



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.	51540	Nationality and Registration	N3207Q
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) -----				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 B1H2300N
	<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	Signature of Authorized Individual
5-26-04	<i>Jimmie Melancon</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	Certificate or Designation No.	Signature of Authorized Individual
5-26-04	B1H2300N	JIMMIE MELANCON <i>Jimmie Melancon</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.)

**NOMENCLATURE: ELEVATOR
PART NUMBER: 206-023-119-177
SERIAL NUMBER:
WORK ORDER NUMBER: W42654AA**

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

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 N3207Q	Serial No. 51540	
	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 <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>		U. S. Certificated Mechanic	
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	
		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>Tennell K. Melancon</i> 7-21-12
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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>Tennell K. Melancon</i> 7-21-12
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NOTICE

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

8. Description of Work Accomplished

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

N3207Q
Nationality and Registration Mark

7-21-12
Date

Structural Repair

Aft. Lower Shell Assembly Repair

Part Nomenclature: Lower Shell Assembly Part Number: 206-033-099-225
Repair Number: PHI-206L-RP-0213
Revision IR.

Work Accomplished: Cut out damaged portion of outer frame. Installed a .020" thick aluminum outer frame filler & a .040" thick aluminum frame splice doubler on shell assembly as required using materials noted in repair # PHI-206L-RP-0213, Revision 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: Louis Bellott Designation Number: DERT-750020-SW
Dated: April 3, 2012 8110-3 Serial Number: PHI12-11

Weight and Balance Negligible.

END

Additional Sheets Are Attached



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1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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
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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 11-19-98	Signature of Authorized Individual DAVIS
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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 11-19-98	Certificate or Designation No. HEER617E	Signature of Authorized Individual DAVIS
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NOTICE

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

8. Description of Work Accomplished

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

Installed rubber mounted crew flat window in accordance with Aeronautical Accessories, Inc. STC SH5773SW.

Installed a rubber mounted litter door window and fixed panel window in accordance with Aeronautical Accessories, Inc. STC SH7608SW.

Installed an Aeronautical Accessories, Inc. rubber mounted passenger wedge window in accordance with Supplemental Type Certificate SH5685SW.

END

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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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>N231PH</u>	Serial No. <u>51540</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 TRWY</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-895529 CAL-95023
<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>J. Gustafson</u> <u>17/Jul/2012</u>
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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>J. Gustafson</u> <u>17/Jul/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.)

N231PH	9/8/13
Nationality and Registration Mark	Date

Description: Rolls Royce 250 Gearbox Cover
P/N 23059576, S/N HL35419

1. Flame Sprayed 3 And 4 Bearing Bore, Pilot Bore And Outer Flange IAW 14W3 72-60-00.
2. Machined 3 And 4 Bearing Bore, Pilot Bore And Outer Flange To Fit Cage IAW 14W3 72-00-00.
3. Final Inspection.

All Records of Work Performed Are On File Under Work Order 68812.

No Further Statements to Follow.

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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11/30/2007

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1. Aircraft	Nationality and Registration Mark <u>N231PH</u>	Serial No. <u>51540</u>	
	Make <u>BELL</u>	Model <u>206</u>	Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>PHZ, INC</u>	Address (As shown on registration certificate) <u>2001 SE EVANGELINE TRWY</u>	
		City <u>LAKAYETTE</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	LAE-895524 CAG-95023
<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. Certified Mechanic
Address	Richmond State BC	<input checked="" type="checkbox"/>	Foreign Certified Mechanic
City	V6X 2P9 Country Canada	<input type="checkbox"/>	Certified Repair Station
Zip		<input type="checkbox"/>	Certified 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>J. Gustafson</u> H-S 22/Sep/2011
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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> H-S 22/Sep/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.)

N231PH	9/8/13
Nationality and Registration Mark	Date

Description: Rolls Royce 250 Gearbox Cover
P/N 23059576, S/N HL35419

1. Locally X-Ray IAW 14W3 72-00-00 And Weld Classification 11 Reference CNA1616-DDC-06-2009.
2. Installed Insert @ Starter/Generator Garlock Seal Bore IAW PRPL 1-11 And 14W3 72-00-00 And LDA REF. # CNA1233-GDS-1003.
3. Complete Gearbox Cover - NDT (FPI) IAW 14W3 72-00-00.
4. Final Inspection.

All Records of Work Performed Are On File Under Work Order 65481.

No Further Statements to Follow.

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
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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>N231PH</u>	Serial No. <u>51540</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) <u>2001 SE EVANGELINE TRW4</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-895529 CAG-95023
<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>	Address <u>#140-2560 Simpson Road</u> City <u>Richmond</u> State <u>BC</u> Zip <u>V6X 2P9</u> Country <u>Canada</u>	<input type="checkbox"/> U.S. Certified Mechanic	Manufacturer
<input checked="" type="checkbox"/> Foreign Certified Mechanic		C. Certificate No.	
<input type="checkbox"/> Certified Repair Station		<u>39-87</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 7	Date <u>18/Mar/2013</u>
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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. <u>39-87</u>	Signature/Date of Authorized Individual <u>C. Trsek</u> H-S 7	Date <u>18/Mar/2013</u>
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NOTICE

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

8. Description of Work Accomplished

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

N231PH	9/8/13
--------	--------

Nationality and Registration Mark

Date

Description: Rolls Royce 250 Gearbox Housing
P/N 23035139, S/N HL36865

1. Repaired Oil Pump Drive Seal Bore & Flange IAW RSS 1051.
2. Repaired PT Tachometer Governor Locating Bore & Flange IAW RSS 1051.
3. Repaired Engine Mounts IAW RSS 1012 & E.O. 128.
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 71091.

No Further Statements to Follow.

Additional Sheets Are Attached



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Federal Aviation Administration

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1. Aircraft	Nationality and Registration Mark <i>N3207Q</i>	Serial No. <i>51540</i>	
	Make <i>Bell</i>	Model <i>206</i>	Series <i>L-3</i>
2. Owner	Name (As shown on registration certificate) <i>PHI Inc.</i>	Address (As shown on registration certificate) <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	Rolls Royce	250 C-30P	<i>CAE-895132 CAG-95111</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>H-S Tool & Parts Inc.</i>			<input type="checkbox"/> U.S. Certified Mechanic		Manufacturer
Address <i>#140-2560 Simpson Road</i>			<input checked="" type="checkbox"/> Foreign Certified Mechanic		C. Certificate No.
City <i>Richmond</i> State <i>BC</i>			<input type="checkbox"/> Certified Repair Station		39-87
Zip <i>V6X 2P9</i> Country <i>Canada</i>			<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 <i>J. Gustafson</i> <i>[Signature]</i> 21/Oct/2009
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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 <i>J. Gustafson</i> <i>[Signature]</i> 21/Oct/2009
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NOTICE

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

8. Description of Work Accomplished

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

N3207Q
Nationality and Registration Mark

9-12-10
Date

Description: Rolls Royce 250 Gearbox Cover
P/N 23059576, S/N HL38330

1. Repaired 2 Splitline Bolt Holes IAW 14W3 72-00-00 Page 402 And PRPL 1-11.
2. Repaired PTO Seal Bore And Flange IAW RSS 1049. Note: Sealbore I.D. Was Machined 0.020" Undersize Per Customer Request.
3. Final Inspection.

Repair Salvage Scheme (RSS) 1049 Is OEM Approved Data.
All Records of Work Performed Are On File Under Work Order 58750.
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)

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Office Identification

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1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N 3207Q
2. Owner	Name (As shown on registration certificate) PHI INC	Address (As shown on registration certificate) 2001 SE EVANGELINE TRWY 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 - C-30P	LAE-895400 CAG-95405	X	
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
H-S Tool & Parts Inc. #140-2560 Simpson Road Richmond, BC, V6X 2P9, Canada	<input type="checkbox"/> U.S. Certificated Mechanic	39-87
	<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 06/Jul/2007	Signature of Authorized Individual J. Gustafson
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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 06/Jul/2007	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 Gearbox Housing
P/N 23064603, S/N HL75751

1. Repaired 1 Bolt Hole On Splitline IAW PRPL 1-11.
2. Repaired Engine Mounts IAW RSS 1012.
3. Replaced Compressor Mounting Studs IAW RSS 1046.
4. Repaired Oil Pump Drive Seal Bore And Flange IAW RSS 1051.
5. Repaired PT Tachometer Governor Locating Bore And Flange IAW RSS 1051.
6. Final Inspection.

Repair Salvage Schemes (RSS) 1012, 1046 And 1051 Are OEM Approved Data.

All Records of Work Performed Are On File Under Work Order 48666.

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

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>2061-3</i>
	Serial No. <i>51540</i>	Nationality and Registration Mark <i>N3207Q</i>
2. Owner	Name (As shown on registration certificate) <i>PHI Inc</i>	Address (As shown on registration certificate) <i>2001 SE Evergreen 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	250	<i>CAE-895682 CAC-91640</i>	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. 39-87
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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/Oct/2006	Signature of Authorized Individual C. Trsek
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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 30/Oct/2006	Certificate or Designation No. 39-87	Signature of Authorized Individual C. Trsek		

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 Shroud Housing
P/N 23063398, S/N MK16857

1. Spray Repaired Contour Using XPT 268 Coating IAW 14W3 72-30-00 Page 306 Item 2.
2. Final Machined Contour IAW 14W3 72-00-00 Page 402 Paragraph 1A.
3. Plasma Sprayed Aft Flange IAW 14W3 72-30-00 Page 306 Item 2.
4. Final Machined Aft Flange IAW 14W3 72-30-00 Page 306 Item 3.
5. NDT (FPI) IAW 14W3 72-00-00 Page 310 Item 2B.
6. Final Inspection.

All Records of Work Performed Are On File Under Work Order 45245.
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>N231PH</u>	Serial No. <u>51540</u>
	Make <u>BELL</u>	Model <u>206</u> Series <u>L-3</u>
2. Owner	Name (As shown on registration certificate) <u>RHI, INC</u>	Address (As shown on registration certificate) <u>2001 SE EVANGELINE TR WY</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	CAC-895529 CAC-90071
<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>		U.S. Certificated Mechanic
Address	<u>#140-2560 Simpson Road</u>	<input checked="" type="checkbox"/>	Foreign Certificated Mechanic
City	<u>Richmond</u> State <u>BC</u>		Certificated Repair Station
Zip	<u>V6X 2P9</u> Country <u>Canada</u>		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/Jul/2012
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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/Jul/2012
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

9/8/13

Date

Description: Rolls Royce 250 Shroud Housing
P/N 23056637, S/N MK16817

1. Plasma Sprayed Aft Flange And Pilot Diameter IAW 14W3 72-30-00 Page 302.
2. Plasma Sprayed Contour IAW 14W3 72-30-00.
3. Final Machined Contour IAW 14W3 72-00-00.
4. Final Machined Aft Flange And Pilot Diameter IAW 14W3 72-00-00.
5. Applied Aiseal On Contour IAW 14W3 72-30-00.
6. NDT (FPI) IAW 14W3 72-00-00.
7. Final Inspection.

All Records of Work Performed Are On File Under Work Order 68662.

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 N231PH	Serial No. 51540	
	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.		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 <i>James K McCauley</i> JAMES K MCCAULEY	OCT 11 2012
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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 <i>Roger Dale Burchett</i> ROGER DALE BURCHETT	OCT 11 2012
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

OCT 11 2012

Date

STC INSTALLATION

Installed Aeronautical Accessories Inc. Skylights in accordance with STC SH1664SO and Installation Instruction Report number AA-90021, Revision E, dated April 2, 1998.

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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
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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="font-size: 1.5em;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: right;"><i>[Signature]</i> DAVIS</p>
--	---

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 <p style="font-size: 1.5em;">1-16-92</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="text-align: right;"><i>[Signature]</i> DAVIS</p>
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NOTICE

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

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

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

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

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

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

Restraints placard for 100 lbs. max., according 43.13-2A Para. 247A.

Weight and balance computed.

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. 51540	Nationality and Registration Mark N3207Q
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

(Empty section 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
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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 8-3-04	Signature of Authorized Individual <i>Terrill K. Melancon</i>
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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 8-3-04	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Terrill K. Melancon</i>
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NOTICE

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

8. Description of Work Accomplished

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

Structural Repair

Repair of Aft. Lower Fuselage Fairing

Part Nomenclature: Fairing Assy. Part Number: 206-033-310-123
Repair Number: 04RL-085 Serial Number: N/A

Work performed: Removed damage ground plate area from Fairing Assembly fabricated and installed Bell standard 150-021-8B doubler in accordance with Repair Number 04RL-085.

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.

By DER: A. Gendron Designation Number: CD-022
Dated: 7-27-04 Serial Number: B3747

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 N3207Q	Serial No. 51540	
	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 <u>PHI, Inc.</u>			U. S. Certified Mechanic	
Address <u>P. O. Box 90808</u>			Foreign Certified Mechanic	
City <u>Lafayette</u> State <u>LA</u>			<input checked="" type="checkbox"/> Certified Repair Station	
Zip <u>70509-0808</u> Country <u>USA</u>			C. Certificate No. <u>HEER617E</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 <i>Terrill K. Melancon</i> 6-13-12
--	--

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	X	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <i>Terrill K. Melancon</i> 6-13-12
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NOTICE

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

8. Description of Work Accomplished

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

N3207Q

Nationality and Registration Mark

6-13-12

Date

Structural Repair

Aft. Lower Shell Assembly Repair

Part Nomenclature: Lower Shell Assembly Part Number: 206-033-099-225
Repair Number: PHI-206L-RP-0212
Revision IR.

Work Accomplished: Cut out damaged portion of fiberglass outer skin. .020" thick inner edge doubler, .032" thick inner doubler & damaged inner fiberglass edging closeout on shell assembly as required.

Installed 2 plies of fiberglass inner edging to upper surface of shell and on the lower surface a .032" thick inner doubler, .020" thick inner edge filler, .020" thick inner edge doubler and 3 plies of fiberglass outer skin doubler using materials noted in repair # PHI-206L-RP-0212, Revision 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: Roland M. Howard, Jr. Designation Number: DERT-710134-SW
Dated: March 30, 2012 8110-3 Serial Number: 1203-85

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

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 3-29-2000	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 3-29-2000	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 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
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 N3207Q	Serial No. 51540	
	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	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>Terrill K. Melancon</i> 7-25-12
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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. Melancon</i> 7-25-12
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NOTICE

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

8. Description of Work Accomplished

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

N3207Q

7-25-12

Nationality and Registration Mark

Date

Alteration

Installation of Antenna Mount on Composite Battery Door

Fabricated and installed Antenna Mount on a Composite Battery Door for a Bell Model 206L Series in accordance with Document PHI-206L-PS-0111, Revision IR, dated 9-29-2011.

Installation of Battery Door Safety Clip in accordance with Document PHI-206-60798, Revision, IR, dated 6-6-12.

For Structural Substantiation, Antenna Mount – Bell Helicopter Model 206L Rotorcraft. Refer to Report 9952-1, Revision IR, dated 6-16-12

Approval for this alteration received on a FAA Form 8110-3.

By DER Roland M. Howard, Jr., PE Designation Number DERT-710134-SW
Dated 7-11-12 8110-3 Serial Number 1207-20

Actual Weight and Balance performed.

END

Additional Sheets Are Attached

U.S. Department of Transportation Federal Aviation Administration STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			1. Date JUL 11 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.
LIST OF DATA			
6. Identification	7. Title		
PHI, INC. DWG. PHI-206-60798, REV. IR, 06-06-12 DOC. PHI-206L-PS-0111, REV. IR, 09-29-11 AERODESIGN AIRCRAFT ENG., INC. REPORT 9952-1, REV. IR, 6-16-12	206L COMPOSITE BATTERY DOOR SAFETY CLIP INSTALLATION PICTURE AND SKETCH DATA FOR ANTENNA MOUNT, INSTALLED ON COMPOSITE BATTERY DOOR IN A BELL MODEL 206L SERIES HELICOPTER STRUCTURAL SUBSTANTIATION, ANTENNA MOUNT - BELL HELICOPTER MODEL 206L ROTORCRAFT <p style="text-align: center;">STRUCTURAL APPROVAL ONLY</p> <p style="text-align: center;">only for Bell Model 206L-3, S/N 51540.</p> <p>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 alteration as specified in the above data.</p>		
8. Purpose of Data SUPPORT OF MAJOR ALTERATION FOR S/N 51540. 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), 27.601(a), 27.603(a)(b)(c)[16], 27.605(a)[16], 27.607(b)[4], 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 <u>(none)</u> have been examined in accordance with the established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. Signature(s) of Designated Engineering Representatives Roland M. Howard, Jr., PE	12. Designation Number(s) DERT-710134-SW	13. Classifications Structures	



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 N231PH	Serial No. 51540	
	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	
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	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 <i>D.L. Ellyson</i> D.L. Ellyson OCT 18 2012
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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 OCT 18 2012
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

OCT 18 2012

Date

STC INSTALLATION

1. Installed Bell Helicopter Textron, Inc. Automatic Door Opener Kits in accordance with STC SH1990SO and Aeronautical Accessories, Inc. Installation Instruction Reports number 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 N231PH	Serial No. 51540	
	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
		<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 3/23/11
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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 3/23/11
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: AUX FIN

ORIGINAL PART NUMBER: 206-023-126-101

UPGRADED TO PART NUMBER: 206-023-126-111

SERIAL NUMBER: BP0000149

WORK ORDER NUMBER: W164933AA

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 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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make	Bell	Model	206L-3
	Serial No.	51540	Nationality and Registration	N9207Q
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 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 B1H2300N
	<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 6-30-04	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 6-30-04	Certificate or Designation No. B1H2300N	Signature of Authorized Individual JIMMIE MELANCON
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NOTICE

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

8. Description of Work Accomplished

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

NOMENCLATURE: AUX FIN

ORIGINAL PART NUMBER: 206-023-126-101

UPGRADED TO PART NUMBER: 206-023-126-111

SERIAL NUMBER:

WORK ORDER NUMBER: W43033AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-020, REVISION B, DATED
11/22/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050
DATED 10/15/02, REVISION E.**

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	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, and Accessories Limited - Radio Class 1, 2, and 3 - CRS No. HEER617E
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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 Nov 18, 1995	Signature of Authorized Individual
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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 Nov 18, 1995		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 baggage compartment extender manufactured by Aeronautical Accessories according to STC SH227WE.

