

FACTUAL REPORT - ATTACHMENT 1

Project Specific Certification Plan (PSCP)

AIRWORTHINESS

ERA21FA233

PROJECT SPECIFIC CERTIFICATION PLAN

BLACKHAWK MISSION EQUIPMENT, LLC
SUPPLEMENTAL TYPE CERTIFICATE
for the
UH-60A & S-70A/C MODEL HELICOPTER
INTERNAL WATER TANK & SNORKEL INSTALL

PSCP No. BHI-200-111

Rev. D, Dated 04-Sept-2019

Project No. ST7314DE-R

Prepared by: _____
Frankie Marrero (Certification Engineer)

Approval Date: 09/04/2019

Approved by: Electronic signature Alex Anduze
Alex Anduze

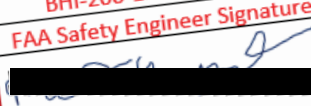
Approval Date: 09/04/2019

Accepted by: _____
Matthew Bryant (Denver ACO Branch)

Approval Date: _____

Accepted by: _____
John Siemens (LA MIDO ASI)

Approval Date: _____

FAA ACTION	
DENVER AIRCRAFT CERTIFICATION OFFICE	
☐ APPROVED	☐ Concur
☒ Accepts	☐ Reject
FAA Project Number: ST7314DE-R	
Comments:	
BHI-200-111 PSCP Rev D final 9-13-19	
FAA Safety Engineer Signature 	Date 10/9/2019

LIST OF REVIEWERS AND DESIGNEES

DERs REVIEWED THE CCL, THE DARF REVIEWED CIP AND BOTH CONCURRED WITH THEIR RESPECTIVE SECTIONS IN THE PSCP

1. WARREN PICKERING – FAA DARF TEL. (940) 268-9173
2. FRANZ DOBLER SR- FAA DAR TEL. (484) 883-1849
3. ROLF HAMERQUIST – FAA DER STRUCTURES TEL. (719) 686-5612
4. TODD SEACH – FAA DER MECHANICAL SYSTEMS TEL. (972) 772-0365
5. RICH SANDS – FAA DER ELECTRICAL SYSTEMS TEL. (310) 770-1207
6. ROBERT WILLIAMS – FAA DER PILOT & FLIGHT ANALYST TEL. (817) 573-5059
7. BILLY M. MARTIN – FAA DER FOR HIRF & LIGHTENING ELECTRICAL BONDING TEL. (316) 978-8280

REVISION RECORD

Left hand revision bar located next to affected area

Revision	Pages	Date	Prepared	FAA Accepted By
IR	ALL	05/01/18	Frankie Marrero	
A	Cover, i, 2, 3, 11,12,13,14,17, 18, A-2, A-3,A-4,A-5, A-6, A-7,B-2, B-5, B-6	12/20/18	Frankie Marrero	
B	Cover, i, 5, 7, 11, 13, 14, 15, 17, 18, A-1, A-3, A-4, A-5, A-6, B-1, B-2, B-5, B-6, B-7	03/11/19	Frankie Marrero	
C	Cover, i, 4, 14, 16, 17, 18, A-1, A-2, A-3, A-4, A-5, A-6, A-7, B-2, B-7	04/23/19	Frankie Marrero	
D	Cover, i, 2, 4,14, 18, B-2, B-3, B-6, B-7	09/04/2019	Frankie Marrero	

TABLE OF CONTENTS

<u>SECTION</u>	<u>SUBJECT</u>	<u>PAGE</u>
1	Purpose	1
2	General	2
3	Project Description	2-12
4	Project Type	13
5	Certification Basis	13
6	Project Schedule	14
7	Conformity Inspection	15
8	Communication and Coordination	15
9	Delegation	16
10	Certification Documents	17
Appendix A	Compliance Checklist	A1-A7
Appendix B	Conformity Inspection Plan	B1-B7

1. Purpose

This Project Specific Certification Plan (PSCP) is to detail the requirements for applicable Federal Aviation Administration (FAA) Regulations against an STC project. BME would like to propose the submittal of an internal water tank & snorkel installation as an AML STC. The install involves the installation of a 925-gallon carbon fiber water tank in the main cabin, telemetry box and cockpit controls. Water is discharged from the left-hand side of the main cabin, the left-hand side main cabin sliding door is removed for this installation.

Aircraft applicability: UH-60A, S-70A, S-70C (S-70A/C) model helicopters.

The applicant, Blackhawk Mission Equipment, LLC, (BME) is a sister company to BHI H60 Helicopters, LLC (BHI) in Carbondale, CO. Rotorcraft Maintenance, LLC & Firehawk Helicopters, Inc. in Leesburg, FL are sister companies to BME. Brainerd Helicopters, Inc. is the parent company for all four of the aforementioned companies.

This PSCP identifies the following:

- Component/System description and associated modification to the aircraft
- Certification Basis - Applicable Code of Federal Regulations (CFRs)
- Compliance Checklist showing:
 - Applicable CFRs
 - Proposed methods of compliance
 - Proposed means of compliance
 - Applicable data (drawings, reports, analysis, test plans, manuals, etc.)
 - Required Approval (FAA, AEG, DER, DAR, etc.)
- Conformity Inspection Plan
- Reports
- Composite Allowables Testing
- The Blackhawk Mission Equipment Supplemental Type Certificate will install an internal water tank and snorkel. A review of this installation was examined per the guidance given in Advisory Circular 21.101, and it was determined that this is not a significant project.
- The UH-60 and S-70 model helicopters are under a restricted category type certificate with a “no carrying of passengers” limitation established in the type certificate per 14 CFR Part 91.313 and FAA Order 8110.56B. AC21.101B, Table A-8, Item 12, indicates that an alteration is considered significant if the passenger area is changed to a fire-fighting installation. However, for this STC the applicant is not changing the aircraft configuration per BHI-210 “Rotorcraft Flight Manual” and/or military operators manual no. TM 1-1520-237-10 chapter 5 “Operating Limits and Restrictions”. Per the flight manual, the affected area is the cargo area of the aircraft. (Ref. figure 14)
- Required flight testing and inspections
- Planned schedule with milestone dates for inspections, testing, data submittals and project completion
- Reference documents: BHI-210 “Operators Manual” Rev. 1 dated 7/14/15, BHI-209 “EMI Checklist” dated 1/12/15

2. General

Required revisions to this PSCP will be coordinated with and approved by the Denver ACO. The applicant will list show of compliance in the CCL and delegated DER's will find compliance in accordance with Appendix A, Compliance Checklist. The applicant will conduct required company inspections and the FAA DAR (if delegated) will conduct FAA conformity activity in accordance with Appendix B, Conformity Inspection Plan. Pickering Aviation, Inc. will coordinate PMA approval activities with the Ft. Worth MIDO office.

3. Project Description

The BHI H60 UH-60A and S-70A, S-70C (S-70A/C) are type certificated restricted category helicopters used for aerial dispensing of liquids (firefighting) and external load operations. The crew on board consist of two crew members (pilot and co-pilot) during mission operations, and up to three crew members ((2) pilots & (1) mechanic) during "in-transit" to reach base of operations or returning to home base. When the water tank is installed in the aircraft, the emergency exits available always are the cockpit crew doors left and right and gunner windows exit left and right. These emergency exits are identified as such by the existing flight manual. Ref. BHI-210

The water tank is normally filled with water to combat fires, but per contract with the US Forest Service (USFS), the water tank should have the ability to fill water with a powder-based fire-retardant material if requested. For the purpose of this project we will refer to the tank as the "water tank" understanding that can carry water with fire retardant material also. (Specimen coupons will be conditioned using water with retardant for flammability and structural testing)

This STC will install a 925-gallon internal water tank & snorkel in the main cabin, (STA.288 thru 398, WL206, L/R BL 0-42). The installation is applicable to the following aircraft models: UH-60A, S-70A, S-70C. These models share same airframe, flight & powerplant controls and limitations.

