model, and altered configuration when accomplished by the original modifier.

The installation is similar to AC 43.13-2A, figure 12.5 and was made according to AC 43.13-2A, paragraph 243b. Picked up existing hardware points on aircraft.

The installation was load tested according to AC 43.13-2A, paragraph 246b for up to 45 lb. load. See PHI Structural Static Load Test Document Number PHI-206-ST-0001.

For fabric burn test see PHI Report Document PHI-060-BT-0001.

The weight and balance was amended as necessary.

Installed placard on hat rack as follows:

**PULL RED STRAPS TO RELEASE
CARGO NET
MAX. WT. ALLOWED 45 LBS.**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instruction for continued airworthiness gives the data that is needed to fulfill the requirements of CFR parts 23, 25, 27, 29, 33, or 35, sections 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

ITEM NAME: HAT RACK STORAGE BIN, CARGO RETAINING NET

- 1) INTRODUCTION: "Hat rack" storage bin. Installation of a cargo retaining net. Addition of a web net to restrain cargo in the hat rack, which is located above the aft rear seats. Maximum load is 45 pounds and will be placarded.
- 2) DESCRIPTION: Installation of a cargo retraining net mounted across the hat rack opening.
- 3) CONTROL, OPERATION INFORMATION: Secure top out board straps over threaded studs and retain with lock pins.
- 4) SERVICING INFORMATION: None require.
- 5) MAINTENANCE INSTRUCTIONS: Petroleum Helicopters Inc. Maintenance program or FAA Annual. Inspect for condition and security.

337 ATTACHMENT SHEET DATED 11-14-01 N3116L S/N 51529 MODEL 206L-3

- 6) TROUBLE SHOOTING INFORMATION: None required.
- 7) REMOVAL AND REPLACEMENT INFORMATION: Remove and install in accordance with drawing PHI-206-60174.
- 8) DIAGRAMS: None required.
- 9) SPECIAL INSPECTION REQUIREMENTS: None required.
- 10) APPLICATION OF PROTECTIVE TREATMENTS: None required.
- 11) DATA: In accordance with drawing PHI-206-60174.
- 12) LIST OF SPECIAL TOOLS: None required.
- 13) FOR COMMUTER CATEGORY AIRCRAFT: N/A
- 14) RECOMMENDED OVERHAUL PERIODS: N/A
- 15) AIRWORTHINESS LIMITATION SECTION: N/A
- 16) REVISION:
A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA.
The FAA inspector accepts the change by signing block 3.

END



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>D.L. Ellyson</i> D.L. Ellyson AUG 12 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>D.L. Ellyson</i> D.L. Ellyson AUG 12 2013
--	---

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.)

N236PH

Nationality and Registration Mark

AUG 12 2013

Date

HIGH SKID LANDING GEAR

Installed High Skid Landing Gear Kit in accordance with Aeronautical Accessories, Inc. STC SH2804SO-D and Installation Report numbers AA-93083, Revision S, dated December 8, 2003 and AA-90055 Revision I dated August 28, 2007. Instructions for Continued Airworthiness for Crosstubes are covered under Report Number AA-01149, Revision B, dated October 5, 2010 and High Skid Gear is covered under Report Number AA-01145 revision E dated October 5, 2010 .

Installed Flight Manual Supplement AA-90012, Revision C, dated November 29, 2006 into flight manual.

Compass corrected as required.

Actual weight and balance complied with.

Additional Sheets Are Attached

Supplemental Type Certificate

Number SH2804SO-D

This certificate issued to

Aeronautical Accessories, Inc.
441 Industrial Park Drive
Piney Flats, TN 37686

certifies that the change in the type design for the following product with the limitations and conditions hereinafter specified hereon meet the airworthiness requirements of Part 6 of the Civil Air and Part 21.29 of the Federal Aviation Regulations:

Original Product--Type Certificate Number: H2SW

Make: Bell Helicopter Textron

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

Description of Type Design Change: High Skid Landing Gear in accordance with Aeronautical Accessories, Inc. Drawing List Report AA-90009, Revision A, dated May 23, 1990, and installation per Report AA-90008, No Revision, dated April 11, 1990 or Report AA-90055, No Revision, dated October 29, 1990, or Report AA-93083, No Revision, October 29, 1993 or later FAA/DAS approved revisions.

Limitations and Conditions: The Rotorcraft Flight Manual Supplement, Report No. AA-90010, Revision B, dated April 23, 1998, or AA-90010, Revision B, dated April 23, 1998, or AA-90012, Revision B, dated April 23, 1998 or later FAA/DAS approved revisions and the Instructions for Continued Airworthiness, Aeronautical Accessories, Inc. Report AA-01145, Revision A, dated March 27, 2003, and AA-01149, No Revision, dated September 7, 2001, or later AEG accepted revisions are required. Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this 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: March 2, 1990

Date reissued:

Date of issuance: August 1, 1990

Date amended: March 11, 1998; December 30, 1999; June 6, 2003



By Direction of the Administrator

Stephen E. Joseph
(Signature)

Stephen E. Joseph
DAS Administrator,
DAS-750215-SW

(Title)

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



Aeronautical Accessories, Inc

P.O. BOX 3689

BRISTOL, TENNESSEE 37625-3689 U.S.A.

TELEPHONE: 423-538-5151

800-251-7094

TELEFAX: 423-538-8469

E-MAIL: sales@aero-access.com

TO: Petroleum Helicopters, Inc.
ATTN: Lee Prejean
DATE: January 31, 2007
REF: Authorization Letter

Aeronautical Accessories, Inc. authorizes your company to install all of our "STC" products on your "fleet of aircraft".

Our "STC" products are listed in our product catalog.

Regards,
James Rumley
Marketing/Sales Mgr.

A handwritten signature in black ink, appearing to be 'J. Rumley', written over a horizontal line.



US Department of Transportation

Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

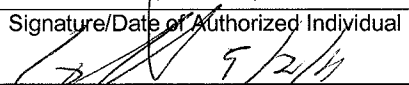
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic	Manufacturer
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization	Limited Specialized Services

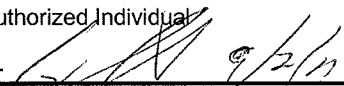
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  9/2/11
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT MCDANIEL  9/2/11
--	---

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: HORIZONTAL STABILIZER

ORIGINAL PART NUMBER: 206-023-119-151

SERIAL NUMBER: AO-04209

WORK ORDER NUMBER: W169149AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-052,
REVISION A, DATED 8/30/99.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N233PH</u>	Serial No. <u>51529</u>		
	Make <u>BELL</u>	Model <u>206</u>	Series <u>L-3+</u>	
2. Owner	Name (As shown on registration certificate) <u>PHI INC.</u>	Address (As shown on registration certificate) Address <u>2001 S.E. EVANGELINE THRUWAY</u>		
		City <u>LAFAYETTE</u>	State <u>LA</u>	Zip <u>70508-2156</u> Country <u>U.S.A.</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	<u>BELL HELICOPTER TEXTRON, INC.</u>		U.S. Certificated Mechanic		Manufacturer
Address	<u>301 W. PONT DES MOUTON ROAD</u>		Foreign Certificated Mechanic		CRS B1H2300N Limited Airframe Limited Specialized Services
City	<u>LAFAYETTE</u> State <u>LA</u>	<input checked="" type="checkbox"/>	Certified Repair Station		
Zip	<u>70507</u> Country <u>U.S.A.</u>		Certified Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>[Signature]</u> <u>7/26/13</u>
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual GRANT MCDANIEL <u>[Signature]</u> <u>7/26/13</u>			

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.)

N233PH	5-4-17
Nationality and Registration Mark	Date

**NOMENCLATURE: HORIZONTAL STABILIZER
ORIGINAL PART NUMBER: 206-023-119-151
SERIAL NUMBER: H17804
WORK ORDER NUMBER: W205068AA**

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-052,
REVISION B, DATED 9/1/11.**

END

Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certificated Repair Station
City	Lafayette State LA	<input type="checkbox"/>	Certificated Maintenance Organization	HEER617E	
Zip	70509-0808 Country USA				

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Aug 16 2013
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station		Inspection Authorization		Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 16 2013
---	--

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.)

N236PH

Nationality and Registration Mark

AUG 16 2013

Date

INCREASED GROSS WEIGHT UPGRADE

Installed Increased Gross Weight Upgrade Kit in accordance with Bell Helicopter Service Instruction BHT-206-SI-2052 Rev. 1 dated October 14, 2010. Installed 206L4 Flight Manual with Flight Manual Supplements and Manufactures Data.

Compass corrected as required.

Performed Actual Weight and Balance.



Additional Sheets Are Attached



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 of 1958).

1. Aircraft	Make <i>Boeing</i>	Model <i>206L-3</i>
	Serial No. <i>51529</i>	Nationality and Registration Mark <i>N316L</i>
2. Owner	Name (As shown on registration certificate) <i>SAFE CO CREDIT COMPANY INC</i>	Address (As shown on registration certificate) <i>SAFE CO PLAZA SEATTLE WA 98185</i>

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 <i>7-9-96</i>	Signature of Authorized Individual <i>Robert J. Meeker</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>7-9-96</i>	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Robert J. Meeker</i>
--	---	---

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.)

Modification to Input Pinion

Transmission S/N A-33 TT 4479.50 TSO - 0 -

Installed a No. 8 neoprene plug in Transmission input pinion out board end in addition to Bell Helicopter Textron cork. This No. 8 neoprene plug is an aid to prevent oil leakage through the cork.

The Data for this modification is FAA Approved on FAA Form 8110-3 dated 5 June 1996 serial number 8110-961 by Bell Helicopter FAA DER James D. Rockwood No. SW-931.

END

**NOT
INSTALLED**



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address <u>Quality Assurance 2001 SE Evangeline Thruway</u>	
		City <u>Lafayette</u> State <u>LA</u>	Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 6/13/12 FAA Inspector: [Signature] SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station	<u>HEER617E</u>
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Patrick P. McDonald</u> <u>PATRICK P. Mc DONALD</u> <u>06-14-2012</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>HEER617E</u>	Signature/Date of Authorized Individual <u>Patrick P. McDonald</u> <u>PATRICK P. Mc DONALD</u> <u>06-14-2012</u>
---	---

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.)

N3116L	06-14-2012
Nationality and Registration Mark	Date

Alteration

Installation of Antenna Mount on Battery Door

Fabricated and installed antenna mount on battery door in accordance with Picture and Sketch PHI-206L-PS-0112, Revision IR, dated December 7, 2011.

Installation of Battery Door Safety Clip in accordance with Drawing PHI-206-60557 Revision A. dated 12-16-2011.

Structural Analysis Report for installation of a battery door antenna mount is in accordance with PHI-206L-SA-0103 Revision IR, dated 12-16-2011.

Approval for the Structural aspects for this alteration according to data previously approved on FAA Form 8110-3 for Bell Model 206L-3, N230PH, S/N 51506.

By DER	<u>Roland M. Howard, Jr.</u>	Designation Number	<u>DERT-710134-SW</u>
Dated	<u>12-28-2011</u>	8110-3 Serial Number	<u>1112-68</u>

For Company Flight Test Plan and Results for Battery Door Antenna Mount Provisions see PHI-206L-TP-0009 Revision A dated 01-23-2012.

Approval for the flight evaluation aspects for this alteration according to data previously approved on FAA Form 8110-3 for Bell Model 206L-3, N230PH, S/N 51506.

By DER	<u>Robert A. Williams</u>	Designation Number	<u>DERT-710526-SW</u>
Dated	<u>01-23-2012</u>	8110-3 Serial Number	<u>None</u>

For Instructions for Continued Airworthiness see PHI-915-206L-ICA-0010, Revision A dated 12-24-2011.

Actual Weight and Balance performed.

END

Additional Sheets Are Attached

RAW-01-23-12

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. DATE 23 January, 2012
---	-----------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Airplane, Radio, Helicopter, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc. P.O. Box 90808 Lafayette, LA 70509

LIST OF DATA	
6. IDENTIFICATION Report: PHI-206L-TP-0009 Rev A, Date: 23 Jan, 2012	7. TITLE Company Flight Test Plan and Results for Battery Door Antenna Mount Provisions on Bell Helicopter Helicopter Textron Canada Limited Model 206L-3 & 206L-4 Helicopters -----END OF DATA----- Notes: 1) Only the Flight Test Pilot and Flight Test Analyst aspects of the results of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrated compliance with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." 2) This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. 3) This project requires approval of structural data.

8. PURPOSE OF DATA
In support of a major alteration for serial number 51506.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 27: 27.51(a); 27.65(a)(1); 27.75 (a)(1), 27.141(a) & (b); 27.143(a), (b) & (c); 27.161; 27.171; 27.173; 27.175; 27.177; 27.251; 27.773(a)(1); 27.1301(a), (c) & (d) and 27.1323(c) (Flight Test Pilot and Flight Test Analyst aspects only)*****

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183, data listed above and on attached sheets (none) have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed..

I (We) Therefore Recommend approval of these data
 Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Robert A. Williams	12. DESIGNATION NUMBER(S) DERT-710526-SW	13. CLASSIFICATION(S) Flight Test Pilot & Flight Test Analyst
--	---	---

U.S. Department of Transportation Federal Aviation Administration STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. Date DEC 28 2011
---	------------------------

Aircraft or Aircraft Component Identification			
2. Make BELL HELICOPTER TEXTRON CANADA LIMITED	3. Model No. 206L-3	4. Type (Airplane, Radio, Helicopter, etc.) HELICOPTER	5. Name of Applicant PHI, INC.

LIST OF DATA	
6. Identification	7. Title
DOC. PHI-206L-PS-0112, REV. IR, 12-07-11	PICTURE AND SKETCH DATA FOR ANTENNA MOUNT INSTALLED ON BATTERY DOOR IN BELL MODEL 206L SERIES HELICOPTER
DWG. PHI-206-60557, REV. A, 12-16-11	206 BATTERY DOOR SAFETY CLIP
RPT. PHI-206L-SA-0103, REV. IR, 12-16-11	STRUCTURAL ANALYSIS REPORT FOR INSTALLATION OF A BATTERY DOOR ANTENNA MOUNT ON BELL HELICOPTER TEXTRON CANADA LIMITED 206L-3 & 206L-4 HELICOPTERS
STRUCTURAL APPROVAL ONLY only for Bell Model 206L-3, S/N 51506.	
Notes: 1. This approval is for design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph listed below as "Applicable Requirements." 2. This form constitutes FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the alterations as specified in the above data.	

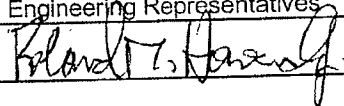
8. Purpose of Data	SUPPORT OF MAJOR ALTERATIONS FOR S/N 51506. THIS APPROVAL IS FOR ENGINEERING DESIGN DATA ONLY.
--------------------	---

9. Applicable Requirements (List specific sections)	14 CFR Sections 27.301(a)(b)(c), 27.303, 27.305(a), 27.307(a)[3], 27.337(a), 27.561, 27.601(a), 27.603(a)(b)(c)[16], 27.605(a)[16], 27.609(a)(b), 27.613(a)(b)(c)(d)[16], 27.625(a)(c). In accordance with 14 CFR Part 27 with amendments 27-1 through 27-24, exceeding the original certification basis per TCDS H2SW (CAR 6). All are at amdt. 27-0 unless noted as [*], where * is amdt. level.
---	---

10. CERTIFICATION - under authority vested by direction of the Administrator and in accordance with the conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered (none) have been examined in accordance with the established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (We) Therefore

Recommend approval of these data
 Approve these data

11. Signature(s) of Designated Engineering Representatives	12. Designation Number(s)	13. Classifications
Roland M. Howard, Jr., PE 	DERT-710134-SW	Structures

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. DATE 23 January, 2012
--	-----------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Airplane, Radio, Helicopter , etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc. P.O. Box 90808 Lafayette, LA 70509

LIST OF DATA	
6. IDENTIFICATION Report: PHI-206L-TP-0009 Rev A, Date: 23 Jan, 2012	7. TITLE Company Flight Test Plan and Results for Battery Door Antenna Mount Provisions on Bell Helicopter Helicopter Textron Canada Limited Model 206L-3 & 206L-4 Helicopters -----END OF DATA----- Notes: 1) Only the Flight Test Pilot and Flight Test Analyst aspects of the <u>results</u> of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrated compliance with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." 2) This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. 3) This project requires approval of structural data.

8. PURPOSE OF DATA In support of a major alteration for serial number 51506.

9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 27: 27.51(a); 27.65(a)(1); 27.75 (a)(1), 27.141(a) & (b); 27.143(a), (b) & (c); 27.161; 27.171; 27.173; 27.175; 27.177; 27.251; 27.773(a)(1); 27.1301(a), (c) & (d) and 27.1323(c) (Flight Test Pilot and Flight Test Analyst aspects only)*****

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183, data listed above and on attached sheets (none) have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed..
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Robert A. Williams	12. DESIGNATION NUMBER(S) DERT-710526-SW	13. CLASSIFICATION(S) Flight Test Pilot & Flight Test Analyst
---	--	---



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43 Section 43.7
Date DEC 17 1991 FAA Inspector *James R. Edwards* SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	---

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.)

Installed P/N 22516, external oil filter, full flow type manufactured by Facet Enterprises, Inc. which is identical to Bell Model 205A-1, P/N 22516 oil filter.

Deactivated the electrical bypass light by removing electrical parts and installing a 1/4" 2024T3 aluminum plate and reinstalling same as original "O" rings and screws. Change filter element from original filter to porous media filter element, P/N AC9482F-2.

Filter assembly installed at Station 188 aft right side of engine compartment. Total weight of installation 4.5 pounds.

Fabricated a doubler of 301 1/4 hard .036 stainless steel. Doubler 7 3/4" wide on aft edge, 9" wide on forward edge with 1/4" L angle 5 1/4" long measuring from left to right, 5 3/4" long with 1/4" L angle full length on right side and 4 7/8" long on left side. Doubler fastened with MS20615M-3-3 & 4-4 rivets. Picked up existing row of rivets forward up two existing screws at forward left part to fit existing plate. Trimmed off L angle of existing plate.

Drilled 4 each 1/4" holes to mount filter assembly at approximately 45 degree angle to C/L of helicopter, from right side to left side & aft end forward of doubler, hole #1 2.25" X 4.1", hole #2 3.4" X 5.3", hole #3 5.3" X 1.55" and hole #4, 6.35" X 2.75".

Filter housing assembly fastened to doubler with 4 each AN4-6A bolts with a spacer made of 301 1/4 hard .050 stainless steel between filter & doubler & 4 each AN960-416L washers & AN970-4 washers & AN365-428C nuts.

Used existing hose, P/N 70-056K000V420 (Engine out to oil cooler) and attached to inlet side of external oil filter. Fabricated one new hose of aeroquip 701-10 hose measuring 10 inches long. Installed 45 degree 8846 fitting on one end of hose to firewall and 90 degree 8891 fitting on other end of hose to filter. Installed AN833-10D fitting with AN924-10 nut to inlet side of filter and AN815-10D fitting to outlet side of filter. Used same size "O" rings as original in filter. Covered hose assembly with asbestos cover same as original.

This installation previously approved on 337 dated December 27, 1983 on Bell Model 206L-3, N31801, S/N 51074.

Weight and balance computed.

-----END-----

NOT INSTALLED

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: 6/30/97 FAA Inspector: [Signature] SW-BTR-FSDO

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-97	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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 6-30-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual [Signature]
---	---	--

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.)

Installed rack manufactured from 2024T3 aluminum sheet and aluminum angles with the following exception: the depth of the rack was cut back by 4" and the radio transceivers shelf was removed. See PHI Drawing Number 400-206. Located rack to left hand nose of aircraft picking up existing mounting points and located others as necessary to mount rack. Secured with approved fasteners. Rack provides mounting for tiedown kit, ELT, and certain radio transceivers.

Structure will withstand required loads as per AC 43.13-2A, chapter 1, paragraph 2. Fabrication is consistent and compatible with aircraft structure as per AC 43.13-2A, chapter 1, paragraph 5. Materials and fasteners are all of approved types according to AC 43.13-2A, chapter 1, paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily inflammable parts of the aircraft, AC 43.13-2A, chapter 2, paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Amended weight and balance as required.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Safeco Credit Company, Inc.	Address (As shown on registration certificate) Safeco Plaza Seattle, WA 98185

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, & Accessories Limited Radio Class 1, 2, & 3 CRS No. HEER617E
--	---	--

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 12-29-94	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 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 12-29-94	Certificate or Designation No. HEER617E	Signature of Authorized Individual
--	---	--

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.)

INSTALLED THE FOLLOWING EQUIPMENT

<u>MODEL</u>	<u>STATION</u>	<u>DRAWING NUMBER</u>
1. Instrument Services Clock	40.0	206L1-12003

Individual system protected by a fuse; 1.) 1/4 amp.

Installation made to withstand loads as per FAA advisory circular AC43.13-2A, Chapter 1, paragraph 2.

Battery and generator are sufficient for electrical load according to AC43.13-2A, paragraph 27d, Chapter 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances and abrasion damage, AC43.13-2A, Chapter 2, paragraph 27a(2).

Wires and cables are supported by insulated clamps to prevent chafing according to AC43.13-1A, Chapter 11, section 7, paragraph 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC43.13-2A, Chapter 2, paragraph 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC43.13-2A, Chapter 1, paragraph 8.

Compass corrected as required.

Weight and balance amended as required.

-----END-----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Name PHI, Inc.		U. S. Certificated Mechanic		HEER617E
Address P. O. Box 90808		Foreign Certificated Mechanic		
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station		
Zip 70509-0808 Country USA		Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="font-family: cursive; font-size: 1.2em;"> Aaron W Begnaud 8-8-13 </div>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <div style="font-family: cursive; font-size: 1.2em;"> Aaron W Begnaud 8-8-13 </div>
---	---

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.)

N363BH

8-8-13

Nationality and Registration Mark

Date

INTELLISTART PLUS ELECTRONIC CONTROL SYSTEM

Installed Pratt & Whitney Engine Services, Inc. Intellistart Plus Electronic Control System DKU-K-010 in accordance with STC SR00113BO and PHI-206-60387, Revision IR, dated 10-02-01.

This installation is in conjunction with Pratt & Whitney Engine Services, Inc. Intellistart STC SE00026EN.