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 N231PH	Serial No. 51540	
	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
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
		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 3/28/08
--	--

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 3/28/08
---	--

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.)

AB N21 N231PH	8-30-2012
Nationality and Registration Mark	Date

NOMENCLATURE: BAGGAGE COMPT FWD WALL
ORIGINAL PART NUMBER: 206-032-125-175
SERIAL NUMBER: BP36
WORK ORDER NUMBER: W113503AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-018, REVISION A, DATED
11/3/99.**

-----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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Bell	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Trwy 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 B1H2300N
	<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 6-9-04	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 6-9-04	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: BAGGAGE FLOOR
ORIGINAL PART NUMBER: 206-031-313-159
UPGRADED TO PART NUMBER: 206-031-313-199
SERIAL NUMBER:
WORK ORDER NUMBER: W43867AA**

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-003, REVISION A, DATED
10/20/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050
DATED 10/15/02, REVISION E.**

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>51540</i>	Nationality and Registration Mark <i>N3207Q</i>
2. Owner	Name (As shown on registration certificate) <i>Fleet Capital Corporation</i>	Address (As shown on registration certificate) <i>5728 Jefferson Hwy # 23502 New Orleans, LA 70123-5113</i>

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 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 Aug. 17, 2000.	Signature of Authorized Individual <div style="display: flex; align-items: center;"> <div style="margin-right: 20px;">C. Trsek</div> </div>
-------------------------------	---

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	X	
Date of Approval or Rejection Aug 17/00		Certificate or Designation No. 39-87	Signature of Authorized Individual <div style="display: flex; align-items: center;"> <div style="margin-right: 20px;">C. Trsek</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.)

Description: Bell Case Assembly

P/N 206-040-531-105, S/N A-8

1. Repaired 13 Corroded Bolt Holes IAW RSS 3469 Issue 2, Log#00-0772.
2. NDT (FPI) IAW Bell SPM 6-00-00 Para 6-4.
3. Final Inspection.

Repair Salvage Scheme (RSS) 3469 is FAA/Transport Canada Approved.

All Records of Work Performed are on file under Work Order 22702.

No Further Statements to Follow.

*Installed on 206L series TRANS P/N 206-040-004-107
S/N B-51711
TT 10167:00
TSI -0-
TSO - 1591:15*

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 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. 51540	Nationality and Registration Mark N3207Q
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 technical data identified has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in Section 43.7."

Date: 8/25/2004 FAA Inspector: *Rene G. Smith* 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. HEER617E Airframe, Powerplant, and Accessories Limited - Radio 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	
	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 AUG 25 2004	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 Canada Airworthiness Group	

Date of Approval or Rejection AUG 25 2004	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.)

B. F. Goodrich SKY497 Skywatch Traffic Advisory System

1. No equipment removed for this installation.

2. Installed the following avionics components:

<u>MFG</u>	<u>Type</u>	<u>Description</u>	<u>Station/Location</u>	<u>C/B.</u>
B. F. Goodrich	TRC-497	Trans/Receiver Computer	156.00/Aft bag. Comp.	5.0 amp
B. F. Goodrich	NY-164	Directional Antenna	87.00/ Aft Servo Cowling	N/A
B. F. Goodrich	WX-1000	Display	38.00/ Instrument panel	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 interconnects wire.

4. These components were previously installed on a BE-58P in accordance with STC.SA00733CH.

5. This Avionics installation is in accordance with the manufacturers installation instructions as follows:

<u>MFG</u>	<u>TYPE</u>	<u>Installation Manual</u>	<u>Revision</u>
		<u>Number</u>	
B. F. Goodrich	SKY-497	009-10800-001	Rev. C

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. 43.13-2A	CHAPTER 1	PARA 1-12	Structural mounting data.
	CHAPTER 2	PARA 21-28	Equipment physical mounting techniques.
	CHAPTER 3	PARA 36-43	Antenna physical mounting techniques.
PHI ESM-1	CHAPTER 1 THRU 12		Helicopter Electrical Specification and Standard Practices Manual

7. This installation meets the following Federal Regulations:

14 CFR, Section 27.25	Weight Limits	14 CFR, Section 27.1321	Arrangement and visibility
14 CFR, Section 27.27	Center of Gravity Limits	14 CFR, Section 27.1357	Circuit Protective Devices
14 CFR, Section 27.303	Factor of Safety	14 CFR, Section 27.1381	Instrument Lights
14 CFR, Section 27.1301	Function and Installation	14 CFR, Section 27.1309	Equipment, Systems, and Installations

8. Equipment list updated to reflect installation of this system.

9. Weight and balance amended as required.

10. Compass system tested and corrected.

11. EMC testing will be conducted in accordance with SKYWATCH Installation Manual for Qualitative EMI ground and flight test.

12. Electrical load tested found to be within limits.

Additional Sheets Are Attached

13. An approved Rotorcraft Flight Manual Supplement No. PHI-959-206L3SKY497-001 Rev. 0 dated AUG 25 2004 or later revision is required for installation and must be carried on board when operating B. F. Goodrich SKY497 SKYWATCH TRAFFIC ADVISORY SYSTEM.
14. Installation checkout, ground and flight tests are to be performed in accordance with SKY497 install Manual. For additional installation details see PHI Picture & Sketch Data document no. PHI-206L-PS-0036 Rev. D and PHI electrical diagram no. PHI-206L-12715 Rev. C Option 1.
15. Instructions for continued airworthiness 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, Installed in a Bell Helicopter Model 206L-3
- 2) DESCRIPTION:
The B. F. Goodrich SKY497 Traffic Advisory System consists of a receiver, including its' 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. SKY497 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 OR SPECIAL PROCEDURES:
The manufacturer supplied Operation Manuals and the approved Flight Manual Supplement should be consulted for detail information on the operation of the individual units. A listing of these manuals is attached to this ICA.
- 4) SERVICING INFORMATION:
The B. F. Goodrich SKY497 system is on condition and there 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.
 1. Check that indicator cable is properly mated and secured
 2. Check to ensure unit is properly installed and secured at the instrument panel.

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. 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:

In order to properly trouble shoot the system, the mechanic must have available the wiring diagrams provided With the FAA Form 337 and have a good working knowledge of basic electrical troubleshooting. Individual items of equipment will not be addressed, but a general matrix is provided to serve as a guide for the Technician to use. Troubleshooting systems as follow;

No	Trouble Symptom	Problem Cause	Correction Action
1.	Unit has power but functions improperly	(1) Defective unit	(1) Replace
2.	Unit does not operate	(1) Defective unit (2) Defective circuit breaker	(1) Replace unit (2) Replace circuit breaker

7) REMOVAL AND REPLACEMENT:

Location for various items of equipment are found by reference to this 337 or the supplied Avionics Wiring Diagram of the installed equipment is as follows;

- 1. Instrument panel mounted radios and equipment
Display unit requires no special access instruction.
- 2. Antenna
Antenna is mounted to allow removal without the requirement to access from inside a panel. Antenna is sealed with Proseal 890A/B sealant. If antenna is replaced reseal the base with Proseal 890A/B, mixing in Accordance with label directions.
- 3. Aft overhead baggage compartment
The Transmitter Receiver Computer is a tray mounted unit located in this area, can be easily accessible by easily accessed by loosening of hold-down knobs.
- 4. Circuit Breaker
The SKY497 circuit breaker is located in the Overhead circuit breaker panel.

8) DIAGRAMS:

Complete wiring diagrams accompany the FAA Form 337. These wiring diagrams along with the 337's contain station location of the equipment installed.

9) SPECIAL INSPECTION REQUIREMENTS:

Special inspection requirements are not applicable.

10) APPLICATION OF PROTECTIVE TREATMENTS:

Avionics removed for inspection, repair, or storage shall be protected from dirt and damage as necessary.

11) DATA:

No other data is required that is not contained in this document or that an appropriately rated repair station would be required to have to repair and adjust the individual units.

12) LIST OF SPECIAL TOOLS:

Special tools are not required for field level maintenance.

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:

No revision of these instructions is anticipated. The Operation Manuals provided as part of the data package cover the installed equipment. Replacement of installed equipment with later models may require new installation approvals and new ICA's.

Available Pilot Operations Manuals and Installation Manual

MFG.	Equipment	Description	Pilot Manual No.	Install Manual No.
B. F. Goodrich	SKY497	Skywatch Traffic Adv. System	009-10801-001	009-10800-001

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="font-size: 1.5em;">1-16-92</p>	Signature of Authorized Individual <p style="font-size: 1.5em; text-align: right;">M. L. Davis DAVIS</p>
--	--

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 <p style="font-size: 1.5em;">1-16-92</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="font-size: 1.5em; text-align: right;">M. L. Davis DAVIS</p>
---	---	--

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

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

Bulkhead Instl - Passenger Seat

Part Nomenclature:	<u>Bulkhead Instl - Passenger Seat</u>	Part Number:	<u>206-033-103-011</u>
Repair Number:	<u>04RL-068</u>	Part Serial Number	<u>N/A</u>

Work Performed: Cut out and removed damaged portion of forward skin and core. Filled cavity in core flush with forward skin. Fabricated and installed 1 each doubler and 2 each tapered shims. All work performed in accordance with repair procedure 04RL-068.

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 AE-100-1

By	<u>M. Bouchard</u>	Designation Number	<u>CD029</u>
Dated	<u>06-17-04</u>	Serial Number	<u>B4573</u>

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 <u>N3207Q</u>	Serial No. <u>51540</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>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 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>		<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer	
Address	<u>P. O. Box 90808</u>		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No. HEER617E	
City	<u>Lafayette</u>	State <u>LA</u>	<input checked="" type="checkbox"/> Certified Repair Station		
Zip	<u>70509-0808</u>	Country <u>USA</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>Patrick P. Mc Donald</u> <u>06-02-2012</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	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> <u>06-02-2012</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.)

N3207Q

Nationality and Registration Mark

06-02-2012

Date

Structural Repair

Bulkhead Installation Repair

Part Nomenclature: Bulkhead Installation Part Number: 206-033-103-011
Repair Number: 12RL-041 Serial Number: N/A

Work Accomplished: Due to low edge distance on new Splice T Angle, fabricated -1 strap using 7075T-6 .090 material. Located, de burred and bonded -1 strap to Splice T Angle using Bonding Adhesive and fasteners same as removed, grip length to suit. Sealed edges with sealant. All work done in accordance with Field Repair 12RL-041.

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 Form AE-100-1.

By DER M. Bouchard Designation Number CD 029
Dated 04-19-2012 S.O.C. Serial Number: C2607

Actual Weight and Balance complied with.

END

Additional Sheets Are Attached

Hurst, Ken

PHI-937-E-120419-01R

From: pselight [pselight@bellhelicopter.textron.com]
Sent: Thursday, April 19, 2012 10:54 AM
To: Hurst, Ken
Cc: Quebedeaux, Jack (CSR); Saucier, James (CSR)
Subject: Re: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: <PSE Request no: 2012040201-1>

Attachments: u12RL_041_3.pdf; u12RL_041_1.pdf

Dear Ken,

Please see attached sheets for approved repair procedure based on the data you have submitted. The attached Statement Of Compliance form AE-100-1 s/n C2607 applies only to subject aircraft or part and BHT Field Repair scheme #12RL-041. TC/DE approval covers the design engineering aspects only. Accomplishment may require approval as per local aviation authority requirements. This approval is applicable only to parts obtained through sources approved by Bell Helicopter Textron. The attached repair procedure is considered to be Bell Helicopter proprietary information. The use of this information for purposes other than intended will negate the T.C. and BHT approvals, unless authorized in writing from Bell Helicopter.

NOTE: Be aware that further to the transfer of the 206 series type certificate under Transport Canada responsibility, FAA/DER 8110-3 approval form has been replaced with Statement Of Compliance form (S.O.C.) AE-100-1. FAA/DER approval form 8110-3 is no longer offered with repair schemes

If you require any further information please feel free to contact Product Support Engineering

Regards,

Noel Paquette 

Product Support Engineering

Bell Helicopter
 A Textron Company

Canada: (800) 361-9305
 U.S. Only: (800) 363-8023
 Tel: (450) 971-6407
 Fax: (450) 433-0272
pselight@bellhelicopter.textron.com

NOTICE: This E-mail (including attachments) is covered by both Canadian and U.S. law, including but not limited to the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521, is confidential, may contain proprietary information, and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error, then delete it.

-----Original Message-----

From: Hurst, Ken
Sent: WEDNESDAY, APRIL 18, 2012 12:33 PM
To: pselight
Cc:
Subject: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

4/19/2012

Noel,

The following attachment is the information you requested this morning by phone.

If you have any questions please call me at 337-272-4593.

Thank you,

Ken Hurst

PHI, Inc.

Engineering Department

From: Hurst, Ken
Sent: Monday, April 16, 2012 11:29 AM
To: pselight
Subject: FW: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Noel,

Checking on status on T- angle low ED issue.

Thanks,

Ken Hurst

PHI, Inc.

4/19/2012

Engineering Department

From: Hurst, Ken
Sent: Friday, April 13, 2012 10:53 AM
To: pselight
Subject: RE: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Noel,

The following attachment is the hole data you requested on the T-angle.

Sheetmetal will work on this T- angle installation this weekend.

If you have any questions please call me at 337-272-4593.

Thank you,

Ken Hurst

PHI, Inc.

Engineering Department

4/19/2012

From: pselight [<mailto:pselight@bellhelicopter.textron.com>]
Sent: Thursday, April 12, 2012 5:10 PM
To: Boyer, Kenneth; Hurst, Ken
Cc: Quebedeaux, Jack (CSR); Saucier, James (CSR)
Subject: Re: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Hi Kenneth,

How about the other flange? Can you provide edge distance and fasteners holes diameter, same as the other flange?

Regards,

Noel Paquette
Product Support Engineering

Canada: (800) 361-9305

U.S. Only: (800) 363-8023

Tel: (450) 971-6407

Fax: (450) 433-0272

HYPERLINK "<mailto:pselight@bellhelicopter.t>

<< 3 attached file(s) >>

**BELL HELICOPTER TEXTRON
CANADA LTD.**

CIVIL CERTIFICATION

DAO # 92-Q-01

Cage Code 66738

TRANSPORT CANADA STATEMENT OF COMPLIANCE		DATE: 04/19/12	S.O.C. SERIAL NO: C2607	ISSUE : ---
		REF: EDNR #	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 12RL-041	STRUCTURAL REPAIR ON BULKHEAD INSTL - STA 121.44 P/N 206-033-103-011, ON MODEL 206L-3, S/N 51540, T.T. 19919:12 HOURS, OPERATED BY PHI, INC. ATTACHMENTS: 19 PAGES DAMAGE DESCRIPTION: 9 PAGES REPAIR INCLUDING COVER MEMO: 10 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\12RL-041.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
I THEREFORE RECOMMEND APPROVAL OF THESE DATA	<i>M. Bouchard</i> 04/19/2012			
I THEREFORE APPROVE THESE DATA	<i>M. Bouchard</i>			
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

12RL-041

S/N 51540

PHI INC.

MODEL 206L-3

BULKHEAD INSTL - STA 121.44

PART NUMBER 206-033-103-011

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 -1 strap using 7075-T6 Al alloy per AMS-QQ-A-250/12, 0.090 inch thick.
- 1.2 Bonding adhesive: General purpose (Item C-317 or C-562)
- 1.3 Epoxy polyamide primer: (Item C-204)
- 1.4 Sealants: High Corrosion Inhibitor (Item C-251)
Fuel exposure (Item C-308)
- 1.5 Vinyl Tape #472. (Item C-453)
- 1.6 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)
- 1.7 Process Sheets:
Removal of Paints and Primers on Metallic Parts (Para. 3-2-3)
Preparation of Bonding Surfaces (Para. 3-2-5)
Bonding of Flat Stock (Para. 3-2-7)
Sealing a structural repair inside a fuel cell cavity or engine compartment (Para. 3-2-19)

12RL-041

S/N 51540

2.0 PROCEDURE:

WARNING

Prior to attempting repair in fume tight area, ensure all fumes have been dissipated before using switches, or spark and/or heat producing tools. This may require venting cavity for a minimum of 24 hours.

Note: Remaining low edge distance fastener holes not addressed in this repair are acceptable as is.

2.1 Gain access to damaged area recording type, size and location of fasteners removed. Remove and discard (Qty. 2) existing doublers (P/N 206-033-103-029) from repair area. See figure 1, view A-A and detail B.

2.2 Inspect exposed areas of splice, FWD & AFT lower shells and bulkhead panel assembly for corrosion, damage, delamination or contamination. If any such damage exists, resubmit to PSE with additional information describing extent of damage.

2.3 **Note:** Minimum chamfer radius to be 0.09 inch.

Prepare -1 strap specified in 1.1 and dimensioned as shown in detail of -1 strap on page 9. See detail B, View C-C and section D-D.

2.4 **Notes:** Maintain 0.32 inch minimum edge distance with existing fasteners in -1 strap.
Maintain 0.21 inch minimum edge distance with existing fasteners in existing splice under -1 strap.
Maintain 1.5D minimum edge distance with existing fasteners in existing splice outside footprint of -1 strap.

Locate splice (P/N 206-033-103-037) and -1 strap in position and transfer existing fastener holes same size as originals. Transfer (Qty. 4) 0.249/0.255 inch diameter holes common to cargo hook supports kit into -1 strap. Refer to Table 3-28 of BHT-ALL-SRM for appropriate fastener hole sizes.

2.5 **Note:** Deburr not to exceed 0.005 inch depth.

Remove splice & -1 strap; deburr all holes and edges; remove debris and loose material.

2.6 **Note:** Do not soak parts to be bonded with cleaner specified in 1.6. Use of a moistened rag is recommended.