There will be two water tanks used in this project. The 1st tank is used for installation fit, form and function in the aircraft, including flammability and stress coupon testing, company and FAA flight testing operations in support of the STC project no. ST7314DE-R. The second water tank will be fabricated as to show proof of producibility and proof of repeatability for production.

3.1 Water tank description

The water tank is fabricated using carbon fiber for durability and weight savings (laid up parts are made with NB321 3K70PW and side panels are AAR FPA-110-501-0147). The water tank full of water does not exceed the aircraft maximum weight and does not exceed the aircraft CG. The tank has an angled sub-floor for a gravity fed water drop, and a triple redundancy means for water drop, toggle switch in flight controls, control switch panel in center console and mechanical cable handle on left hand side of the center console, also known as the emergency dump (E-dump). The water tank has an external snorkel hose equipped with a pump for loading of the water into the tank. The tank can also be loaded on the ground thru a 6" diameter water hose nozzle. The water tank has an electric geared gate door, powered by an independent, 24-volt sealed lead acid TSO aircraft battery P/N RG24-15 located underneath the water tank. The battery is recharged by connecting it to the #2 DC primary bus located in the right-side circuit breaker panel in the cockpit. The aircraft lighting protection is based in the main rotor blades, designed to sustain lighting strikes because it is the main source of static charge generation in the aircraft. The main rotor blades act as an umbrella to the main cabin and airframe by OEM design. That said, the water tank snorkel pump is grounded to the aircraft thru established ground points. (See section 3.5 for snorkel pump description)

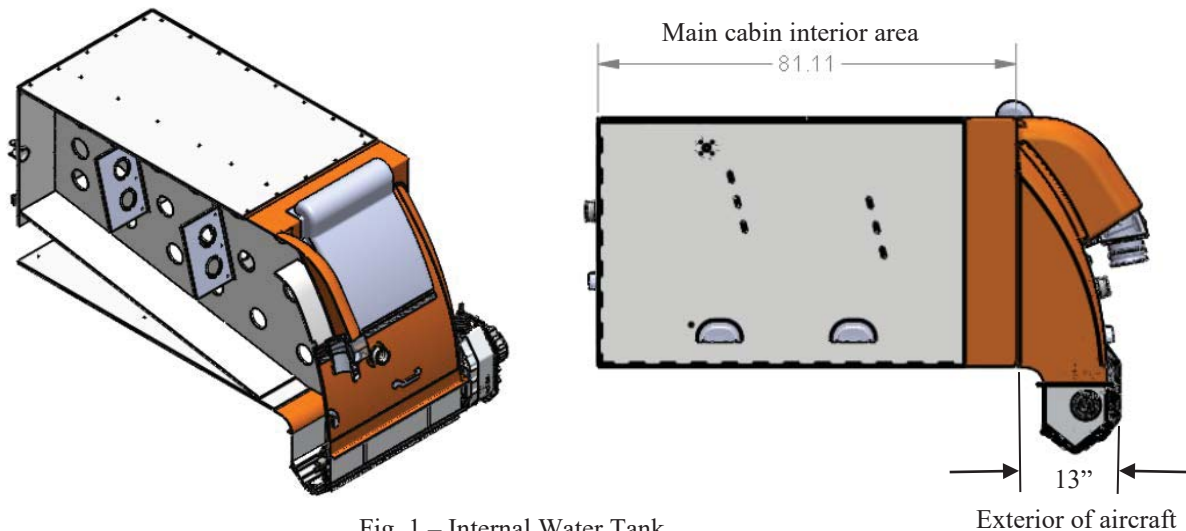


Fig. 1 – Internal Water Tank

Structural substantiation analysis will be developed and submitted to the Administrator that finds compliance to the CCL. (Ref. Table 4 for document deliverables)

Composite Allowables - Coupon testing is using AAR allowables for panels, and coupon testing to develop allowables for the panel corner details. Coupons will be conditioned for hot/wet conditions. Advisory Circular 20-107 guidance will be followed in determining the allowables use to show compliance with the appropriate regulatory requirements. [1st tank only](#).

Flammability testing - carbon fiber material flammability testing will be conducted on joint panels and seamed panels per 14 CFR Part 29.853(a)(1)(2). Ref. Table 4 for document. [1st tank only](#).

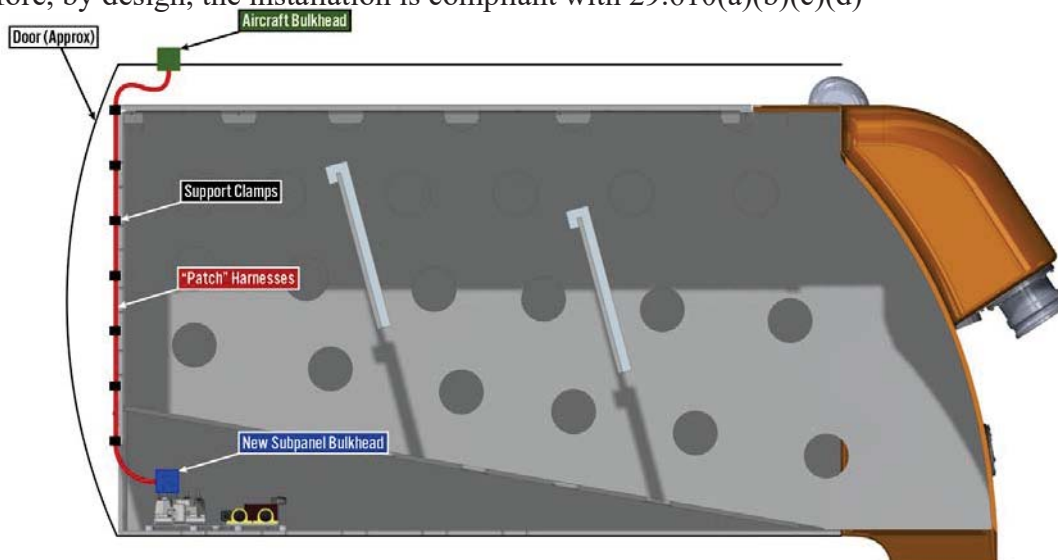
Electrical bonding per 14 CFR 29.610 Lightning and static electricity protection – There are no catastrophic effects from lightning associated with this change to the aircraft, therefore by design, the installation is compliance with 29.610(a)

In regard to 29.610(b)(c), the design incorporated a large electrical conductor AWG 0 gauge electrical bonding wiring that is bonded to the metal structure of the snorkel pump, running the length of the hose to the snorkel clamp and is bonded at that location; In both locations, an electrical bonding note will be added to the face of the drawing, requiring verification during installation. An additional bonding strap will also be attached to the tank nozzle (which is bonded into the tank, carbon fiber structure by multiple fasteners) and will be attached to the aircraft structure at STA. 308 main beam. As with the other bonding strap, a note will be added to the face of the drawing requiring the electrical bond verification at installation.

In the unlikely event that lightning attaches to the pump electrical wiring, a lightning suppressor will be installed, prior to the current limiters on the electrical bus, feeding the snorkel pump.

In regard to 29.610(d), the two bonding straps, as well the attachment hardware on the tank itself will be sufficient to bleed off any static build up.