Pratt & Whitney Engine Services, Inc. Rotorcraft Flight Manual Supplement DPU-T-250-1, Revision IR, dated January 20, 2000, or later FAA approved revision is required for this installation and has been installed in the flight manual.

Compass tested and corrected.

Weight and balance amended as required.

END

Additional Sheets Are Attached

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

Number SR00113BO

This Certificate issued to

Pratt & Whitney Engine Services, Inc.
249 Vanderbilt Ave.
Norwood, MA 02062

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 6, 21, 27 of the Civil Air/Fed Aviation Regulations.

Original Product Type Certificate Number: Bell Helicopter Textron (Canada)

Model: 206 Series

Model: See Attached Eligibility List Dated January 20, 2000

Description of Type Design Change

Installation of a Pratt & Whitney Engine Services, Inc. - AlliedSignal Aerospace IntelliStart Plus™ Electronic Control System P/N DPU-K-010 in accordance with Pratt & Whitney Engine Services, Inc. - AlliedSignal Aerospace Installation Manual, DPU-I-010-2, Revision E, dated January 14, 2000, or later FAA-approved revisions.

Limitations and Conditions:

1. Aircraft must have engine modifications as shown on the Eligibility List.

(See Continuation Sheet 2 of 2)

If the holder agrees to permit another person to use this 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: September 20, 1998

Date reissued: August 15, 2002, October 22, 2007

Date of issuance: January 20, 2000

Date amended:

By direction of the Administrator


(Signature)

Robert G. Mann
Manager, Boston Aircraft Certification Office

(Title)



United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate
(Continuation Sheet)

Number SR00113BQ

Limitations and Conditions (Cont'd):

2. Compatibility of this design change with previously approved modifications must be determined by the installer.
3. Pratt & Whitney Engine Services, Inc. Rotorcraft Flight Manual DPU-T-250-1 dated January 20, 2000, or later FAA-approved revision, is required.
4. This system is designed as an electronic aid for engine "hot start" prevention and for recording engine trend and cycle data. This system does not eliminate any rotorcraft Flight Manual monitoring requirements or limitations during engine starts or the requirement for manual recording of engine operating data required by the FAA-approved operating specifications and maintenance programs.

Eligibility List
January 20, 2000

Model	TC	Engine STC Required
206A	H2SW	SE00027EN
206A-1	H2SW	SE00027EN
206B	H2SW	SE00027EN
206L	H2SW	SE00027EN
206L-1	H2SW	SE00026EN
206L-3	H2SW	SE00026EN
206L-4	H2SW	SE00026EN

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SE00026EN

This Certificate issued to Pratt & Whitney Engines Services, Inc.
249 Vanderbilt Ave.
Norwood, MA 02062

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 33 of the Federal Aviation Regulations.

Original Product Type Certificate Number : E1GL
Make : Rolls Royce Allison Engine Company (Formerly Allison Engine)
Model : 250-C28, 250-C28B, 250-C28C, 250-C30, 250-C30S, 250-C30P, 250-C30M, 250-C30L, 250-C30R, 250-C30G, 250-C30U, 250-C30G/2, and 250-C30R/1

Description of Type Design Change: Installation of Pratt & Whitney Engine Services, Inc. IntelliStart Plus TM Electronic Control Unit (ECU), P/N DPU-K-010 on the specified 250 engine models. Airframe installation of the Altaire Avionics Corporation - AlliedSignal Aerospace IntelliStart Plus TM to be accomplished in accordance with applicable airframe STC.

Limitations and Conditions: 1) The IntelliStart Plus TM ECU is designed to limit start temperatures and to provide an electronic aid for recording engine trend and cycle data. 2) The IntelliStart Plus TM ECU is designed as non-essential, ground use only equipment and cannot be used to replace pilot monitoring during start as required by FAA approved operating instructions for the aircraft. This system does not eliminate any Rotocraft Flight Manual monitoring requirements or limitations during engine starts or the requirement for manual recording of engine operating data required by the FAA approved operating specifications or maintenance programs. 3) This approval shall not be incorporated in any engines of these models on which other previously approved modifications are incorporated, unless it is determined that the inter-relationship between this change and any previously approved modification will introduce no adverse effect upon the airworthiness of those aircraft. 4) If the holder agrees to permit another person to use this 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, revoked, or a termination date is other wise established by the Administrator of the Federal Aviation Administration.

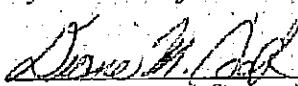
Date of application December 07, 1998

Date of issuance : January 19, 2000

Date reissued: August 21, 2002, October 22, 2007

Date amended:

By direction of the Administrator


(Signature)

Diane M. Cook
Manager, Engine Certification Branch
Aircraft Certification Office

(Title)





US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station	CRS B1H2300N Limited Airframe Limited Specialized Services
Zip	70507 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 2/23/12
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD			

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: KICK PANEL

ORIGINAL PART NUMBER: 206-031-102-057

UPGRADED TO PART NUMBER: 206-031-102-153

SERIAL NUMBER: BCJ3563

WORK ORDER NUMBER: W183142AA

OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-002, REVISION A, DATED 5/1/98 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050 DATED 10/15/02, REVISION E.

-----END-----

Additional Sheets are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC. 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC. 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	--

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.)

INSTALLED THE FOLLOWING EQUIPMENT

<u>MODEL</u>	<u>STATION</u>	<u>DRAWING NUMBER</u>
1 ea. King KY196A VHF System	43.30	PHI-11368
1 ea. King KT76A Transponder System	40.00	PHI-206L1-11094
1 ea. ACK A-30 Blind Encoder System	22.00	PHI-206L1-11094
1 ea. PHI 001L Mixer Box & ICS System	48.00	PHI-11360
1 ea. RNAV 20/21 Loran System	47.54	PHI-206B/L-11181
1 ea. Avionics Master Circuit	73.00	PHI-206L3-11698
1 ea. FF-40 FM Radio System	44.00	PHI-11170
1 ea. DK100 Dukane Pinger	225.00	403-206L+B

The Dukane "pinger" is a self contained battery unit and does not use any aircraft systems. It is utilized as an aid in locating underwater wreckage of crashed aircraft.

Individual systems protected by following circuit breakers: VHF KY196 - 7.5 amp, KT76A - 3.0 amp, ACK A-30 - 3 amp, PHI mixer box/ICS - 5 amp, RNAV Loran - 5 amp, and FF 40 Radio - 5 amp.

Battery and generator are sufficient for electrical load according to AC43.12-2A, Para. 27D, Chapter 2.

Installation made to withstand loads as per AC43.13-2A, Chapter 1, Para. 2.

Wiring was installed in a suitable manner for protection against fuel, oil, water and other detrimental substances and abrasion damage AC43.13-2A, Chapter 2, Para. 27A-2.

Wires and cables are supported by insulated clamps to prevent chafing according to AC43.13-1A, Chapter 11, Section 7, Para. 518.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily inflammable parts of the aircraft. AC43.13-2A, Chapter 2, Para. 21A and 27E.

Equipment switches and circuit breakers placarded for radio installation as required AC43.13-2A, Chapter 2, Para. 27C (4).

Adequate means of inspection are provided for racks, related parts, equipment and adjacent components according to AC43.13-2A, Chapter 1, Para. 8.

Antenna installation located and installed similar to AC 43.13.2A, Chapter 3, paragraphs 36a and b and 38b. Also followed guides of paragraph 42.

Installation of Loran meets the requirements of Advisory Circular 20-121A, paragraph 7a1, 2, 3, 4, 5 and Appendix 1. Loran is a stand alone unit and for V.F.R. use only.

* For Transponder Certification:

I certify that Transponder, Part Number KT-76A, has been tested and inspected and found to comply with (FAR 91.413 and (FAR 43 Appendix F.)

* For Automatic Pressure Altitude Reporting Certification:

I certify that the installed Automatic Pressure Altitude Reporting System has been tested and inspected and found to comply with (FAR 91.411) and (FAR 43 Appendix E, paragraph C.)

Compass corrected as required.

Amended weight and balance as required.

-----END-----

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway
			City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 2/23/12 FAA Inspector: [Signature] SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic		
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic		
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station		
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>[Signature]</u> <u>AARON W BEGNAUD</u> <u>7-12-12</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>[Signature]</u> <u>AARON W BEGNAUD</u> <u>7-12-12</u>
---	---

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.)

N3116L	7-12-12
Nationality and Registration Mark	Date

L-3 Communications SKY497 Skywatch Traffic Advisory System Interfaced to a Garmin GNC-420W GPS

1. No equipment removed for this installation.
2. Installed an L-3 Communications Sky497 Skywatch interfaced to a Garmin GNC-420W GPS in accordance with PHI electrical diagrams no. PHI-206L-12763, Rev. B, PHI-206-12908, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G. "Option - 1" of PHI-206L-12763 is being used for this installation.
3. Installed the following avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>C/B.</u>
L-3 Communications	TRC-497	Trans/Receiver Computer	202.00/Aft bag. Comp.	5.0 amp
L-3 Communications	NY-164	Directional Antenna	88.00/ Aft Servo Cowling	N/A
3. All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W- 27500 interconnect wire.
4. These components were previously installed on an A23CE aircraft in accordance with STC SA00733CH.
5. These Avionics installations are in accordance with the manufacturers installation instructions as follows:

<u>MFG</u>	<u>TYPE</u>	<u>Installation Manual Number</u>	<u>Revision</u>
L-3 Communications	SKY-497	009-10800-001	Rev. G
Garmin	400W Series GPS	190-00356-02	Rev. G
6. All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1		Helicopter Electrical Specification and
	THRU 12		Standard Practices Manual
7. Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required
8. Equipment list updated to reflect installation of this system.
9. Actual weight and balance complied with.
10. Compass system tested and corrected.

Additional Sheets Are Attached

11. EMC testing will be conducted in accordance with SKYWATCH Installation Manual for Qualitative EMI ground and flight test.
12. Electrical load does not exceed 80% of generator capacity.
13. An approved Rotorcraft Flight Manual Supplement No. PHI-959-206L3-SKY497-005, Revision 0 dated 2/23/12 or later revision is required for installation and must be carried on board when operating an L-3 Communications SKY497 SKYWATCH TRAFFIC ADVISORY SYSTEM.
14. Installation checkout, ground and flight tests are to be performed in accordance with L-3 Communications SKY497 Installation Manual and Garmin 400 Series Pilot's Guide Addendum. For additional installation details see PHI electrical diagram no. PHI-206L-12763, Rev. B, PHI-206-12908, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G.
15. Instructions for continued airworthiness PHI-915-206L-ICA-0018, Revision IR, dated February 2, 2012 are attached.

END



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 3 APR 13 FAA Inspector: Joseph S. Becker SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station	HEER617E
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/05/2013</u>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/05/2013</u>
--	---

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.)

N363BH	8/05/2013
Nationality and Registration Mark	Date

L-3 Communications SKY497 Skywatch Traffic Advisory System Interfaced to a Garmin GNC-420W GPS

1. No equipment removed for this installation.
2. Installed an L-3 Communications Sky497 Skywatch interfaced to a Garmin GNC-420W GPS in accordance with PHI electrical diagrams no. PHI-206L-13191, Rev. IR, Dated 20March2013, PHI-206-12908, Rev. C, Dated 26March2013 and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G, Dated 04March2005. "Option - 1" of PHI-206L-13191 is being used for this installation.
3. Installed the following avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>C/B.</u>
L-3 Communications	TRC-497	Trans/Receiver Computer	202.00/Aft bag. Comp.	5.0 amp
L-3 Communications	NY-164	Directional Antenna	88.00/ Aft Servo Cowling	N/A
3. All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W- 27500 interconnect wire.
4. These components were previously installed on an A23CE aircraft in accordance with STC SA00733CH.
5. These Avionics installations are in accordance with the manufacturers installation instructions as follows:

<u>MFG</u>	<u>TYPE</u>	<u>Installation Manual Number</u>	<u>Revision</u>
L-3 Communications	SKY-497	009-10800-001	Rev. G
Garmin	400W Series GPS	190-00356-02	Rev. G
6. All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1		Helicopter Electrical Specification and
	THRU 12		Standard Practices Manual
7. Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required
8. Equipment list updated to reflect installation of this system.
9. Actual weight and balance complied with.
10. Compass system tested and corrected.

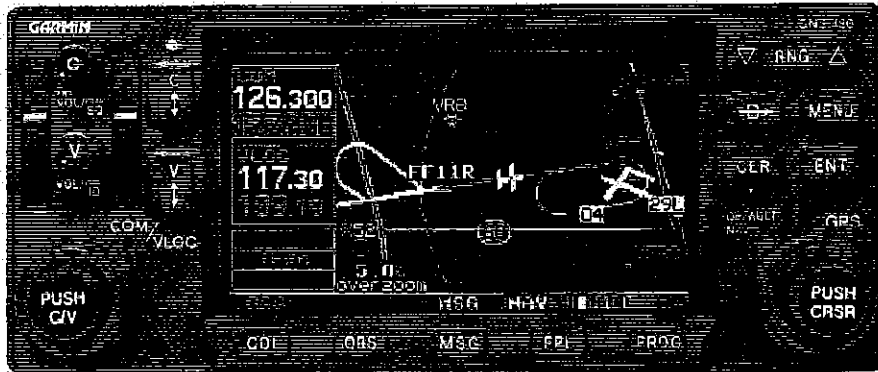
Additional Sheets Are Attached

11. EMC testing will be conducted in accordance with SKYWATCH Installation Manual for Qualitative EMI ground and flight test.
 12. Electrical load does not exceed 80% of generator capacity.
 13. An approved Rotorcraft Flight Manual Supplement No. PHI-959-206L3-SKY497-005, Revision 0 dated 3 APR 13 or later revision is required for installation and must be carried on board when operating an L-3 Communications SKY497 SKYWATCH TRAFFIC ADVISORY SYSTEM.
 14. Installation checkout, ground and flight tests are to be performed in accordance with L-3 Communications SKY497 Installation Manual and Garmin 400 Series Pilot's Guide Addendum. For additional installation details see PHI electrical diagram no. PHI-206L-13191, Rev. IR, PHI-206-12908, Rev. C, and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G.
 15. Instructions for continued airworthiness PHI-915-206L-ICA-0019, Revision 3, dated March 21, 2013 are attached.
-

400W SERIES INSTALLATION MANUAL

GPS 400W, GNC™ 420W/420AW, and GNS™ 430W/430AW

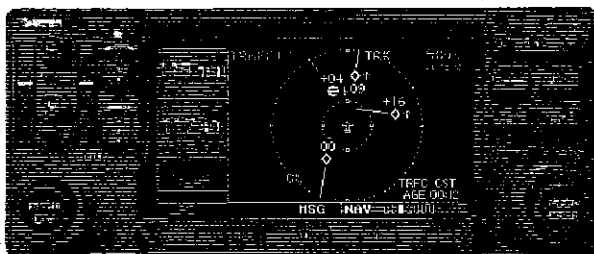
GNC and GNS are trademarks of Garmin Ltd. or its subsidiaries and may not be used without the express permission of Garmin.



GARMIN®

Garmin International, Inc.

400W / 500W Series Display Interfaces



Pilot's Guide Addendum

- L-3 STORMSCOPE® WX-500 Weather Mapping Sensor
- L-3 SKYWATCH® Traffic Advisory System (Model SKY497)
- L-3 SKYWATCH® HP Traffic Advisory System (Model SKY899)
- Bendix/King® KTA870 TAS/KMH880 Multi-Hazard Awareness System
- Ryan TCAD 9900B and 9900BX

This Pilot's Guide Addendum is written for:

- Garmin GPS 400W, GNC 420W/420AW, and GNS 430W/430AW Main System Software Versions 2.00, 3.00, and later
- Garmin GPS 500W & GNS 530W/530AW Main System Software Versions 2.00, 3.00, and later

Some differences in operation may be observed when comparing the information in this manual to earlier or later software versions.

© 2009 Garmin Ltd. or its subsidiaries. All Rights Reserved.

Garmin International, Inc., 1200 East 151st Street, Olathe, KS 66062, U.S.A.
Tel. 913/397.8200 or 800/800.1020 Fax 913/397.8282

Garmin AT, Inc., 2345 Turner Rd., S.E., Salem, Oregon 97302, U.S.A.
Tel: 503/581.8101 Fax: 503/364.2138

Garmin (Europe) Ltd., Liberty House, Bulls Copse Road, Hounsdown Business Park, Southampton, SO40 9RB, U.K.
Tel. +44 (0) 870 850 1243 Fax +44 (0) 238 052 4004

Garmin Corporation, No. 68, Jangshu 2nd Road, Shijr, Taipei County, Taiwan
Tel. 886/2.2642.9199 Fax 886/2.2642.9099

Except as expressly provided herein, no part of this addendum may be reproduced, copied, transmitted, disseminated, downloaded or stored in any storage medium, for any purpose without the express prior written consent of Garmin. Garmin hereby grants permission to download a single copy of this manual and of any revision to this manual onto a hard drive or other electronic storage medium to be viewed and to print one copy of this manual or of any revision hereto, provided that such electronic or printed copy of this manual or revision must contain the complete text of this copyright notice and provided further that any unauthorized commercial distribution of this manual or any revision hereto is strictly prohibited.

Information in this document is subject to change without notice. Garmin reserves the right to change or improve its products and to make changes in the content without obligation to notify any person or organization of such changes or improvements.

January 2009

Part Number 190-00356-31 Rev. D

Printed in U.S.A.



Garmin® is a registered trademark of Garmin Ltd. or its subsidiaries and may not be used without the express permission of Garmin Ltd. or its subsidiaries. STORM-SCOPE® and SKYWATCH® are registered trademarks of L-3 Avionics Systems, Inc. Bendix/King® is a registered trademark of Honeywell International, Inc.



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 4-22-97	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	<input type="checkbox"/>	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 4-22-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual
---	---	--

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.)

Installed Concorde RG222 Valve Regulated Sealed Lead-Acid Battery in accordance with Falcon Crest Master Drawing List FC-003, Revision IR dated February 29, 1996 in accordance with STC SR09069RC.

Attached Rotorcraft Flight Manual Supplement dated May 6, 1996 to Flight Manual. See Flight Manual for Placard Indicating Lead-Acid Battery installed.

Weight and Balance Amended.

END

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Bell	MODEL 206L-3
	SERIAL NO. 51345	NATIONALITY AND REGISTRATION MARK N997PT
2. OWNER	NAME (As shown on registration certificate) Taylor Energy Co.	ADDRESS (As shown on registration certificate) 234 Loyola Avenue, Suite 500 New Orleans, LA. 70112

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				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Paul W. Juge Jr. 6149 Memphis Street New Orleans LA. 70124	B. KIND OF AGENCY	C. CERTIFICATE NO. AP437863472
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 7-25-90	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge Jr.</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 7-25-90	CERTIFICATE OR DESIGNATION NO. IA437863472	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge Jr.</i>
--	---	---

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.)


Bell 206L-3 N997PT 7-25-90

Installed Aeronautical Accessories, Inc. Crew and passenger door openers L/H and R/H, 4 each in accordance with STC #SH1990SO. Revised weight and balance and equipment list to include this installation.

END

ADDITIONAL SHEETS ARE ATTACHED

FILE

 US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Safeco Credit Company, Inc.	Address (As shown on registration certificate) Safeco Plaza Seattle, WA 98185

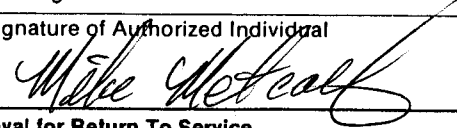
3. For FAA Use Only

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.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, & Accessories Limited Radio Class 1, 2, & 3 CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 03-15-94	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 APPROVED 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 03-15-94	Certificate or Designation No. HEER617E	Signature of Authorized Individual 
--	---	--

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.)

Installed Aeronautical Accessories, Inc., lightweight, replacement, nitrogen, reservoir assembly on emergency flotation system in accordance with STC SR00175AT.

----- **END** -----

**NOT
INSTALLED**

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency	C. Certificate No. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated 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 30 Dec 1995	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 Dec. 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	--

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.)

Installed Lintton LCD Turbine Outlet Temperature Indicator in accordance with STC SH1030NE. EDM 857

FAA Approved Flight Manual Supplement dated February 25, 1993, is required for this installation.

----- END -----

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: 5/29/97 FAA Inspector: [Signature] SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
<input type="checkbox"/> 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 6-5-97	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 Flt. 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 6-5-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual [Signature]		

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.)

Installed rack manufactured from 2024T3 aluminum sheet and aluminum angles with the following exception: the depth of the rack was cut back by 4" and the radio transceivers shelf was removed. See PHI Drawing Number 400-206. Located rack to left hand nose of aircraft picking up existing mounting points and located others as necessary to mount rack. Secured with approved fasteners. Rack provides mounting for tiedown kit, ELT, and certain radio transceivers.

Structure will withstand required loads as per AC 43.13-2A, chapter 1, paragraph 2. Fabrication is consistent and compatible with aircraft structure as per AC 43.13-2A, chapter 1, paragraph 5. Materials and fasteners are all of approved types according to AC 43.13-2A, chapter 1, paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily inflammable parts of the aircraft, AC 43.13-2A, chapter 2, paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Amended weight and balance as required.

END



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345
	Make Bell	Model 206 Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway
		City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station	HEER617E
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 08 2013
---	--

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.)

N236PH

AUG 08 2013

Nationality and Registration Mark

Date

STC INSTALLATIONS

1. Installed passenger door rubber mounted wedge windows in accordance with Aeronautical Accessories, Inc. STC SH5685SW and Installation Instructions Report Number AA-91040, Revision F, dated March 3, 2003.
2. Installed litter door and fixed panel rubber mounted windows in accordance with Aeronautical Accessories, Inc. STC SH7608SW and Installation Instructions Report Number AA-91047, Revision M, dated December 11, 2007.
3. Installed Rubber Mounted Crew Flat Window Assembly in accordance with Bell Helicopter Textron, Inc. STC SH5773SW and Aeronautical Accessories, Inc. Installation Instructions Report Number AA-91020, Revision G, dated February 10, 2012.
4. Installed skylights in accordance with Aeronautical Accessories, Inc. STC SH1664SO and Installation Instructions Report AA-90021, Revision E, dated April 2, 1998.

Compass corrected as required.

Actual weight and balance complied with.