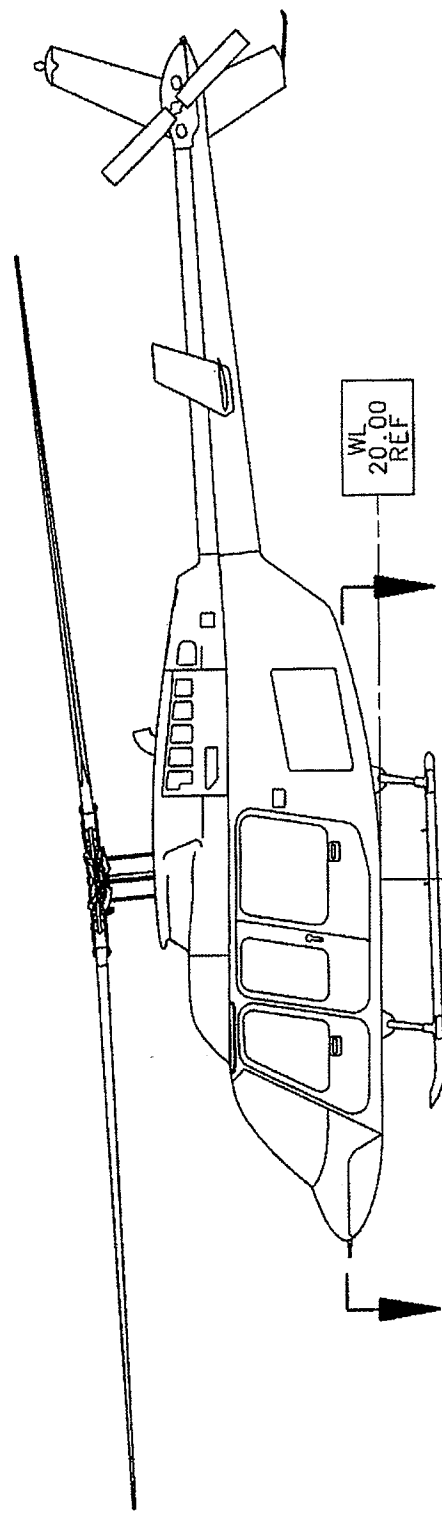
Remove paint, dirt and primer from repair area and clean for bonding.

12RL-041

S/N 51540

2.0 PROCEDURE: (CONT'D)

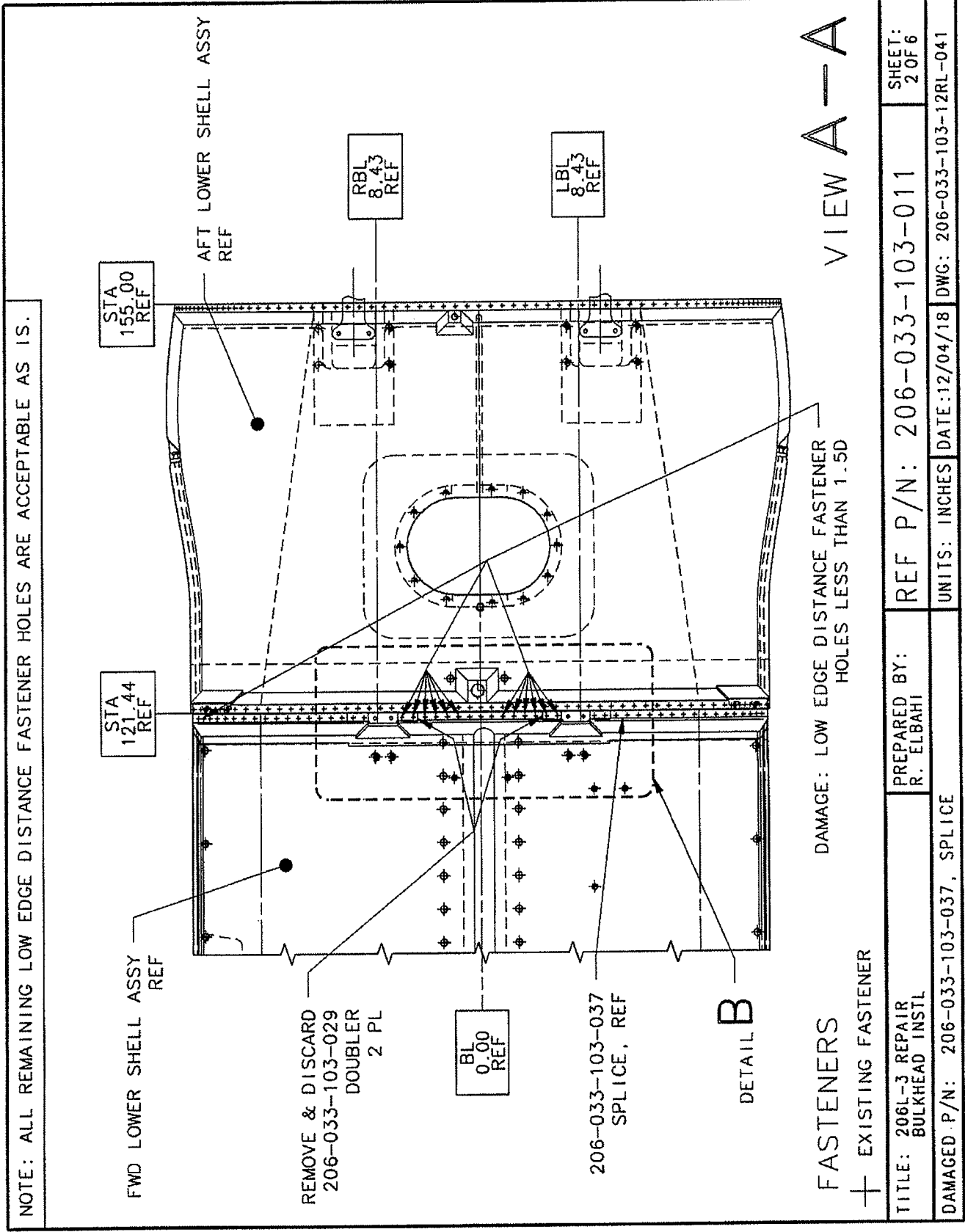
- 2.7 **Notes:** Do not soak parts to be bonded with cleaner specified in 1.6. Use of a moistened rag is recommended.
Fill gap in bend radius between -1 strap & splice (P/N 206-033-103-037) with adhesive as shown in section D-D.
- Locate and bond -1 strap in position using general purpose bonding adhesive specified in 1.2.
- 2.8 **Note:** Install all rivets wet with general purpose bonding adhesive while -1 strap adhesive is still wet.
- Secure -1 strap using same type and size rivets as originals, grip length to suit.
- 2.9 Remove excess adhesive squeeze-out.
- 2.10 Allow to cure at room temperature for 24 hours while applying a uniform bondline pressure of 0.5 to 1.0 PSI to surface of repair if dead weight is used or a minimum of 20.4 inches Hg if vacuum bagging is used.
- 2.11 **Note:** If ultrasonic inspection method is to be used, contact PSE for procedural information.
- Inspect for voids or unbonded areas by performing a tap test inspection, ultrasonic inspection, or any suitable inspection approved by Bell Helicopter Textron. Voids shall not exceed 10% of total bonded area. No one void shall exceed 0.25 square inch in area. A maximum of two voids within a 6.0 inch diameter circle is allowed. No edge void is allowed.
- 2.12 Prime all bare metal surfaces using material specified in 1.3. Allow to dry.
- 2.13 **Note:** Fill gap between FWD lower shell panel and -1 strap with sealant as shown in section D-D.
- Seal all edges of repair area outside fuel cells using high corrosion inhibitor sealant specified in 1.4. Ensure that fuel cell areas are sealed and that rivets in fuel cells are coated with fuel exposure sealant specified in 1.4. Allow to dry. Re-prime sealant. Cover all rivets in fuel cells with tape specified in 1.5.
- 2.14 Re-finish as required.



UP ↑
 FWD →

FIGURE 1
 VIEW LKG INBD LHS

TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 1 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE		UNITS: INCHES	DATE: 12/04/18
		DWG: 206-033-103-12RL-041	



NOTE: ALL REMAINING LOW EDGE DISTANCE FASTENER HOLES ARE ACCEPTABLE AS IS.

FWD LOWER SHELL ASSY REF

AFT LOWER SHELL ASSY REF

REMOVE & DISCARD
206-033-103-029
DOUBLER
2 PL

RBL
8.43
REF

LBL
8.43
REF

STA
121.44
REF

STA
155.00
REF

BL
0.00
REF

206-033-103-037
SPLICE, REF

DETAIL B

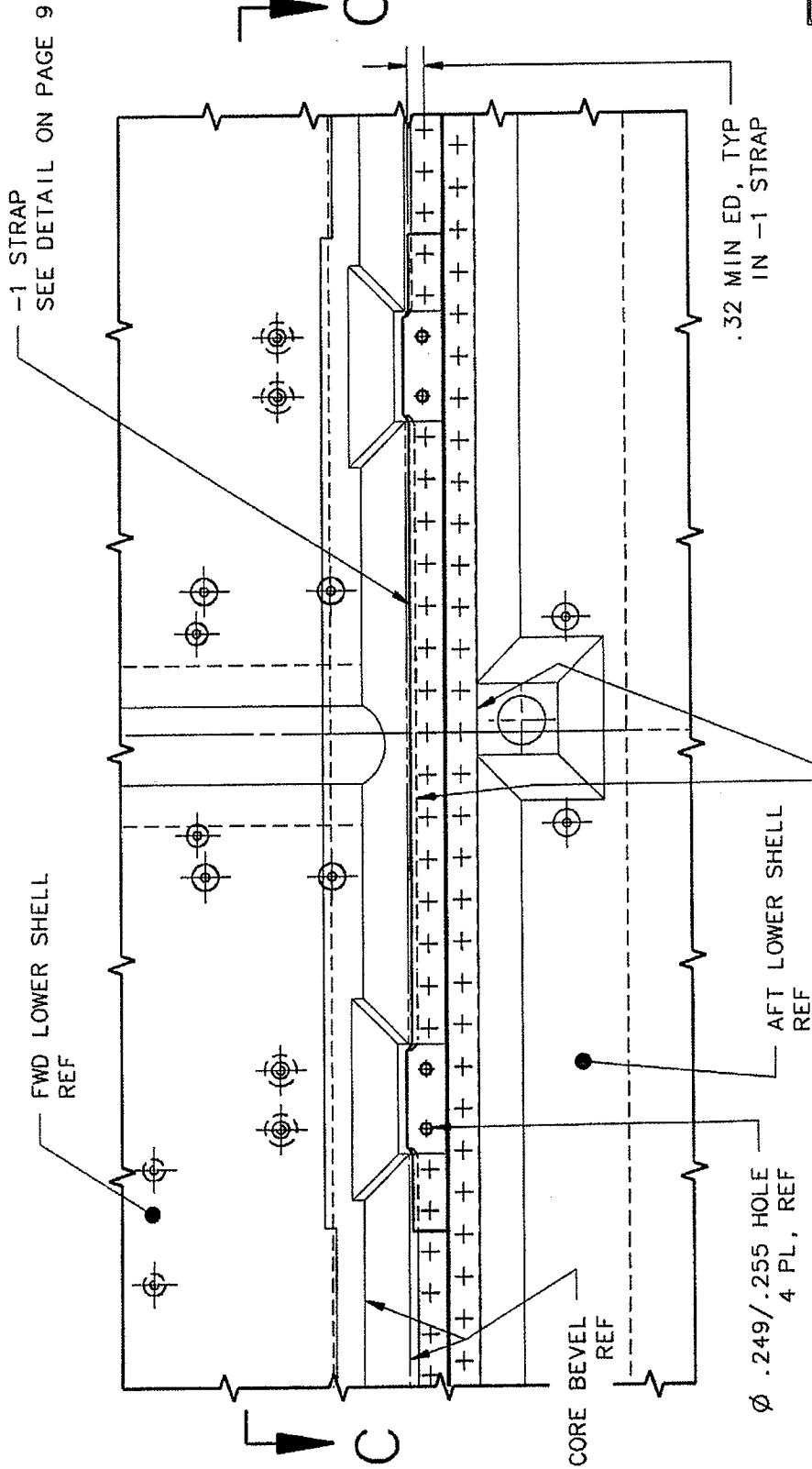
VIEW A--A

DAMAGE: LOW EDGE DISTANCE FASTENER
HOLES LESS THAN 1.5D

FASTENERS
+ EXISTING FASTENER

TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 2 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE	UNITS: INCHES	DATE: 12/04/18	DWG: 206-033-103-12RL-041

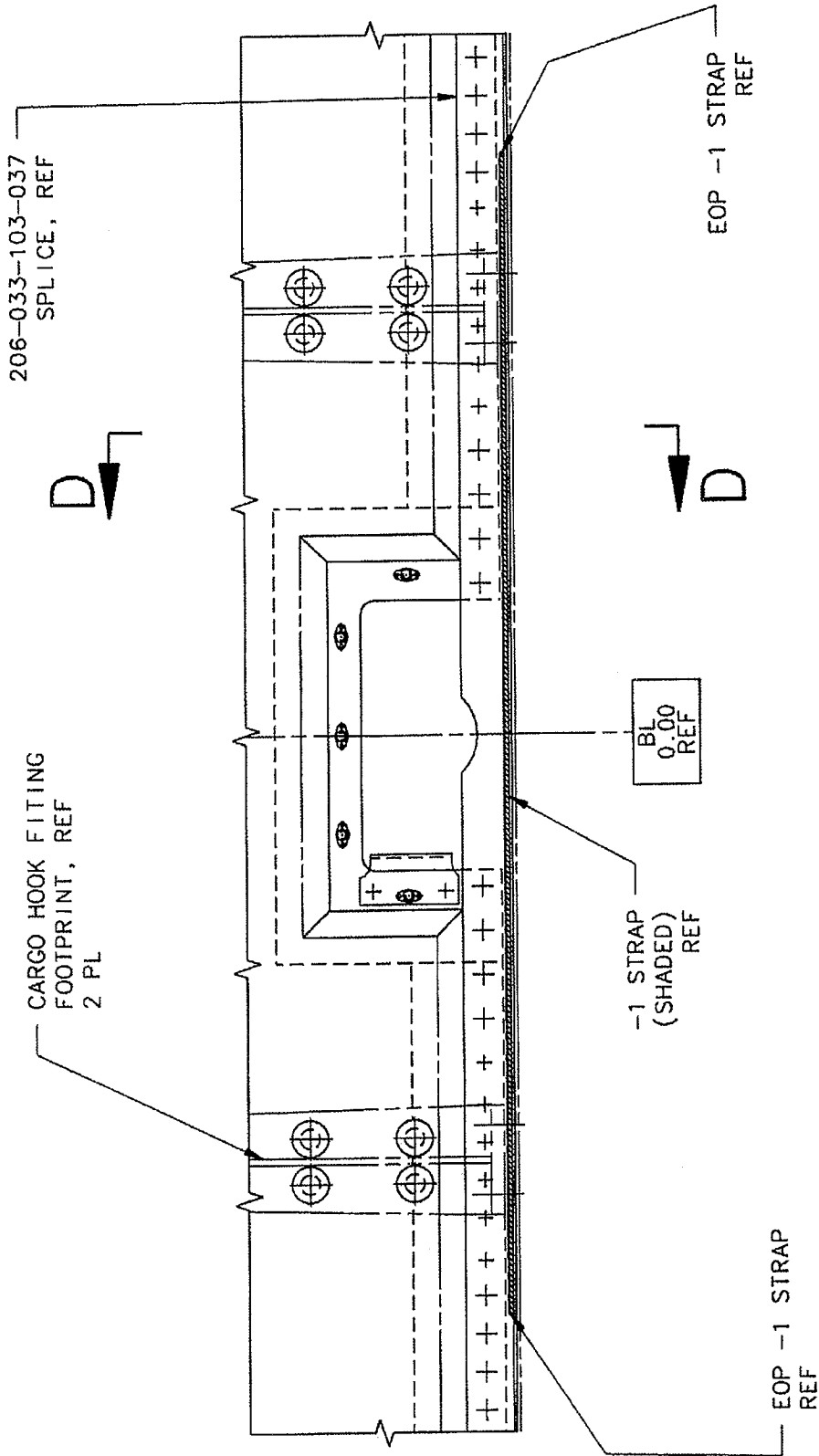
NOTES: SOME COMPONENTS NOT SHOWN FOR CLARITY.
 MAINTAIN .21 MINIMUM ED BETWEEN EXISTING FASTENERS AND EXISTING SPLICE UNDER -1 STRAP.
 MAINTAIN 1.5D MINIMUM ED BETWEEN EXISTING FASTENERS AND EXISTING SPLICE OUTSIDE FOOTPRINT OF -1 STRAP.