Therefore, by design, the installation is compliant with 29.610(a)(b)(c)(d)



3.2 Water tank restraint system

The installation includes an upper and lower restraint system with minimal modification to the aircraft airframe, utilizing existing tie down locations in the main cabin between aircraft STA. 288 thru 398. The upper restraint system includes the installation of a cross bar attached to the upper (L/R) forward and aft cargo ring points (existing cargo rings are removed for this application). The cross bar has multiple brackets and struts with elastomeric bearings that attach to the internal water tank lid. There are lower restraint machined brackets that attached to existing floor tie downs and to an existing rail on the tank. The internal water tank restraint system is designed to meet compliance with 14 CFR Part 29.561 Amendment 29-0 for crash loads full or empty tank: 1.5g Upward, 4.0g Forward, 2.0g Sideward, 4.0g Downward

Deleted statement already mentioned in page 4

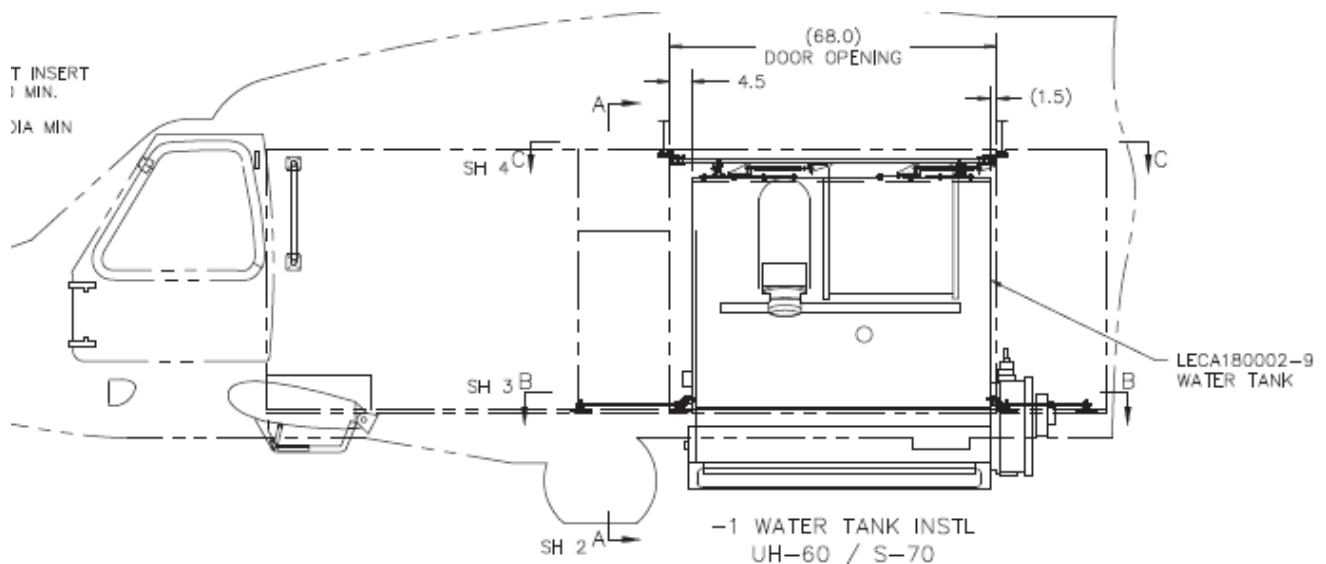


Fig. 2 – Internal water tank install restraint layout.

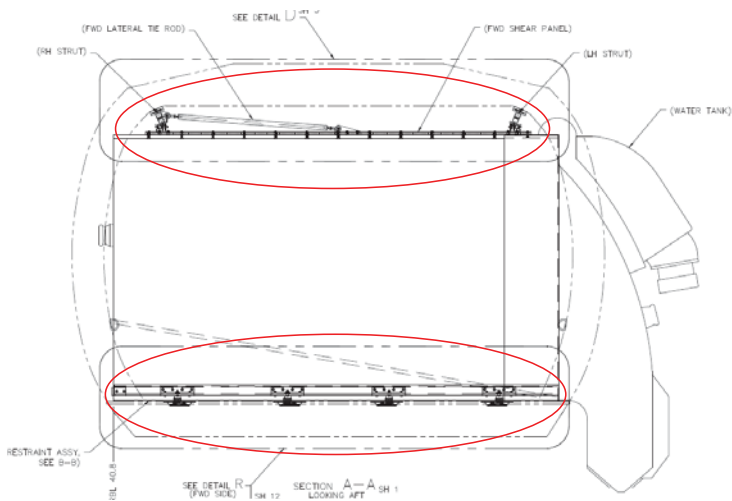


Fig. 3 – View looking aft into main cabin.

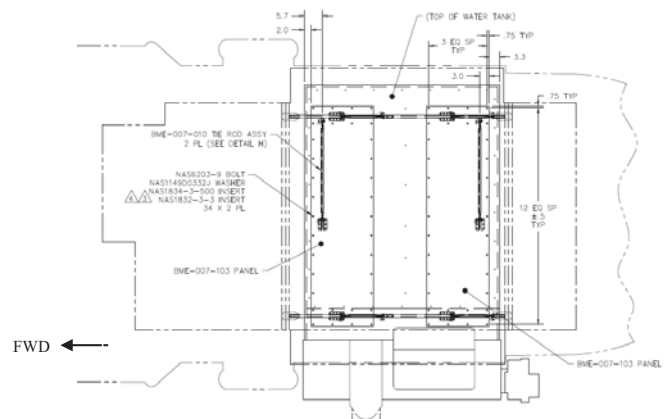
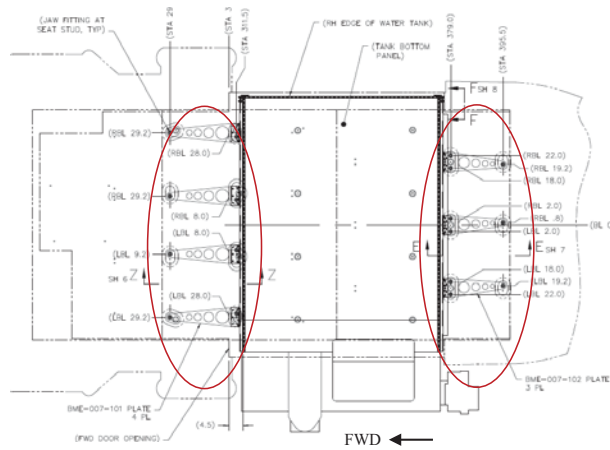


Fig. 4 – View looking down at upper restraint system.

Fig. 5 – View looking down at lower (floor) restraint system



3.3 Weight and balance

The aircraft main cabin cargo loading capacity is 8,370lbs between aircraft STA. 288 thru 398, L/R BL 0-42, WL 206. The total weight for the installation with 925 gallons of water is 8,368.5. Total fuel onboard may be limited by the total weight of the crew, water tank installation and the total water onboard. Initial weight and balance calculations show a CG limit at 360.2, well within the CG range of the aircraft. This will be reviewed after all modifications are completed to determine the exact CG location. Per the guidance in Advisory Circular 120-27, a rotorcraft weight before and after alteration will be required. The weighing after alteration will be performed for both an empty and full tank.

3.4 Water tank controller and electrical systems

The internal water tank install is controlled with a Trotter Controls, “Data Vault” and switch panel located in the cockpit center console. Associated equipment involves a motor controller located in a dry compartment in the water tank subfloor, a telemetry box located in the nose compartment, and an external Iridium antenna installed on the upper tail section of the aircraft in support of the telemetry box. The electrical system for the water tank is powered by the #2 DC and AC bus circuit breaker panel. A sealed lead acid battery located in a dry compartment in the water tank subfloor, powers the gate doors and it is re-charged using the #2 AC bus. Routing of the electrical harnesses has been designed so there will be no EMI or EMC interference with any of the aircraft electrical system. An EMI/EMC test plan be developed and submitted to the FAA with recommend approval by respective DER. An electrical load analysis and installation review will be provided by the electrical DER to find compliance per the CCL. (Ref. Table 4)

Note: The data vault, message interface and motor controller are non-essential equipment and will not go thru component qualification. Failure of these components will not result in an unsafe condition in the aircraft. A failure of any of these components will require the pilot to dump the water and return to air base for system ground maintenance.