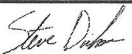
Additional Sheets Are Attached

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

1 NATIONALITY AND REGISTRATION MARKS N233BH	2 MANUFACTURER AND MODEL Bell Helicopter Textron 206L-3	3 AIRCRAFT SERIAL NUMBER 51529	4 CATEGORY NORMAL
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, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows: 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 maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.			
DATE OF ISSUANCE R 18 Nov 1991	FAA REPRESENTATIVE <i>Wayne C. Pipkins</i> Wayne C. Pipkins		DESIGNATION NUMBER ODA-AFS-831285-SW
Any alteration, misuse, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (11-2016) Previous Edition Dated 04-11 May be Used Until Depleted			

06/05/2018
R. Favre

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the air- craft when operated.
NATIONALITY AND REGISTRATION MARKS N 233BH	AIRCRAFT SERIAL NO. 51529	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BELL 206L-3 ICAO Aircraft Address Code: 50411706		
I S S U E D T O	PHI AVIATION LLC 2001 SE EVANGELINE TRWY LAFAYETTE LA 70508-2156	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
	LLC	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		 U.S. Department of Transportation Federal Aviation Administration
DATE OF ISSUE September 5, 2019 EXPIRATION DATE September 30, 2022	 ADMINISTRATOR	

AC Form 8050-3 (10/2010) Supersedes previous editions

CUT ON DOTTED LINE



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	---	--

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 1-24-96	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 APPROVED 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 1-24-96	Certificate or Designation No. HEER617E	Signature of Authorized Individual
---	---	--

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.)

NARCO ELT 10 (206L-3)

Installed a Narco emergency locator transmitter ELT 10 and rack at Station 20 on the top shelf of the avionics aircraft tiedown rack. Installation done according to AC 43.13-2A, chapter 2, paragraph 28 of the Narco Owner's Manual and PHI Drawing Number 411-206L.

Whip antenna was installed onto the top of the battery door at Station 16 according to AC 43.13-2A, chapter 2, paragraph 28 of the Narco Owner's Manual and PHI Drawing Number PHI-206-SER-504.

Remote switching added and located to instrument panel and secured with approved fasteners. See PHI Drawing Numbers 409-206L and PHI-206L1-12025.

Structure will withstand required loads as per AC 43.13-2A, chapter 1, paragraph 2. Fabrication is consistent and compatible with aircraft structure as per AC 43.13-2A, chapter 1, paragraph 5. Materials and fasteners are all of approved types according to AC 43.13-2A, chapter 1, paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment is located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43-13-2A, chapter 2, paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Attaching hardware conforms to AC 43.13-2A, chapter 1, paragraph 6.

Installation does not affect the safe operation of the aircraft according to AC 43.13-2A, chapter 1, paragraph 10.

Compass corrected as required.

Amended weight and balance as required.

This modification is in accordance with data previously approved on FAA Form dated September 26, 1991, for Bell 206L-3, N3108E, Serial Number 51498 and approved for duplication on identical make, model, and altered configuration when accomplished by the original modifier.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	---	--

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 4-22-97	Signature of Authorized Individual <i>Milton G. LeBlanc</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-22-97		Certificate or Designation No. HEER617E		Signature of Authorized Individual <i>Milton G. LeBlanc</i>	

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.)

Installed Aeronautical Accessories, Inc. Night Scanner in accordance with STC Number SH1312SO.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic	Manufacturer
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	X Certified Repair Station	CRS B1H2300N Limited Airframe Limited Specialized Services
Zip	70507 Country U.S.A.	Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B

Signature/Date of Authorized Individual
 12/9/11

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD 12/9/11			

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: NOSE FAIRING
ORIGINAL PART NUMBER: 206-031-124-111
SERIAL NUMBER: BCSG103
WORK ORDER NUMBER: W179419AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-024 DATED
4/29/98.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc. Quality Assurance		Address (As shown on registration certificate) 2001 SE Evangeline Thruway
			City Lafayette State LA Zip 70508 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		Manufacturer
Name	BELL HELICOPTER TEXTRON, INC.	<input type="checkbox"/>	U.S. Certificated Mechanic	
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/>	Foreign Certificated Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	<input type="checkbox"/>	Certified Maintenance Organization	Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 6/8/12
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD 			

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.)

N236PH

AUG 09 2013

Nationality and Registration Mark

Date

NOMENCLATURE: NOSE FAIRING
ORIGINAL PART NUMBER: 206-031-124-111
SERIAL NUMBER: BP0000295
WORK ORDER NUMBER: W189746AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-024 DATED
4/29/98.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc. Quality Assurance	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		Manufacturer
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certificated Mechanic		
Address	301 W. PONT DES MOUTON ROAD	Foreign Certificated Mechanic		C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	Certified Maintenance Organization		Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3/13/13
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT McDANIEL 3/13/13
---	--

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.)

N236PH

Nationality and Registration Mark

AUG 09 2013

Date

NOMENCLATURE: NOSE FAIRING

ORIGINAL PART NUMBER: 206-031-124-137

SERIAL NUMBER: BP411

WORK ORDER NUMBER: W200950AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-024 DATED
4/29/98.**

-----END-----

Additional Sheets are Attached



US 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3
--	--	--

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 7-22-04	Signature of Authorized Individual <i>Keith Joseph Leon</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	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 7-22-2004		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Leland Jan</i>	

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.)

NOSE SHELF, AVIONICS / TIE DOWN

Installed rack manufactured from 2024T3 aluminum sheet and aluminum angles. See PHI Drawing Number 400-206. Located rack to left hand nose of aircraft picking up existing mounting points and located others as necessary to mount rack. Secured with approved fasteners. Rack provides mounting for tie down kit, ELT, and certain radio transceivers.

This alteration is in accordance with data previously approved on FAA form 337, dated 8-19-00 for Bell model 206L-3, N206FS, serial number 51506 and is approved for duplication on identical make, model, and altered configuration when accomplished by the original modifier.

Performed load analysis in accordance with Petroleum Helicopters Load Test Document Number PHI-206-ST-0006. Installed decal indicating "Max Allowable Weight" of 40 pounds on shelf.

Structure will withstand required loads as per AC 43.13-2A, chapter 1, paragraph 2. Fabrication is consistent and compatible with aircraft structure as per AC 43.13-2A, chapter 1, paragraph 5. Materials and fasteners are all of approved types according to AC 43.13-2A, chapter 1, paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment is located where it is sufficiently cooled and would not be a smoke hazard or ignite readily inflammable parts of the aircraft, AC 43-13-2A, chapter 2, paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment, and adjacent components according to AC 43.13-2A, chapter 1, paragraph 8.

Amended weight and balance as required.

Additional Sheets Are Attached

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This instruction for continued airworthiness gives the data that is needed to fulfill the requirements of CFR parts 23, 25, 27, 29, 33, or 35, sections 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, or 35.4 as applicable.

ITEM NAME: NOSE SHELF, AVIONICS/TIE DOWN

1) INTRODUCTION:

Installed rack in the left hand nose area of the aircraft to provide mounting for the tie down kit, ELT and certain radio transceivers.

2) DESCRIPTION:

Nose shelf (rack) is manufactured of 2024T3 aluminum sheet and angle. It is secured to the aircraft structure by picking up existing mounting points and locating others as necessary.

3) CONTROL, OPERATION INFORMATION:

N/A

4) SERVICING INFORMATION:

N/A

5) MAINTENANCE INSTRUCTIONS:

Inspect for condition and security in accordance with Petroleum Helicopters, Inc. Maintenance Program or FAA Annual.

6) TROUBLE SHOOTING INFORMATION:

N/A

7) REMOVAL AND REPLACEMENT INFORMATION:

Install and remove in accordance with PHI Drawing 400-206.

8) DIAGRAMS:

PHI Drawing Number 400-206.

9) SPECIAL INSPECTION REQUIREMENTS:

N/A

10) APPLICATION OF PROTECTIVE TREATMENTS:

N/A

11) DATA:

PHI Drawing Number 400-206 and PHI Load Test Document PHI 206-ST-0006.

12) LIST OF SPECIAL TOOLS:

N/A

13) FOR COMMUTER CATEGORY AIRCRAFT:

N/A

337 ATTACHMENT SHEET DATED ⁷⁻²²⁻⁰⁴ N3116L S/N 51529 MODEL 206L-3

14) RECOMMENDED OVERHAUL PERIODS:
N/A

15) AIRWORTHINESS LIMITATION SECTION:
N/A

16) REVISION:

A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing block 3.

END

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	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. HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
--	---	--

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 10-23-01	Signature of Authorized Individual <i>Mark Hazard</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	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 10-23-01	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Mark Hazard</i>
--	---	--

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.)

OUTERLINK CP-2 SATCOM COMMUNICATION SYSTEM

Installed Outerlink CP-2 Satcom System, Formerly Newcomb Communications, Inc. in accordance with Newcomb, Inc. STC. SR00120BO and PHI Drawing no. PHI-206-60386 Rev. IR. FAA Approval Flight Manual Supplement No. D000-0076 Rev. A, approved Sept. 25, 2000, or later FAA-approved revision must be on board when operating Outerlink CP-2 Satcom System.

Compass corrected as required.

Weight and balance amended as required.



Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N233PH</u>	Serial No. <u>51529</u>	
	Make <u>BELL</u>	Model <u>206</u>	Series <u>L-3+</u>
2. Owner	Name (As shown on registration certificate) <u>PHI, Inc.</u>	Address (As shown on registration certificate) <u>2001 S.E. EVANGELINE THRUWAY</u>	
		City <u>LAFAYETTE</u>	State <u>LA</u>
		Zip <u>70508-2156</u>	Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	<u>BELL HELICOPTER TEXTRON, INC.</u>	<input type="checkbox"/>	U.S. Certificated Mechanic
Address	<u>301 W. PONT DES MOUTON ROAD</u>	<input type="checkbox"/>	Foreign Certificated Mechanic
City	<u>LAFAYETTE</u> State <u>LA</u>	<input checked="" type="checkbox"/>	Certified Repair Station
Zip	<u>70507</u> Country <u>U.S.A.</u>	<input type="checkbox"/>	Certified Maintenance Organization
			Manufacturer
			C. Certificate No.
			<u>CRS B1H2300N Limited Airframe Limited Specialized Services</u>

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>7/15/11</u>
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	<input type="checkbox"/>	Inspection Authorization	<input type="checkbox"/>	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual <u>7/15/11</u> JASON PICARD
---	--

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.)

N233PH	5-10-17
Nationality and Registration Mark	Date

NOMENCLATURE: ELEVATOR

ORIGINAL PART NUMBER: 206-023-119-179

SERIAL NUMBER:

WORK ORDER NUMBER: W170910AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-032,
REVISION A, DATED 11/24/99.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N233PH</u>	Serial No. <u>51529</u>		
	Make <u>BELL</u>	Model <u>206</u>	Series <u>L-3+</u>	
2. Owner	Name (As shown on registration certificate) <u>PHI INC</u>	Address (As shown on registration certificate)		
		Address <u>2001 S.E. EVANGELINE THRUWAY</u>	City <u>LAFAYETTE</u>	State <u>LA</u>
		Zip <u>70508-2156</u>	Country <u>USA</u>	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		Manufacturer
Name	<u>ACADIAN COMPOSITES</u>	<input type="checkbox"/>	U.S. Certificated Mechanic	
Address	<u>301 W. PONT DES MOUTON ROAD</u>	<input type="checkbox"/>	Foreign Certificated Mechanic	C. Certificate No.
City	<u>LAFAYETTE</u> State <u>LA</u>	<input checked="" type="checkbox"/>	Certified Repair Station	<u>CRS B1H2300N Limited Airframe</u>
Zip	<u>70507</u> Country <u>U.S.A.</u>	<input type="checkbox"/>	Certified Maintenance Organization	<u>Limited Specialized Services</u>

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>[Signature]</u> <u>9/30/10</u>
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual <u>GRANT McDANIEL</u> <u>[Signature]</u> <u>9/30/10</u>
---	--

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.)

<i>N233PA</i>	<i>5-10-17</i>
Nationality and Registration Mark	Date

NOMENCLATURE: ELEVATOR

ORIGINAL PART NUMBER: 206-023-119-105

UPGRADED TO PART NUMBER: 206-023-119-177

SERIAL NUMBER: AO-00842

WORK ORDER NUMBER: W157540AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-032, REVISION A, DATED
11/24/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050
DATED 10/15/02, REVISION E.**

-----**END**-----

Additional Sheets are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas Fl 21 New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 2-2-99	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	<input type="checkbox"/>	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 2-2-99		Certificate or Designation No. HEER617E		Signature of Authorized Individual 	

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.)

Installed a passenger compartment cargo pallet in accordance with Petroleum Helicopters, Inc. Drawing No. PHI-206L1-531, Rev. A, dated 2-27-92.

The data for this installation was approved on FAA Form 8110-3 dated 3-10-92, serial number 92-777-002 by DER Michelle M. Corning, Designation Number SW-777.

END

Additional Sheets Are Attached

For FAA Use Only

Office Identification

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

US Department
of Transportation
**Federal Aviation
Administration**

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 form 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 Bell Helicopter	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas Fl 21 New York, NY 10036-8701

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 Acadian Composites, LLC 301 W. Pont Des Mouton Lafayette, La. 70507	B. Kind of Agency <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> U.S. Certificated Mechanic</td></tr> <tr><td><input type="checkbox"/> Foreign Certificated Mechanic</td></tr> <tr><td><input checked="" type="checkbox"/> Certificated Repair Station</td></tr> <tr><td><input type="checkbox"/> Manufacturer</td></tr> </table>	<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. CRS NO. HEER617E Airframe, Powerplant, Accessories Limited Class 1, 2, and 3
<input type="checkbox"/> U.S. Certificated Mechanic						
<input type="checkbox"/> Foreign Certificated Mechanic						
<input checked="" type="checkbox"/> Certificated Repair Station						
<input type="checkbox"/> 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 8/20/01	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 **APPROVED** **REJECTED**

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 8/21/01		Certificate or Designation No. HEER617E	Signature of Authorized Individual Michael Thibodeaux	

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.)

Nomenclature: Pass Fwd Facing Seat
Original Part Number: 206-033-172-117
Serial Number: BP0000085
Work Order Number: J0173958

OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH PETROLEUM HELICOPTERS, INC. D.B.A. ACADIAN COMPOSITES, L.L.C. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-008, DATED 8/3/99, REVISION A.

----- E N D -----

Additional Sheets Are Attached

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

US Department of Transportation
Federal Aviation Administration

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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Company, Inc.	Address (As shown on registration certificate) 1211 AVE. of the Americas F121 New York, NY 10036-8701

3. For FAA Use Only

4. Unit Identification

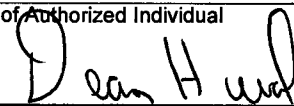
5. Type

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	B. Kind of Agency	C. Certificate No.
Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	HEER617E Airframe, PowerPlant & Accessories Ltd. Radio Class 1,2,3
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

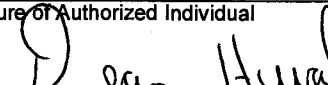
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Date 10-6-2001	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 APPROVED REJECTED

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

Date of Approval or Rejection 10-6-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual 
---	---	--

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.)

Structural Modification

Passenger, Litter and Crew Door Hinge Replacement

Part Nomenclature:	<u>Hinge</u>	Part Number:	<u>None</u>
Repair Number:	<u>PHI-206-60333</u>	Part Serial Number	<u>None</u>
	<u>Rev. B 7-17-2001</u>		

Fabricated and installed cabin door hinges in accordance with drawing PHI-206-60333.

Approval received for these repairs according to data approved on FAA Form 8110-3

By	<u>Casey Dugas</u>	Designation Number	<u>DERY-750072-SW</u>
Dated	<u>08-02-2001</u>	Serial Number	<u>2001-37</u>



Additional Sheets Are Attached



MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

US Department of Transportation
Federal Aviation Administration

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N236PH</u>	Serial No. <u>51345</u>
	Make <u>Bell</u>	Model <u>206</u> Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>PHI, Inc.</u>	Address (As shown on registration certificate) <u>2001 SE Evangeline Thruway</u>
	<u>Quality Assurance</u>	City <u>Lafayette</u> State <u>LA</u> Zip <u>70508</u> Country <u>USA</u>

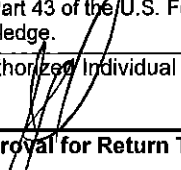
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

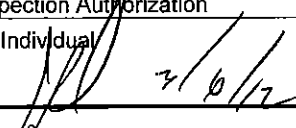
A. Agency's Name and Address		B. Kind of Agency	
Name	<u>BELL HELICOPTER TEXTRON, INC.</u>	U.S. Certificated Mechanic	Manufacturer
Address	<u>301 W. PONT DES MOUTON ROAD</u>	Foreign Certificated Mechanic	C. Certificate No.
City	<u>LAFAYETTE</u> State <u>LA</u>	<input checked="" type="checkbox"/> Certified Repair Station	<u>CRS B1H2300N Limited Airframe Limited Specialized Services</u>
Zip	<u>70507</u> Country <u>U.S.A.</u>	<input type="checkbox"/> Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  <u>3/6/12</u>
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. <u>B1H2300N</u>	Signature/Date of Authorized Individual  <u>3/6/12</u>			

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.)

N236PH

AUG 09 2013

Nationality and Registration Mark

Date

NOMENCLATURE: PASSENGER SEAT KICK PANEL

ORIGINAL PART NUMBER: 206-033-103-009

SERIAL NUMBER: BP0000276

WORK ORDER NUMBER: W180969AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-005,
REVISION A, DATED 3/5/99.**

-----END-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529		
	Make Bell	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway		
		City Lafayette	State LA	Country USA
Zip 70508-2156				

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	<input type="checkbox"/>	U.S. Certificated Mechanic
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/>	Foreign Certificated Mechanic
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station
Zip	70507 Country U.S.A.	<input type="checkbox"/>	Certified Maintenance Organization
		<input type="checkbox"/>	Manufacturer
		C. Certificate No. CRS B1H2300N Limited Airframe Limited Specialized Services	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Grant McDaniel</i> 3/2/11
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual GRANT McDANIEL <i>Grant McDaniel</i> 3/2/11
--	--

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: PASSENGER SEAT
ORIGINAL PART NUMBER: 206-033-105-013
UPGRADED TO PART NUMBER: 206-033-105-117
SERIAL NUMBER:
WORK ORDER NUMBER: W163293AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-004,
REVISION B, DATED 11/23/98 AND UPGRADED IN ACCORDANCE WITH OVERHAUL
PROCEDURE PHI-450-OP-050 DATED 10/15/02, REVISION E.**

-----**END**-----

Additional Sheets are Attached



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 Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 Dec. 1991	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
-----------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 Dec. 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
--	---	---

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.)

Installed rack manufactured from 2024T3 aluminum sheet and aluminum angles. See PHI Drawing Number 400-206. Located rack to left hand nose of aircraft picking up existing mounting points and located others as necessary to mount rack. Secured with approved fasteners. Rack provides mounting for tie down kit, ELT, and certain radio transceivers.

Structure will withstand required loads AC 43.13-2A, Chapter 1, Paragraph 2. Fabrication is consistent and compatible with aircraft structure AC 43.13-2A, Chapter 1, Paragraph 5. Materials and fasteners all of approved types AC 43.13-2A, Chapter 1, Paragraphs 4 and 5. Parts are protected from corrosion and do not interfere with required inspection.

Equipment located where it is sufficiently cooled and would not be a smoke hazard or ignite readily flammable parts of the aircraft, AC 43.13-2A, Chapter 2, Paragraphs 21a and 27e.

Adequate means of inspection are provided for racks, related parts, equipment and adjacent components according to AC 43.13-2A, Chapter 1, Paragraph 8.

Amended weight and balance as required.

-----END-----

NOT INSTALLED

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43 Section 43.7.
Date **DEC. 17 1991** FAA Inspector *James P. Edwards* SW-BTR-FSDO

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. AIRFRAME, POWERPLANT & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
---	---	---

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 19 DEC. 1991	Signature of Authorized Individual <i>James P. Edwards</i> EDWARDS
-----------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 19 DEC. 1991	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James P. Edwards</i> EDWARDS
--	---	--

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.)

Installed PHI modified Whelen Siren System Model WS295. PHI part number PHI 002-000002. See PHI Drawing Number PHI 206L-11118.

The amplifier/control was mounted at Station 19 on the underside of the Avionics/tie down rack which was previously installed on a Form 337. A bracket enclosure was manufactured at .050 2024T3 aluminum measuring 6 1/4" X 6" X 2 1/2" and riveted to the underside of the Avionics/tie down rack using MS20426AD-4 rivets. Amplifier/control is bolted to the bracket with hardware supplied by the manufacturer.

Speaker installed on forward cross tube at station 73.0 with two half clamps fabricated of 6061T6 aluminum block 4 1/8" X 3 3/8" with 2 1/4" holes. Fastened with 4 each AN4-36A bolts; AN365-428 nuts, and AN960PD416L washers. Speaker at center of cross tube and aimed in aft direction.

Power taken from main buss. Used 18 gauge MIL-W-22579/41 wire for power and ground circuit. Used 20 gauge MIL-C-27500/SM wire to speaker. Circuit protected by MS26574-7.5 circuit breaker. Placarded circuit breaker.

Completed actual weight and balance.

-----END-----

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345
	Make Bell	Model 206
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway
		City Lafayette State LA Zip 70508-2156 Country USA

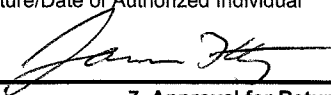
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

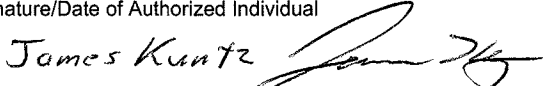
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  5-2-07
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual  5-2-07
--	--

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.)

N363BH	
Nationality and Registration Mark	Date

INSTALLATION OF PORTABLE OXYGEN "D" BOTTLE

Installed Portable Oxygen "D" Bottle Mount, Guard and Regulator in accordance with PHI, Inc. Document Number PHI-206L-PS-0098, Revision IR, dated December 26, 2006. For manufacturers, see Petroleum Helicopters, Inc., Drawing Number PHI-050-60365, Revision B, dated October 13, 2005 and PHI-050-60388, Revision A, dated October 13, 2005.