FASTENERS
 + EXISTING FASTENER

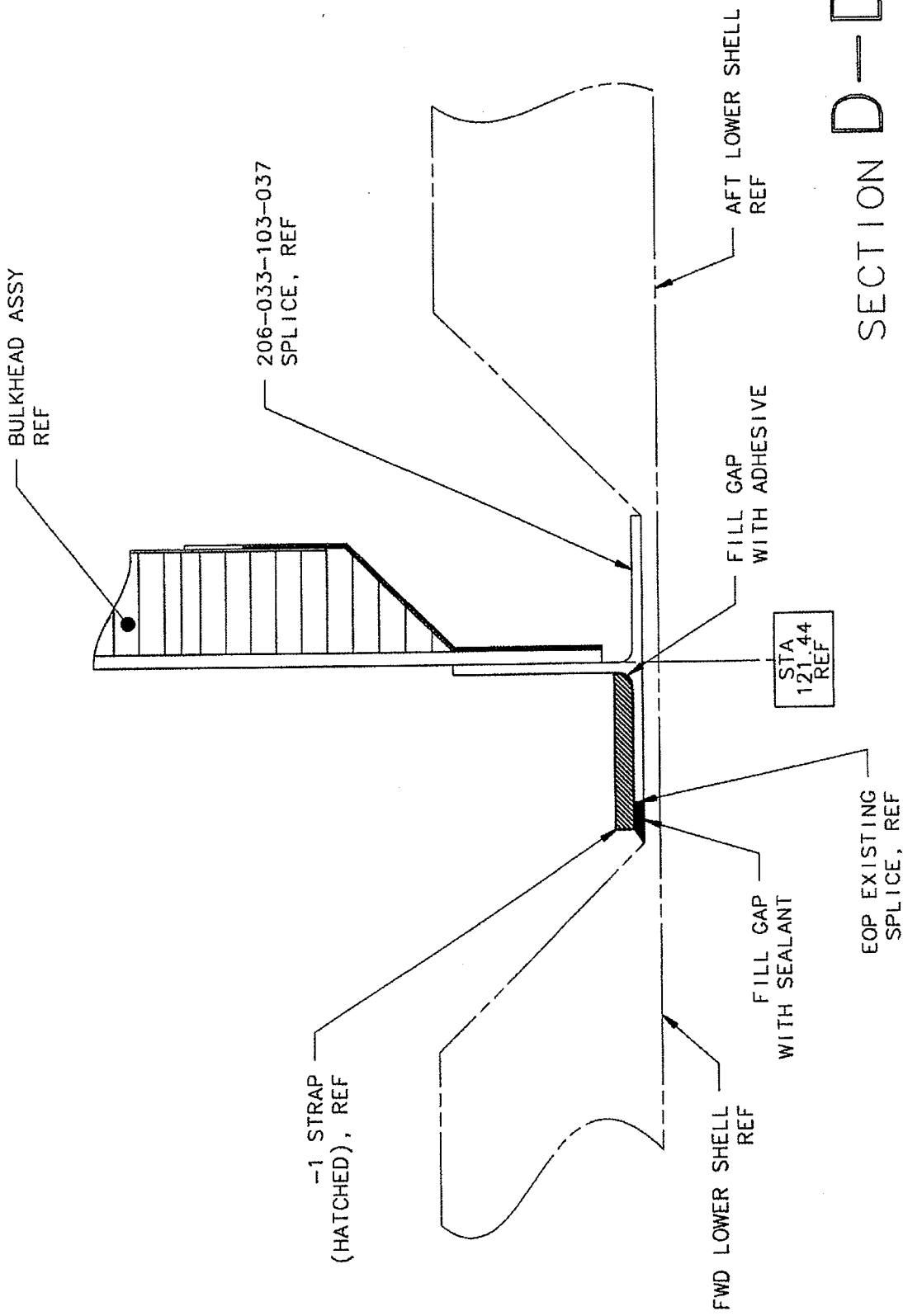
TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 3 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE	UNITS: INCHES	DATE: 12/04/18	DWG: 206-033-103-12RL-041

NOTE: SOME COMPONENTS NOT SHOWN FOR CLARITY.



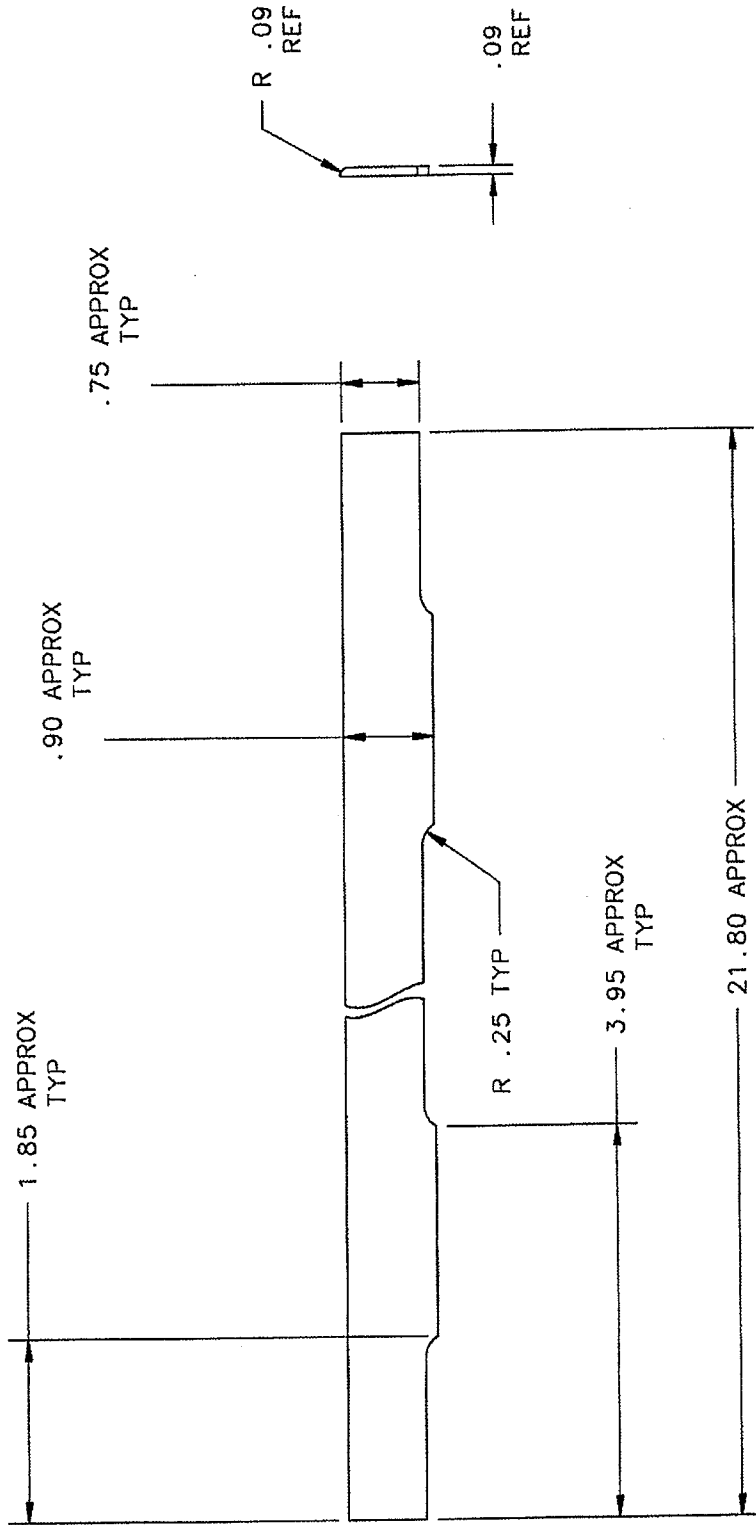
VIEW C-C
(ROTATED 180°)

TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 4 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE		UNITS: INCHES	DATE: 12/04/18
		DWG: 206-033-103-12RL-041	



SECTION D-D

TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 5 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE	UNITS: INCHES	DATE: 12/04/18	DWG: 206-033-103-12RL-041



DETAIL -1 STRAP

TITLE: 206L-3 REPAIR BULKHEAD INSTL	PREPARED BY: R. ELBAHI	REF P/N: 206-033-103-011	SHEET: 6 OF 6
DAMAGED P/N: 206-033-103-037, SPLICE	UNITS: INCHES	DATE: 12/04/18	DWC: 206-033-103-12RL-041

Hurst, Ken

From: Hurst, Ken
Sent: Wednesday, April 18, 2012 11:33 AM
To: 'pselight'
Subject: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>
Attachments: T-angle 4-18-2012.pdf

Noel,

The following attachment is the information you requested this morning by phone.

If you have any questions please call me at 337-272-4593.

Thank you,
Ken Hurst
PHI, Inc.
Engineering Department

From: Hurst, Ken
Sent: Monday, April 16, 2012 11:29 AM
To: 'pselight'
Subject: FW: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Noel,

Checking on status on T- angle low ED issue.

Thanks,
Ken Hurst
PHI, Inc.
Engineering Department

From: Hurst, Ken
Sent: Friday, April 13, 2012 10:53 AM
To: 'pselight'
Subject: RE: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Noel,

The following attachment is the hole data you requested on the T-angle.

Sheetmetal will work on this T- angle installation this weekend.

If you have any questions please call me at 337-272-4593.

Thank you,
Ken Hurst
PHI, Inc.
Engineering Department

4/19/2012

From: pselight [mailto:pselight@bellhelicopter.textron.com]
Sent: Thursday, April 12, 2012 5:10 PM
To: Boyer, Kenneth; Hurst, Ken
Cc: Quebedeaux, Jack (CSR); Saucier, James (CSR)
Subject: Re: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Hi Kenneth,

How about the other flange? Can you provide edge distance and fasteners holes diameter, same as the other flange?

Regards,

Noel Paquette 

Product Support Engineering

Bell Helicopter
A Textron Company

Canada: (800) 361-9305
U.S. Only: (800) 363-8023
Tel: (450) 971-6407
Fax: (450) 433-0272
pselight@bellhelicopter.textron.com

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-----Original Message-----

From: Boyer, Kenneth
Sent: THURSDAY, APRIL 12, 2012 3:53 PM
To: Paquette, Noel
Cc: Hurst, Ken; Martin, Dave
Subject: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Noel,

The following attachment shows hole edge distance and rivet sizes on Splice T-angle at requested by phone call today with Ken Hurst.

4/19/2012

If you have any questions, please call 337-272-4267

Thanks,
Kenneth Boyer for Ken Hurst

PHI, Inc.
Engineering Department
337-272-4267

From: Hurst, Ken
Sent: Thursday, April 12, 2012 12:39 PM
To: Boyer, Kenneth
Subject: FW: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

From: Paquette, Noel [<mailto:npaquette@bellhelicopter.textron.com>]
Sent: Thursday, April 12, 2012 10:55 AM
To: Hurst, Ken
Cc: Quebedeaux, Jack (CSR); Saucier, James (CSR)
Subject: Re: 206L-3 SPLICE T-ANGLE LOW FLANGE WIDTH P/N 206-033-103-037S <PSE Request no: 2012040201-1> <PSE Request no: 2012040201-1>

Ken,

Here is the reply from our QA;

19 Parts rejected to J236301 Requirement: .760 +/- .030 DIM. Actual CK s .610-.630

Call me to discuss when you have a chance.

4/19/2012

Regards,

Noel Paquette cid:image003.gif@01CA98E2.3C95C6C0

Product Support Engineering

cid:image004.gif@01CA98E2.3C95C6C0

Canada: (800) 361-9305

U.S. Only: (800) 363-8023

Tel: (450) 971-6407

Fax: (450) 433-0272

HYPERLINK "<mailto:pselight@bellhelicopter.textron.com>"pselight@bellhelicopter.textron.com

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-----Original

<< 3 attached file(s) >>

4/19/2012



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. 51540	Nationality and Registration Mark N3207Q
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 6-15-04	Signature of Authorized Individual <i>Tennell K. Melancon</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 6-15-04	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Tennell K. Melancon</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 Repairs

Repair of Bulkhead Stiffener

Part Nomenclature:	<u>Stiffener</u>	Part Number:	<u>206-033-107-055</u>
Repair Number:	<u>PHI-206L-RP-0077</u>	Part Serial Number	<u>N/A</u>

Fabricated / installed .040 7075-T6 shim and .032 7075-T6 stiffener in accordance with repair # PHI-206L-RP-0077.

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	<u>Michael T. Cox</u>	Designation Number	<u>DERT-710057-SW</u>
Dated	<u>July 28, 2003</u>	Serial Number	<u>8110-03379</u>

Weight and Balance Amended



Additional Sheets Are Attached

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: Allison 250 C30 GP Support

P/N 23034775, S/N DW47037

1. Pressure Tested IAW 14W3 72-50-00 Pg. 338.
2. Welded & Blended Wear Marks on Struts IAW 14W3 72-50-00 Pg. 338 & OIL 11 Item B.
3. Weld Repaired (3) Support Pads IAW 14W3 72-50-00 Pg. 340A & OIL 11 Item B and Machined.
4. Weld Repaired and Final Machined Tang Slots & Containment Rings IAW 14W3 72-50-00 Pg. 340A & OIL 11 Item G. (1/8 eitherside).
5. Coldworked Inner Wall to Maintain .010" clearance Around Containment Ring IAW 14W3 72-50-00 Pg. 411.
6. Welded & Blended Wear Marks on Wall iAW 14W3 72-50-00 Pg. 338 & OIL 11 Item B.
7. Provided Datum for Chrome IAW 14W3 72-00-00 Pg. 401.
8. Chrome Repaired and Final Ground Bearing Bore IAW 14W3 72-50-00 Pg. 340 & OIL 11 Item A.
9. Plasma Sprayed and Final Machined Forward Flange & Pilot Dia. IAW 14W3 72-50-00 Pg. 340A & OIL 3 Item 18.
10. Plasma Sprayed and Final Machined 1st Stage Nozzle Mounting Surface IAW 14W3 72-50-00 Pg. 340A & OIL 3 Item 18.
11. Skinned Aft Flange IAW 14W3 72-50-00 Pg. 340A.
12. Installed Plug on Bearing Bore IAW 14W3 72-00-00 Pg. 401.
13. NDT (FPI) IAW 14W3 72-00-00 Pg. 308.
14. Final Cleaned & Checked Air/Oil Passages IAW 14W3 72-50-00 Pg. 201.
15. Final Inspection.

All Records of Work Performed are on file under Work Order 23521.

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 HELICOPTER CANADA	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N32079
2. Owner	Name (As shown on registration certificate) FLEET CAPITAL CORPORATION	Address (As shown on registration certificate) 5728 JEFFERSON HWY # 23502 NEW ORLEANS 70123-5113

3. For FAA Use Only

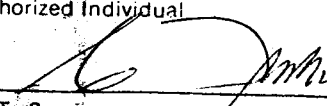

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Allison	250	CAE-895132 CAT-90180	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	C. Certificate No. 39-87
	<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 June 14, 2001	Signature of Authorized Individual C. Trsek  
------------------------------	--

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 FII 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	Certificate or Designation No.	Signature of Authorized Individual		
June 14, 2001	39-87	C. Trsek  		

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: Allison 250 C30 PT Inner Shaft
P/N 23071313, S/N 80002

1. Applied AlSeal Coat IAW CEB 72-3238 - Reidentified to P/N 23071313.
2. NDT (MPI) IAW 14W3 Sect. 72-00-00 Pg. 306.
3. Final Inspection.

All Records of Work Performed on file Under Work Order 25593.

No Further Statements to Follow.

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 HELICOPTERS	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) FLEET CAPITAL CORPORATION	Address (As shown on registration certificate) 5728 JEFFERSON HWY # 23502 NEW ORLEANS LA 70123-5113

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Allison	250 C30P	CAE-895674 CAC-90955	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. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified 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 April 20, 1999.	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	X Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection April 20, 1999.		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: Allison 250 C30 Rear Support

P/N 23007196, S/N ER12840

1. Chrome Plated Bearing Bore IAW DOIL 5 Item C and Final Ground.
2. Both Seals Metallized IAW DOIL 3 Item W and Machined to .010 Undersize.
3. NDT (FPI) IAW 14W3.
4. Final Inspection.

All Records of Work Performed are on file under Work Order 17569.

No Further Statements to Follow.

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="text-align: center; font-size: 1.2em;">2 Feb. 1992</p>	Signature of Authorized Individual <p style="text-align: center; font-size: 1.2em;"><i>James R. Edwards</i></p> <p style="text-align: right; font-weight: bold; font-size: 1.2em;">EDWARDS</p>
--	---

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; font-size: 1.2em;">2 Feb. 1992</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="text-align: center; font-size: 1.2em;"><i>James R. Edwards</i></p> <p style="text-align: right; font-weight: bold; font-size: 1.2em;">EDWARDS</p>
---	---	---

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 cabin accessory steps in accordance with Paravion Technology, Inc. report 206CS100DL, Revision B dated 3/25/88 or later FAA approved revision and STC SH3899NM.

----- 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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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: 11/6/98 FAA Inspector: E C Bush Sr 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 11-19-98	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	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-19-98		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.)

Install cargo hook provisions in accordance with Bell 206-SI-2012 except for the following:

Removed the ICS switch from the Bell position on top of the cyclic stick and installed the cargo release switch in the same position in accordance with Petroleum Helicopters, Inc. Drawing Number PHI-206-60168.

This data was previously approved on FAA 8110-3, dated 8-20-97, approved by DER Michelle M. Corning, Designation Number SW-777, Serial Number, 97450, for Bell 206L-1, N27766.

For continued airworthiness requirements, inspect these items according to PHI FAA Approved Aircraft Inspection Program or during FAA Annual.

Weight and balance amended as required.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

- 1) INSTALLING INSTRUCTIONS:
Reference drawing PHI-206-60168
- 2) REMOVAL INSTRUCTIONS:
Opposite of installation.
- 3) INSPECTION INSTRUCTIONS:
Inspect cyclic stick cargo hook switch extension for security, switch for proper operation, wires for chafing or loose connections and decal for security and legibility
- 4) INSPECTION INTERVALS:
Airframe 150 hour/6 month or Annual Inspection
- 5) SERVICING INSTRUCTIONS:
None required.
- 6) TROUBLESHOOTING INSTRUCTIONS:
Normal electrical troubleshooting procedures

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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: 11/6/98 FAA Inspector: E C Paul Sr 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 11-19-98	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 11-19-98		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.)

Removed cargo net in the hat rack area, installed on FAA Form 337, dated 1-16-92.

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

See PHI Drawing, PHI-206-60201.

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

- 1) INSTALLATION INSTRUCTIONS:
In Accordance with drawing PHI-206-60201
- 2) REMOVAL INSTRUCTIONS:
Opposite of installation
- 3) INSPECTION INSTRUCTIONS:
Inspect cargo restraint for condition and security
- 4) INSPECTION INTERVAL:
Petroleum Helicopters Airframe 150 hour inspection or FAA annual
- 5) SERVICING INSTRUCTIONS:
None required
- 6) TROUBLESHOOTING INSTRUCTIONS:
None 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 N231PH	Serial No. 51540	
	Make Bell	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI, Inc.	Address (As shown on registration certificate) Address C/O Quality Assurance 2001 SE Evangeline Trwy	
		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 <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 <i>Roger Dale Burchett</i> <u>Roger Dale Burchett</u> <u>OCT 11 2012</u>
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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> <u>Roger Dale Burchett</u> <u>OCT 11 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.)

N231PH

Nationality and Registration Mark

OCT 11 2012

Date

COMPOSITE BAGGAGE DOOR

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

Instructions for Continued Airworthiness are covered under Report number AA-00020, No Revision, dated November 17, 2000.

Actual Weight and Balance complied with.

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="text-align: center;">2 Feb. 1992</p>	Signature of Authorized Individual <p style="text-align: right;"><i>James R. Edwards</i> EDWARDS</p>
--	--

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 <p style="text-align: center;">2 Feb. 1992</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="text-align: right;"><i>James R. Edwards</i> EDWARDS</p>
---	---	--

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:

Door Actuators on all (4) four cabin main entrance doors according to STC-SH1990SO.