- DataVault is in the nose compartment. This box performs telemetry and tank system control functions.
- Message Interface and Switch Panel in the cockpit. The Message Interface is the display unit for the DataVault, and the Switch Panel controls mode of operation for the tank.
- Motor controller, relay and circuit breaker under the tank. This controller processes commands from the DataVault to control the electric motor.

Fig. 6 – Data vault and message interface are installed in cockpit center console. The message interface display provides water quantity to the pilots in the cockpit at all times.

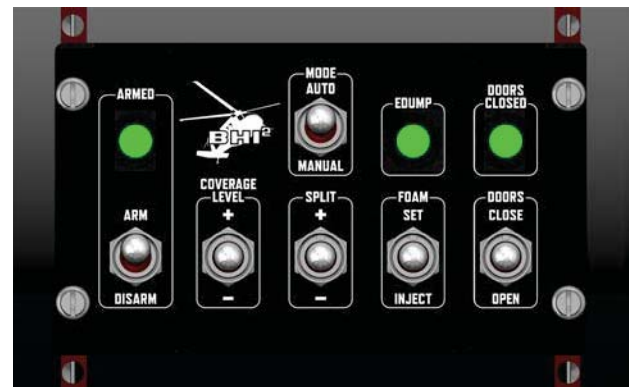


Fig. 7 – Cockpit water tank control switch panel

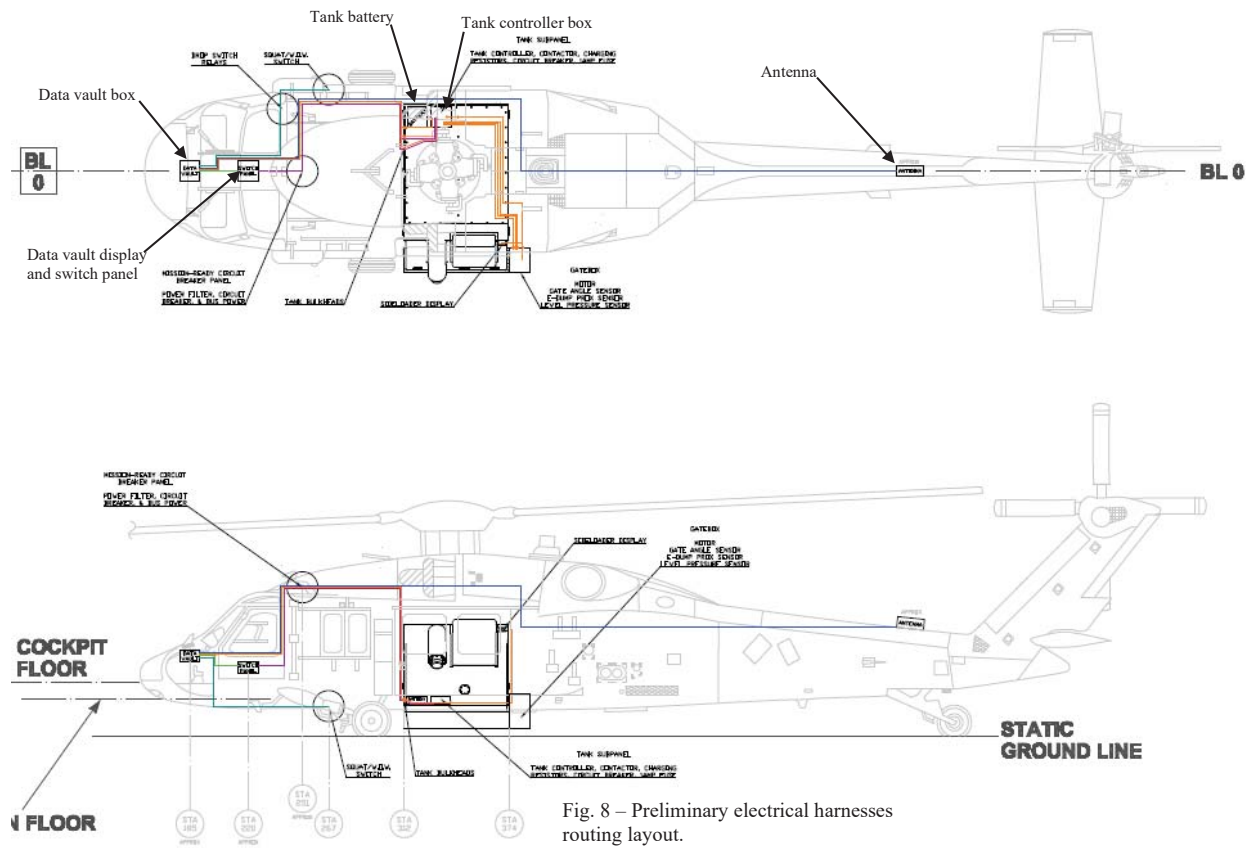


Fig. 8 – Preliminary electrical harnesses routing layout.

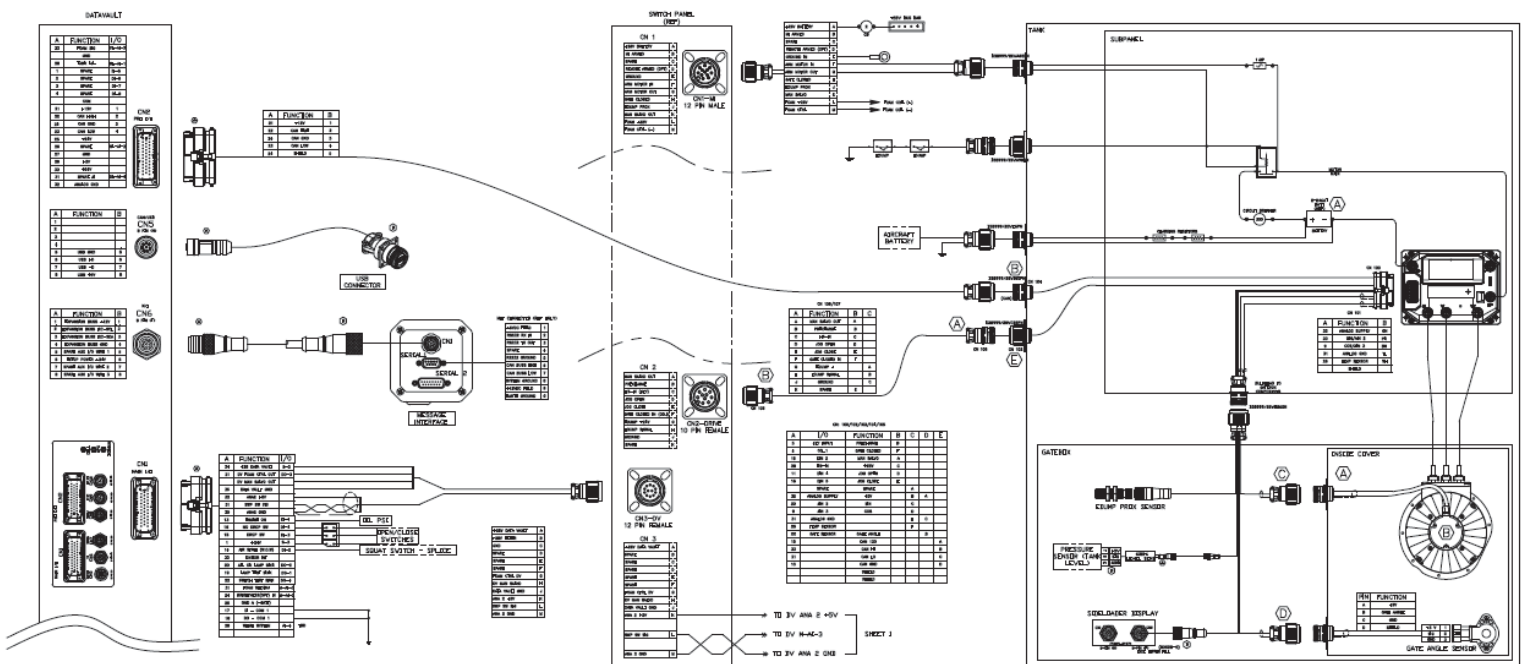


Fig. 9 – Preliminary electrical functional system drawing of water tank control system
This electrical schematic drawing will be provided in the drawing package for ease of reading.