Structural approval for this installation received on FAA form 8110-3 by DER R. M. Howard, Jr., designation number DERT-710134-SW, dated April 26, 2007, serial number 0704-47.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization		
Address P. O. Box 90808				
City Lafayette State LA				
Zip 70509-0808 Country USA				

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>D. L. Ellyson</i>	D. L. Ellyson	AUG 12 2013
--	---	----------------------	-------------

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>D. L. Ellyson</i>	D. L. Ellyson	AUG 12 2013
--	---	----------------------	-------------

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.)

N236PH

Nationality and Registration Mark

AUG 12 2013

Date

Precise Flight Pulselite System Installation

Installed Precise Flight Pulselite System according to Precise Flight Inc. STC SH3319NM and PHI Picture and Sketch Data Document Number PHI-206L-PS-0040 Rev. A, dated July 15, 2003 and PHI electrical diagram Number PHI-206L-12732 Rev. B, dated 8/31/2012.

Precise Flight, Inc. Rotorcraft Flight Manual Supplement SH3319NM-01, Original Release dated October 28, 2002 installed in Rotorcraft Flight Manual.

Compass corrected as required.

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SH3319NM

This certificate, issued to **Precise Flight, Inc.**
63120 Powell Butte Road
Bend, OR 97701

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 * of the * Regulations.

Original Product—Type Certificate Number: *See attached FAA Approved Model List (AML)
 Make: No. SH3319NM for list of approved airplane models
 Model: and applicable airworthiness regulations

Description of the Type Design Change: Installation of Precise Flight Pulselite Control System manufactured in accordance with Precise Flight Engineering Drawing Lists 002P0000, Revision H, dated July 11, 2001; 005P0000, Revision D, dated December 12, 1998; 006P0000, Revision C, dated July 11, 2001; 010P0000, Revision F, dated March 13, 2002; 015P0000, Revision J, dated April 19, 2002; 020P0000, Revision M, dated September 6, 2002; and 025P0000, Revision E, dated July 10, 2002, or later FAA approved revisions. Installed in accordance with the appropriate Precise Flight drawing, listed on Precise Flight Engineering Drawing List 001P0001, Revision B, dated May 1, 2002, and/or the Installation Manual listed on FAA AML No. SH3319NM, dated October 28, 2002, or later FAA approved revisions. Maintained in accordance with the appropriate Precise Flight Instructions for Continued Airworthiness found on Engineering Drawing List 001P0001, Revision B, dated May 1, 2002, or found in the appropriate Installation Manual listed on FAA AML SH3319NM, dated October 28, 2002 or later FAA approved revision.

NOTE: Approval for the physical installation of the Pulselite Control Unit will be required if there is no specific reference provided in Engineering Drawing List 001P0001, Revision B, dated May 1, 2002, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the make and model aircraft noted in the FAA AML, dated October 28, 2002, or later FAA approved revision only. This approval should not be extended to other aircraft of these make and models on which other modifications are incorporated unless it is determined by the installer that the relationship between this change and any of other modifications, including changes in type design, will introduce no adverse effects to the airworthiness of that aircraft. A copy of this Certificate, AML SH3319NM, and the RFMS listed on AML SH3319NM, dated October 28, 2002, or later FAA approved revision, must be maintained as part of the permanent records for the aircraft as modified.

If the holder agrees to permit another person to use this 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: January 23, 1986
 Date of issuance: January 23, 1986

Date reissued:
 Date amended: 3/31/88; 6/14/93; 10/5/99; 12/3/01;
 10/28/02



By direction of the Administrator

[Handwritten Signature]

(Signature)

Acting Manager, Seattle 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.

This certificate may be transferred in accordance with FAR 21.47.



PulseLite® • SpeedBrakes™ • Nelson Oxygen • PreciseLite HID

July 7, 2008

To Whom It May Concern:

Precise Flight, Inc. has granted permission to PHI, Inc of Lafayette, LA, USA to use STC# SH3319NM.

Sincerely,

Joseph L. Wanko
Account Executive
Precise Flight, Inc.



PulseLite® • SpeedBrakes™ • Nelson Oxygen • PreciseLite HID

July 7, 2008

To Whom It May Concern:

Precise Flight, Inc. has granted permission to PHI, Inc of Lafayette, LA, USA to use STC# SH3319NM.

Sincerely,

Joseph L. Wanko
Account Executive
Precise Flight, Inc.



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway
			City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic			
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> Roger Dale Burchett AUG 08 2013
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Roger Dale Burchett</i> AUG 08 2013
---	--

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.)

N236PH

Nationality and Registration Mark

AUG 08 2013

Date

PRE-FLIGHT STEP/HANDLE

Installed Pre-Flight Step/Handle in accordance with Aeronautical Accessories, Inc. STC SH1366SO and Installation Instructions Report Number AA-87036, Revision R, dated April 4, 2003.

Instructions for Continued Airworthiness are covered under Aeronautical Accessories, Inc. Report Number AA-00124, No Revision, dated October 9, 2000.

Compass corrected as required.

Actual weight and balance complied with



Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark US N3116L
2. Owner	Name (As shown on registration certificate) PETROLEUM HELICOPTERS, INC.	Address (As shown on registration certificate) 2001 SE EVANGELINE THRUWAY LA FAYETTE, LA 70508-2156

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in Item 1 above)~~~~~				
POWERPLANT	See Item 8 Rolls Royce	See Item 8 250-C30P	CAE 895559 See item 8 CAT 97904	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address STANDARD AERO LIMITED 33 ALLEN DYNE ROAD WINNIPEG, MANITOBA, CANADA R3H 1A1	B. Kind of Agency	C. Certificate No. AMO 22-58
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated 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 May / 07 / 2002	Signature of Authorized Individual Gary Rozmus
--------------------------------	--

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	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of APPROVAL May / 07 / 2002		Certificate or Designation No. AMO 22-58	Signature of Authorized Individual Gary Rozmus	

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.)

**ROLLS-ROYCE 250/C30 P.T. SUPPORT P/N 23033412 S/N DW20294
THE PRODUCT IDENTIFIED ABOVE WAS OVERHAULED IN ACCORDANCE WITH ROLLS-ROYCE 250/C30
OVERHAUL MANUAL 14W3 EDITION 2 REVISION 8 DATED 01 NOVEMBER 2001, AMC-OIL 10 REVISION 12
DATED 08 JUNE 1996 AND THE CURRENT MAINTENANCE RULES OF THE CANADIAN AVIATION
REGULATIONS. THE PRODUCT IS APPROVED FOR RETURN TO SERVICE IN COMPLIANCE WITH CAR 571
AND FAR PART 43.17. ALL PERTINENT DETAILS OF THE WORK PERFORMED ARE ON FILE AT THIS
ORGANIZATION UNDER WORK ORDER L378093.**

**REFERENCE P/O: PO0074547
T.T.S.N.: UNK T.T.S.O.: 0.0**

**SERRATED SEAL - UNMACHINED
ABRADABLE SEALS MEACHINED 0.010" PER SIDE BELOW PRINT DIMENSIONS**

**GARY ROZMUS 
CANADIAN APPROVED INSPECTOR FOR
STANDARD AERO LTD.
AMO22-58**

----- **END** -----

**NOT
INSTALLED**

Addition Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make <i>Bell</i>	Model <i>206L-3</i>
	Serial No. <i>51528</i>	Nationality and Registration Mark <i>N3116L</i>
2. Owner	Name (As shown on registration certificate) <i>PHI, INC</i>	Address (As shown on registration certificate) <i>2001 SE Evangeline Thruway Lafayette, La 70508-2156</i>

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	<i>Rolls Royce</i>	<i>250/C-30P</i>	<i>CAE-895845 CAT-97772</i>		
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address CADORATH AEROSPACE INC. 2070 LOGAN AVENUE WINNIPEG, MANITOBA R2R 0H9	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. <div style="text-align: center; font-size: 1.2em; font-weight: bold;">86-91</div>
---	---	--

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>SEP 19 2006</i>	Signature of Authorized Individual <i>G. MITCHELL</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	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>SEP 19 2006</i>	Certificate or Designation No. <i>86-91</i>	Signature of Authorized Individual <i>G. MITCHELL</i>
---	--	--

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.)

REF. W/O # PT SUPPORT P/N# 23033412 S/N# MK37241
44373 250-C30

TSO: 0 TSN: UNK CYCLES: UNK

- ITEM
- 1 O/H INSPECTED IAW 250 C30 14W3 O/H/M 2ND EDITION REV.12
 - 2 PLASMA SPRAY REPAIRED & FINAL MACHINED THE FOLLOWING
IAW 250 C30 14W3 O/H/M 2ND EDITION REV.12 & PRPL 2-D002:
NOZZLE MOUNT FACE
FORWARD FLANGE
SUMP FACE
SUMP PILOT & CRUSH RING FACE
 - 3 WELD REPAIRED THE FOLLOWING IAW 250 C30 14W3 O/H/M 2ND EDITION
REV.12 & PRPL 2-D002:
TANGSLOTS
 - 4 CHROME PLATE REPAIRED BEARING BORE, GROOVES
& SHOULDER IAW & PRPL 2-D002
 - 5 NDT IAW PRPL 1-8
 - 6 WELD ABOVE CIR. CLIP IAW PRPL 2-D002 & PRPL 1-4
 - 7 THERMAL SPRAY REPAIRED & FINAL MACHINED 19-24 SEALS IAW
250 C30 14W3 O/H/M 2ND EDITION REV.12 & PRPL 2-D002
 - 8 INSTALLED NEW 25-28 SEAL P/N 23030978-1 & FINAL MACHINED IAW
250 C30 14W3 O/H/M 2ND EDITION REV.12 AND PRPL 2-D002
 - 9 PRESSURE TESTED AND PASSED 19-24 SEAL AND CLOVERLEAF
COVER IAW PRPL 2-D002
 - 10 CLEANED INSIDE OIL STRUTS TO REMOVE CARBON IAW
250 C30 14W3 O/H/M 2ND EDITION REV.12
 - 11 GLASS BEAD BLAST FOR APPEARANCE IAW 14W3 O/H/M REV.12
 - 12 FINAL INSPECTION
- ADDITIONAL MAINTENANCE REQUIRED:**
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 44373
NO FURTHER STATEMENTS TO FOLLOW.

SEP 19 2006

DATE:

SIGNATURE:

G. MITCHELL



STAMP

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <u>N3116L</u>	Serial No. <u>51529</u>	
	Make <u>Bell</u>	Model <u>206</u>	Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>PHI, Inc.</u>		Address (As shown on registration certificate) <u>Quality Assurance 2001 SE Evangeline Thruway</u>
	City <u>Lafayette</u> State <u>LA</u>		Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic			
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Patrick P. Mc Donald</u> <i>Patrick P. Mc Donald</i>	02-29-2012
--	--	------------

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>HEER617E</u>	Signature/Date of Authorized Individual <u>Patrick P. Mc Donald</u> <i>Patrick P. Mc Donald</i>	02-29-2012
---	--	------------

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.)

N3116L

05/09/2012

Nationality and Registration Mark

Date

Structural Alteration

Part Nomenclature: **Radar Altimeter Mount Installation** Drawing Number: **PHI-206-60735 Rev. A**

Fabricated and installed provisions for the Radar Altimeter Antennas on the Tailboom at B.S. 50.22 and B.S. 71.44 in accordance with PHI-206-60735 Revision A dated 11-09-2011.

Approval received for this alteration according to data approved on FAA Form 8110-3.

By DER Louis Bellott Designation Number DERT-750020-SW

Dated 12-13-2011 Serial Number PHI11-43

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway
			City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Manufacturer	
Address P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
City Lafayette State LA		C. Certificate No. HEER617E	
Zip 70509-0808 Country USA			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Tennell K. Melancon</i> 1-22-15
---	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Tennell K. Melancon</i> 1-22-15
---	--

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.)

N363BH	1-22-13
Nationality and Registration Mark	Date

RADAR ALTIMETER MOUNT KIT

Installed Radar Altimeter Antenna Mount Kit in accordance with Bell Helicopter Textron, Inc. STC SR09598RC and Aeronautical Accessories, Inc. Installation Report Number AA-08063, Revision B, dated June 27, 2012.

Instructions for Continued Airworthiness are covered under Report Number AA-12016, No Revision dated August 14, 2012.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 6 Aug 2013 FAA Inspector: Joseph S. Pecker SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
Address <u>P. O. Box 90808</u>		C. Certificate No. HEER617E	
City <u>Lafayette</u> State <u>LA</u>			
Zip <u>70509-0808</u> Country <u>USA</u>			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/2/2013</u>
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Thomas L. Landry II</u> <u>THOMAS L. LANDRY II</u> <u>8/2/2013</u>
---	--

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.)

N363BH

8/7/2013

Nationality and Registration Mark

Date

RADAR ALTIMETER SYSTEM RA-4500/RAD-40 INTERFACED TO AURAL WARNING SYSTEM

1. No equipment removed for this installation.
2. Installed a RA-4500/RAD-40 Radar Altimeter system in accordance with PHI Drawing No. PHI-206L-12910, Rev. 1, dated 06/10/2013, and PHI Picture & Sketch PHI-206L-PS-0115, Rev. IR, dated 06/04/2013. Radar Altimeter P/N 84560-12-300A is limited to Mod 3, or later approved revision for proper operation of the system installed.

3. Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Freeflight Systems	RA-4500	RCVR/XMTR Unit	160.00 / Hatrack	2 Amp
Freeflight Systems	RAD-40	Indicator	39.00 / Instrument Panel	2 Amp
NAT	NAT-247	Audio Mixing Amp	164.00 / Hatrack	1/2 Amp
NAT	611-027	Aural Warn Gen	19.00 / Avionics Shelf	1/2 Amp
Sensor Systems	S67-2002	Antenna RX	271.00 / Tailboom	N/A
Sensor Systems	S67-2002	Antenna TX	250.00 / Tailboom	N/A

4. All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.

5. These avionics installations are in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
NAT	611-027	611-16-1	1.07
NAT	NAT-247	SM247	A
Freeflight Systems	RA4500	84629	J
Freeflight Systems	RAD40	84948	B

6. All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1		Helicopter Electrical Specification and Standard Practices Manual
	THRU 12		

7. Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1541	Placards and Markings
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

Additional Sheets Are Attached

8. The structural installation aspects of an RA-4500/RAD-40 Altimeter system interfaced to an aural warning system was approved on a Bell Model 206L-3, aircraft serial number 51184 on FAA Form 8110-3:
By: Louis Bellot Designation Number: DER7-750020-SW
Dated: 12-16-2011 Serial Number: PHI11-44
9. The electrical installation aspects of an RA-4500/RAD-40 Altimeter system interfaced to an aural warning system was approved on a Bell Model 206L-3, aircraft serial number 51184 on FAA Form 8110-3:
By: Verl Herd Designation Number: DER7-710121-SW
Dated: 12-14-2011 Serial Number: DER7-710121-SW-11/280
10. A flight test is required for the aircraft return to service for the RA-4500/RAD-40 Altimeter system interfaced to an aural warning system. PHI Flight Test Plan No. PHI-050-TP-0013, Rev. 2, dated January 23, 2012 was recommended for approval on FAA Form 8110-3:
By: Robert Williams Designation Number: DER7-710526-SW
Dated: 01-23-2012 Serial Number: N/A

PHI-050-TP-0013 Rev. 4, dated 04/21/2012 successfully completed on 8-31-13.

11. Freeflight Systems Operation/Installation Manual 84948, Rev. B, or later revision, must be carried on board when operating the RA-4500/RAD-40 Radar Altimeter system.
12. A decal will be installed on the instrument panel in lieu of a flight manual supplement to alert the pilot of the Radar Altimeter alerts and will read as follows:

RADIO ALTIMETER VOICE ALERTS
DH – “MINIMUMS, MINIMUMS”
200FT AGL – “ALTITUDE, ALTITUDE”

13. Equipment list updated to reflect installation of this system.
14. Weight and balance amended as required.
15. Compass system tested and corrected.
16. For additional installation details, refer to the following documents, PHI Drawing No. PHI-206L-12910, Rev. I Dated 06/10/2013 and PHI Picture & Sketch PHI-206L-PS-0115, Rev. IR Dated 06/04/2013.
17. Instructions for continued airworthiness document PHI-915-206L-ICA-0022, Rev. IR, dated 06/14/2013 are attached.





US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		
	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway		
	City Lafayette	State LA	
	Zip 70508-2156	Country USA	

3. For FAA Use Only

"The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in § 43.7"

Date: 2/23/12 FAA Inspector: [Signature] SW-BTR-FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency		
Name <u>PHI, Inc.</u>			U. S. Certificated Mechanic		Manufacturer
Address <u>P. O. Box 90808</u>			Foreign Certificated Mechanic		C. Certificate No.
City <u>Lafayette</u> State <u>LA</u>			<input checked="" type="checkbox"/> Certificated Repair Station		HEER617E
Zip <u>70509-0808</u> Country <u>USA</u>			<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>[Signature]</u> <u>7-12-12</u>
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>[Signature]</u> <u>7-12-12</u>
--	--

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.)

N3116L	7-12-12
Nationality and Registration Mark	Date

RADAR ALTIMETER SYSTEM RA-4500/RAD-40 INTERFACED TO AURAL WARNING SYSTEM

- No equipment removed for this installation.
- Installed a RA-4500/RAD-40 Radar Altimeter system in accordance with PHI Drawing No. PHI-206L-12910, Rev. H, dated December 5, 2011, and PHI Picture & Sketch PHI-206L-PS-0107, Rev. A, dated December 6, 2011. Radar Altimeter P/N 84560-12-300A is limited to Mod 3, or later approved revision for proper operation of the system installed.

- Installed the following Avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>Circuit Breaker</u>
Freeflight Systems	RA-4500	RCVR/XMTR Unit	160.00 / Hatrack	2 Amp
Freeflight Systems	RAD-40	Indicator	39.00/ Instrument Panel	2 Amp
NAT	NAT-247	Audio Mixing Amp	164.00 / Hatrack	1/2 Amp
NAT	611-027	Aural Warn Gen	19.00 / Avionics Shelf	1/2 Amp
Sensor Systems	S67-2002	Antenna RX	271.00 / Tailboom	N/A
Sensor Systems	S67-2002	Antenna TX	250.00 / Tailboom	N/A

- All Avionics circuit breakers are located in the aircraft manufacturer's supplied panels and are appropriately labeled. All wire used is MIL-W-22759 and MIL-W-27500 interconnect wire.
- These avionics installations are in accordance with the manufacturer's installation instructions as follows:

<u>MFG</u>	<u>Type</u>	<u>Installation Manual Number</u>	<u>Revision</u>
NAT	611-027	611-16-1	1.07
NAT	NAT-247	SM247	A
Freeflight Systems	RA4500	84629	J
Freeflight Systems	RAD40	84948	B

- All work accomplished in accordance with:

A.C. 43.13-1B	CHAPTER 11	SECTION 3-6	Electrical loading and protection.
	CHAPTER 11	SECTION 8-17	Wire routing, marking and connecting.
	CHAPTER 10	SECTION 1-2	Weight and balance considerations.
A.C. 43.13-2B	CHAPTER 1	PARA 106 - 111	Structural mounting data.
	CHAPTER 2	PARA 202 - 206	Equipment physical mounting techniques.
	CHAPTER 3	PARA 305 - 310	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1 THRU 12		Helicopter Electrical Specification and Standard Practices Manual

- Work performed meets the requirements of Rotorcraft Airworthiness Standards for 14 CFR Part 27 of the following paragraphs:

27.1301	Equipment installed performs its intended function
27.1309(c)	Equipment installed is not a hazard in the event of a malfunction
27.1321	Arrangement and visibility
27.1351	Electrical loads does not exceed generator capacity
27.1357	Circuit device protection
27.1365	Electric cable type and load
27.1541	Placards and Markings
27.1547	Compass system tested and corrected
27.1581(b)	Flight Manual Supplement provided if required

Additional Sheets Are Attached

8. The structural installation aspects of an RA-4500/RAD-40 Altimeter system interfaced to an aural warning system was approved on a Bell Model 206L-3, aircraft serial number 51184 on FAA Form 8110-3:

By: Louis Bellot Designation Number: DER7-750020-SW
Dated: 12-14-2011 Serial Number: PHI11-44

9.
10. The electrical installation aspects of an RA-4500/RAD-40 Altimeter system interfaced to an aural warning system was approved on a Bell Model 206L-3, aircraft serial number 51184 on FAA Form 8110-3:

By: Verl Herd Designation Number: DER7-710121-SW
Dated: 12-14-2011 Serial Number: DER7-710121-SW-11/280

11. A flight test is required for the aircraft return to service for the RA-4500/RAD-40 Altimeter system interfaced to an aural warning system. PHI Flight Test Plan No. PHI-050-TP-0013, Rev. 2, dated January 23, 2012 was recommended for approval on FAA Form 8110-3:

By: Robert Williams Designation Number: DER7-710526-SW
Dated: 01-23-2012 Serial Number: N/A

PHI-050-TP-0013 successfully completed on 7-24-12.

12. Freeflight Systems Operation/Installation Manual 84948, Rev. B, or later revision, must be carried on board when operating the RA-4500/RAD-40 Radar Altimeter system.
13. A decal will be installed on the instrument panel in lieu of a flight manual supplement to alert the pilot of the Radar Altimeter alerts and will read as follows:

RADIO ALTIMETER VOICE ALERTS
DH – “MINIMUMS, MINIMUMS”
200FT AGL – “ALTITUDE, ALTITUDE”

14. Equipment list updated to reflect installation of this system.
15. Weight and balance amended as required.
16. Compass system tested and corrected.
17. For additional installation details, refer to the following documents, PHI Drawing No. PHI-206L-12910, Rev. H, and PHI Picture & Sketch PHI-206L-PS-0107, Rev. A.
18. Instructions for continued airworthiness document PHI-915-206L-ICA-0017, Rev. IR, dated December 28, 2011 are attached.

END



OPERATION / INSTALLATION MANUAL

FOR

FREEFLIGHT SYSTEMS

RAD-40 RADAR ALTIMETER DISPLAY

WITH PART NUMBER 84939-XX

FreeFlight Systems
3700 Interstate 35 South
Waco, TX 76706-3756 U.S.A.
1 (254) 662-0000
1 (800) 487-4662



EQUIPMENT INSTALLATION MANUAL
FOR
FREEFLIGHT SYSTEMS
RA-4000 AND RA-4500 RADAR ALTIMETERS

Document No. 84629

Revision J

FreeFlight Systems
3700 Interstate 35 South
Waco, TX 76706-3756 U.S.A.
1 (254) 662-0000
1 (800) 487-4662

October 7, 2010



EQUIPMENT MANUAL

**Product Functional Specifications
and Installation Manual**

AURAL WARNING GENERATOR

MODEL 611-[]

AND

ALL DETAIL PART NUMBERS

NAT SEATTLE, INC.