Door Actuator on the Baggage 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
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 N231PH	Serial No. 51540	
	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	
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	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 <i>James K. McCauley</i> SEP 30 2012
--	---

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> SEP 30 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.)

N231PH

Nationality and Registration Mark

SEP 30 2012

Date

STC Installation

Installed Lord 206 Elastomeric Tail Rotor Flapping Bearing Kit in accordance with Installation and Service Manual SM6470, Revision "O", dated April 25, 2000. Reference: STC SR09248RC.

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

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). **206L-3**

1. Aircraft	Make 51540	Model N3207Q
	Serial No.	Nationality and Registration Mark
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

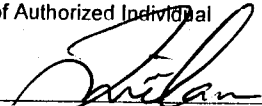
4. Unit Identification

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

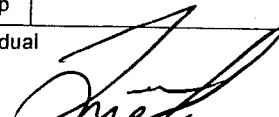
A. Agency's Name and Address Acadian Composites, L.L.C. 301 West Pont Des Mouton Rd. Lafayette, LA 70507	B. Kind of Agency		C. Certificate No. CRS NO. HEER617E Airframe, Powerplant, Accessories Limited Class 1,2, and 3
	<input type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign 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 2-27-04	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 2-27-04		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: Elevator
Original Part Number: 206-023-119-159
Upgraded To Part Number: 206-023-119-179
Serial Number: BP0000198
Work Order Number: J0313337

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-032, REVISION A, DATED 11/24/99 AND UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050 DATED 10/15 /02, REVISION E.

----- 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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make <i>Bell</i>	Model <i>206L-3</i>
	Serial No. <i>51540</i>	Nationality and Registration Mark <i>N13207Q</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					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address <p style="text-align: center;">ACADIAN COMPOSITES 301 W. PONT DES MOUTON ROAD LAFAYETTE, LA 70507</p>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <p style="text-align: center;">CRS B1H2300N LIMITED AIRFRAME LIMITED SPECIALIZED SERVICES</p>
---	--	--

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>6-4-04</i>	Signature of Authorized Individual <i>[Signature]</i>
-----------------------	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>6-4-04</i>			Certificate or Designation No. B1H2300N	Signature of Authorized Individual <i>[Signature]</i> 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: ELEVATOR
PART NUMBER: 206-023-119-159
UPGRADED TO PART NUMBER: 206-023-119-179
SERIAL NUMBER: BP0000360
WORK ORDER NUMBER: W43428AA**

**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.**

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="font-size: 24px; font-family: cursive;">1-16-92</p>	Signature of Authorized Individual <p style="font-size: 24px; font-family: cursive;">M. J. Davis</p> DAVIS
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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 <p style="font-size: 24px; font-family: cursive;">1-16-92</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="font-size: 24px; font-family: cursive;">M. J. Davis</p> DAVIS
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NOTICE

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

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

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 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. 51540	Nationality and Registration Mark N3207Q
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 07 June 2004	Signature of Authorized Individual <i>Wayne Pipkins</i>
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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 X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07 June 2004		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Wayne Pipkins</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

Engine Pan Repair

Part Nomenclature: Engine Pan Part Number: 206-032-315-141
Repair Number: PHI-206L-RP-0071 Part Serial Number N/A

Work Performed: 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 Petroleum Helicopters, Inc. Repair # PHI-206L-RP-0071.

Structural repairs made according to the manufacturer's helicopter 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 Michael T. Cox Designation Number DERT-710057-SW
Dated June 20, 2003 Serial Number 8110-03311

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>N3207Q</u>	Serial No. <u>51540</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 type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	<u>Bells Boyce</u>	<u>250-C-30P</u>	<u>LAE-895132</u> <u>LAT-90180</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 Name <u>Cadorath Aerospace Inc.</u> Address <u>2070 Logan Ave.</u> City <u>Winnipeg</u> State <u>Manitoba</u> Zip <u>R2R 0H9</u> Country <u>Canada</u>		B. Kind of Agency <input type="checkbox"/> U. S. Certificated Mechanic <input checked="" type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
		C. Certificate No. <u>86-91</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> B. SCHELLENBERG <u>AUG 31 2009</u>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> CAI 03 </div>
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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	X	Maintenance Organization	X	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>[Signature]</u> B. SCHELLENBERG <u>AUG 31 2009</u>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> CAI 03 </div>
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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 N3207Q	Serial No. 51540	
	Make BELL	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI INC	Address (As shown on registration certificate) 2001 SE EVANGELINE TRL WY	
		City LAFAYETTE	State LA
		Zip 70508-2156	Country U.S.A.

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	C30P	CAE-895683 CAT-96099
<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: Cadorath Aerospace Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address: 2070 Logan Ave.		<input checked="" type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City: Winnipeg State: Manitoba		<input type="checkbox"/> Certificated Repair Station	86-91
Zip: R2R 0H9 Country: Canada		<input type="checkbox"/> Certificated Maintenance Organization	

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 12/01/08 L. Hoffman	CAE 12
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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	<input checked="" type="checkbox"/>	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station		Inspection Authorization		Other (Specify)

Certificate or Designation No. 86-91	Signature/Date of Authorized Individual 12/01/08 L. Hoffman	CAE 12
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NOTICE

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

8. Description of Work Accomplished

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

N 3207Q 5-4-09

Nationality and Registration Mark

Date

REF. W/O # EXHAUST COLLECTOR P/N# 23032325 S/N# 37282
54028 250-C30

TSO: 0 TSN: UNK CYCLES: UNK


- ITEM**
- 1 O/H INSPECTED IAW RR250 C30 14W3 O/H/M 2ND EDITION REV.14 TR E2R14-72-3 DTD JULY 15/08
 - 2 PLASMA SPRAY REPAIRED & FINAL MACHINED THE FOLLOWING IAW RR250 C30 14W3 O/H/M 2ND ED REV.14 TR E2R14-72-3 DTD JULY 15/08 & 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.14 TR E2R14-72-3 DTD JULY 15/08 & PRPL 2-D008
 - 4 NDT IAW PRPL 1-8
 - 5 COMPLIED WITH THE FOLLOWING CEB'S:
PMI D0002 REV.1
72-3158 REV.4 & 72-3210
 - 6 GLASS BEAD BLAST FOR APPEARANCE IAW 250 C30 14W3 O/H/M 2ND ED REV.14 TR E2R14-72-3 DTD JULY 15/08
 - 7 INSTALLED THE FOLLOWING OEM PART(S) DURING THIS REPAIR:
SLIP TUBE P/N:23065495
 - 8 FINAL INSPECTION

ADDITIONAL MAINTENANCE REQUIRED:
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 54028
NO FURTHER STATEMENTS TO FOLLOW.

12/01/08
DATE:


SIGNATURE:
L. Hoffman


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>N3207Q</u>	Serial No. <u>51540</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 type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	<u>Rolls Royce</u>	<u>250 C30P</u>	<u>CAE-895626</u> <u>CAT-97838</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 Name <u>Cadorath Aerospace Inc.</u> Address <u>2070 Logan Ave.</u> City <u>Winnipeg</u> State <u>Manitoba</u> Zip <u>R2R 0H9</u> Country <u>Canada</u>		B. Kind of Agency <input type="checkbox"/> U. S. Certificated Mechanic <input checked="" type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	
		C. Certificate No. <u>86-91</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>L. Hoffman</u> <u>8/26/09</u> <div style="text-align: right; border: 1px solid black; border-radius: 50%; padding: 2px; display: inline-block;"> CAP 12 </div>
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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	X	Maintenance Organization	X	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>L. Hoffman</u> <u>8/26/09</u> <div style="text-align: right; border: 1px solid black; border-radius: 50%; padding: 2px; display: inline-block;"> CAP 12 </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.)

N3207Q 1/18/2010
Nationality and Registration Mark Date

REF. W/O # EXHAUST COLLECTOR P/N# 23032325 S/N# 44805
58809 250-C30


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
BEARING BORE SEAL BORE & SHOULDER
 - 3 WELD REPAIRED THE FOLLOWING IAW RR250 C30 14W3 O/H/M 2ND ED REV.15
CRACKS
ABOVE CIRCLIP GROOVE FOR RE-ENFORCEMENT
 - 4 NDT INSPECTED & ACCEPTED IAW PRPL 1-8
 - 5 COLDWORKED TO IMPROVE RUNOUTS, REWORKED DENTS & RESTORE SHEETMETAL IAW RR250 C30 14W3 OHM ED.2 REV.15 & PRPL 2-D008
 - 6 COMPLIED WITH CEB 72-3210 (PMI D0002)
 - 7 GRIT & GLASS BEAD TREATED FOR APPEARANCE IAW 250 C30 14W3 O/H/M 2ND ED REV.15 & PRPL 2-D008
 - 8 INSTALLED THE FOLLOWING OEM DETAIL PARTS:
23065496
 - 9 FINAL INSPECTION

ADDITIONAL MAINTENANCE REQUIRED:
NONE

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 58809
NO FURTHER STATEMENTS TO FOLLOW.

08/26/09
DATE:


SIGNATURE:
L. Hoffman


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

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	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: MAY 11 1994 FAA Inspector: Paul A. McCarthy 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 6-8-94	Signature of Authorized Individual <i>William A. Willard</i>
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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 6-8-94	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William A. Willard</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 1-16-92.

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="font-size: 24px; text-align: center;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: right;"><i>W.L. Davis</i> DAVIS</p>
---	---

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="font-size: 24px; text-align: center;">1-16-92</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="text-align: right;"><i>W.L. Davis</i> DAVIS</p>
--	---	---

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



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>N231PH</u>	Serial No. <u>51540</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		
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>James K McCauley</u> <u>JAMES K McCauley</u>	SEP 29 2012
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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>Roger Dale Burchett</u> <u>Roger Dale Burchett</u>	SEP 29 2012
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

SEP 29 2012

Date

STC INSTALLATION

Installed Aeronautical Accessories Inc. Floatstep Kit in accordance with STC SH1322SO and Installation Instruction Report number AA-90060, Revision X, dated March 1, 2006. Instructions for Continued Airworthiness are covered under Report number AA-01161, Revision B, dated March 1, 2006.

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
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 N231PH	Serial No. 51540	
	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.	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
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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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

**NOMENCLATURE: FORWARD SHELL
ORIGINAL PART NUMBER: 206-033-100-291
SERIAL NUMBER: N1014E
WORK ORDER NUMBER: W186586AA**

**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



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. 51540	Nationality and Registration Mark N3207Q
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	B. Kind of Agency	C. Certificate No.
ACADIAN COMPOSITES 301 W. PONT DES MOUTON ROAD LAFAYETTE, LA 70507	<input type="checkbox"/> U.S. Certificated Mechanic	CRS B1H2300N
	<input type="checkbox"/> Foreign Certificated Mechanic	LIMITED AIRFRAME
	<input checked="" type="checkbox"/> Certified Repair Station	LIMITED SPECIALIZED
	<input type="checkbox"/> Manufacturer	SERVICES

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 6-15-04	Signature of Authorized Individual
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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 6-15-04			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: FORWARD SHELL
ORIGINAL PART NUMBER: 206-033-100-291
SERIAL NUMBER: -----
WORK ORDER NUMBER: W43630AA**

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-053, REVISION A, DATED
10/10/00.**

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 N231PH	Serial No. 51540	
	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	ACADIAN COMPOSITES	<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 4/13/12
--	---

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 4/13/12 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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: FUEL CELL BULKHEAD PANEL

ORIGINAL PART NUMBER: 206-032-118-123

UPGRADED TO PART NUMBER: 206-032-118-143

SERIAL NUMBER: AO-04552

WORK ORDER NUMBER: W186587AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-016, REVISION A, DATED
2/3/99 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 N3207Q	Serial No. 51540	
	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>Aaron W. Begnaud</i> 10-11-12
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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>Aaron W. Begnaud</i> 10-11-12
--	---

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.)

N3207Q	10-11-12
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 A. Installation was approved on FAA Form 8110-3, dated July 24, 2012, Serial No. DERT-710121-SW-12/201, by DER Verl Herd, Designation No. DER-710121-SW.

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.

Compass system tested and corrected.

Electrical load does not exceed 80% generator output.

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.

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				1. DATE July 24, 2012	
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS					
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
2. MAKE Bell		3. MODEL NO. 206L-3	4. TYPE (Aircraft, Engine, Propeller, etc.) Helicopter		5. NAME OF APPLICANT PHI, Inc Lafayette, LA.
LIST OF DATA					
6. IDENTIFICATION			7. TITLE		
PHI-206L-13122 Rev A, Dated 8/30/11			Garmin GDL 69 XM Satellite Radio Data Link Receiver Notes: 1. This 8110-3 approves the design aspects of the avionics/electrical data only.		
8. PURPOSE OF DATA In support of a major alteration on Bell 206L-3 S/N 51540, N3207Q only.					
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR: 27.1301(a,b,c) Amdt 27-0; 27.1357(a,b,c) Amdt 27-13; 27.1365(a,b,c) Amdt 27-35					
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14CFR Part 183, data listed above and on attached sheets numbered XXXXXXXXXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards Listed.					
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data					
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBER(S)		13. CLASSIFICATION(S)	
Verl Herd 		DERT-710121-SW		Electrical Systems & Equipment	



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 N3207Q	Serial No. 51540	
	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: 9/23/12 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.	
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		<input checked="" type="checkbox"/> Certificated Repair Station	
City <u>Lafayette</u> State <u>LA</u>		<input type="checkbox"/> Certificated Maintenance Organization		<u>HEER617E</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>[Signature]</u> <u>ARON W BEGUN</u> <u>10-11-12</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	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>[Signature]</u> <u>ARON W BEGUN</u> <u>10-11-12</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.)

N3207Q	10-11-12
Nationality and Registration Mark	Date

Garmin GNC 420W System Interfaced with L-3 Comm SKY497 Skywatch and KCS 55A Compass System

1. Removed Trimble GPS system for this installation.
2. Installed a Garmin GNC 420W GPS interfaced to a L-3 Communications SKY497 Skywatch in accordance with PHI Electrical Diagrams. PHI-206L-12908, Rev. C, PHI-206L-12763, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0104, 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	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	K1525A	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	006-00111-0007	I1

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 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 2 dated 4-23-2012 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 10-26-2012 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-12763, Rev. B, and PHI Picture & Sketch PHI-206L-PS-0104, Rev. IR.
 17. Instructions for continued airworthiness PHI-915-206L-ICA-0018, Revision 1, dated April 10, 2012 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 3207Q	Serial No. 51540	
	Make BELL	Model 206	Series L-3
2. Owner	Name (As shown on registration certificate) PHI INC	Address (As shown on registration certificate) 2001 SE EVANGELINE TRWY	
		City LAFAYETTE	State LA
		Zip 70508-2156	Country U.S.A.

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	C30P	CAE-895683 CAT-90099
<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. 86-91
Name Cadorath Aerospace Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
Address 2070 Logan Ave.		<input checked="" type="checkbox"/> Foreign Certificated Mechanic		
City Winnipeg State Manitoba		<input type="checkbox"/> Certificated Repair Station		
Zip R2R 0H9 Country Canada		<input type="checkbox"/> Certificated Maintenance Organization		

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 G. MITCHELL CAI 09 JAN 06 2009
--	--

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	<input checked="" type="checkbox"/> Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 86-91	Signature/Date of Authorized Individual G. MITCHELL CAI 09 JAN 06 2009
--	--

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 3207G 5-4-09

Nationality and Registration Mark

Date

REF. W/O # GP SUPPORT P/N# 23066726 S/N# DW33800
56047 RR250-C30

TSO: 0.00 TSN: UNK CYCLES: UNK

- ITEM 1 O/H INSPECTED IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08
- 2 NDT INSPECTED & ACCEPTED IAW PRPL 1-8
- 3 REMOVED CARBON FROM STRUTS IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08
- 4 WELD REPAIRED THE FOLLOWING IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08 & PRPL 2-D003:
STRUTS
TANGSLOTS
CONTAINMENT SLOTS
- 5 PRESSURE TESTED & ACCEPTED STRUTS IAW PRPL 2-D003
- 6 PLASMA SPRAY REPAIRED & FINAL MACHINED THE FOLLOWING IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08 & PRPL 2-D003:
FORWARD FLANGE & PILOT AFT FLANGE
AFT PILOT NOZZLE MOUNT FACE
- 7 CHROME REPAIRED AND FINAL GROUND THE FOLLOWING IAW RR250 C30 14W3 O/H/M 2ND ED TR E2R14-72-3 DTD JULY 15/08 AND PRPL 2-D003:
BEARING BORE SEAL BORE SHOULDER
- 8 GRIT & GLASS BEAD TREATED FOR APPEARANCE IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08 & PRPL 2-D003
- 9 COMPLIED WITH CEB 72-3221
- 10 FINAL INSPECTION

ADDITIONAL MAINTENANCE REQUIRED:
NONE

**ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 56047
NO FURTHER STATEMENTS TO FOLLOW.**

JAN 06 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

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. 51540	Nationality and Registration Mark N3207Q
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

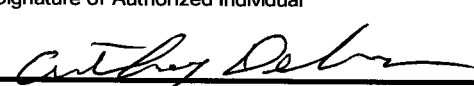
5. Type

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

6. Conformity Statement

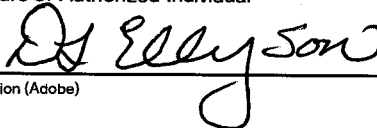
A. Agency's Name and Address Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> 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 AUG 25 2004	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 AUG 25 2004		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 cargo net to restrain cargo in the hat rack area at Station 148.

Removed Cargo Net to restrain cargo in the hat rack area previously installed on FAA form dated 12-26-91 and installed Cargo Net to restrain cargo in the hat rack area-, see PHI Drawing PHI-206-60174, Revision 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 retaining 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 required.

Additional Sheets Are Attached

- 5) MAINTENANCE INSTRUCTIONS:
Petroleum Helicopters Inc. Maintenance program or FAA Annual. Inspect for condition and security.
- 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 2/28/2011	Electronic Tracking Number For FAA Use Only
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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>N231PH</u>	Serial No. <u>51540</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		
<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. Certified Mechanic
Address	<u>301 W. PONT DES MOUTON ROAD</u>		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>		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>9/2/11</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 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 <u>GRANT MCDANIEL</u> <u>9/2/11</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.)