Fig. 10 – UH-60A test aircraft N60XP with prototype internal water tank. BME has completed over 59 hours of company flight testing with prototype water tank.

3.5 Snorkel hose and pump

The snorkel hose and pump include 15 feet, 6-inch diameter hose (manufactured by Plastixs Manufacturing Solutions). A 7.5 hp Carry Manufacturing, Inc. pump P/N S1-6075-325-1A, generates 6.42 psi in this application. The pump fills up the tank to capacity in 55 seconds. The pump and hose are attached using Carry Manufacturing, Inc. clamping system (pump to hose and hose to tank). The wire harness is a three phase 115 volts AC harness, connected to 40-amp RCCB to supply power to the pump motor, and grounded to the aircraft, this is coming from the #2 AC primary bus of the aircraft. The harness is 25 feet long and it is secured to the hose with nylon zip-ties. The hose is attached to the water tank nozzle with a 6-inch camlock coupling. Water tank overfill is prevented by monitoring the message interface display for tank water quantity and engine torque gauge limits. In the case of a water tank overfill an overflow is located on the left side of the tank to automatically discharges excess water.

Fig. 11- Snorkel hose and pump



Fig. 12 – Carry Manufacturing, Inc. 7.5 hp pump
P/N S1-6075-325-1A

3.6 Flight test

BME will develop a comprehensive flight test plan with a desired target Vne limits of 175 knots. The applicant will follow the established STC process for flight testing. Company testing Test will include ground testing, EMI/EMC testing and high and low speeds flight test. Company flight test report will be submitted in for FAA to review per CFR 21.35 prior to conducting TIA. TIA will be retained and conducted by FAA". The applicant will follow STC standard procedures during test plan development and results. Since the UH-60 and S-70 model helicopters share the same flight fuselage, drivetrain, flight controls. Testing will be conducted on a UH-60A model helicopter. (Ref. Table 4 for document deliverables)



Fig. 13 – Test aircraft with prototype water tank in a hover collecting water

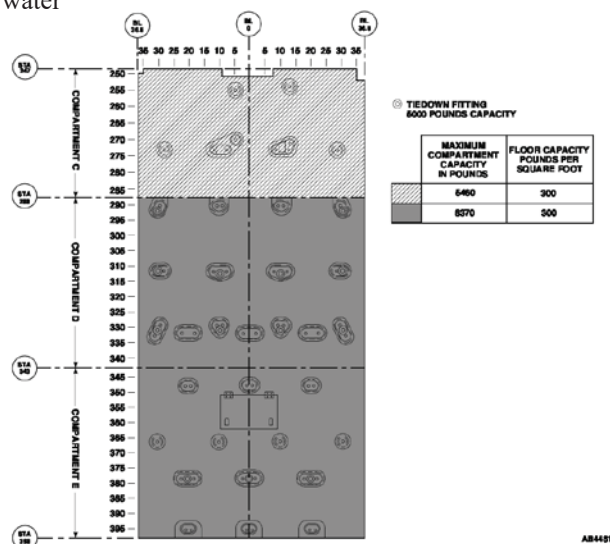


Figure 6-11. Cargo Tiedown Arrangement

Fig. 14 – Cargo area in UH-60 and S-70 series aircraft

4. Project Type

This project is a Supplemental Type Certificate for 14 CFR part 29 regulations as determined by the Administrator, for installation of the internal water tank & snorkel install on the BHI H60A/L & S-70A/C model helicopters. The modifications are used in rotorcraft performing "External Load Operations & Carriage of Cargo" per 14 CFR Part 21.25(a)(2), (b)(1)(2) and (7).

5. Certification Basis

This STC project certification basis is 14 CFR Part 21.25(a)(2), (b)(1)(2) and (b)(7), and 14 CFR Part 29 Amendment 29-1 through 29-24.

Ref. The BHI H60 (UH-60A) series helicopter are type certificated restricted category helicopters certified to 14 CFR Part 21.25(a)(2), (b)(1)(2) and (b)(7), Part 29 AMDT 29-0 rotorcraft external load operations and carriage of cargo. (Ref. TC R0012DE)

Ref. The Sikorsky (S-70A (H5NE) & S-70C (H3NE)) series helicopter are type certificated restricted category helicopters certified to 14 CFR Part 21.25(a)(2), (b)(1)(2) and (b)(7), Part 29 Amendment 29-1 through 29-24, rotorcraft external load operations and carriage of cargo. (Ref. TC H2NE, H5NE & H3NE)

Deleted AML references.

Table 1 – DELETED

6. Project Schedule

The project schedule is shown in Table 2 below. Any significant change in the project schedule will be coordinated with the Denver ACO.

Table 2 - Project Schedule

Activity	Date
Project package submittal to the Denver ACO (Project Notification Letter, PSCP, and project application) PSCP revision IR	17-OCT-2018
PSCP Rev A dated 12/20/18	13-FEB-2019
PSCP Rev B dated 03/11/19	01-APR-2019
PSCP Rev C dated 04/23/19	28-MAY-2019
PSCP Rev D dated 09/04/19	13-SEP-2019
ACO review and approval of project package / project number issued	19-NOV-2018
Acceptance of PSCP Rev A	13-MAR-2019
Acceptance of PSCP Rev B	01-MAY-2019
Acceptance of PSCP Rev C	17-JUL-2019
FAA meeting(s) if necessary	15-NOV-2018
Completion of Type Design Data and FAA Approval	30-MAR-2019
Completion of parts manufacture per approved data	31-MAR-2019
Request for Conformity by Denver ACO and conformity inspections	03-APR-2019
EMI/EMC Test Plan	30-SEP-2019
EMI/EMC Test Plan - Results	30-SEP-2019
Ground Test Plan - Results	30-SEP-2019
Company Flight Test & Results	30-OCT-2019
Flight Test – TIA	17-DEC-2019
STC Issuance	29-JAN-2020

7. Conformity Inspections

Company conformity inspections will be conducted for components, assemblies, and installations by the applicant's quality department personnel. Appropriate statements of conformity will be generated by the applicant's quality authorized agent using FAA form 8130-9.

FAA conformity – FAA conformity inspection will be accomplished in accordance with FAA Order 8110.4() and FAA Order 8110.56B, Chapter 4 paragraph 15.

The company conformity inspection activity will be conducted at Rotorcraft Maintenance LLC facility located at 8850 Airport Blvd, Leesburg, FL 34788-4002. All conformity inspections will be conducted progressively as components, assemblies, and installations are completed. Our in-house A&P mechanics will perform the installations and inspections. Also, our IA will perform an independent final inspection of the installation per the approved type design data. Company STC mod ground test, will be conducted to ensure safe operation of all aircraft systems. The inspection results will be provided to the delegated DAR with a FAA form 8130-9 "Statement of Conformity".