22125 17TH Avenue SE, Suite 107

Bothell, Washington 98021

(425) 4243-3370

FAX: (425) 424-3380

 **SEALED**

Validity
unknown

Digitally
signed by
Document
Release
Manager
Date:
2008.03.11
15:45:17
-08'00'



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certificated Repair Station
City	Lafayette State LA	<input type="checkbox"/>	Certificated Maintenance Organization	HEER617E	
Zip	70509-0808 Country USA				

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Terrell K. Melancon</i> 8-1-13
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Terrell K. Melancon</i> 8-1-13
--	---

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.)

N363BH

8-1-13

Nationality and Registration Mark

Date

Major Alteration

Radar Altimeter System

Installed the following alterations for the Radar Altimeter System in accordance with Document No. PHI-206L-PS-0115 Rev. IR, Dated 6-4-2013.

- 1) RA-4500 / RAD-40 Interfaced to Aural Warning System (Multi Unit T-Mount & RA-4500XMTR/RCVR spacers on fwd Baggage Overhead Skin)
- 2) Modified instrument panel for RAD-40 Digital Indicator.
- 3) Radar Altimeter Antenna Mount STC# SR09598RC. (Located center hole for Electrical Bonding Jumper on Antenna Mount Attachments).
- 4) Installed Tailboom Connector Mount on fwd Frame (ring) of Tailboom Assy.

Refer to Structural Analysis Report No PHI-206L-SA-0114 Rev. IR, Dated 7-17-2013 for the Installation of a Freeflight Radar Altimeter System (RA-4500/RAD-40) Interfaced with an Aural Warning System In a Bell Helicopter Textron, Model 206L/206L-4 Helicopter.

Approval received for these Alterations according to data approved on FAA Form 8110-3.

By DER: Ryan Guillot Designation Number: DERY-830212-SW
Dated: 7-19-2013 8110-3 Serial Number: 13-13

Weight and Balance Negligible.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. DATE July 19, 2013
---	--------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft	5. NAME OF APPLICANT PHI, Inc.

LIST OF DATA

6. IDENTIFICATION	7. TITLE
PHI-206L-PS-0115, Rev. IR, Dated: 06/04/13	Picture and Sketch Data for Radar Altimeter System – RA-4500 / RAD-40 Interfaced to Aural Warning System and Antenna Mount STC SR09598RC in a Bell Model 206L Series Helicopter
PHI-206L-SA-0114, Rev. IR, Dated: 07/17/13	Structural Analysis Report for Installation of a Freeflight Radar Altimeter System (RA-4500/RAD-40) Interfaced with an Aural Warning System in a Bell Helicopter Textron Model 206L-3/206L-4 Helicopter
Notes: 1) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The Structural aspects only of the above listed data are approved herein. 2) This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire alteration; the Electrical and Flight Test Pilot aspects are not approved by this form and require separate FAA approval. 3) Instructions for Continued Airworthiness are not included in this approval and require separate FAA acceptance. 4) This approval is valid only for Bell Helicopter Textron Canada Limited Model 206L-3 serial number 51345. 5) Authorization to approve the structural aspects in support of a major alteration was granted by Martin R. Crane of the Rotorcraft Certification Office (ASW-170) via email dated June 20, 2013.	

8. PURPOSE OF DATA
 Engineering design data approval (structural aspects only) in support of a major alteration, not the workmanship or installation, on helicopter serial number 51345.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 27 (Cert. Basis per TCDS H2SW, Amdt. 27-1 through 27-24 and 27-28): 27.301; 27.303; 27.305(a),(b)(1); 27.307(a) [26]; 27.321 [11]; 27.337(a) [26]; 27.561; 27.601(a), 27.603 [16], 27.605(a) [16], 27.609(a), and 27.613(d) [26]. All amendment levels are 0 (original version) unless otherwise noted as [*], where * is the applicable amendment level.

10. CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

Recommend approval of these data
 Approve these data
 I ~~Do~~ Therefore

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Ryan Guillot	DERY-830212-SW	Structural



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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: APR 22 1997 FAA Inspector: *[Signature]* SW-BTR-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 4-22-97	Signature of Authorized Individual <i>Milla G. LeBlanc</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 Flt. 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 4-22-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Milla G. LeBlanc</i>
---	---	---

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.)

Installed radio slant rack and modified instrument panel according to Petroleum Helicopters, Inc. STC SH8859SW and Picture and Sketch Document Number PHI-206L-PS-0003, dated March 25, 1994, using existing manufacturer's support at station 43.16.

The above STC and Picture and Sketch Book was previously approved on aircraft N911SA, S/N 45383 on FAA Form 337, dated 5-25-94 as a one only installation.

Weight and balance amended as required.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	<input type="checkbox"/>	U.S. Certificated Mechanic
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/>	Foreign Certificated Mechanic
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station
Zip	70507 Country U.S.A.	<input type="checkbox"/>	Certified Maintenance Organization
			Manufacturer
			C. Certificate No.
			CRS B1H2300N Limited Airframe Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 5/28/11
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	<input type="checkbox"/>	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD 5/28/11			

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: REAR FACING KICK PANEL
ORIGINAL PART NUMBER: 206-033-113-005
UPGRADED TO PART NUMBER: 206-033-113-011
SERIAL NUMBER: BP0000031
WORK ORDER NUMBER: W174109AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-013,
REVISION B, DATED 2/23/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL
PROCEDURE PHI-450-OP-050 DATED 10/15/02 REVISION E.**

-----END-----

Additional Sheets are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual	
	<i>Roger Dale Burchett</i> Roger Dale Burchett	AUG 15 2013

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual	
	<i>Roger Dale Burchett</i>	AUG 15 2013

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.)

N236PH

Nationality and Registration Mark

AUG 15 2013

Date

STC INSTALLATION

Installed Reconfigured Cockpit Instrument Panel in accordance with PHI, Inc. STC SR09594RC and PHI Master Drawing and Document List No. PHI-206L-DL-0012, Revision B, dated December 28, 2011 or later FAA approved revision.

Rotorcraft Flight Manual Supplement number PHI-959-206L-INST-001, Revision O, dated January 5, 2012 or later FAA approved revision and is inserted into rotorcraft flight manual.

Instructions for Continued Airworthiness are in PHI Document No. PHI-206L-ICA-0003, Revision IR, dated September 26, 2011 or later FAA accepted revision.

Compass tested and corrected as required.

Actual weight and balance complied with.

END

Additional Sheets Are Attached

Alc



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark 997PT
2. Owner	Name (As shown on registration certificate) Taylor Energy Company	Address (As shown on registration certificate) 234 Loyola Bldg suite 500 New Orleans, LA 70112

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Houma Avionics, Inc. Box 10083 Station 1 Houma, LA 70363	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. Class 1,2,3 Limited Inst. AE2R687K
---	--	---

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 June 1, 1990	Signature of Authorized Individual Jim Graves
-----------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 6-8-90	Certificate or Designation No. AE2R687K	Signature of Authorized Individual Jim Graves
--	---	---

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.)

Removed BR-1 Gyro at station # 34.0. Removed 18.0 lbs of balast at station # 16.4. Removed 10.0 lbs of balast at station # 29.2. Removed 27.0 lbs of balast at station # 13.0. Removed 14.0 lbs of balast at station # 35.0.

Installed A KT 76A transponder at station #40.5. Installed a IIMorrow 428-2003 Encoder under pilots seat at station # 68.5, wired it to the KT 76A transponder. The Encoder is fused separately and uses an in-line fuse holder with a 2amp fuse.

Installed an Apollo II 618C Loran in right hand side of Instrument panel at station # 36.5. Installed an A-16 antenna on top of fuselage at station # 80.0. Installed a 5 amp circuit breaker in the circuit breaker panel and labeled it "Loran". Installed a switch in left hand side of the instrument panel to switch Nav of Loran to H.S.I. Installed annunciator adjacent to the H.S.I., and placarded it "Loran in use." Ref AC 20-121, par. 7a, (1), (2), (4), app. 1, par. 3a,b,&f. Aircraft placarded "LORAN C NOT APPROVED FOR I.F.R." Normal operation procedures are described in Apollo 618 Loran C Pilots guide.

Installed Wulfsberg RT 128 and RT 406F, in left hand side of the pedistal at station 17.0. Installed Wulfsberg C1000 control head in center of radio rack at station # 42.0.

Installed a KCS 55 Compas system. Installed a KI 525A in right hand side of instrument panel at station # 36.5. Installed a KG 102 Gyro on floor under the pilots seat at station # 68.2. Installed KA 51 Slaving accessory in left hand side of instrument panel at station # 212.0.

Installed a KR 22 Marker beacon in left hand side of instrument panel at station # 37.5. Installed a KN 63 DME under Co-pilots seat at station # 68.2. Installed a KMA 24H-52 Audio panel in the radio rack at station #41.0. Installed a KX 155 Nav Com with Glide slope in the radio rack at station # 40.0. Installed a KR 87 ADF in center of radio rack at station # 40.0. Installed a KN 72 Nav converter under Co-pilots seat at station # 170.0. Installed a HS-4 Handset in glove box in aft passenger compartment at station # 88.0. Installed KR 87 in center of radio rack at station # 40.0. Installed a Pointer 3000 ELT above left hand baggage compartment at station # 170.0.

Installed a KDI 572 DME indicator in left hand side of instrument panel at station # 37.5. Installed a KI 227-01 ADF indicator in bottom center of instrument panel at station # 37.2.



US 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

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.
PHI, Inc. P. O. Box 90808 Lafayette, LA 70509	<input type="checkbox"/> U.S. Certificated Mechanic	HEER617E Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2 and 3
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 11-25-'06	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 APPROVED 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 11-25-'06	Certificate or Designation No. HEER617E	Signature of Authorized Individual
---	---	--

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.)

Structural Repair

Repair of Aft. Lower Shell Assembly

Part Nomenclature:	<u>Shell Assembly</u>	Part Number:	<u>206-033-099-223</u>
Repair Number:	<u>PHI-206L-RP-0115</u>	Serial Number:	<u>N/A</u>

Work performed: (Top side repair) Cut out damage area from top side of shell assy. as required. Replaced middle stiffener P/N 151-028A50204 using adhesive listed. Installed aluminum filler .020 thick with a .032 thick overlay aluminum doubler to upper side of Aft. lower shell using adhesive and NAS9303B-4 rivets. Applied fiberglass overlays to inner repair as required.

(Bottom side repair at fwd. edge) Cut out area from bottom side of shell assy. as required. Installed a .032 thick aluminum filler with a .040 thick aluminum doubler overlay at the fwd. edge of the shell assy. using adhesive and NAS9303B-4 rivets. Applied fiberglass overlays at both bottom repair areas as required.

(Bottom side repair at boost pump area) Cut out damaged area from shell assy. as required. Replaced stiffener P/N 151-028A50204 using adhesive listed. Installed a .020 thick aluminum filler with a .032 thick aluminum doubler overlay using adhesive and NAS9303B-4 rivets.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER	<u>Louis Bellott</u>	Designation Number	<u>DERT-750020-SW</u>
Dated	<u>11-18-06</u>	8110-3 Serial Number	<u>8110-3 LEB PHI06-27</u>

Weight and balance amended.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529			
	Make Bell	Model 206	Series L-3		
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway		
			City Lafayette	State LA	
			Zip 70508-2156	Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency			
Name	PHI, Inc.		U. S. Certificated Mechanic	Manufacturer	
Address	P. O. Box 90808		Foreign Certificated Mechanic	C. Certificate No.	
City	Lafayette State LA	<input checked="" type="checkbox"/>	Certificated Repair Station	HEER617E	
Zip	70509-0808 Country USA		Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Terrell K. Melancon</i> 4-1-2012
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Terrell K. Melancon</i> 4-1-2012
---	--

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.)

N3116L
Nationality and Registration Mark

4-1-2012
Date

Structural Repair

Repair of Engine Pan at Sta. 166.83

Part Nomenclature: Engine Pan Assy. Part Number: 206-032-315-141
Repair Number: PHI-206L-RP-0214 Part Serial Number: N/A
Rev. IR.

Work Accomplished: Removed damaged area on LH side of Engine Pan near Sta. 166.83 as required. Fabricated & installed a .012" thick 1/4 hard stainless steel filler with a .020" thick 1/2 hard stainless steel doubler using materials noted in Repair # PHI-206L-RP-0214 Rev. IR.

Structural repair made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER: Louis Bellott Designation Number: DERT-750020-SW
Dated: 3-28-2012 8110-3 Serial Number: PHI12-10

Weight and Balance Negligible.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	HEER617E
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	<input type="checkbox"/>	
City	Lafayette State LA	<input checked="" type="checkbox"/>	Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Terrill K. Melancon</i> 4-1-2012
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Terrill K. Melancon</i> 4-1-2012
--	---

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.)

N3116L

Nationality and Registration Mark

4-1-2012

Date

Structural Repair **Repair of Engine Pan at Sta. 172.53**

Part Nomenclature:	<u>Engine Pan Assy.</u>	Part Number:	<u>206-032-315-141</u>
Repair Number	<u>PHI-206L-RP-0071</u>	Part Serial Number	<u>N/A</u>

Removed damaged area on Engine Pan as required. Performed fluorescent penetrant inspection to cut out area. Fabricated & installed .020 ½ hard stainless steel composite bond doubler repair in accordance with Repair # PHI-206L-RP-0071.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER	<u>Michael T. Cox</u>	Designation Number:	<u>DERT-710057-SW</u>
Dated	<u>6-20-03</u>	8110-3 Serial Number:	<u>8110-03311</u>

Weight and Balance Negligible.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	PHI, Inc.	<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	P. O. Box 90808	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certificated Repair Station
City	Lafayette State LA	<input type="checkbox"/>	Certificated Maintenance Organization	HEER617E	
Zip	70509-0808 Country USA				

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Patrick P. Mc Donald 04-08-2013 <i>Patrick P. Mc Donald</i>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual Patrick P. Mc Donald 04-08-2013 <i>Patrick P. Mc Donald</i>
--	---

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.)

N363BH	04-08-2013
Nationality and Registration Mark	Date

Structural Repair

Repair of Engine Pan

Part Nomenclature:	<u>Engine Pan Assembly</u>	Part Number:	<u>206-032-315-143</u>
Repair Number:	<u>PHI-206L-RP-0224</u>	Part Serial Number:	<u>N/A</u>

This procedure repaired a hole cut out in the Engine Pan due to removal of air conditioner system. Cut out modified area of Engine Pan and installed 2 each fillers using .012 stainless steel, a .025 stainless steel filler and a .025 stainless steel doubler. Installed repair using sealant, existing rivets and added rivets. The forward most existing support was removed and refabricated using .032 stainless steel. The middle support angle was repaired using a .025 stainless steel filler and a .032 stainless steel repair angle. The support angles and repairs were installed using firewall sealant, existing rivets and added rivets. All work performed in accordance with Repair # PHI-206L-RP-0224 Revision IR, dated 02-28-2013.

Structural repair made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on FAA Form 8110-3.

By DER	<u>Ryan Guillot</u>	Designation Number:	<u>DERY-830212-SW</u>
Dated	<u>04-02-2013</u>	8110-3 Serial Number:	<u>13-07</u>

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS	1. DATE April 2, 2013
---	--------------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Airplane, Radio, Helicopter, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc.

LIST OF DATA

6. IDENTIFICATION	7. TITLE
PHI-206L-RP-0224, Rev. IR, Dated: 02/28/13	Repair Procedure for Engine Pan P/N: 206-032-315-143 (Cutout for Air Conditioner) on a Bell Model 206L-3 Helicopter, Acft S/N: 51345
PHI-206L-SA-0111, Rev. IR, Dated: 04/01/13	Structural Analysis for Repair Procedure PHI-206L-RP-0224 (Engine Pan Repair Due to Previous Alteration)

Notes:

- 1) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The **Structural** aspects only of the above listed data are approved herein.
- 2) This form does constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire repair.
- 3) This approval is valid only for Bell Helicopter Textron Canada Limited Model 206L-3 serial number 51345.
- 4) Authorization to approve the structural aspects in support of this major repair was granted by Martin R. Crane of the Rotorcraft Certification Office (ASW-170) via email dated April 1, 2013.

8. PURPOSE OF DATA
 Engineering data approval (structural aspects only) in support of a major repair, not the workmanship or installation, for helicopter serial number 51345.

9. APPLICABLE REQUIREMENTS (List specific sections)
14 CFR Part 27 (Cert. Basis per TCDS H2SW, Amdt. 27-1 through 27-28): 27.301, 27.303, 27.305(a), 27.307(a) [26], 27.601(a), 27.603 [16], 27.605(a) [16], 27.609(a), and 27.613(d) [26]; all amendment levels are 0 (original version) unless otherwise noted as [*], where * is the applicable amendment level

10. CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

Recommend approval of these data
 Approve these data

I ~~(do)~~ Therefore

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Ryan Guillot	DERY-830212-SW	Structural



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529		
	Make Bell	Model 206	Series L-3	
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
			City Lafayette	State LA
			Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name PHI, Inc.		U. S. Certificated Mechanic		Manufacturer	
Address P. O. Box 90808		Foreign Certificated Mechanic		HEER617E	
City Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip 70509-0808 Country USA		Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Terrill K. McLaan</i> 3-6-2012
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Terrill K. McLaan</i> 3-6-2012
---	---

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.)

N3116L

Nationality and Registration Mark

3-6-2012

Date

Structural Repair

Repair of Roof Beam

Part Nomenclature: Roof Beam Assy. Part Number: 206-033-210-101
Repair Number: 12RL-020

Work Accomplished: Blended areas on RH & LH Roof Beam Assembly near Station 148.22 where rollover frames attach. Performed Fluorescent Penetrant Inspection as required. Treated and primed areas, then applied shimming compound to blended areas and sanded smooth as per repair # 12RL-020.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

Approval received for this repair according to data approved on Form AE-100-1.

Certification Delegate: M. Bouchard Certification Delegate Number: CD 029
Dated: 3-1-2012 S.O.C. Serial Number: C2586

Weight and Balance Negligible.

END

Additional Sheets Are Attached

**BELL HELICOPTER TEXTRON
CANADA LTD.**

CIVIL CERTIFICATION

DAO # 92-Q-01

Cage Code 66738

TRANSPORT CANADA STATEMENT OF COMPLIANCE		DATE: 03/01/12	S.O.C. SERIAL NO: C2586	ISSUE: ---	
		REF: EDNR #	SHEET: 1	OF: 1	
MODEL TYPE: ROTORCRAFT	MODEL (S): 206L-3	CERTIFICATION BASIS (REFERENCE TCDS or GCP): TCDS H-92		REVISION: 24	
CHANGE DEFINITION (Drawing list)			REQUIREMENTS /REFERENCE		
NUMBER	TITLE	Specialty	Cert Para.	MoC	
FIELD REPAIR 12RL-020	STRUCTURAL REPAIR ON ROOF BEAM INSTL P/N 206-033-210-101, ON MODEL 206L-3, S/N 51529, T.T. 16183:05 HOURS, OPERATED BY PHI, INC. ATTACHMENTS: 11 PAGES DAMAGE DESCRIPTION: 4 PAGES REPAIR INCLUDING COVER MEMO: 7 PAGES NOTE: THE PURPOSE OF THE DATA IS TO APPROVE THE ENGINEERING ASPECT ONLY OF THE FIELD REPAIRS AND NOT THE WORKMANSHIP AND INSTALLATION.	S	*6.200	A	
		S	*6.201 a), b)	A	
		S	*6.202 a), b)	A	
		S	6.300	R	
		S	6.301	R	
		S	6.302	R	
		S	6.303	R	
		S	6.304a	R	
		S	6.306	R	
Paragraphs not listed are considered to have negligible or no effect with respect to the listed changes					
LIST OF SUBSTANTIATING DOCUMENTATION					
NUMBER	TITLE	TCCA LOI			
*	Electronic stress notes filed in: T:\PSE\206\STRESS NOTE\REPAIR\09RL-055B.xlsm	N/A			
Paragraphs not listed are considered to have negligible or no effect with respect to the listed changes					
CERTIFICATION		NA=TCCA LOI Not Applicable NIL=No LOI Identified by TCCA FI=For Info WI=Witness or Inspection RA=Review & Acceptance		R=Review TG=Test Ground A=Analysis TF=Test Flight I=Inspect FA=Failure Analysis N=Noted	
I THEREFORE RECOMMEND APPROVAL OF THESE DATA	<i>[Signature]</i> 03/02/2012				
I THEREFORE APPROVE THESE DATA	<i>[Signature]</i>				
CERTIFICATION DELEGATE	M. BOUCHARD				
CERTIFICATION DELEGATE No	CD 029				
LOA SPECIALTY	S				
LoA SPECIALTY Legend: FTP = Flight Test/Pilot; FT/E = Flight Test/Engineer; OSES = Occupant Safety and Environmental Systems; FHMCS = Fuel and Hydromechanical Control Systems; S = Structures; PE = Powerplants and Emissions; AE = Avionics and Electrical Systems; EEDA = Electronic Equipment Design Assurance					

12RL-020

S/N 51529

PHI. INC.

MODEL 206L-3

ROOF BEAM INSTL

PART NUMBER 206-033-210-101

NOTES: Refer to BHT-ALL-SRM, Sections 3 & 4 and to Appendix "A" respectively for process sheets and for standard repair materials.

Refer to BHT-ALL-SPM, Section 13 for Item C-xxx definitions.

All repair procedures to be carried out in accordance with BHT-ALL-SRM approved processes.

The Instructions for Continued Airworthiness (ICA) are not affected by this repair.