N231PH

8-30-2012

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

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 <i>Bell</i>	Model <i>206L-3</i>
	Serial No. <i>51540</i>	Nationality and Registration Mark <i>N 3207Q</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					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address <p style="text-align: center;">ACADIAN COMPOSITES 301 W. PONT DES MOUTON ROAD LAFAYETTE, LA 70507</p>	B. Kind of Agency <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 20px;"><input type="checkbox"/></td><td>U.S. Certificated Mechanic</td></tr> <tr><td><input type="checkbox"/></td><td>Foreign Certificated Mechanic</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>Certified Repair Station</td></tr> <tr><td><input type="checkbox"/></td><td>Manufacturer</td></tr> </table>	<input type="checkbox"/>	U.S. Certificated Mechanic	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certified Repair Station	<input type="checkbox"/>	Manufacturer	C. Certificate No. <p style="text-align: center;">CRS B1H2300N LIMITED AIRFRAME LIMITED SPECIALIZED SERVICES</p>
<input type="checkbox"/>	U.S. Certificated Mechanic									
<input type="checkbox"/>	Foreign Certificated 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 <i>3-30-05</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 APPROVED REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>3-30-05</i>		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: HORIZONTAL STABILIZER

ORIGINAL PART NUMBER: 206-023-119-151

SERIAL NUMBER:

WORK ORDER NUMBER: W53192AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
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
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>N231PH</u>	Serial No. <u>51540</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	
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 <input type="checkbox"/> C. Certificate No.	
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	
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 <u>D.L. Elvson</u> <u>D.L. ELVSON</u> <u>OCT 18 2012</u>
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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>D.L. Elvson</u> <u>D.L. ELVSON</u> <u>OCT 18 2012</u>
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NOTICE

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

8. Description of Work Accomplished

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

N231PH

Nationality and Registration Mark

OCT 18 2012

Date

INCREASED GROSS WEIGHT UPGRADE

Installed Increased Gross Weight Upgrade Kit in accordance with Bell Helicopter Service Instruction BHT-206-SI-2052, Revision 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



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;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="font-size: 1.5em;">1-16-92</p>	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 <p style="font-size: 1.5em;">1-16-92</p>		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 a cargo net to restrain cargo in the hat rack area--Station 148.

See PHI Drawings 206L-507, sheets 1, 2, and 3 of 3.

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-----

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</p>

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 27 Dec 1991 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 & 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 <p style="text-align: center; font-size: 1.5em;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: center;">[Signature] DAVIS</p>
--	---

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 <p style="text-align: center; font-size: 1.5em;">1-16-92</p>	Certificate or Designation No. <p style="text-align: center;">HEER617E</p>	Signature of Authorized Individual <p style="text-align: center;">[Signature] DAVIS</p>
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NOTICE

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

8. Description of Work Accomplished

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

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</p>

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 & ACCESSORIES LIMITED RADIO CLASS 1, 2, & 3 CRS NO. HEER617E
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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="font-size: 24px; text-align: center;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: right;"><i>M. J. Davis</i> DAVIS</p>
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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 <p style="font-size: 24px; text-align: center;">1-16-92</p>		Certificate or Designation No. <p style="text-align: center;">HEER617E</p>		Signature of Authorized Individual <p style="text-align: right;"><i>M. J. Davis</i> DAVIS</p>	

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



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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 12-20-2001	Signature of Authorized Individual <i>Blair H. Credle</i>
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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 12-20-2001	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Blair H. Credle</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.)

STC Installation

Installed Altair Avionics Corporation-Allied Signal Aerospace Intellistart Plus Electronic Control System in accordance with STC-SR000113BO and PHI drawing number PHI-206-60387 Rev. IR, dated 10-02-2001. This installation is in conjunction with Altair Avionics Corporation-Allied Signal Aerospace Intellistart STC-SE00026EN. Complied with ASB-0002 Rev. A and ASB-0003 Rev. A.

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
12/28/2011

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>N231PH</u>	Serial No. <u>51540</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>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		
<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		CRS B1H2300N Limited Airframe Limited Specialized Services
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>10/4/10</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 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 <u>10/4/10</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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: KICK PANEL

ORIGINAL PART NUMBER: 206-031-102-055

UPGRADED TO PART NUMBER: 206-031-102-125

SERIAL NUMBER: BCJ3297R

WORK ORDER NUMBER: W175890AA

**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
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 N231PH	Serial No. 51540	
	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	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 6/4/12
--	---

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	<input type="checkbox"/>	Maintenance Organization	<input type="checkbox"/>	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 GRANT McDANIEL 6/4/12
---	---

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.)

N231PH	8-30-2012
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: BCSBJ98

WORK ORDER NUMBER: W189803AA

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 ACCORANCE 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. 51540	Nationality and Registration Mark N3207Q
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
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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 12-29-91	Signature of Authorized Individual <i>Robert S. Armand</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 Canada Airworthiness Group	

Date of Approval or Rejection 12-29-91	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Robert S. Armand</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

<u>MODEL</u>	<u>STATION</u>	<u>DRAWING NUMBER</u>
1 ea. King KT76A Transponder System	40.00	PHI-20611-11094
1 ea. ACK A-30 Blind Encoder System	30.00	PHI-20611-11094

Individual systems protected by following circuit breakers: KT76A - 3.0 amp, ACK A-30 3 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.

* 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, paragraphs a and 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

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;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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
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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="font-size: 1.5em;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: right; font-weight: bold; font-size: 1.2em;">DAVIS</p>
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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 <p style="font-size: 1.5em;">1-16-92</p>	Certificate or Designation No. HEER617E	Signature of Authorized Individual <p style="text-align: right; font-weight: bold; font-size: 1.2em;">DAVIS</p>
--	---	---

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. 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
2 ea. FF-40 FM Radio System	44.00	PHI-11170/11108
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, 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 20-121, paragraph 6a1, 2, and 3 App. 1 and App. 3. Loran is a stand alone unit and for V.F.R. use only.

Compass corrected as required.

Performed Actual Weight and Balance.

-----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 N3207Q	Serial No. 51540	
	Make Bell	Model 206	Series L-3
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

"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: 4/23/12 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.	
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 <u>[Signature]</u> <u>10-11-12</u>
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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>[Signature]</u> <u>10-11-12</u>
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NOTICE

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

8. Description of Work Accomplished

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

N3207Q	10-11-12
Nationality and Registration Mark	Date

L-3 Communications SKY497 Skywatch Traffic Advisory System Interfaced to a Garmin GNC-420W GPS

- No equipment removed for this installation.
- 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. C, and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G. "Option - 1" of PHI-206L-12763 is being used for this installation.

- 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

- 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 an A23CE aircraft in accordance with STC SA00733CH.

- 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

- 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
- 27.1547 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.

- 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 4/23/12 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. C, and PHI Picture & Sketch PHI-206L-PS-0036, Rev. G.
 15. Instructions for continued airworthiness PHI-915-206L-ICA-0019, Revision 1, dated April 17, 2012 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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA. 70123-5113

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				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
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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 03-26-2002	Signature of Authorized Individual <i>Ronald A. Brown</i>
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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 03-26-2002	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Ronald A. Brown</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.)

STC Installation

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 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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 11-19-98	Signature of Authorized Individual DAVIS
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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 <input checked="" type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 11-19-98	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 the Following Equipment:

1. Left folding step part number 206-536-105 according to STC SH2243SO.
2. Passenger and crew door air deflectors part number 206-249-015 and 206-249-005, respectively, according to STC SR01582AT.
3. Step-handle on the upper fuselage according to Aeronautical Accessories STC SH1366SO.
4. Aeronautical Accessories, Inc. replacement battery door in accordance with STC SR00044AT.

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 206L-3	Model 206L3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) FLEET CAPITAL CORP.	Address (As shown on registration certificate) 5728 JEFFERSON HWY. 23502 NEW ORLEANS LA. 70123-5113

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. AF., Powerplant & Access. 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 11-24-1999	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 Canadian Airworthiness Group	
Date of Approval or Rejection 11-24-1999		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.)

Modification to Input Pinion

Transmission S/N B-51792 T:T 4433:40 T.S.O. -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 serial number 8110-961 dated 5 June 1996 by Bell Helicopter FAA DER James D. Rockwood No. SW-931 Powerplant/Structural.

----- 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 N231PH	Serial No. 51540	
	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 <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	
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 <i>Roger Dale Burchett</i> <u>Roger Dale Burchett</u> <u>SEP 25 2012</u>	
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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> <u>Roger Dale Burchett</u> <u>SEP 25 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.)

N231PH

Nationality and Registration Mark

SEP 25 2012

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 Aeronautical Accessories, Inc. STC SH5773SW and Installation Instructions Report Number AA-91020, Revision F, dated August 1, 2001.

Compass corrected as required.

Actual weight and balance complied with.

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. 51540	Nationality and Registration Mark N32070
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	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 5-22-94	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	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 5-22-94		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.)

NARCO ELT 910 (206L-3)

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.

Installed a Narco emergency locator transmitter ELT 910 and rack at Station 20 on the top shelf of the Avionics A/C 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 206L-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 necessary.

Amended weight and balance as required.

This modification is in accordance with data previously approved on FAA form dated May 15, 1991, for Bell 206L-3, N8587X, Serial Number 51464 and approved for duplication on identical make, model, and altered configuration when accomplished by the original modifier.

-----END-----

**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 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. 51540	Nationality and Registration Mark N3207Q
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 technical data identified has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in Section 43.7."

Date: 8-17-2004 FAA Inspector: *James G. Smith* 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. HEER617E Airframe, Powerplant, and Accessories Limited - Radio 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 8-26-04	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 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 8-26-04	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.)

NAT PASSENGER PA (AA21-400) WITH MODIFIED WHELEN EXTERNAL PA/SIREN SYSTEM

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

Installed NAT Passenger PA with mod. Whelen External PA/Siren System in accordance with PHI wiring diagram no. PHI-407-12777 Rev. B Option 2.

The PA controller is mounted at Sta. 46.00 in the slant panel. Power is taken from the main bus and the system is protected by a 3 amp circuit breaker.

The Modified Whelen unit is mounted at Sta 19.00 attached to the avionics nose shelf. Power is taken from the main bus and the system is protected by a 7½ amp circuit breaker.

The speaker is installed on the belly, aimed in the aft direction at Sta. 108.62 in accordance with PHI Drawing Number PHI-206-60512. Rev. A.

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 11-146.

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.

Weight and balance amended.

Compass corrected 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: NAT Passenger PA (AA21-400) with Modified Whelen External PA/Siren System

- 1) INTRODUCTION: Installation of an NAT Passenger PA system in a Bell Model 206L-3 with a modified whelen unit for external PA and a External PA speaker mounted on the belly.
- 2) DESCRIPTION: System consist of a NAT Model AA21-400 Controller/Amplifier, a PHI mod. Whelen unit and a SA-340STS External PA speaker.
- 3) CONTROL, OPERATION INFORMATION: Control is accomplished by an on/off switch for the PA function at the NAT Controller/Amplifier. Audio for the PA is controlled by an internal/external switch on the AA21-400 Controller/Amp to the Interphone system
- 4) SERVICING INFORMATION: N/A
- 5) MAINTENANCE INSTRUCTIONS: 100 Hr. or Annual Inspection.
- 6) TROUBLE SHOOTING INFORMATION: See PHI-407-12777 Rev. B, Option 2.
- 7) REMOVAL AND REPLACEMENT INFORMATION: Opposite of installation.
- 8) DIAGRAMS: PHI-407-12777 Rev. B, Option 2, and PHI-206-60512 Rev. A.
- 9) SPECIAL INSPECTION REQUIREMENTS: Check general condition and security of speaker.
- 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

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Theuway 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 B1H2300N
	<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 6-5-04	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 6-5-04	Certificate or Designation No. B1H2300N	Signature of Authorized Individual JIMMIE MELANCON
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NOTICE

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

8. Description of Work Accomplished

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

NOMENCLATURE: NOSE FAIRING

PART NUMBER: 206-031-124-111

SERIAL NUMBER: BP0000296

WORK ORDER NUMBER: W43551AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-024 DATED 4/29/98.**

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters Inc.	Address (As shown on registration certificate) 2001 SE Evangeline Trwy 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 B1H2300N
	<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 6-9-04	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 6-9-04	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: NOSE FAIRING

PART NUMBER: 206-031-124-102

UPGRADED TO PART NUMBER: 206-031-124-137

SERIAL NUMBER:

WORK ORDER NUMBER: W43624AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-024 DATED 4/29/98 AND
UPGRADED IN ACCORDANCE WITH OVERHAUL PROCEDURE PHI-450-OP-050 DATED
10/15/02, REVISION E.**

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. 51540	Nationality and Registration Mark N3207Q
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	C. Certificate No. HEER617E Airframe, Powerplant, and Accessories Limited - Radio 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	
	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 AUG 25 2004	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 AUG 25 2004		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.)

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.

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.

Additional Sheets Are Attached

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

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 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. 51540	Nationality and Registration Mark N3207Q
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	C. Certificate No.
		<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 8-26-04	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 Canada Airworthiness Group	
Date of Approval or Rejection 8-26-04		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.)

OUTERLINK CP-2 SATCOM COMMUNICATION SYSTEM

Installed Outerlink CP-2 Satcom System, STC SR00120BO. FAA Approval Flight Manual Supplement No. D000-00042, Revision H, FAA approved September 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.

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. 51540	Nationality and Registration Mark N3207Q
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 8-3-04	Signature of Authorized Individual <i>Tennell K. Melancon</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 8-3-04		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Tennell K. Melancon</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 Modification

Passenger, Litter and Crew Door Hinge Replacement

Part Nomenclature: Door Hinge Repair Number: PHI-206-60333 Rev. C.

Fabricated and installed cabin door hinges in accordance with drawing PHI-206-60333 Rev. C.

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

By DER	<u>M. T. Cox</u>	Designation Number	<u>DERT-710057-SW</u>
Dated	<u>25 Feb 2004</u>	Serial Number	<u>8110-04071</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
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 N231PH	Serial No. 51540	
	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 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 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 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 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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: PASSENGER SEAT KICK PANEL

ORIGINAL PART NUMBER: 206-033-103-009

SERIAL NUMBER: AO-1875

WORK ORDER NUMBER: W179330AA

**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

For FAA Use Only

Office Identification

SW-BTR-FSDO

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	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: NOV 17 1995 FAA Inspector: *Paul A. G. Mc Carthy* 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
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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 Nov 17, 1995	Signature of Authorized Individual <i>John E. Sheer</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 Nov 17, 1995	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>John E. Sheer</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 PHI modified Whelen Siren System Model WS295, PHI P/N PHI-002-000002.
See PHI Drawing Number PHI-206L-11118.

The amplifier/control was mounted at Station 19 on the underside of the avionics, tiedown rack which was previously installed on FAA 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, tiedown rack using MS20426AD-4 rivets. Amplifier/control is bolted to the bracket with hardware supplied by the manufacturer.

Speaker installed on forward crosstube 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 AN4026A bolts, AN365-428 nuts, and AN960PD416L washers. Speaker 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-C027500/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

For FAA Use Only
Office Identification

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1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
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 1-16-92	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 1-16-92	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 Perkins Plastic Composite baggage door according to STC SH3511SW.

~~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 N 3207Q	Serial No. 51540	
	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 TRWY
			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 type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	C30P	CAE-895683 CAT-90099
<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: Cadorath Aerospace Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	
Address: 2070 Logan Ave.		<input checked="" type="checkbox"/> Foreign Certificated Mechanic	
City: Winnipeg State: Manitoba		C. Certificate No.	
Zip: R2R 0H9 Country: Canada		<input type="checkbox"/> Certificated Repair Station	
		<input type="checkbox"/> Certificated Maintenance Organization	
		86-91	

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 G. MITCHELL DEC 24 2008
--	--

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	<input checked="" type="checkbox"/> Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 86-91	Signature/Date of Authorized Individual G. MITCHELL DEC 24 2008
--	--

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 3207Q

5.4.09

Nationality and Registration Mark

Date

REF. W/O # PT SUPPORT P/N# 23033412 S/N# DW24201
55195 RR250-C30

TSO: 0.00 TSN: UNK CYCLES: UNK

- ITEM
- 1 O/H INSPECTED IAW RR250 C30 14W3 OHM 2ND EDITION
TR E2R14-72-3 DTD JULY 15/08
 - 2 PLASMA SPRAY REPAIRED THE FOLLOWING IAW RR250 C30 14W3
O/H/M 2ND ED. TR E2R14-72-3 DTD JULY.15/08&
PRPL 2-D002:
AFT PILOT DIAMETER
NOZZLE MOUNT FACE
AFT FLANGE
SERRATED SEAL BORE
 - 3 CHROME REPAIRED BEARING BORE, GROOVES & SHOULDER
IAW RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08
AND PRPL2-D002
 - 4 NDT INSPECTED & ACCEPTED IAW PRPL 1-8
 - 5 THERMAL SPRAY REPAIRED 19-24 SEALS IAW RR250 C30 14W3 OHM 2ND EDITION
TR E2R14-72-3 DTD JULY 15/08
 - 6 INSTALLED 25-28 SEAL P/N 23030978-1 IAW RR250 C30 14W3 O/H/M 2ND ED.
TR E2R14-72-3 DTD JULY 15/08
 - 7 PRESSURE TESTED AND ACCEPTED STRUTS, 19-24 SEAL AND
CLOVERLEAF COVER IAW PRPL 2-D002
 - 8 REMOVED CARBON FROM STRUTS IAW
RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08
 - 9 GRIT & GLASS BEAD TREATED FOR APPEARANCE IAW
RR250 C30 14W3 OHM 2ND EDITION TR E2R14-72-3 DTD JULY 15/08
AND PRPL2-D002
 - 10 FINAL INSPECTION
- ADDITIONAL MAINTENANCE REQUIRED:**
19-24 SEAL REQUIRES FINAL MACHINE

**ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 55195
NO FURTHER STATEMENTS TO FOLLOW.**

DEC 24 2008

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>N3207Q</u>	Serial No. <u>51540</u>
	Make <u>Bell</u>	Model <u>206</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 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>Terrill K. Melancon</u> <u>7-25-12</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>HEER617E</u>	Signature/Date of Authorized Individual <u>Terrill K. Melancon</u> <u>7-25-12</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.)