Rotorcraft Maintenance LLC conducts dual independent inspections on all mod programs. It is asked, that if a DER compliance inspection is requested by the FAA, that an opportunity for remote witnessing is considered for this project.

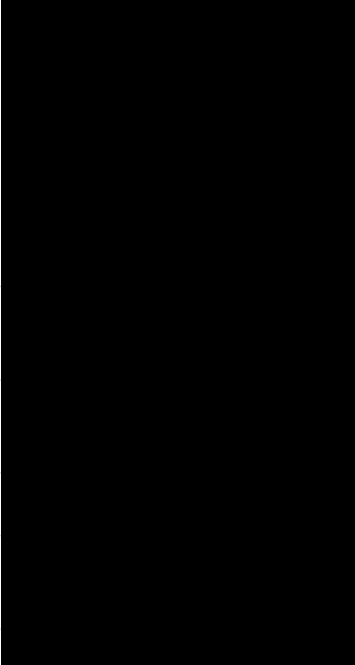
Company flight test and flight test report will be conducted prior to TIA.

TIA - flight test scheduled for 17-DEC-2019, request three days prior to TIA for FAA conformity activity with DARF.

8. Communication and Coordination

Key FAA and applicant contacts are listed in Table 3 below.

Table 3 - Contact List

Name	Company	Phone
Matthew Bryant Project Manager	FAA - Denver ACO Penelope Trease	
Roger Fink Maintenance Coordinator	Blackhawk Mission Equipment, LLC Applicant	
Warren Pickering FAA DARF	Consultant FAA DARF no. [REDACTED]	
Frankie Marrero	BME Director of Engineering	
Rich Sands	Consultant FAA DER Electrical systems no. [REDACTED]	
Todd Seach	Consultant FAA DER Mechanical systems no. [REDACTED]	
Robert Williams	Consultant FAA DER Flight Analyst & Pilot no. [REDACTED]	
Rolf Hamerquist	Consultant FAA DER Structures no. [REDACTED]	
Billy M Martin	Consultant FAA DER Lightning protection and bonding No. [REDACTED]	
Franz Doubler Sr	Consultant FAA DARF no. [REDACTED]	

9. Delegation

BME agree to maintain an environment of open communications with the FAA. To support successful completion of this project per the planned schedule, the applicant plans to follow 14 CFR 21.20(a) and 21.97(a)(2) for satisfy all applicable requirements.

10. Certification Documents

Key certification documents are listed in Table 4 below.

Table 4 - Certification Documents

Document Number	Document Name	Rev	Date	FAA	Designee	14 CFR 21.20
DWG. BME-007-000	BME UH-60 & S-70 Internal Water & Snorkel Master Drawing List	IR	11/20/2018			
DWG. BME-007-200	Electrical Install Drawings	IR	04/02/2019		RS BM	
BHI-200-111	PSCP	IR A B	08/16/18 12/20/18 03/11/19	X		
BHI-202-111	ICA	IR	TBD	X		
BHI-212-222	EMC test plan	IR	01/12/15		RS recommend	BHI
BHI-212-222	EMC test results	A	TBD		RS	
BHI-212-115	Structural Analysis	IR	TBD		RH approval	
BHI-212-116	Electrical load analysis	IR	1/3/2019		RS approval	
BHI-212-117	Flammability test plan & results	IR	2/21/19		TS recommend TS	
BHI-212-117	Flammability test results	A	TBD		TS	
BHI-212-118	Elec. GTP	IR	3/6/19		RS recommend	
BHI-212-118	Elec. GTP results	A	TBD		RS approval	
BHI-212-119	Composite Coupon Test Plan	IR	2/6/2019		RH recommend	
BHI-212-119	Composite Coupon Test Results	A	TBD		RH approval	
BHI-212-220	Engineering Compliance Inspection Report	IR	TBD		RS	

Document Number	Document Name	Rev	Date	FAA	Designee	14 CFR 21.20
BHI-213-107	Flight Test Plan	IR	10/6/2018		RW recommend	
BHI-213-107	Flight Test Plan Results	A	TBD		RW recommend	
BHI-214-101	FHA and SSA	IR	6/13/2018		ALL DERs	
BHI-210-109	Rotorcraft Flight Manual Supplement	IR	TBD		RW recommend	
BHI-212-221	Weight & Balance Supplement	IR	TBD		RW	
8130-9	Statement of Conformity		TBD		WP	
TIA required	FAA issued document					
Applicant showing of compliance Statement per AC 21-51		IR	TBD			Applicant

Note: “Engineering Compliance Inspection Report” DER physical inspection of the installed wiring to ensure it is defined, compliant and repeatable as defined by the approved type design.

APPENDIX A

Compliance Checklist

The compliance check list provides a matrix of the applicable regulations affected by this change that require findings of compliance.

This compliance check list will use the following to find compliance to the regulations the following designees:

1. Rolf Hamerquist (RH) – FAA DER - Structure
2. Rich Sands (RS) – FAA DER – Electrical Systems
3. Todd Seach (TS) – FAA DER – Mechanical & Structures Systems
4. Robert Williams (RW) – FAA DER – Flight Analyst & Pilot
5. Warren Pickering (WP)– FAA DARF
6. Franz Doubler Sr. (FD) – FAA DAR (for coupon specimen fabrication only)
7. Billy Martin (BM) – FAA DER – Electrical Systems & Equipment

Methods of Compliance include:

- D - Data (drawings, plans, reports, etc.)
- A - Analysis
- T - Test (component test, flight test, etc.)
- NA - Not applicable

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
Subpart C—Structure General								
29.25 Weight Limits		29-12	X		X			BHI-212-221 weight & balance supplement (RH) DWG. No. BME-007-001 (RH)
29.27 Center of gravity		29-3						
29.29 Empty weight and corr. center of gravity.		29-0	X					Weight & Balance is not changed. Report no. 8100-1 weight and balance report is provided during FAA conformity of the installation to the assigned MIDO or DARF (WP)
Performance								
29.45 Performance - General.	(a)	29-24		X				Test plan no. BHI-213-107to perform its intended function (RW)
29.65 Climb: all engines operating	(a)	29-15		X				Test plan no. BHI-213-107to perform its intended function (RW)
Flight Characteristics								
29.141 General	(a)(c)	29-24		X				Test plan no. BHI-213-107to perform its intended function (RW)
29.143 Controllability and maneuverability	(a)(b)(c)	29-24		X				Test plan no. BHI-213-107to perform its intended function (RW) No power off landing will be made.
29.161 Trim control		29-24		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.171 Stability general		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.173 Static longitudinal stability		29-24		X				Test plan no. BHI-213-107to perform its intended function (RW)
29.175 Demonstration of longitudinal stability		29-24		X				Test plan no. BHI-213-107to perform its intended function (RW)
29.177 Static directional stability		29-24		X				Test plan no. BHI-213-107to perform its intended function (RW)

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
Miscellaneous Fight Requirements								
29.251 Vibration		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
General								
29.301 Loads.		29-0	X					BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
29.303 Factor of safety.		29-0	X					BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
29.305 Strength and deformation.	(a)	29-0	X					BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
29.307 Proof of structure.	(a)	29-4	X					BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
Flight loads								
29.321 General		29-0				X	03/07/19	No change to rotorcraft certified load envelop. (RH)
29.337 Limit maneuvering load factor		29-0				X	03/07/19	No change to rotorcraft certified load envelop. (RH)
29.341 Gust loads		29-0				X	03/07/19	No change to rotorcraft certified load envelop. (RH)
29.351 Yawing conditions		29-0				X	03/07/19	No change to rotorcraft certified load envelop. (RH)