1.0 REQUIRED:

- | | | |
|-----|----------------------------|--|
| 1.1 | Chemical film material: | (Item C-100) |
| 1.2 | Epoxy polyamide primer: | (Item C-204) |
| 1.3 | Shimming compound: | (Item C-567) |
| | Mix ratio: | 100 parts A for 14.4 parts B by weight |
| | Pot life at 65° to 85°F: | 1 hour |
| | Drill time at 65° to 85°F: | A minimum hardness of Shore D 55
(Recommended minimum 4 hours) |
| | Cure time at 65° to 85°F: | A minimum hardness of Shore D 75
(Recommended minimum 6 hours) |
| 1.4 | Cleaners: | Methyl-Ethyl-Ketone (MEK) (Item C-309)
Acetone (Item C-316)
Isopropyl Alcohol (Item C-385)
Aliphatic Naphtha (Item C-305)
Toluene (Item C-306) |
| 1.5 | Process Sheets: | Chemical Film Application on Aluminum and Titanium Parts (Para. 3-2-14) |

12RL-020

S/N 51529

2.0 PROCEDURE:

2.1 Gain access to damaged areas recording type, size and location of fasteners removed. See figure 1 & detail A.

2.2 **Notes:** Do not increase existing depth of damage.
Ensure smooth transition all around reworked areas.
Surface roughness of roof beams upper outboard flange shall be 63 microinches or better.
Suggested method: lightly abrade roof beams upper outboard flange surface with 180 grit or finer abrasive paper.
Blending to be performed by sanding in beams longitudinal (FWD-AFT) direction.

Blend damaged area of LHS/RHS roof beams upper outboard flange smooth as shown in view B-B and section C-C. Maintain a 20:1 length to depth ratio along roof beam axis. Minimum remaining material thickness to be 0.095 inch for LHS beam and 0.090 inch for RHS beam as shown in detail D.

2.3 **Note:** Care to be taken to prevent fluorescent penetrant fluid from flowing between roof beams and roof shell.

Fluorescent penetrant inspect reworked area of LHS/RHS roof beams to ensure no damage remains and surface is smooth per BHT-ALL-SPM, paragraphs 6-2 to 6-16. If such damage exists, resubmit to PSE with additional information describing extent of damage.

2.4 **Note:** Do not apply excessive amount of chemical film material.

Brush apply chemical film material specified in 1.1 to reworked area of LHS/RHS roof beams upper outboard flange.

2.5 Prime all bare metal surfaces using material specified in 1.2. Allow to dry.

2.6 Lightly abrade primer to remove gloss.

2.7 **Note:** Do not soak parts to be bonded with cleaner specified in 1.4. Use of a moistened rag is recommended.

Clean reworked areas.

2.8 **Note:** There shall be no substitute for shimming compound specified in 1.3. Refer to step 1.3 for shimming compound preparation and curing data.

Prepare shimming compound specified in 1.3.

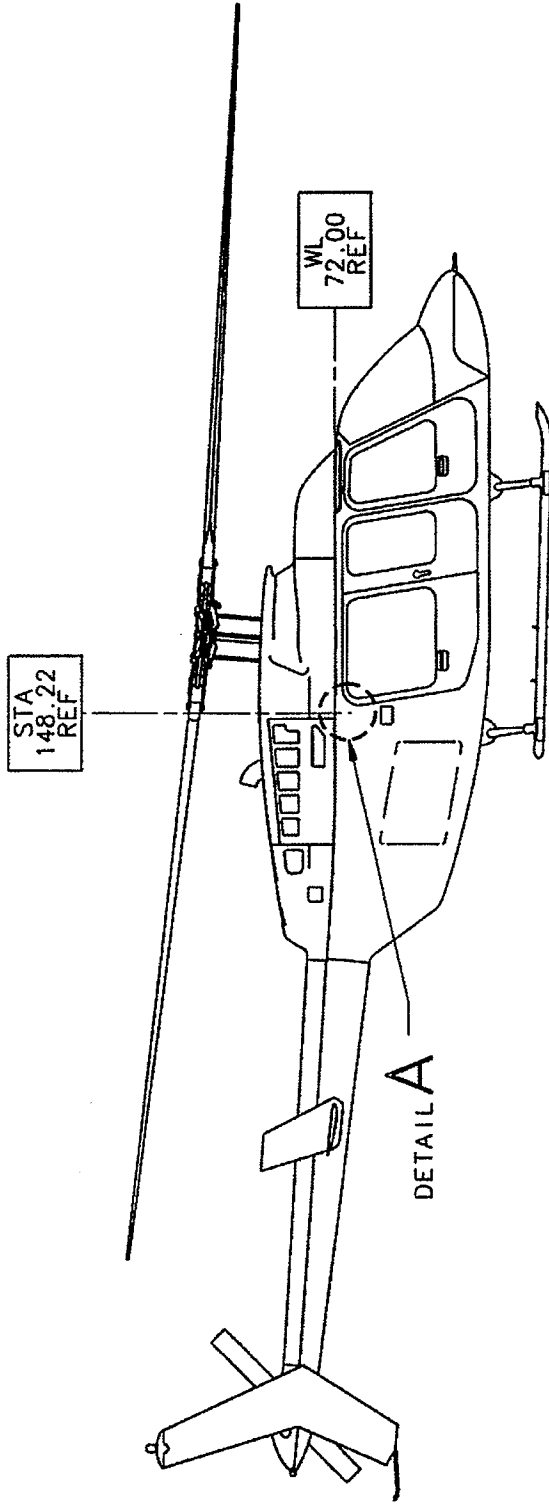
12RL-020

S/N 51529

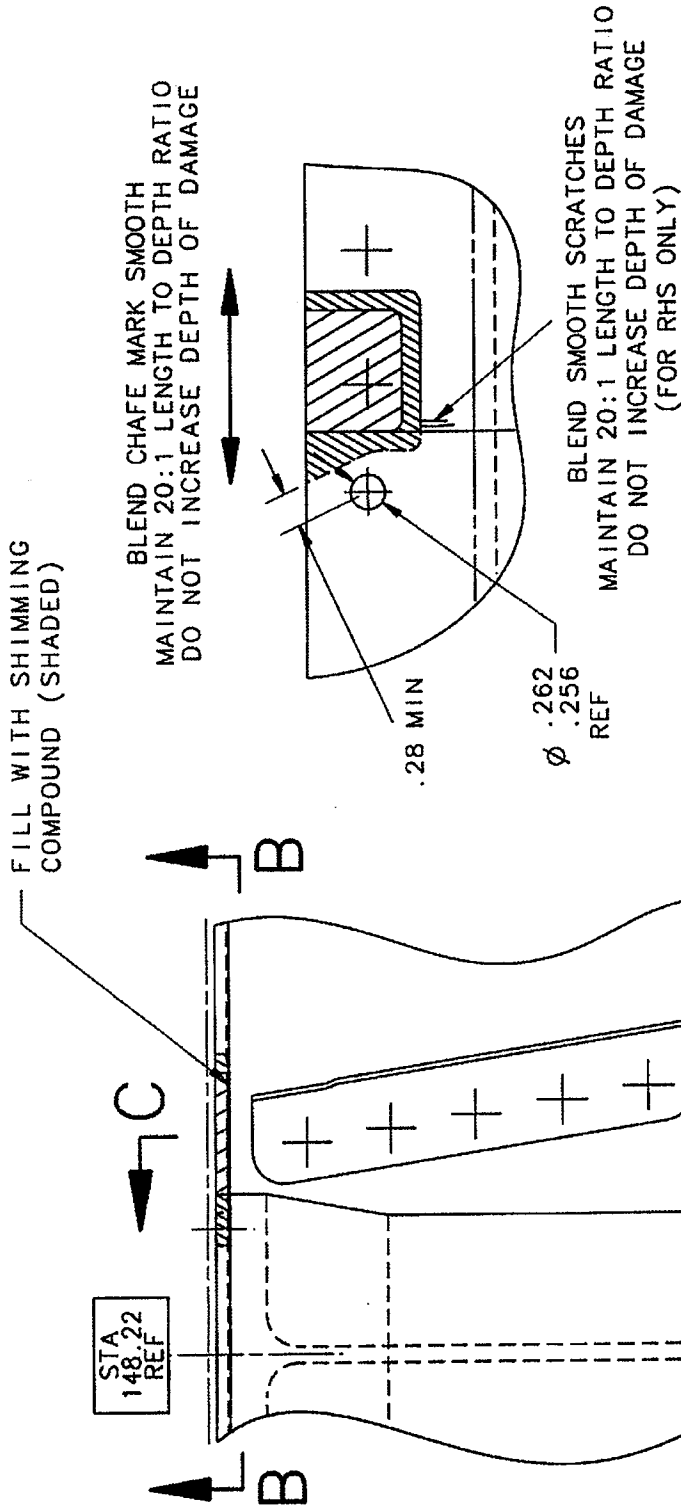
2.0 PROCEDURE: (CONT'D)

- 2.9 Apply shimming compound specified in 1.3 to faying surface of reworked areas of LHS/RHS roof beams. See detail A.
- 2.10 Allow to cure at room temperature for 6 hours.
- 2.11 Sand shimming compound smooth to surface of LHS/RHS roof beams upper outboard flange.
- 2.12 **Note: Do not soak parts to be bonded with cleaner specified in 1.4. Use of a moistened rag is recommended.**

Clean reworked areas.
- 2.13 Inspect cured shimming compound for discrepancies. Pinholes, porosity and voids less than 0.15 inch diameter and at least one inch apart are acceptable as is.
- 2.14 If required, touch-up primer. Allow to dry.
- 2.15 Ensure means are taken to prevent further chafing.
- 2.16 Re-finish as required.



TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: S. LORTIE	REF P/N: 206-033-210-101	SHEET: 1 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM	UNITS: INCHES	DATE: 12/03/01	DWG: 206-033-210-12RL-020



VIEW B-B
NOTE: SOME PARTS NOT SHOWN FOR CLARITY

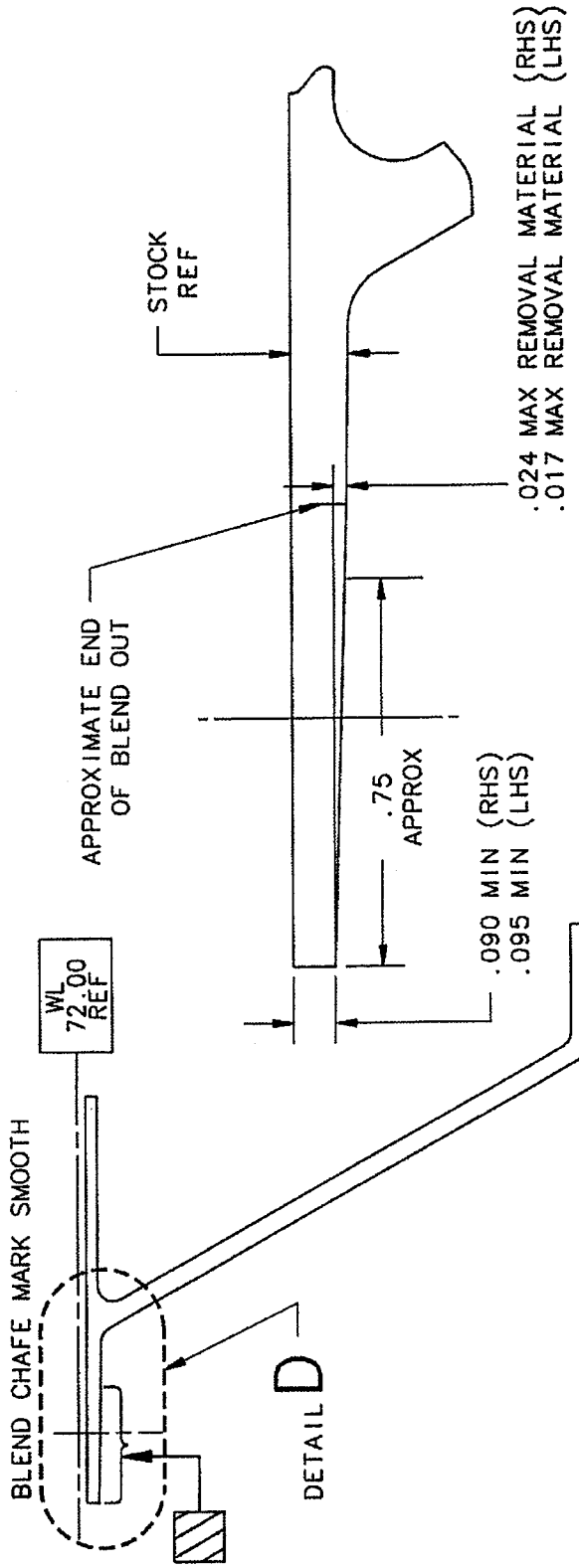
DETAIL A

TYPICAL FOR LHS EXCEPT AS SHOWN

- DAMAGED AREA
- APPROXIMATE OUTLINE OF REWORKED AREA

FASTENERS
+ EXISTING FASTENER

TITLE: 206L-3 REPAIR ROOF BEAM INSTL		PREPARED BY: S. LORTIE	REF P/N: 206-033-210-101	SHEET: 2 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM		UNITS: INCHES	DATE: 12/03/01	DWG: 206-033-210-12RL-020



DETAIL D

NOTE: SHIMMING COMPOUND NOT SHOWN FOR CLARITY PURPOSE

SECTION C-C

NOTE: SHIMMING COMPOUND NOT SHOWN FOR CLARITY PURPOSE

TYPICAL FOR LHS EXCEPT AS SHOWN

▨ APPROXIMATE OUTLINE OF REWORKED AREA


TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: S. LORTIE	REF P/N: 206-033-210-101	SHEET: 3 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM	UNITS: INCHES	DATE: 12/03/01	DWG: 206-033-210-12RL-020

Hurst, Ken

From: Hurst, Ken
Sent: Friday, February 24, 2012 9:01 AM
To: 'pselight'
Subject: 206L-3 S/N 51529 DAMAGE (CHAFE) ROOF BEAM P/N 206-033-210-125 (REF PHI-206L-DA-0211) REQUESTING APPROVED REPAIR PROCEDURE

Attachments: PHI-206L-DA-0211.pdf; image001.jpg

Structural Repair Request Form

Date: 2/24/2012	Number of pages (including this one): 2
Send to:  (817) 280-2635 [for model 214 (all variants)]	(450) 433-0272 [for all other commercial models]
Sender: <u>Ken Hurst</u>	Tel: <u>(337) 272-4593</u>
Company: <u>PHI, Inc.</u>	Fax: <u>(337) 272-4575</u>
Email address: <u>khurst@phihelico.com</u>	<input checked="" type="checkbox"/> Owner and/or Operator Repair Facility

Dear PSE, please provide us with an approved repair for the damage described below.
 Thanks, KH (your initials)

Aircraft Information	
Model: 206L3	Serial Number: 51529
Flight Time: 16,183:05	Registration: N3116L
Status: Routine	<input checked="" type="checkbox"/> Work Stoppage AOG
Damage Description	
Part Number: 206-033-210-125	Serial Number:
Tailboom Part Number (if applicable):	
Tailboom Serial Number (if applicable):	
Description: (attach a sketch)	
<p>The following attachment (PHI-206L-DA-0211) shows damage (chafe) on right hand side of roof beam in area of roll over bulkhead.</p> <p>I will be sending you chafe damage on the left and side also.</p> <p>There is work stoppage in this area.</p> <p>Thank you, Ken Hurst PHI, Inc. Engineering Department</p>	

This form may also be scanned and email with the sketch and/or other attachments to the appropriate electronic address below for action.


pselight@bellhelicopter.textron.com for 47, 206, and 407 (all variants)
psemedium@bellhelicopter.textron.com for 204, 205, 212, 412 (all variants)
pseinter@bellhelicopter.textron.com for 222, 230, 427, 430 (all variants)
psemil214@bellhelicopter.textron.com for 214 (all variants)

Ref: IL GEN-04-96



FWD →

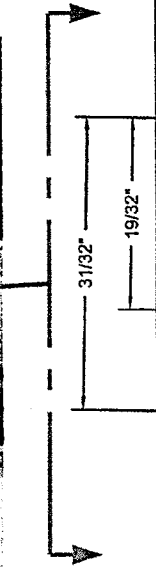
VIEW LOOKING AT DAMAGE AREA
(CHAFE) ON RHS OF BEAM

 PHI, INC. LAFAYETTE, LOUISIANA	DWG NO: PHI-206L-DA-0211	FILE NO: 0062980A.DWG	REG NO: N3116L
	TITLE: DAMAGE AREA (CHAFE) ON RHS OF BEAM P/N: 206-033-210-125, ACFT S/N: 51529		S/N: 51529
PREP BY: S. TRAHAN		REV/DATE: IR 2/23/12	MODEL: 206L-3
			T/I: 16, 183: 05
			SHEET 1 OF 1

BX11RP_1



.114"
BEAM
THICKNESS




FWD →

Hurst, Ken

From: Hurst, Ken
Sent: Friday, February 24, 2012 9:14 AM
To: 'pselight'
Subject: 206L-3 S/N 51529 DAMAGE (CHAFE) LHS OF ROOF BEAM P/N 206-033-210-125 (REF PHI-206L-DA-0212) REQUESTING APPROVED REPAIR PROCEDURE
Attachments: PHI-206L-DA-0212.pdf; image001.jpg

Structural Repair Request Form

Date: 2/24/2012	Number of pages (including this one): 2
Send to:  Bell Helicopter A Textron Company	(817) 280-2635 [for model 214 (all variants)] (450) 433-0272 [for all other commercial models]
Sender: <u>Ken Hurst</u>	Tel: <u>(337) 272-4593</u>
Company: <u>PHI, Inc.</u>	Fax: <u>(337) 272-4575</u>
Email address: <u>khurst@phihelico.com</u>	<input checked="" type="checkbox"/> Owner and/or Operator Repair Facility

Dear PSE, please provide us with an approved repair for the damage described below.
 Thanks, KH (your initials)

Aircraft Information	
Model: 206L3	Serial Number: 51529
Flight Time: 16,183:05	Registration: N3116L
Status: <input type="checkbox"/> Routine	<input checked="" type="checkbox"/> Work Stoppage <input type="checkbox"/> AOG
Damage Description	
Part Number: 206-033-210-125	Serial Number:
Tailboom Part Number (if applicable):	
Tailboom Serial Number (if applicable):	
Description: (attach a sketch) The following attachment (PHI-206L-DA-0212) shows damage (chafe) on left hand side of roof beam in area of roll over bulkhead. There is work stoppage in this area.	
Thank you, Ken Hurst PHI, Inc. Engineering Department	

This form may also be scanned and email with the sketch and/or other attachments to the appropriate electronic address below for action.

- pselight@bellhelicopter.textron.com for 47, 206, and 407 (all variants)
- psemedium@bellhelicopter.textron.com for 204, 205, 212, 412 (all variants)
- pseinter@bellhelicopter.textron.com for 222, 230, 427, 430 (all variants)
- psemil214@bellhelicopter.textron.com for 214 (all variants)

Ref: IL GEN-04-96



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway	
		City Lafayette State LA	Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>PHI, Inc.</u>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <u>Lafayette</u> State <u>LA</u>		<input checked="" type="checkbox"/> Certificated Repair Station	HEER617E
Zip <u>70509-0808</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="text-align: center;"><i>William D. Smith 10-1-07</i></div>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <div style="text-align: center;"><i>William D. Smith 10-1-07</i></div>
--	---

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.)

N3116L

Nationality and Registration Mark

10-1-07

Date

STC Installation

Installed replacement battery door in accordance with Aeronautical Accessories, Inc. STC SR00044AT installation report number AA-91057, Revision M, dated December 6, 2001.

Weight change is negligible.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationally and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	HEER617E	
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic		
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station		
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="text-align: right;"><i>Terrill K. McLancon</i> 3-31-13</div>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <div style="text-align: right;"><i>Terrill K. McLancon</i> 3-31-13</div>
--	---

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.)

N363BH	3-31-13
Nationality and Registration Mark	Date

Structural Repair

Repair of R/H Frame at Sta. 167.33

Part Nomenclature: Frame Assembly Part Number: 206-032-303-035
Repair Number: PHI-206L-RP-0225 Part Serial Number: N/A

Work Accomplished : Blended out damaged area from Frame Assy. as required. Fabricated and installed a 150-021-64B (.032") aluminum doubler to area on Frame Assembly using materials listed in repair # PHI-206L-RP-0225, Revision IR, dated 03-14-2013.

Structural repair is made according to the manufacturer's helicopters structural repair manual, except the size of this repair exceeded the limits as specified in the manual.

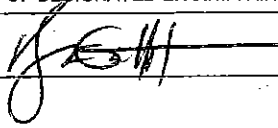
Approval received for this repair according to data approved on FAA Form 8110-3.

By DER Ryan Guillot Designation Number DERY-830212-SW
Dated 03-25-2013 8110-3 Serial Number: 13-05

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			1. DATE March 25, 2013
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3	4. TYPE (Airplane, Radio, Helicopter, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc.
LIST OF DATA			
6. IDENTIFICATION	7. TITLE		
PHI-206L-RP-0225, Rev. IR, Dated 03/14/13 PHI-206L-SA-0110, Rev. IR, Dated: 03/15/13	Repair Procedure for Frame STA. 167.33 P/N: 206-032-303-035 (Chafed Area RHS) on a Bell Model 206L-3 Helicopter, Acft S/N: 51345 Structural Analysis for Repair Procedure PHI-206L-RP-0225 (Chafed Frame, STA 167.33) Notes: 1) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The Structural aspects only of the above listed data are approved herein. 2) This form does constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire repair. 3) This approval is valid only for Bell Helicopter Textron Canada Limited Model 206L-3 serial number 51345. 4) Authorization to approve the structural aspects in support of this major repair was granted by Martin R. Crane of the Rotorcraft Certification Office (ASW-170) via email dated February 13, 2013.		
8. PURPOSE OF DATA Engineering data approval (structural aspects only) in support of a major repair, not the workmanship or installation, for helicopter serial number 51345.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 27 (Cert. Basis per TCDS H2SW, Amdt. 27-1 through 27-28): 27.301, 27.303, 27.305(a), 27.307(a) [26], 27.601(a), 27.603 [16], 27.605(a) [16], 27.609(a), 27.613(d) [26], and 27.619(a)(b)(2); all amendment levels are 0 (original version) unless otherwise noted as [*], where * is the applicable amendment level			
10. CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Ryan Guillot 	12. DESIGNATION NUMBER(S) DERY-830212-SW	13. CLASSIFICATION(S) Structural	



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	BELL HELICOPTER TEXTRON, INC	<input type="checkbox"/>	U.S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certified Repair Station
City	LAFAYETTE State LA	<input type="checkbox"/>	Certified Maintenance Organization	<input type="checkbox"/>	CRS B1H2300N Limited Airframe Limited Specialized Services
Zip	70507 Country U.S.A.				