N 3207 Q

Nationality and Registration Mark

7-25-12

Date

Structural Alteration

Installation of Radar Altimeter Antenna Mount

Part Nomenclature: Tailboom Assembly Part Number: 206-704-727-101

Document Number: PHI-206-60735, Rev. A. Serial Number: 52031

Work Accomplished: Fabricated and install Radar Altimeter Antenna Mounts on a Bell 206L series Tailboom lower skin at Station 50.22 and Station 71.44 in accordance with Document Number PHI-206-60735 Rev. A, Dated 11-9-2011.

Structural Analysis Report for Installation of a Freeflight Radar Altimeter System refer to Document PHI-206L-SA-0088 Rev. A, Dated 6-2-2011.

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

By DER Louis Bellott Designation Number DERT-750020-SW

Dated 1-27-2012 8110-3 Serial Number PHI12-04

Weight and Balance Negligible.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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11/30/2007

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1. Aircraft	Nationality and Registration Mark N3207Q	Serial No. 51540	
	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: 4/23/2012 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	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>[Signature]</u> ARCON W BEGUMUD <u>9-27-12</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> ARCON W BEGUMUD <u>9-27-12</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.)

N3207Q	9-27-12
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		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
27.1541	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 Bellet 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 10-26-2012.

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.



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. DATE December 16, 2011	
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell Helicopter Textron Canada Limited	3. MODEL NO. 206L-3 S/N 51184	4. TYPE (Airplane, Radio, Helicopter, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc.
LIST OF DATA			
6. IDENTIFICATION		7. TITLE	
PHI Document Number: PHI-206L-PS-0107, Rev. A, Dated: 12/06/11 PHI-206-60735, Rev. A, Dated 11/09/11 PHI-206L-SA-0088, Rev. A, Dated: 06/02/11		Picture and Sketch Data for Radar Altimeter System – RA-4500/RAD-40 Interfaced to Aural Warning System in a Bell Model 206L Series Helicopter Radar Altimeter Antenna Mount Installation on a Bell 206L Series Helicopter 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 engineering design data only. It indicated 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 necessary requirements for the alteration. Electrical and flight test aspects are not approved and require separate approval. 3) Alteration is performed by PHI, Inc. 4) This approval is valid only for Bell Helicopter Textron Canada Limited Model 206L-3 S/N 51184.	
8. PURPOSE OF DATA To approve the structural engineering aspects only of an alteration and not the workmanship or installation on S/N: 51184.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 27.301, 27.303, 27.305(a), 27.307(a), 27.321, 27.337(a), 27.561, 27.601(a), 27.603, 27.605(a), 27.609, and 27.613(d) as of Amdt 27-24 (Structural aspects only)			
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 as applicable have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. I (do) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Louis Bellott <i>Louis Bellott</i>		DERT-750020-SW	Structural
(Empty)		(Empty)	(Empty)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE December 14, 2011
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Bell	3. MODEL NO. 206L-3	4. TYPE (Aircraft, Engine, Propeller, etc.) Helicopter	5. NAME OF APPLICANT PHI, Inc Lafayette, LA.
LIST OF DATA			
6. IDENTIFICATION PHI-206L-12910 Rev H, Dated 12/5/11		7. TITLE Radar Altimeter System- RA-4500/RAD-40 Interfaced to Aural Warning System Notes: 1. This 8110-3 approves the design aspects of the avionics/electrical data only.	
8. PURPOSE OF DATA In support of a major alteration on Bell 206L-3, S/N 51184, N229PH only.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR: 27.1301(a,b,c), 27.1357(a,b,c), 27.1365(a,b,c)			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14CFR Part 183, data listed above and on attached sheets numbered <u>XXXXXXXXXX</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards Listed. (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Verl Herd <i>Verl Herd</i>		12. DESIGNATION NUMBER(S) DERT-710121-SW	13. CLASSIFICATION(S) Electrical Systems & Equipment



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 N231PH	Serial No. 51540		
	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

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	ACADIAN COMPOSITES		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.		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 4/23/08
--	--

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 4/23/08			

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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: REAR FACING KICK PANEL

ORIGINAL PART NUMBER: 206-033-113-009

SERIAL NUMBER: AO-03147

WORK ORDER NUMBER: W114150AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH ACADIAN COMPOSITES
FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-013, REVISION B, DATED
2/23/99.**

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 N231PH	Serial No. 51540	
	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	_____	<i>(As described in Item 1 above)</i>	_____
<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>D.L. Ellyson</i> D.L. Ellyson OCT 18 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 FII. 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 OCT 18 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.

B. Description of Work Accomplished

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

N231PH

OCT 18 2012

Nationality and Registration Mark

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.



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. 51540	Nationality and Registration Mark N32070
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	Address (As shown on registration certificate) 111 Westminster Street Providence, RI 02903

3. For FAA Use Only

(This section is currently blank for use by the FAA.)

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 5-22-94	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 X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 5-22-94		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.)

Relocated Datcon Elapsed Time Meter at aft bulkhead in the battery compartment, Station 21.5 to instrument panel. Cut hole in instrument panel as required to fit instrument using original Bell hardware. Relocation done according to Chapter 11 of AC 43.13-2A. See PHI Drawing PHI-11603 and PHI-206L1-RI-525.

Removed wiring to R.P.M. Warning System original Bell installation for operating hourmeter and added microswitch, P/N 9007XA7503DC, mounted to bracket and installed using existing hardware at fuselage Station 73. Installed wiring into circuit.

Installation made according to chapter 2 of AC 43.13-2A, paragraph 23 and chapter 1 of AC 43.13-2A, paragraphs 4, 5, 6, 7, 8, 9, 10, 11, and 12.

----- **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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 11-19-98	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 11-19-98		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.)

Removed Aeronautical Accessories, Inc. cabin door actuators installed on FAA Form 337 dated 2-2-92 and installed Paravion Technology, Inc. door actuators on cabin doors and baggage 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. 2120-0200
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

1. Aircraft	Make BELL	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) PHI INC.	Address (As shown on registration certificate) 2001 SE EVANGELINE TRAIL LAFAYETTE, LA 70503-2155

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					
PROPELLER					
APPLIANCE	Type stop mount				
	Manufacturer Bell	PN-206-033-51 & QCS	11/5/11	X	

6. Conformity Statement

A. Agency's Name and Address Able Engineering & Comp. Svcs. 350 N. Hayden Rd. Suite 1 Scottsdale AZ 85257	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. FAA/R/S #A1LR 90N
---	--	--

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

Date 5-30-02	Signature of Authorized Individual <i>Carl P. B...</i>
------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-20-2011		Certificate or Designation No. IA2194023	Signature of Authorized Individual <i>Stephen Gonzalez</i>	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be

8. Description of Work Accomplished

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

Repair to stop mount only DAW IP-372 Rev C. Part was inspected
FAW BHT-206L-CR40 and found to be in serviceable condition.
Subject component was nondestructively inspected FAW ASH-1-E-
1444 QWR and found to be in acceptable condition (no defects
noted) END.

AFCS

350 N. Hayden Rd. Suite 1
Scottsdale AZ 85257

FRA # A1R190W.

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 N3207Q	Serial No. 51540	
	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	
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"/> Certificated Repair Station	
		<input type="checkbox"/> Certificated 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 <i>Terrill K. Melancon</i>	4-12-12
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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>	4-12-12
--	---	---------

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.)

N3207Q
Nationality and Registration Mark

4-12-12
Date

Structural Repair

Repair of Roof Beam

Part Nomenclature: Roof Beam Assy. Part Number: 206-033-210-101
Repair Number: 12RL-036

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-036.

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: 4-5-2012 S.O.C. Serial Number: C2599

Weight and Balance Negligible.

END

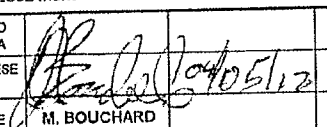
Additional Sheets Are Attached

**BELL HELICOPTER TEXTRON
CANADA LTD.**

CIVIL CERTIFICATION

DAO # 92-Q-01

Page Code 66738

TRANSPORT CANADA STATEMENT OF COMPLIANCE		DATE: 04/05/12	S.O.C. SERIAL NO: C2599	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-036	STRUCTURAL REPAIR ON ROOF BEAM INSTL P/N 206-033-210-101, ON MODEL 206L-3, S/N 51540, T.T. 19,919:12 HOURS, OPERATED BY PHI, INC. ATTACHMENTS: 10 PAGES DAMAGE DESCRIPTION: 3 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 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				

12RL-036

S/N 51540

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-036

S/N 51540

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.

12RL-036

S/N 51540

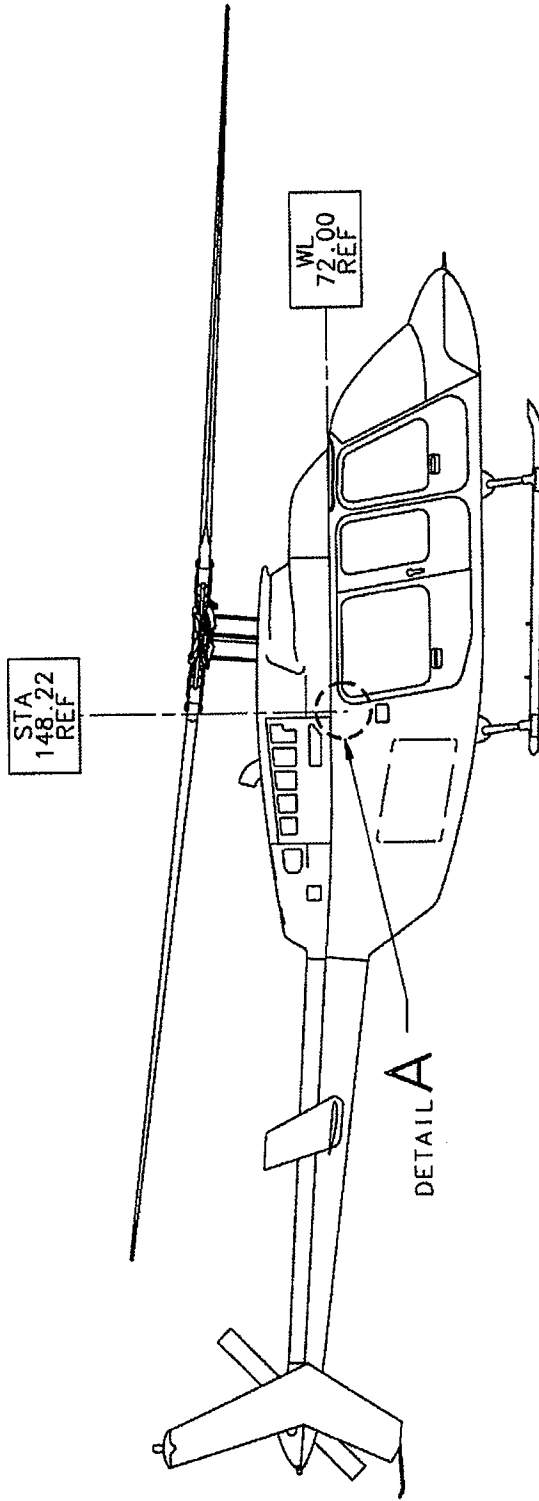
2.0 PROCEDURE: (CONT'D)

- 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.**

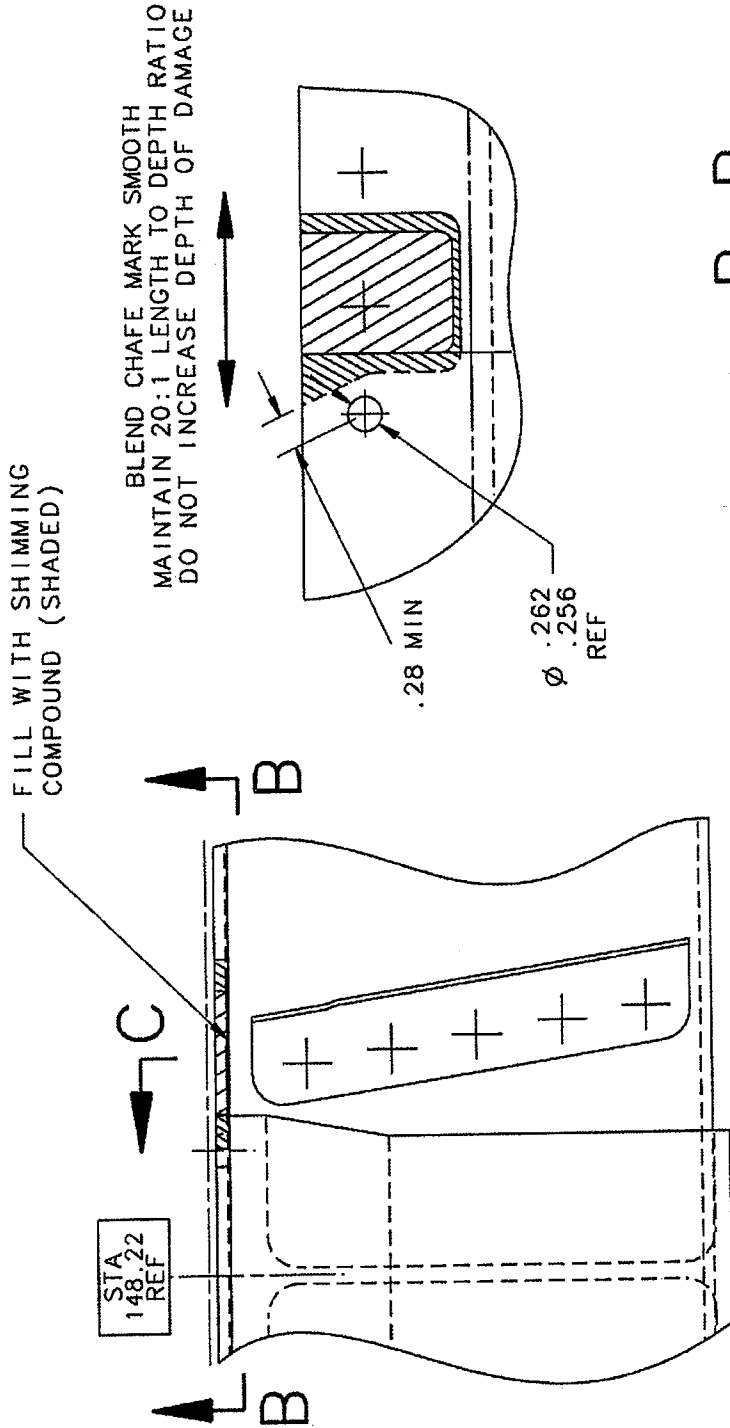
Clean reworked areas.
- 2.13 Inspect cured shimming compound for discrepancies. Pinholes, porosity and voids less than 0.15 inch diameter and at least one inch apart are acceptable as is.
- 2.14 If required, touch-up primer. Allow to dry.
- 2.15 Ensure means are taken to prevent further chafing.
- 2.16 Re-finish as required.

12RL-036

S/N: 51540



TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: G. LALANDE	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: 12/04/04	DWG: 206-033-210-12RL-036





VIEW B-B

NOTE: SOME PARTS NOT SHOWN FOR CLARITY

DETAIL A

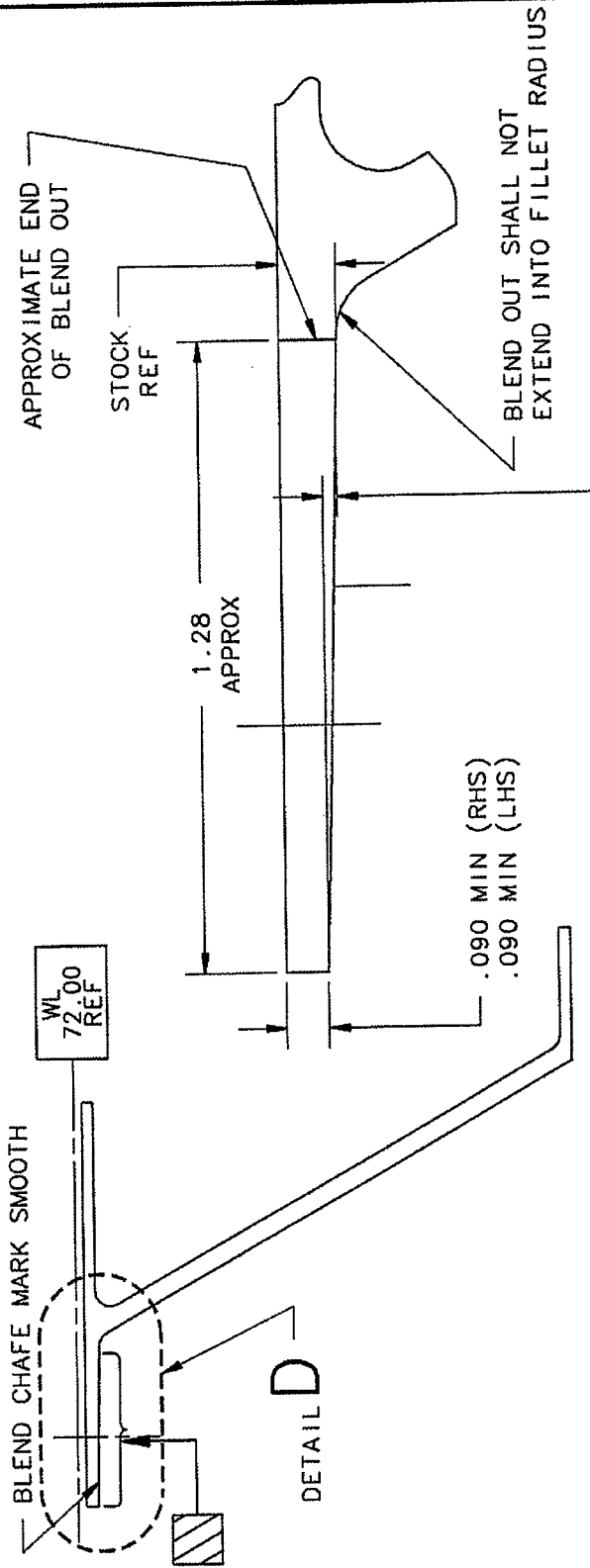
TYPICAL FOR LHS EXCEPT AS SHOWN

-  DAMAGED AREA
-  APPROXIMATE OUTLINE OF REWORKED AREA

FASTENERS

+ EXISTING FASTENER

TITLE: 206L-3 REPAIR ROOF BEAM INSTL	PREPARED BY: G. LALANDE	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: 12/04/04	DWG: 206-033-210-12RL-036



SECTION C-C

NOTE: SHIMMING COMPOUND NOT SHOWN FOR CLARITY PURPOSE

DETAIL D

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: G. LALANDE	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: 12/04/04	DWG: 206-033-210-12RL-036



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 N3207Q	Serial No. 51540	
	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	<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>Terrill K. Melancon</i> 9-2-12
--	---

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 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> 9-2-12
--	---

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.)