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
Emergency Landing Conditions								
29.561 General.	(a)(c)	29-0	X					BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
Subpart D--Design and Construction General								
29.601 General.		29-0		X	X			Drawing no. BME-007-000-- Structure Engineer (RH) Test Plan BHI-212-119 "Stress Coupon Test Plan" (RH)
29.603 Materials.		29-17		X	X			Drawing no. BME-007-000-- Structure Engineer (RH) Test Plan BHI-212-119 "Stress Coupon Test Plan" (RH)
29.605 Fabrication methods.		29-17	X		X			BHI-212-115 "Structural Analysis" - Structure Engineer (RH)
29.607 Fasteners		29-5			X			Drawing no. BME-007-000 -- Structure Engineer (RH)
29.609 Protection of structure.		29-0			X			Drawing no. BME-007-000-- Structure Engineer (RH)
29.610 Lighting and static electricity protection	(a)(b)(c)	29-24	X		X			Drawing no. BME-007-201 snorkel electrical diagram (BM) and for HIRF (BM) & BME-007-001 Water tank installation dwg. for bonding aspects (BM) Document no. BHI-214-101 FHA & SSA
29.611 Accessibility provisions.		29-0			X			Drawing no. BME-007-000-- Structure Engineer (RH)
29.613 Material strength properties and design values.		29-17	X	X	X			Drawing no. BME-007-000-- Structure Engineer (RH) Test Plan BHI-212-119 "Stress Coupon Test Plan" (RH)
29.619 Special factors.		29-0	X		X			BHI-212-115 "Structural Analysis" - Structure Engineer (RH) Drawing no. BME-007-000-- Structure Engineer (RH)
29.625 Fitting factors.		29-0	X		X			BHI-212-115 "Structural Analysis" - Structure Engineer (RH) Drawing no. BME-007-000-- Structure Engineer (RH)

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
Control systems								
29.672 Stability augmentation, automatic and power-operated systems		29-24		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.771 Pilot compartment	(c)	29-24		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.773 Pilot compartment view	(a)(2)	29-3		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.853 Compartment interiors	(a)(1)(2)	29-23		X				Test plan. BHI-212-117 flammability test plan (TS)
Subpart F - Equipment								
29.1301 Function and installation	(a)(b)(c)(d)	29-0		X	X			Test plan no. BHI-213-107 to perform its intended function (RW) Mechanical system DER (TS) to find compliance for mechanical aspects to BHI-007-000 MDL Elec. GTP BHI-212-118 & EMC BHI-212-222 (RS)
29.1307 Miscellaneous equipment	(b)	29-12				X		Water tank modification does not affect this regulation equipment list.
29.1309 Equipment systems & installation	(a)(b)(c)(d)(g)(h)	29-24	X	X	X			Test plan no. BHI-212-116 for ELA (RS) Test plan no. BHI-212-118 for GTP (RS) Test plan no. BHI-209 for EMC (RS) FHA/SSA no. BHI-214-101 Mechanical system DER (TS) to find compliance for mechanical aspects BHI-007-000 MDL
29.1316 Electrical and electronic system lighting protection		29-53				X		This regulation is not applicable because the installation does not create a hazard to the crew or the aircraft if it fails, the equipment is non-essential for the safe operation of the aircraft. Failure of this system will not change the level of safety for the crew. FHA document no. BHI-214-101 (RS)(BM)
29.1322 Warning, caution, and advisory lights	(d)	29-12				X		Not applicable – there is no system warning, caution or advisory lights that met this requirement (RS)

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
29.1327 Magnetic direction indicator						X		Not applicable because installation does not affect aircraft magnetic direction indicator.
29.1351 General	(a)	29-14	X					Document no. BHI-212-116 electrical load analysis (RS)
29.1353 Electrical equipment & installation	(a)(b)(c)(1)(2)(3)	29-15	X	X	X			Document no. BHI-212-116 ELA wiring (RS) Test plan no. BHI-212-118 for GTP (RS) Document no. BHI-212-220 DER compliance report (RS) Drawing no. BME-007-000- Structure Engineer (RH)
29.1357 Circuit protective devices	(a) (c)	29-24	X		X			Document no. BHI-212-116 ELA & wiring diagram (RS) Drawing no. BME-007-203 wiring diagram (RS) (b) not applicable for this installation (RS)
29.1359 Electrical system fire and smoke protection		29-0				X		Document no. BHI-212-116 circuit protective devices (RS) Wiring material used meets MIL-W-22759 & AC43.13-1B chapt. 11 Document no. BHI-212-220 DER compliance report (RS)
29.1381 Instrument lights		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1431 Electronic equipment	(b)	29-0				X		Not applicable because there are no radio communication equipment changes with this STC.
Subpart G- Operating Limitations and Information								
29.1501 General		29-15		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1503 Airspeed limitations: general		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1505 Never-exceed speed	(a)(b)	29-24		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1523 Maximum flight crew		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1525 Kinds of operations		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)

Blackhawk Mission Equipment, LLC
PSCP BHI-200-111
Revision D, 09/04/2019
Project No. ST7314DE-R

14 CFR Part 29	Certification Basis		Means of Compliance *					
	Para.	Amendment Level	A	T	D	NA	Date	Document, Drawing Title
29.1541 General		29-0		X				Test plan no. BHI-213-107 to perform its intended function (RW)
Rotorcraft Flight Manual								
29.1353 Electrical equipment and installations		29-15			X			Compliance inspection of electrical equipment in support of the internal water tank installation. Document no. BHI-212-220 DER Compliance Inspection & BHI-007-000 MDL electrical aspects
29.1529 Instructions for Continued Airworthiness		29-20						Document no. BHI-202-111 to be reviewed by FAA for acceptance by AEG and approval by ACO
29.1559 Limitation placards		29-24		X				Test plan no. BHI-213-107 to perform its intended function (RW)
29.1581 General		29-15				X		Test plan no. BHI-213-107 (RW)
29.1583 Operating limitations	(a)	29-24				X		Test plan no. BHI-213-107 (RW)
29.1585 Operating procedures		29-24		X				Test plan no. BHI-213-107 (RW)
29.1587 Performance	(b)(2)(4)	29-24		X				Test plan no. BHI-213-107 (RW)
29.1589 Loading information		29-0	X					Test plan no. BHI-213-107 (RW) Applicable load information will be listed in the RFMS doc. BHI-210-107