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3/2/12
--	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD 3/2/12			

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: RH SIDE PANEL
ORIGINAL PART NUMBER: 206-033-115-183
SERIAL NUMBER: BP0000138
WORK ORDER NUMBER: W184322AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-055 DATED
9/15/99.**

-----END-----

Additional Sheets are Attached



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR 43 Sec.43.9, Part 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. Sec. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. Sec. 46301(a))

1. Aircraft	Nationality and Registration Mark <u>N233PH</u>	Serial No. <u>51529</u>
	Make <u>Bell</u>	Model <u>206</u> Series <u>L-3+</u>
2. Owner	Name (As shown on registration certificate) <u>PHE INC</u>	Address (As shown on registration certificate) Address <u>2001 SE Evangeline Thruway</u> City <u>Lafayette</u> State <u>LA</u> Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	~~~~~	(As described in Item 1 above)	~~~~~
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	250 L-30P	LAE-895111 LAD-95098
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	#140-2560 Simpson Road	<input type="checkbox"/>	U.S. Certificated Mechanic
Address	Richmond State BC	<input checked="" type="checkbox"/>	Foreign Certificated Mechanic
City	V6X 2P9 Country Canada	<input type="checkbox"/>	Certificated Repair Station
Zip		<input type="checkbox"/>	Certificated Maintenance Organization
		C. Certificate No. 39-87	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>C. Trsek</u> H-S 7	19/Dec/2011
--	--	-------------

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	<input checked="" type="checkbox"/> Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 39-87	Signature/Date of Authorized Individual <u>C. Trsek</u> H-S 7	19/Dec/2011
--	--	-------------

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.)

N233PH
Nationality and Registration Mark

3/10/13
Date

Description: Rolls Royce 250 Gearbox Housing
P/N 23035139, S/N HL39646

1. Repaired (Qty 3) Bolt Holes On Splitline IAW 14W3 72-00-00.
2. Repaired Engine Mounts IAW RSS 1012 And E.O. # 128.
3. Repaired Oil Pump Drive Seal Bore And Flange IAW RSS 1051.
4. Replaced (Qty 4) Oil Pump Drive Studs IAW 14W3 72-00-00.
5. Repaired PT Tachometer Governor Locating Bore And Flange IAW RSS 1051.
6. Replaced (Qty 4) PT Tachometer Governor Studs IAW 14W3 72-00-00.
7. Final Inspection.

Repair Salvage Schemes (RSS) 1012 And 1051 Are OEM Approved Data.

All Records of Work Performed Are On File Under Work Order 66431.

No Further Statements to Follow.



Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N363BH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate)
			Address Quality Assurance 2001 SE Evangeline Thruway City Lafayette State LA Zip 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
Address P. O. Box 90808		C. Certificate No. HEER617E	
City Lafayette State LA			
Zip 70509-0808 Country USA			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Timm K. Melancon</i> 3-17-13
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Timm K. Melancon</i> 3-17-13
---	--

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.)

N363BH

Nationality and Registration Mark

3-17-13

Date

Structural Repair

Roof Beam Repair

Part Nomenclature:	<u>Roof Beam Assembly</u>	Part Number:	<u>206-033-210-101</u>
Repair Number:	<u>13RL-017</u>	Serial Number:	<u>N/A</u>

Work Accomplished: Gained access to areas and blended chafed areas on L/H and R/H side of Roof Beam as required. Performed fluorescent penetrant inspection of areas. No further damage was found. Treated and primed areas then applied shimming compound to blended areas, allowed to cure and sanded smooth. Reinstalled rivets in accordance with Field Repair 13RL-017.

Structural repairs made according to the manufacturer's helicopters structural repair manual, except the size of these repairs exceeded the limits as specified in the manual.

Approval received for these repairs according to data approved on Form AE-100-1.

Certification Delegate	<u>M. Bouchard</u>	Certification Delegate Number	<u>CD 029</u>
Dated	<u>02-12-2013</u>	S.O.C. Serial Number:	<u>C2737</u>

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

**BELL HELICOPTER TEXTRON
CANADA LTD.**

CIVIL CERTIFICATION

DAO # 92-Q-01

Cage Code 66738

TRANSPORT CANADA STATEMENT OF COMPLIANCE		DATE: 02/12/13	S.O.C. SERIAL NO: C2737	ISSUE: ---
		REF: EDRN #	SHEET: 1	OF: 1
MODEL TYPE: ROTORCRAFT	MODEL (S): 206L-3	CERTIFICATION BASIS (REFERENCE TCDS or GCP): TCDS H-92		REVISION: 25
CHANGE DEFINITION (Drawing list)		REQUIREMENTS /REFERENCE		
NUMBER	TITLE	Specialty	Cert. Para.	MoC
FIELD REPAIR 13RL-017	STRUCTURAL REPAIR ON ROOF BEAM INSTL P/N 206-033-210-101, ON MODEL 206L-3, S/N 51345, T.T. 8032.0 HOURS, OPERATED BY PHI, INC.	S	*6.200	A
		S	*6.201 a), b)	A
		S	*6.202 a), b)	A
		S	6.300	R
		S	6.301	R
		S	6.302	R
		S	6.303	R
		S	6.304a	R
		S	6.306	R
		ATTACHMENTS: 13 PAGES DAMAGE DESCRIPTION: 6 PAGES REPAIR INCLUDING COVER MEMO: 7 PAGES		
NOTE: THE PURPOSE OF THE DATA IS TO APPROVE THE ENGINEERING ASPECT ONLY OF THE FIELD REPAIRS AND NOT THE WORKMANSHIP AND INSTALLATION.				
Paragraphs not listed are considered to have negligible or no effect with respect to the listed changes				
LIST OF SUBSTANTIATING DOCUMENTATION				
NUMBER	TITLE	TCCA LOI		
*	Electronic stress notes filed in: T:\PSE\206\STRESS NOTE\REPAIR\ 09RL-055B.xlsm	N/A		
Paragraphs not listed are considered to have negligible or no effect with respect to the listed changes				
CERTIFICATION		NA=TCCA LOI Not Applicable NIL=No LOI Identified by TCCA FI=For Info WI=Witness or Inspection RA=Review & Acceptance	R=Review A=Analysis I=Inspect FA=Failure Analysis N=Noted	TG=Test Ground TF=Test Flight
UNDER THE AUTHORITY VESTED IN ME BY THE DEPARTMENT OF TRANSPORT, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON ATTACHED SHEET(S) HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, WITH ALL THE APPLICABLE REQUIREMENTS OF THE TYPE APPROVAL BASIS AND PERTINENT AIR REGULATIONS.				
I THEREFORE RECOMMEND APPROVAL OF THESE DATA				
I THEREFORE APPROVE THESE DATA				
CERTIFICATION DELEGATE	M. BOUCHARD			
CERTIFICATION DELEGATE No	CD 029			
LOA SPECIALTY	S			
LoA SPECIALTY Legend: FT/P = Flight Test/Pilot; FT/E = Flight Test/Engineer; OSES = Occupant Safety and Environmental Systems; FHMCS = Fuel and Hydromechanical Control Systems; S = Structures; PE = Powerplants and Emissions; AE = Avionics and Electrical Systems; EEDA = Electronic Equipment Design Assurance				

13RL-017

S/N.51345

PHI, INC.

MODEL 206L-3

ROOF BEAM INSTL

PART NUMBER 206-033-210-101

NOTES: Refer to BHT-ALL-SRM, Sections 3 & 4 and to Appendix "A" respectively for process sheets and for standard repair materials.

Refer to BHT-ALL-SPM, Section 13 for Item C-xxx definitions.

All repair procedures to be carried out in accordance with BHT-ALL-SRM approved processes.

The Instructions for Continued Airworthiness (ICA) are not affected by this repair.

1.0 REQUIRED:

- | | | |
|-----|--|---|
| 1.1 | Chemical film material: | (Item C-100) |
| 1.2 | Epoxy polyamide primer: | (Item C-204) |
| 1.3 | Shimming compound: | (Item C-567) |
| | Mix ratio: | 100 parts A for 14.4 parts B by weight |
| | Pot life at 65° to 85°F: | 1 hour |
| | Drill time at 65° to 85°F: | A minimum hardness of Shore D 55
(Recommended minimum 4 hours) |
| | Cure time at 65° to 85°F: | A minimum hardness of Shore D 75
(Recommended minimum 6 hours) |
| 1.4 | Cleaners: | Methyl-Ethyl-Ketone (MEK) (Item C-309) |
| | | Acetone (Item C-316) |
| | | Isopropyl Alcohol (Item C-385) |
| | | Aliphatic Naphtha (Item C-305) |
| | | Toluene (Item C-306) |
| 1.5 | Process Sheets: | |
| | Chemical Film Application on Aluminum and Titanium Parts | (Para. 3-2-14) |

13RL-017

S/N 51345

2.0 PROCEDURE:

2.1 Gain access to damaged areas recording type, size and location of fasteners removed. See figure 1 & detail A.

2.2 **Notes:** Do not increase existing depth of damage.
Ensure smooth transition all around reworked areas.
Surface roughness of roof beams upper outboard flange shall be 63 microinches or better.
Suggested method: lightly abrade roof beams upper outboard flange surface with 180 grit or finer abrasive paper.
Blending to be performed by sanding in beams longitudinal (FWD-AFT) direction.
Blend out shall not extend into fillet radius of roof beam. If this condition is not met resubmit to PSE with additional information.

Blend damaged area of LHS/RHS roof beams upper outboard flange smooth as shown in view B-B and section C-C. Maintain a 20:1 length to depth ratio along roof beam axis. Minimum remaining material thickness to be 0.090 inch for LHS beam and 0.090 inch for RHS beam as shown in detail D.

2.3 **Note:** Care to be taken to prevent fluorescent penetrant fluid from flowing between roof beams and roof shell.

Fluorescent penetrant inspect reworked area of LHS/RHS roof beams to ensure no damage remains and surface is smooth per BHT-ALL-SPM, paragraphs 6-2 to 6-16. If such damage exists, resubmit to PSE with additional information describing extent of damage.

2.4 **Note:** Do not apply excessive amount of chemical film material.

Brush apply chemical film material specified in 1.1 to reworked area of LHS/RHS roof beams upper outboard flange.

2.5 Prime all bare metal surfaces using material specified in 1.2. Allow to dry.

2.6 Lightly abrade primer to remove gloss.

2.7 **Note:** Do not soak parts to be bonded with cleaner specified in 1.4. Use of a moistened rag is recommended.

Clean reworked areas.

2.8 **Note:** There shall be no substitute for shimming compound specified in 1.3. Refer to step 1.3 for shimming compound preparation and curing data.

Prepare shimming compound specified in 1.3.

13RL-017

S/N 51345

2.0 PROCEDURE: (CONT'D)

- 2.9 Apply shimming compound specified in 1.3 to faying surface of reworked areas of LHS/RHS roof beams. See detail A.
- 2.10 Allow to cure at room temperature for 6 hours.
- 2.11 Sand shimming compound smooth to surface of LHS/RHS roof beams upper outboard flange.
- 2.12 **Note: Do not soak parts to be bonded with cleaner specified in 1.4. Use of a moistened rag is recommended.**

Clean reworked areas.
- 2.13 Inspect cured shimming compound for discrepancies. Pinholes, porosity and voids less than 0.15 inch diameter and at least one inch apart are acceptable as is.
- 2.14 If required, touch-up primer. Allow to dry.
- 2.15 Ensure means are taken to prevent further chafing.
- 2.16 Re-finish as required.

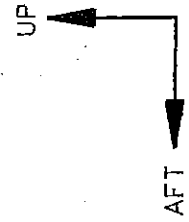
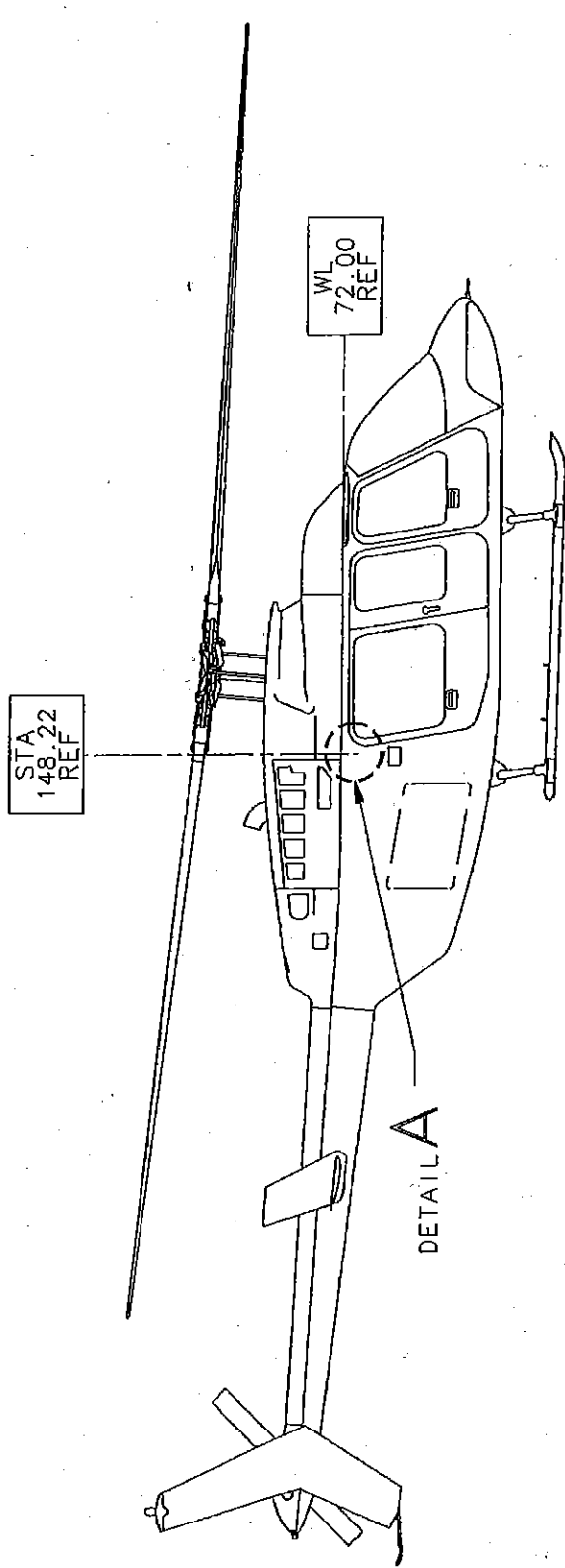
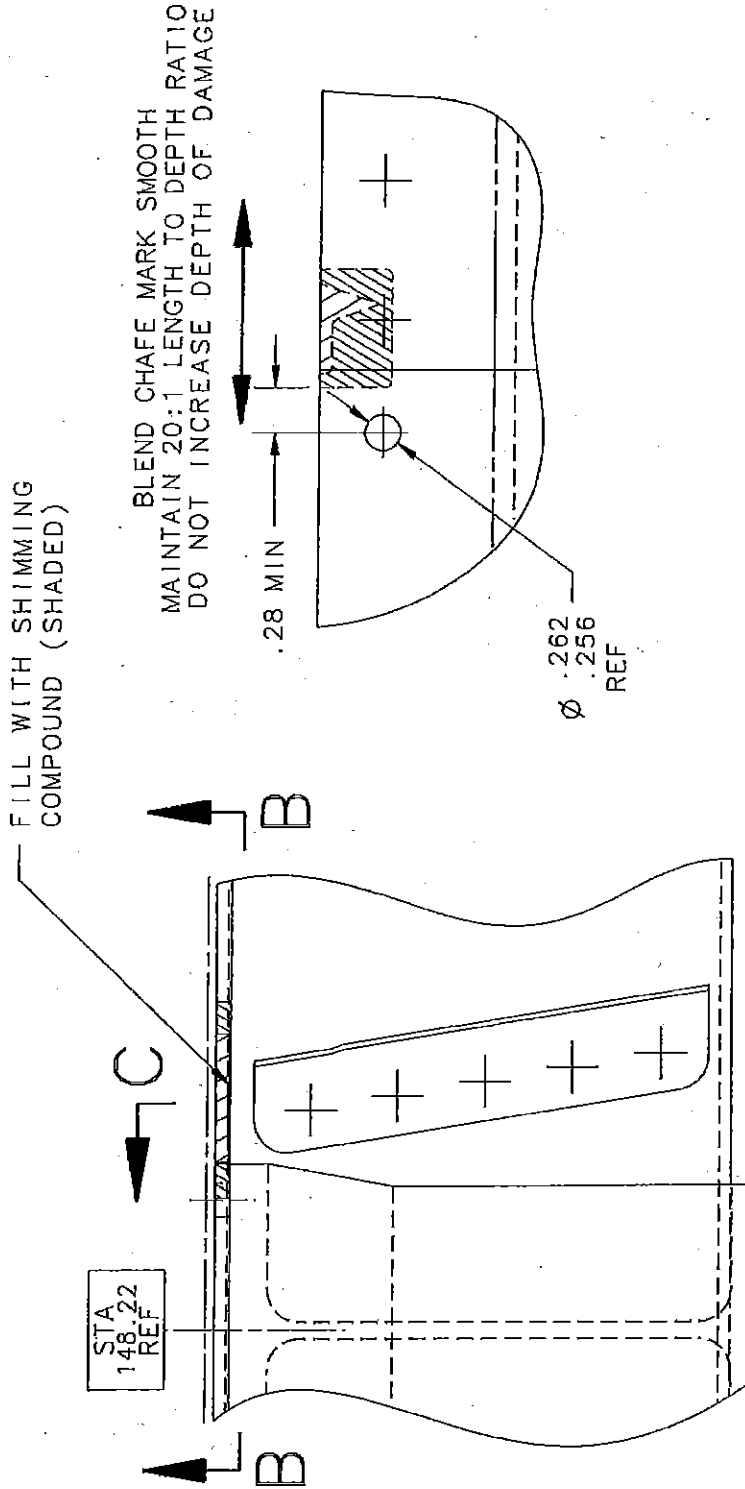


FIGURE 1
VIEW LKG INBD RHS

TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: M. FORTIN TRUDEL	REF P/N: 206-033-210-101	SHEET: 1 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM	UNITS: INCHES	DATE: 13/02/14	DWG: 206-033-210-13RL-017



VIEW B-B

NOTE: SOME PARTS NOT SHOWN FOR CLARITY

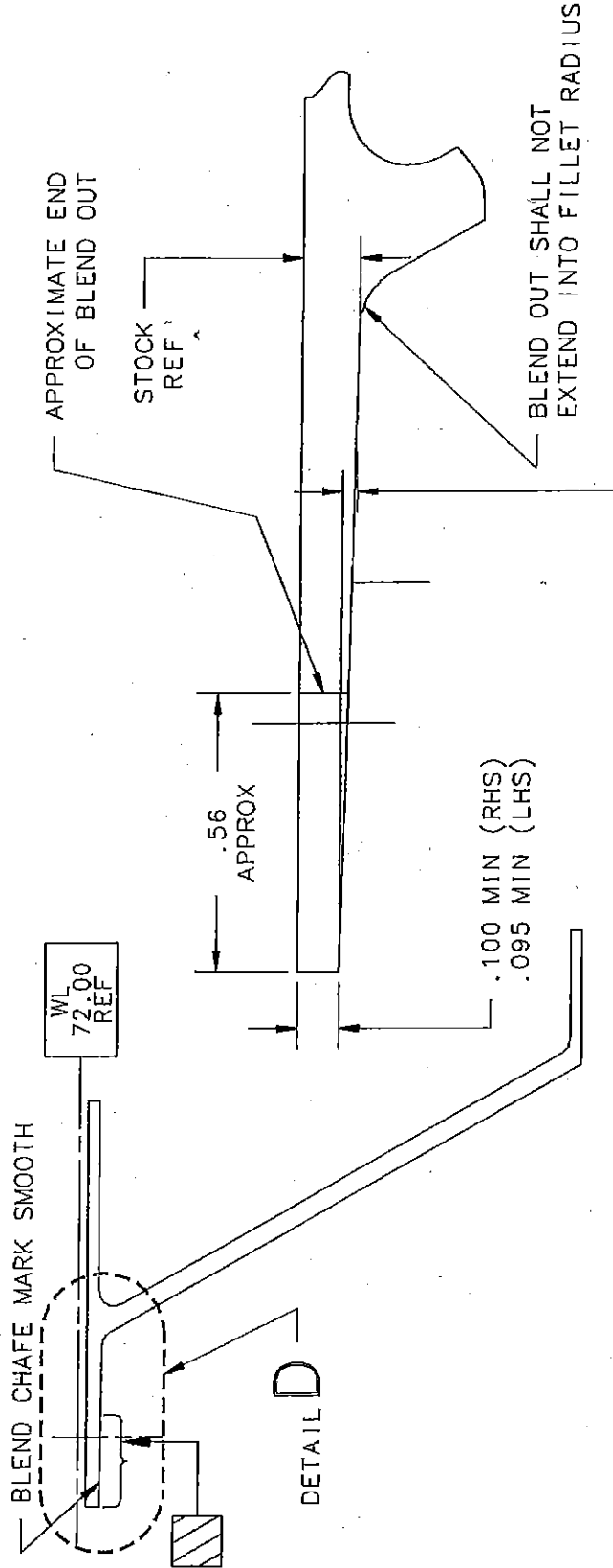
DETAIL A

TYPICAL FOR LHS EXCEPT AS SHOWN

- DAMAGED AREA
- APPROXIMATE OUTLINE OF REWORKED AREA

FASTENERS
 + EXISTING FASTENER

TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: M. FORTIN TRUDEL	REF P/N: 206-033-210-101	SHEET: 2 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM	UNITS: INCHES	DATE: 13/02/14	DWG: 206-033-210-13RL-017



SECTION C-C
 NOTE: SHIMMING COMPOUND NOT SHOWN FOR CLARITY PURPOSE

DETAIL D
 NOTE: SHIMMING COMPOUND NOT SHOWN FOR CLARITY PURPOSE

.013 MAX REMOVAL MATERIAL (RHS)
 .015 MAX REMOVAL MATERIAL (LHS)

TYPICAL FOR LHS EXCEPT AS SHOWN
 [Hatched Box] APPROXIMATE OUTLINE OF REWORKED AREA

TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: M. FORTIN TRUDEL	REF P/N: 206-033-210-101	SHEET: 3 OF 3
DAMAGED P/N: 206-033-213-003, RHS BEAM 206-033-213-001, LHS BEAM	UNITS: INCHES	DATE: 13/02/14	DWG: 206-033-210-13RL-017



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.
2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	<input type="checkbox"/>	U.S. Certificated Mechanic
Address	301 W. PONT DES MOUTON ROAD	<input type="checkbox"/>	Foreign Certificated Mechanic
City	LAFAYETTE State LA	<input checked="" type="checkbox"/>	Certified Repair Station
Zip	70507 Country U.S.A.	<input type="checkbox"/>	Certified Maintenance Organization
			Manufacturer
			C. Certificate No.
			CRS B1H2300N Limited Airframe Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3/2/12
--	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is **APPROVED** **REJECTED**

BY	FAA Flt. Standards Inspector	<input type="checkbox"/>	Manufacturer	Maintenance Organization	<input type="checkbox"/>	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	<input type="checkbox"/>	Other (Specify)
Certificate or Designation No. B1H2300N		Signature/Date of Authorized Individual JASON PICARD 3/2/12				

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.)