N3207Q

Nationality and Registration Mark

9-2-12

Date

Structural Repair

Replacement of L/H & R/H Aft. Firewall Angles

Part Nomenclature: Firewall Angles

Part Number: 206-064-902-036-R/H
206-064-902-035 L/H

Repair Number: PHI-206L-RP-0068
Rev. A

Part Serial Number: N/A

Removed damaged existing angles from Firewall Assembly as required. Replaced aluminum angles with same stainless steel angles installed on fwd. side of Firewall. Trimmed, fitted & installed steel angles P/N 206-064-902-028 (R/H) & 206-064-902-027 (L/H) to Firewall in accordance with Repair Number PHI-206L-RP-0068, Revision A.

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: Michael T. Cox Designation Number: DERT-710057-SW

Dated: 9-22-03 8110-3 Serial Number: 8110-03478

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 N231PH	Serial No. 51540	
	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	
Name PHI, Inc.	Address P. O. Box 90808 City Lafayette State LA Zip 70509-0808 Country USA	<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
		<input checked="" 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 <i>Roger Dale Burchett</i> Roger Dale Burchett SEP 25 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>Roger Dale Burchett</i>	SEP 25 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.)

N231PH

Nationality and Registration Mark

SEP 25 2012

Date

STC INSTALLATION

Installed Aeronautical Accessories Inc. Replacement Windshields in accordance with STC SH1664SO and Installation Instruction Report number AA-89001, Revision I, dated April 17, 2000.

Actual Weight and Balance complied with.

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corp.	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	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 2/20/95	Signature of Authorized Individual <i>William A. Wilder</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 2/20/95	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William A. Wilder</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., lightweight, replacement, nitrogen, reservoir assembly on emergency flotation system in accordance with STC SR00175AT.

----- **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
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 N231PH	Serial No. 51540	
	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 TRWY	
		City LAFAYETTE	State LA
		Zip 70508-2156	Country USA

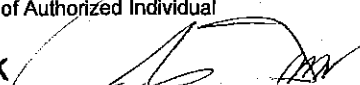
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Rolls Royce	250 C30P	CAE-895683 CAC-91548
<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. 39-87
Name	H-S Tool & Parts Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
Address	#140-2560 Simpson Road	<input checked="" type="checkbox"/> Foreign Certificated Mechanic		
City	Richmond State B.C.	<input type="checkbox"/> Certificated Repair Station		
Zip	V6X 2P9 Country Canada	<input type="checkbox"/> Certificated Maintenance Organization		

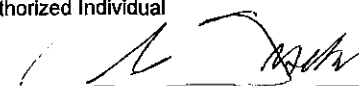
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and 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 C. Trsek  July 10/14
--	--

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 C. Trsek  July 10/14
--	--

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.)

N231PH	8/23/15
--------	---------

Nationality and Registration Mark

Date

Description: Rolls Royce Shroud Housing
P/N 23063398, S/N ER21879

1. Plasma Sprayed Aft Flange and Pilot Diameter IAW 14W3 72-30-00.
2. Machined Aft Flange and Pilot Diameter IAW 14W3 72-00-00.
3. Final Machined Contour IAW 14W3 72-00-00.
4. Final Machined Aft Flange and Pilot Diameter IAW 14W3 72-00-00.
5. NDT (FPI) IAW 14W3 72-00-00.
6. Final Inspection.

All Records Of Work Performed Are On File Under Work Order 77394.
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
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 N231PH	Serial No. 51540	
	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 70508-2166	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
--	---

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.)

N231PH

Nationality and Registration Mark

8-30-2012

Date

NOMENCLATURE: ROOF

ORIGINAL PART NUMBER: 206-033-201-275

SERIAL NUMBER: AO-7225

WORK ORDER NUMBER: W187326AA

**OVERHAULED PANEL MENTIONED ABOVE IN ACCORDANCE WITH BELL HELICOPTER
TEXTRON, INC. FAA APPROVED OVERHAUL PROCEDURE NUMBER PHI-450-OP-049,
DATED 4/19/99.**

-----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 Bell	Model 206L-3
	Serial No. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 11-19-98	Signature of Authorized Individual <i>M. J. Davis</i> DAVIS
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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 11-19-98		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.)

STRUCTURAL REPAIRS

Structural repair/reinforcement of roof beam part number 206-033-210-001/101/121 on model 206L-1 and 206L-3 serial numbers 45300 and sub and 51001 and sub.

Subject repair/reinforcement of roof beam repaired according to data approved on FAA Form 8110-3 by DER Gailey, Designation Number SW-569, 8110-3 Serial Number 8110-13883A.

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 N231PH	Serial No. 51540			
	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.			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 <i>D. J. Ellyson</i> D. J. Ellyson OCT 18 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>D. J. Ellyson</i> D. J. Ellyson OCT 18 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.)

N231PH

Nationality and Registration Mark

OCT 18 2012

Date

STC INSTALLATION

Installed Aeronautical Accessories, Inc. Rubber Mounted Chin Window Assembly in accordance with STC SH5850SW and Installation Instruction Report number AA-91034, Revision H, dated June 27, 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

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. 51540	Nationality and Registration Mark N 3207Q
2. Owner	Name (As shown on registration certificate) PHI INC	
	Address (As shown on registration certificate) 2001 SE EVANGELINE TRWY 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 C-30P	CAE-895400 CAC-91584	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. Certificated Mechanic <input checked="" 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;">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 SEP 13 2007	Signature of Authorized Individual B. SCHELLENBERG
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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 SEP 13 2007	Certificate or Designation No. 86-91	Signature of Authorized Individual B. SCHELLENBERG
---	--	--

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# 17188
49096 250-C30

TSO: 0.00 TSN: UNK CYCLES: UNK

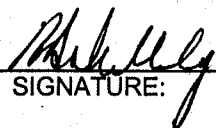
- ITEM
- 1 O/H INSPECTED IAW 250 C30 14W3 O/H/M 2ND EDITION REV.13
 - 2 PLASMA REPAIRED & FINAL MACHINED CONTOUR IAW 250 C30 14W3 ED.2 REV.13
 - 3 PLASMA REPAIRED & FINAL MACHIED THE FOLLOWING IAW 250 C30 14W3 O/H/M 2ND EDITION REV.13 & CER1 2-1002 REV.3 (RDC #P-RE-175/D):
FORWARD FLANGE OPERATION #1
AFT. FLANGE OPERATION #2
 - 4 NDT IAW ROLLS ROYCE PRPL 1-8
 - 5 SERMETEL PAINTED IAW ROLLS ROYCE PRPL 1-7
 - 6 ALSEAL COATED CONTOUR IAW 250 C30 14W3 O/H/M 2ND EDITION REV.13
 - 7 FINAL INSPECTION


ADDITIONAL MAINTENANCE REQUIRED:

INSTALLATION IS TO BE CARRIED OUT IN ACCORDANCE WITH THE OEM'S CURRENT MANUAL

ALL RECORDS OF WORK PERFORMED ARE ON FILE UNDER W/O: 49096
NO FURTHER STATEMENTS TO FOLLOW.

SEP 13 2007
DATE:


SIGNATURE:


STAMP

B. SCHELLENBERG



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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 11/26/96	Signature of Authorized Individual <i>William A. Wilber</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 11/26/96	Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>William A. Wilber</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.)

SKIN REPAIR

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 D. Beluska, Designation Number SW-844, dated 01-25-95, serial number 8110-20562.

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 <p style="text-align: center;">BELL</p>	Model <p style="text-align: center;">206L-3</p>
	Serial No. <p style="text-align: center;">51540</p>	Nationality and Registration Mark <p style="text-align: center;">N3207Q</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Fleet Credit Corporation</p>	Address (As shown on registration certificate) <p style="text-align: center;">111 Westminster Street Providence, RI 02903</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) ~~~~~				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 <p style="font-size: 1.5em;">1-16-92</p>	Signature of Authorized Individual <p style="text-align: right;"><i>[Signature]</i> DAVIS</p>
--	---

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 <p style="font-size: 1.5em;">1-16-92</p>	Certificate or Designation No. HEER617E	Signature of Authorized Individual <p style="text-align: right;"><i>[Signature]</i> DAVIS</p>
---	--	---

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 PH1 11647 2 each sheets, Drawing Number 10140 and 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-----

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. 51540	Nationality and Registration Mark N3207Q
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

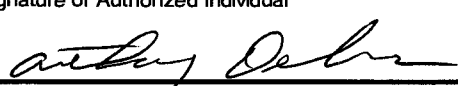
5. Type

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

6. Conformity Statement

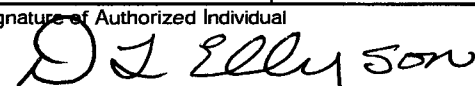
A. Agency's Name and Address Petroleum Helicopters, Inc. P. O. Box 90808 Lafayette, LA 70509	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> 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 AUG 25 2004	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 AUG 25 2004		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 Pop-Out Chin Bubble Assembly in accordance with STC SH5850SW.
2. Installed Precise Flight Pulselite system according to Precise Flight Inc., STC SH3319NM and PHI Picture and Sketch Data Document No. PHI-206L-PS-0040, Revision IR and PHI Electrical Diagram No. PHI-206L-12732, Revision IR.
3. Installed Kaflex Driveshaft in accordance with STC SH8683SW.
4. Installed Elastomeric Tail Rotor Bearing in accordance with STC SR09248RC.
5. Installed aviation white anti-collision lights on the horizontal stabilizer in accordance with Whelen Engineering Company, Inc. STC SA800EA with minor changes in accordance with Petroleum Helicopters, Inc. drawing PHI-206-12608, Revision A, and PHI-206L-PS-0042, Revision C.
6. Installed Apical Industries, Inc. Emergency Float/Life Raft Kit in accordance with STC SR01535LA. Removed light weight float system and wiring in accordance with Bell SI 206-2033. Flight Manual Supplement FMS-PHI-1, Revision A, dated October 24, 2003, installed in flight manual as required.

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 N3207Q	Serial No. 51540	
	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 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>		<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 <u>Terrell K. Melancon</u> <u>6-13-12</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	X Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Terrell K. Melancon</u> <u>6-13-12</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.)

N3207Q

Nationality and Registration Mark

6-13-12

Date

Structural Repairs

Part Nomenclature: Frame Assy. Part #: 206-032-303-035 Repair # PHI-206L-RP-0216

Work Accomplished : Cut away chafe area on Frame @ Sta. 167.33. Fabricated and installed a .040" thick alum. doubler using composite bond material as per repair # PHI-206L-RP-0216.

Part Nomenclature: Web Assy. Part #: 206-032-309-157 Repair # PHI-206L-RP-0218

Work Accomplished: Cut away elongated holes (Sta. 192.00). Fabricated/installed 2 each .025" thick fillers and a .032" thick doubler using alum. material as per repair # PHI-206L-RP-0218.

Part Nomenclature: Web Assy. Part #: 206-032-309-157 Repair # PHI-206L-RP-0219

Work Accomplished : Cut away corrosion at fwd edge. Fabricated / installed a .025" thick alum. filler, .032" thick doubler & tapered shim using alum. material as per repair # PHI-206L-RP-0219.

Part Nomenclature: Web Assy. Part #: 206-032-309-157 Repair # PHI-206L-RP-0220

Work Accomplished : Removed corrosion around access hole. Fabricated / installed .050" thick alum. tapered shims under existing angles and a .050" thick overlay doubler using alum. material around entire access opening as per repair # PHI-206L-RP-0220.

Structural repair 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 FAA 8110-3.

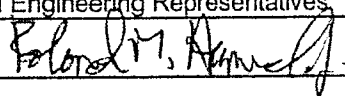
By DER Roland M. Howard, Jr. Designation Number DERT-710134-SW

Dated 6-5-2012 8110-3 Serial Number 1206-16

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 JUN 5 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.
LIST OF DATA			
6. Identification	7. Title		
DOC. PHI-206L-RP-0216, REV. IR, 05-04-12	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: 51540		
DOC. PHI-206L-RP-0218, REV. IR, 05-11-12	REPAIR PROCEDURE FOR WEB ASSEMBLY P/N: 206-032-309-157 (ELONGATED HOLES) ON A BELL MODEL 206L-3 HELICOPTER, ACFT S/N: 51540		
DOC. PHI-206L-RP-0219, REV. IR, 05-11-12	REPAIR PROCEDURE FOR WEB ASSEMBLY P/N: 206-032-309-157 (CORROSION FWD EDGE) ON A BELL MODEL 206L-3 HELICOPTER, ACFT S/N: 51540		
DOC. PHI-206L-RP-0220, REV. IR, 05-17-12	REPAIR PROCEDURE FOR BAGGAGE COMPARTMENT WEB P/N: 206-032-309-157 (CORROSION AROUND ACCESS HOLE) ON A BELL MODEL 206L-3 HELICOPTER, ACFT S/N: 51540		
REPORT 9913-1, REV. IR, 6-05-12	STRUCTURAL SUBSTANTIATION, FRAME AND WEB REPAIRS - BELL MODEL 206L-3 HELICOPTER		
STRUCTURAL APPROVAL ONLY only for Bell Model 206L-3, S/N 51540.			
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 repairs as specified in the above data.			
8. Purpose of Data SUPPORT OF MAJOR REPAIRS FOR S/N 51540. 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), 27.601(a), 27.603(a)(b)(c)[16], 27.605(a)[16], 27.607(b)[4], 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 <u>(none)</u> have been examined in accordance with the established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> 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	



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 N 231PH	Serial No. 51540	
	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 TRWY
			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	John E. Grissinger	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	Manufacturer
Address	824 Starlet Drive	<input type="checkbox"/>	Foreign Certificated Mechanic	C. Certificate No.
City	Colorado Springs State CO	<input type="checkbox"/>	Certificated Repair Station	A&P 2828219
Zip	80905 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>John Grissinger</i> 10-20-15
--	---

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. 425310022	Signature/Date of Authorized Individual <i>John R. Payne</i> 10-20-15
--	---

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.

B. Description of Work Accomplished

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

N231PH

10/20/2015

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. 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 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

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. 51540	Nationality and Registration Mark N3207Q
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 1-16-92	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 1-16-92	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.)

TAILBOOM MOUNTED ANTENNA

Installed antenna mount at station 240 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-RI-513. This antenna mount is a multiple use installation to accommodate antenna systems for VHF and FMs.

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

Weight and balance computed.

No compass correction is necessary.

-----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 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. 51540	Nationality and Registration Mark N3207Q
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>Tennell K. Melancon</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 7-22-04		Certificate or Designation No. HEER617E	Signature of Authorized Individual <i>Tennell K. Melancon</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

Repair of Top Fuel Cell Panel

Part Nomenclature: Panel Assy. Part Number: 206-032-117-107
Repair Number: 04RL-087

Cut out damaged area of Top Fuel Cell Panel as required. Cleaned cavity and filled core area. Fabricated and installed 150-021-6B doubler to top of panel in accordance with repair number 04RL-087.

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 these repairs according to data approved on Form AE-100-1.

By DER: A. Gendron Designation Number : CD 022
Dated : 7-19-04 Serial Number : B3744

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. 51540	Nationality and Registration Mark N3207Q
2. Owner	Name (As shown on registration certificate) Fleet Credit Corporation	Address (As shown on registration certificate) 5728 Jefferson Hwy #23502 New Orleans, LA 70123-5113

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 11-19-98	Signature of Authorized Individual DAVIS 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 11-19-98	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 THE FOLLOWING EQUIPMENT

<u>Model</u>	<u>Station</u>	<u>Drawing Number</u>	<u>Circuit Breaker (amp.)</u>
1. Trimble 2000A GPS	43.10	PHI 206L-12562, Rev. A	2

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 does not exceed 80% of total generated output as required by AC 43.13-1A, chapter 11, section 2, paragraph 424, 426 and 430.

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 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. 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 11-21-98 to assure that the accuracy requirements of AC20.138, paragraph 6 were met during flight {} YES { } NOT APPLICABLE

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

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>N3207Q</u>	Serial No. <u>51540</u>	
	Make <u>Bell</u>	Model <u>2061-3</u>	Series
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 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	<input type="checkbox"/> Manufacturer	
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>Terrell K. Melancon</u> <u>5-25-07</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	

Certificate or Designation No. HEER617E	Signature/Date of Authorized Individual <u>Terrell K. Melancon</u> <u>5-25-07</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.)

N3207Q

Nationality and Registration Mark

5-25-07

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: W42985AA

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 3-09-2007 8110-3 Serial Number PHI07-011

Weight and balance amended.

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 HELICOPTER	Model 206 L3
	Serial No. 51540	Nationality and Registration Mark N3207A
2. Owner	Name (As shown on registration certificate) Petroleum Helicopters Inc.	Address (As shown on registration certificate) 2001 SE EVANGELINE TRWAY Lafayette LA 70508-2156

3. For FAA Use Only

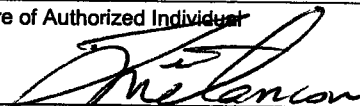
4. Unit Identification

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

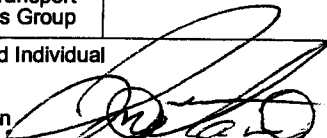
A. Agency's Name and Address Acadian Composites, L.L.C. 301 West Pont Des Mouton Rd. Lafayette, LA 70507	B. Kind of Agency	C. Certificate No. CRS NO. HEER617E Airframe, Powerplant, Accessories Limited Class 1,2, and 3
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign 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 6-12-03	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 <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 6-12-03	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: 206-020-113-163
Serial Number: BP0000319
Work Order Number: J0285759

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 B, DATED 12/22/99.

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Additional Sheets Are Attached