N3116L	05/09/2012
Nationality and Registration Mark	Date

NOMENCLATURE: ROOF

ORIGINAL PART NUMBER: 206-033-201-267

UPGRADED TO PART NUMBER: 206-033-201-333

SERIAL NUMBER: BP0000135

WORK ORDER NUMBER: W183139AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-049,
DATED 4/19/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-
OP-050 DATED 10/15/02, REVISION E.**

-----**END**-----

Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address <u>Quality Assurance 2001 SE Evangeline Thruway</u>	
		City <u>Lafayette</u> State <u>LA</u>	Zip <u>70508-2156</u> Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. HEER617E
Name <u>PHI, Inc.</u>	Address <u>P. O. Box 90808</u> City <u>Lafayette</u> State <u>LA</u> Zip <u>70509-0808</u> Country <u>USA</u>	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input checked="" type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>JERRY HERBERT</i> <i>Jerry Herbert</i> 08/15/2013
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>JERRY HERBERT</i> <i>Jerry Herbert</i> 08/15/2013
--	--

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.)

N236PH

Nationality and Registration Mark

08/15/2013

Date

RUBBER MOUNTED CHIN BUBBLES

Installed left and right rubber mounted chin bubbles in accordance with Aeronautical Accessories, Inc. STC SH5850SW Installation Report Number AA-91034, Revision H, dated June 27, 2000.

Compass corrected as required.

Actual weight and balance complied with.



Additional Sheets Are Attached



US 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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Thruway Lafayette, LA 70508-2156

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 ACADIAN COMPOSITES 301 W. PONT DES MOUTON ROAD LAFAYETTE, LA 70507	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	CRS BIH2300N
	<input type="checkbox"/> Foreign Certificated Mechanic	LIMITED AIRFRAME
	<input checked="" type="checkbox"/> Certified Repair Station	LIMITED SPECIALIZED SERVICES
	<input type="checkbox"/> 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 6-24-05	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-24-05	Certificate or Designation No. B1H2300N	Signature of Authorized Individual JIMMIE MELANCON		

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.)

**NOMENCLATURE: SEAT PANEL
ORIGINAL PART NUMBER: 206-033-172-117
SERIAL NUMBER:
WORK ORDER NUMBER: W59573AA**

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-008, REVISION A, DATED
8/3/99.**

-----**END**-----

Additional Sheets are Attached



US Department of Transportation

Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a))

	Nationality and Registration Mark N236PH	Serial No. 51345
1. Aircraft	Make Bell	Model 206 Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc. Quality Assurance	Address (As shown on registration certificate) Address 2001 SE Evangeline Thruway City Lafayette State LA Zip 70508 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
<input type="checkbox"/>	<input type="checkbox"/>		Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	BELL HELICOPTER TEXTRON, INC.	U.S. Certified Mechanic	Manufacturer
Address	301 W. PONT DES MOUTON ROAD	Foreign Certified Mechanic	C. Certificate No.
City	LAFAYETTE State LA	<input checked="" type="checkbox"/> Certified Repair Station	CRS B1H2300N Limited Airframe
Zip	70507 Country U.S.A.	Certified Maintenance Organization	Limited Specialized Services

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App B <input type="checkbox"/>	Signature/Date of Authorized Individual 1/3/13
---	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. B1H2300N	Signature/Date of Authorized Individual 1/3/13 GRANT McDANIEL
---	---

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.)

N236PH

AUG 09 2013

Nationality and Registration Mark

Date

NOMENCLATURE: SEAT PANEL
ORIGINAL PART NUMBER: 206-033-172-117
SERIAL NUMBER:
WORK ORDER NUMBER: W198965AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-008,
REVISION A, DATED 8/3/99.**

-----**END**-----

Additional Sheets are Attached



US 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 of 1958).

1. Aircraft	Make <i>Bell</i>	Model <i>206L-3</i>
	Serial No. <i>51529</i>	Nationality and Registration Mark <i>N3116L</i>
2. Owner	Name (As shown on registration certificate) <i>PHT, INC</i>	Address (As shown on registration certificate) <i>2001 SE Evangeline Thruway Lafayette, La. 70508-2156</i>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	<i>Rolls Royce</i>	<i>250/C-30P</i>	<i>CAE-895845 CAC-90940</i>	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address CADORATH AEROSPACE INC. 2070 LOGAN AVENUE WINNIPEG, MANITOBA R2R 0H9	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input checked="" type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <div style="text-align: center; font-size: 1.2em;">86-91</div>
---	--	--

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>FEB 16 2006</i>	Signature of Authorized Individual <i>R.J. George</i> CAI 08
----------------------------	---

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	Repair Station	<input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>FEB 16 2006</i>		Certificate or Designation No. <i>86-91</i>	Signature of Authorized Individual <i>R.J. George</i> CAI 08	

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.)

REF. W/O # SHROUD HOUSING P/N# 23056637 S/N# MK17508
41538 250-C30

TSO: 0 TSN: UNK CYCLES: UNK

- ITEM 1 O/H INSPECTED IAW 250 C30 14W3 O/H/M 2ND EDITION REV.11
 2 NDT IAW PRPL 1-8
 3 SERMETEL PAINTED IAW ROLLS ROYCE PRPL 1-7
 4 ALSEAL COATED CONTOUR IAW 14W3 ED.2 REV.11
 5 FINAL INSPECTION

ADDITIONAL MAINTENANCE REQUIRED:
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 41538
NO FURTHER STATEMENTS TO FOLLOW.

FEB 16 2006

DATE: _____

SIGNATURE: _____



K. J. GEORGE

STAMP



Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Bell	MODEL 206L-3
	SERIAL NO. 51345	NATIONALITY AND REGISTRATION MARK N997PT
2. OWNER	NAME (As shown on registration certificate) Taylor Energy Co.	ADDRESS (As shown on registration certificate) 234 Loyola Avenue, Suite 500 New Orleans, LA. 70112

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				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Paul W. Juge Jr. 6149 Memphis Street New Orleans, LA. 70124	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. AP437863472
---	--	-----------------------------------

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 7-25-90	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 7-25-90	CERTIFICATE OR DESIGNATION NO. IA437863472	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Juge</i>
--	---	---

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.)

Bell 206L-3 N997PT 7-25-90

Installed Aeronautical Accessories, Inc. spacemaker in accordance with STC#SH227WE. Revised weight and balance and equipment list to include this installation.

END

ADDITIONAL SHEETS ARE ATTACHED

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 AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas New York, NY 10036-8701

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 Petroleum Helicopters, Inc. P.O Box 90808 Lafayette, LA. 70509	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. HEER617E Airframe, Powerplant & Accessories Ltd. Radio Class 1,2,3
---	--	---

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 10-13-2001	Signature of Authorized Individual <i>William A. Guyer</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 10-13-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William A. Guyer</i>
--	---	---

NOTICE

Weight and balance or operating limit 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.)

Installed Aircraft Parts Corporation, starter generator in accordance with STC SH123NE.

----- E N D -----

Additional Sheets Are Attached



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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency		C. Certificate No. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/>	U.S. Certified Mechanic	
	<input type="checkbox"/>	Foreign Certified Mechanic	
	<input checked="" type="checkbox"/>	Certified Repair Station	
	<input type="checkbox"/>	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 5-24-96	Signature of Authorized Individual <i>Robert S. Borman</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 5-24-96	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Robert S. Borman</i>
---	---	---

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.)

Installed Aircraft Parts Corporation, starter generator in accordance with STC SH401NE.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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 30 DEC 1995	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
----------------------------	--

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 <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 30 DEC 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>James R. Edwards</i> EDWARDS
---	---	--

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.)

Installed starter sequence according to Petroleum Helicopters, Inc., Drawing Number 206-L-RI-511, 4 each sheets, Drawing Number PHI-11647, 2 each sheets, Drawing Number 11200 sheet 2a of 2.

Checked switch installation to verify that it would not cause throttle to roll off the stop.

This installation approved for VFR flights only.

This modification is in accordance with data previously approved on FAA Form dated October 21, 1986, for Bell Model 206L-3, N31821, S/N 51076 and approved for duplication on identical aircraft make, model, and altered configuration when accomplished by the original modifier.

END

2024W03

2024W03

Additional Sheets Are Attached

US 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 form 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 Bell Helicopters	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue of the Americas New York, NY 10036-8701

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

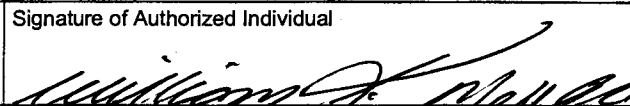
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA. 70509	<input type="checkbox"/> U.S. Certificated Mechanic	HEER617E Airframe, Powerplant & Accessories Ltd. Radio Class 1,2,3
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 10-14-2001	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 10-14-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual 		

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.)

STC INSTALLATIONS

1. Installed Aeronautical Accessories, Inc. folding maintenance step assembly according to STC-SH2243SO.
2. Installed Aeronautical Accessories, Inc. step handles in accordance with STC-SH1366SO.
3. Installed Aeronautical Accessories, Inc. air deflectors on crew and passenger door windows in accordance with STC-SR01582AT.
4. Installed Altair Avionics Corporation-Allied Signal Aerospace Intellistart plus Electronic Control System in accordance with STC-SR00113BO, and PHI Drawing Number PHI-206-60387 rev. IR . This installation is in conjunction with Altair Avionics Corporation-Allied Signal Aerospace Intellistart Electronic control Unit in accordance with STC -SE00026EN for the engine.
5. Installed rubber mounted chin windows in accordance with Aeronautical Accessories STC-SH5850SW.

----- E N D -----

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020
Exp: 8/31/2014

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark	Serial No.
	Make	Model

N236PH

51345

Bell

206

L-3

2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)	
	PHI INC	Address	2001 SE Evangeline TRWY
		City	Lafayette State LA
		Zip	70508 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name	Paul Parker	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	3087500	
Address	P.O. Box 2918	<input type="checkbox"/>	Foreign Certificated Mechanic		
City	Semmes State AL	<input type="checkbox"/>	Certificated Repair Station		
Zip	36575 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual
	Paul Parker 4-18-2017

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual
AP425310022 IA	John L. Payne 4-18-17

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.)

N236PH 4-18-17
Nationality and Registration Mark Date

**STC Installation
Tail Rotor Blades**

Installed Van Horn Tail Rotor Blades in accordance with Van Horn Aviation, L.L.C. STC Number SR02249LA Master Document List (MDL) 206MDL-001, Revision G, 07-19-2011 and Instructions for Continued Airworthiness ICA Manual No. VMM-206L3-307, Revision H 10-09-2013.

FAA approved Rotorcraft Flight Manual Supplement, Document No. 206L3-FMS-903 Revision 2, 07-02-2012 is apart of this installation and is installed in the Rotorcraft Flight Manual.

Weigh and Balance Negligible

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc.	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
--	--	--

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 4-22-97	Signature of Authorized Individual <i>William G. LeBlanc</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 Flt. 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 4-22-97		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William G. LeBlanc</i>	

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.)

Installed Devore tail rotor floodlights in accordance with supplemental type certificate number SH198WE dated March 21, 1977, revision 4 dated November 5, 1992.

END

Additional Sheets Are Attached



US 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 of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date: JUN 04 1997 FAA Inspector: *Ronald S. Felt* SW-BTR-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	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. Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
---	---	---

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: 6-5-97 Signature of Authorized Individual: *Carl Kelly*

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: 6-5-97 Certificate or Designation No.: **HEER617E** Signature of Authorized Individual: *Carl Kelly*

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.)

Tail Boom Mounted Antenna

Performed a conformity inspection on tailboom antenna mount previously installed on FAA form dated December 30, 1995.

Installed antenna mount at station 240.0 on lower tailboom skin. Antenna mount base reinforced with 2024T3 .040 aluminum using MS20470AD-4 rivets. Reinforcing plates are protected from corrosion and do not interfere with required inspections. See PHI Drawing Number 206L-3-R1-513 and PHI-050-60019. This antenna mount is a multiple use installation to accommodate antenna systems for VHF and FM's.

Wiring was installed in a suitable manner for protection against fuel, oil, water, and other detrimental substances or abrasion damage and supported by insulated clamps to prevent chafing according to AC 43.13-1A and AC 43.13-2A.

Weight and balance computed.

No compass correction is necessary.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020 Electronic Tracking Number
Exp: 5/31/2018

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N233PH	Serial No. 51529	
	Make Bell	Model 206	Series L3+
2. Owner	Name (As shown on registration certificate) PHI INC	Address (As shown on registration certificate) 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

A. Agency's Name and Address Name: Paul Parker Address: 7807 Juniper Creek Dr. East City: Wilmer State: AL Zip: 36587 Country: USA	6. Conformity Statement 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"/> Certificated Maintenance Organization C. Certificate No. A4P 3087500
---	--

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Paul Parker 9-6-15
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. AP 425310022 IA	Signature/Date of Authorized Individual John R. Payne AP 425310022 IA 9-6-15
--	--

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.)

N233PH
Nationality and Registration Mark

9-6-15
Date

Installed Van Horn Tail Rotor Blades in accordance with Van Horn Aviation L.L.C. STC Number SR02249LA Master Document List (MDL) 206 MDL-001, Revision G, 07-19-2011 and Instructions for continued Airworthiness ICA Manual NO. VMM-206L3-307, Revision H 10-09-2013.

FAA approved Rotorcraft Flight Manual Supplement, Document NO 206L4-FMS-904 Revision 2, 07-02-2012 is a part of this installation and is installed in the Rotorcraft Flight Manual.

Weight and Balance Negligible

Additional Sheets Are Attached

US Department
of Transportation
Federal Aviation
Administration

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

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 form 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 Bell Helicopter	Model 206L-3
	Serial No. 51529	Nationality and Registration Mark N3116L
2. Owner	Name (As shown on registration certificate) CIT Leasing Corporation	Address (As shown on registration certificate) 1211 Avenue Of The Americas FL 21 New York, NY 10036-8701

3. For FAA Use Only

4. Unit Identification

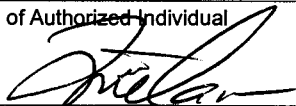
5. Type

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 Acadian Composites, L.L.C. 301 West Pont Des Mouton Rd. Lafayette, La. 70507	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. CRS NO. HEER617E Airframe, Powerplant, Accessories Limited Class 1,2, and 3
---	--	--


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 3-28-02	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 APPROVED REJECTED

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

Date of Approval or Rejection 3-28-02	Certificate or Designation No. HEER617E	Signature of Authorized Individual Jimmie Melancon 
---	---	--

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.)

**Nomeclature: Vertical Fin
Original Part Number: 206-020-113-255
Serial Number: BP3092
Work Order Number: J0221506**

OVERHAULED ABOVE MENTIONED PANEL IN ACCORDANCE WITH PETROLEUM HELICOPTERS, INC. D.B.A. ACADIAN COMPOSITES, L.L.C., FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-041, REVISION A, DATED 11/23/99.

----- E N D -----

**NOT
INSTALLED**

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N3116L	Serial No. 51529	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.		Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway
			City: Lafayette State LA Zip: 70508-2156 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name: PHI, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic		HEER617E	
Address: P. O. Box 90808		<input type="checkbox"/> Foreign Certificated Mechanic			
City: Lafayette State LA		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip: 70509-0808 Country USA		<input type="checkbox"/> Certificated Maintenance Organization			

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>THOMAS LANE Thomas Lane</i> 5-21-2012
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Ft. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>THOMAS LANE Thomas Lane</i> 5-21-2012
--	---

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.)

N3116L

Nationality and Registration Mark

5-21-2012

Date

STC INSTALLATIONS

Installed windshields in accordance with Aeronautical Accessories, Inc. STC SH1664SO and Installation Instructions Report AA-89001, Revision I, dated April 17, 2000.

Installed skylights in accordance with Aeronautical Accessories, Inc. STC SH1664SO and Installation Instructions Report AA-90021, Revision E, dated April 2, 1998.

Actual weight and balance complied with.

END

Additional Sheets Are Attached

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

Number SH1664SO

This certificate, issued to Aeronautical Accessories, Inc.
P.O. Box 3689
Bristol, Tennessee 37625

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 6 of the Civil Air Regulations.

Original Product — Type Certificate Number: H2SW
Make: Bell
Model: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4

Description of Type Design Change: Installation of replacement windows and windshields in accordance with Aeronautical Accessories, Inc. Report No. KR-362, Drawing List Replacement Windshield and Window Installation dated August 23, 1984, or later FAA approved revision.

Limitations and Conditions: This approval should not be extended to other rotorcraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that rotorcraft. This determination should include consideration of significant changes in weight distribution such as an increase in the fixed disposable weight of the fuselage.

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: May 9, 1984

Date reissued:

Date of issuance: August 29, 1984

Date amended: October 5, 1992



By direction of the Administrator
Paul C. Scorsone
Paul C. Scorsone
Acting Manager, (Atlanta 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.

This certificate may be transferred in accordance with FAR 21.47.



Aeronautical Accessories, Inc
P.O. BOX 3689
BRISTOL, TENNESSEE 37625-3689 U.S.A.
TELEPHONE: 423-538-5151 800-251-7094
TELEFAX: 423-538-8469 E-MAIL: sales@aero-access.com

TO: Petroleum Helicopters, Inc.
ATTN: Lee Prejean
DATE: January 31, 2007
REF: Authorization Letter

**Aeronautical Accessories, Inc. authorizes your company to
install all of our "STC" products on your "fleet of aircraft".**

Our "STC" products are listed in our product catalog.

Regards,
James Rumley
Marketing/Sales Mgr.



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N236PH	Serial No. 51345	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Quality Assurance 2001 SE Evangeline Thruway	
		City Lafayette	State LA
		Zip 70508-2156	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	PHI, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	P. O. Box 90808	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No. HEER617E
City	Lafayette State LA	<input checked="" type="checkbox"/> Certificated Repair Station	
Zip	70509-0808 Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-family: cursive; font-size: 1.2em;">D. J. Ellyson</div> <div style="text-align: right;"> D. J. ELLYSON AUG 12 2013 </div> </div>
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flt. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-family: cursive; font-size: 1.2em;">D. J. Ellyson</div> <div style="text-align: right;"> D. J. ELLYSON AUG 12 2013 </div> </div>
--	---

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.)

N236PH

AUG 12 2013

Nationality and Registration Mark

Date

WINDSHIELDS

Installed windshields in accordance with Aeronautical Accessories, Inc. STC SH1664SO and Installation Instructions Report AA-89001, Revision I, dated April 17, 2000.

Actual weight and balance complied with.

END

Additional Sheets Are Attached



Aeronautical Accessories, Inc

P.O. BOX 3689

BRISTOL, TENNESSEE 37625-3689 U.S.A.

TELEPHONE: 423-538-5151

800-251-7094

TELEFAX: 423-538-8469 E-MAIL: sales@aero-access.com

TO: Petroleum Helicopters, Inc.
ATTN: Lee Prejean
DATE: January 31, 2007
REF: Authorization Letter

Aeronautical Accessories, Inc. authorizes your company to install all of our "STC" products on your "fleet of aircraft".

Our "STC" products are listed in our product catalog.

Regards,
James Rumley
Marketing/Sales Mgr.

A handwritten signature in black ink, appearing to be 'J.R.', with a long horizontal flourish extending to the right.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Atlanta Aircraft Certification Office
Campus Building
1701 Columbia Avenue, Suite 2-160
College Park, Georgia 30337-2748

JUL 2 1997

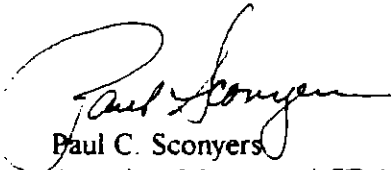
Mr. Robert Shepard
Aeronautical Accessories, Inc.
P.O. Box 3689
Bristol, TN 37625-3689

Dear Mr. Shepard:

This is in regard to your question about Section 44704 in the Federal Aviation Reauthorization Act. The section states "if the holder of the supplemental type certificate agrees to permit another person to use the certificate to modify an aircraft, aircraft engine, propeller, or appliance, the holder shall provide the other person with written evidence, in a form and manner acceptable to the Administrator, of the agreement." This requirement applies to a Supplemental Type Certificate (STC) holder who allows another person or company to use the data and/or drawings from an STC to construct their own modification or alteration to the aircraft. In this case the STC holder needs to provide that person with written approval allowing them the use of the STC information. This written authorization would usually specify the number of aircraft allowed to be altered using the STC and would probably specify the company or person allowed to perform the alteration, thus preventing unlimited use of the information.

This section of the Act was written to prevent unauthorized use of the property (drawings, reports, etc.) of the STC holder. This statement does not apply to Parts Manufacturing Approval (PMA) parts that were approved using an STC. The holder of the STC and PMA, by selling those PMA parts, is allowing the use of that number of PMA parts. Possession of the PMA'd part is considered the "authorization" of its use and no formal written authorization is required.

Sincerely,


Paul C. Sconyers
Associate Manager, ACE-117A
Atlanta Aircraft Certification Office



**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 Bell	Model 206L-3
	Serial No. 51345	Nationality and Registration Mark N363BH
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters, Inc	Address (As shown on registration certificate) 113 Borman Drive Lafayette, LA 70508

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 Petroleum Helicopters, Inc. P.O. Box 90808 Lafayette, LA 70509	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe, Powerplant, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
<input type="checkbox"/> 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 4-22-97	Signature of Authorized Individual <i>Michael S. L. Blane</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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 4-22-97	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Michael S. L. Blane</i>
---	---	--

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.)

Installed wire strike protection system according to Bristol Aerospace, Supplemental Type Certificate SH1173SO.

----- **END** -----

Additional Sheets Are Attached