APPENDIX B

Conformity Inspection Plan

PART I - General Information			
A. Project number: ST7314DE-R		B. Date & Revision level: 09/04/2019 Rev D	
C. Applicant name: Blackhawk Mission Equipment, LLC		D. Aircraft model(s) /Engine(s)/Propeller(s)/ to be modified: BHI H60 (UH-60A) Helicopter & Sikorsky S70A, S70C	
E. General Description of project (not required if CIP is attached to PSCP) : Internal water tank & snorkel install in the UH-60A & S-70A, S-70C model helicopters. First article water tank, will be FAA conformed after fabrication by DAR in Leesburg, FL and used for fit, form and function in the aircraft, including flammability & stress coupon testing, & company & FAA flight testing operations in support of STC ST7314DE-R. The second water tank will be FAA conformed (in-process inspection) during fabrication to show proof of producibility and proof of repeatability for production.			
E. Are other design changes and/or modifications being accomplished concurrently with this project?			YES X NO
F. If yes, provide a brief overview (include FAA project #, SB #, etc) of the concurrent design changes / modifications being accomplished and how it affects your modification and the airworthiness certificate. FAA project no. ST7196DE-R "Hand Hold, Step & Step Fairing Mod" affect external non-critical components and it should not affect the mod and airworthiness of the aircraft. 95% complete FAA project no. ST7289DE-R "Battery replacement and relocation for UH-60A Helicopter" affect aircraft battery relocation and it should not affect the mod and airworthiness of the aircraft. 98% complete FAA project no. ST7267DE-R "Pulsating Light Mod" affect external non-critical components and it should not affect the mod and airworthiness of the aircraft. 98% complete			
G. Concurrent design changes - Explain if a conformity inspection is going to being accomplished on the concurrent design changes / modifications prior to this project installation conformity. A concurrence design change inspection will be conducted for each STC project listed in block F of this document. These STCs will be completed prior to the completion of the STC project no. ST7314DE-R "Internal Water Tank and Snorkel Install". Aircraft airworthiness certificate will not be affected at time of TIA for this project.			
PART II List The Names, Titles, Phone numbers, Email of each Project Focal Point:			
A. Applicant Quality Assurance:	Roger Fink Blackhawk Mission Equipment, LLC [REDACTED]		
D. Applicant Engineering:	Frankie Marrero, Certification Engineer [REDACTED]		
B. MIDO - PI:	John Siemens, LA ACO MIDO – ASI [REDACTED]		
C. ACO - PM:	Matthew Bryant - [REDACTED]		
E. DMIRs, DARs, or ODARs	FAA Part conformity: Designee must have function Codes 05 OR 21 Warren K. Pickering [REDACTED] Ft Worth MIDO ([REDACTED]) Franz Doubler Sr. [REDACTED] (coupon specimen conformity only) FAA Installation conformity: Designee must have function code 21 OR function Code 05 with specific installation authorization. Note This designee must be qualified to inspect installation on aircraft. Warren K. Pickering [REDACTED] Ft Worth MIDO [REDACTED] FAA TIA/STIR: Designee must have function codes 21, 08 and 09 (DAR/ODAR) OR function Code 05 with TIA authorization and codes 01 and 02(DMIR) Note This designee must be qualified to inspect and determine the aircraft is safe and airworthy and to issue Special/Standard airworthiness certificates.. If necessary, Warren K. Pickering [REDACTED] Ft Worth MIDO [REDACTED]		
F. DERs involved with:	FAA TIA: 17-Dec-2019 FAA Test witnessing: FAA Pilot William Francis [REDACTED]		

PART III Aircraft, Maintenance and Modifier Information				
A. Is an FAA Approved Repair Station doing the modification? (See FAA handbook 8300.10 - Repair station must have appropriate airframe rating and classification approval to do the modification.) If not, who and where will the modification be done? Rotorcraft Maintenance, LLC (a sister company to Blackhawk Mission Equipment, LLC)			YES X	NO
B. What is the FAA Repair Station number, the ratings and limitations? (FAA Form 8000-4, Air Agency Certificate, is the authority granted by the FAA for a repair station to conduct business.)		Number: No. JS DR363F Ratings UH-60A, S-70A, S-70C Limitations: Airframe, Engine, Landing Gear Components and Rotor Blades		
C. What is the location where the modification and installation will occur?		Address: 8850 Airport Rd., Leesburg, FL 34788-4002		
D. List the repair station's Principal Inspector (FSDO, CMO, IFO) and their contact phone number:		Name: Kenneth Helms Phone Number: [REDACTED] Email: [REDACTED]		
E. Describe the maintenance and inspection requirements required for maintaining the aircraft during R&D / Show Compliance flight testing: (Reference § 91.409 (a), (e), (f), (g), and (h). Large Aircraft, turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine powered rotorcraft must not be operated unless the owner/operator has select, establish, identify, and use an inspection program as set forth in § 91.409(e), (f), (g), and (h).) All maintenance procedures will be conducted per the ICA and approved maintenance manuals under TC R0012DE. Ref. ICA no. BHI-202-105 Rev. IR or latest FAA approved revision				
F. Aircraft Information Reference: FAA Order 8110.4 paragraph 4-1	Is Aircraft U.S. Registered		YES X	NO
	List Aircraft Registration Number: Aircraft: Registration No. N60XP, S/N 87-24610			
	Has the CAA of the country of registry agreed in writing to the proposed STC modification? If "No" what is the status of the request? Attach a copy the CAA agreement with this plan. N/A		Yes	No X

Part IV Applicant's Inspection Planning, Special Processes, Suppliers

A. Describe the inspection planning / work instructions the applicant or it's authorized agent (this is *not the DMIR, DAR, ODAR*) will use to perform their conformity inspection of the Parts, Modification, Installation before an 8130-9 is submitted to the FAA. (Planning data sometimes is referred to travelers, AOs, Job Cards, etc.)

Planning / work instructions - Parts/assembly at manufacturer: Authorized agents "Trotter Controls & Leading Edge Composites will follow FAA approved drawings and their respective quality manuals and conduct 100% inspection on their detail and assembly parts.

Planning / work instructions - Installation and or modification at manufacturer or Repair Station:
Work instructions will be conducted per engineering released drawings BME-008-001, inspection planning will be conducted by Rotorcraft Maintenance, LLC quality control personnel and documented in the aircraft maintenance log book.

B. If the planning or work instructions are not used - explain how inspection points will be accomplished at points in the manufacturing/installation process that ensure conformity to FAA-approved design.

Authorized agents "Trotter Controls & Leading Edge Composites will follow FAA approved drawings and their respective quality manuals and conduct 100% inspection on their detail and assembly parts.

C. SPECIAL PROCESSES - List below each special process (i.e heat treatment, welding, chemical etching, composites, etc) used in this project. If the process is FAA approved, list the TC/STC number and holders name that approved the special process. "Previously FAA approved processes may not require a specification evaluation."

Leading Edge Composites spec no. LEC PS-015 Rev. B, dated August 22, 2018

Special process name: Process Specification for general laminating procedures & inspection for composite material and components	Specification number: PS-015	TC/STC # and Holder's name: N/A
--	--	---

SUPPLIERS

D. Are suppliers going to be used for the project?

YES	NO
X	

E. If yes, list below the major parts supplier(s), name, location, products and involvement in the design:

Name of suppliers: Leading Edge Composites, Inc.	Locations: 645 Sands Court, Suite 101 Coatsville, PA 19320	Product - applicant design or supplier design: Applicant design – water tank
Trotter Controls, Inc.	1726 Layton Avenue, Fort Worth, TX 76117	Applicant design – gate door system Supplier design – data vault system

F. Is the applicant going to delegate their FAI inspection to their suppliers?

YES	NO
X	

G. If YES, explain how the applicant will flow down their inspection and or design requirements to their supplier so that each prototype article will be inspected in accordance with 14 CFR parts §21.33. Ref: 14 CFR parts §21.33 and §21.53

The applicant will provide a letter of delegation to the supplier to conduct 100% inspection of the parts & assemblies.

Part V Applicant's Inspection procedures

- A. PARTS / ASSEMBLIES** - Identify or describe the inspection procedures to be used by the applicant or its authorized agent to perform the applicant's first article inspection of the parts / assemblies. (This is not the responsibility of the DAR/DMIR/ODAR)

Authorized agents, Leading Edge Composites and Trotter Controls follow their respective quality manuals to conduct FAI on parts and assemblies per FAA approved drawings.

- B. INSTALLATION / MODIFICATION** - Identify or describe the inspection procedures to be used by the applicant or its authorized agent to perform inspection of the installations and modification on the aircraft, engine or propeller at the repair station. (This is not the responsibility of the DAR/DMIR/ODAR)

Company conformity will be accomplished by conducting 100% inspection of the install against released drawings.

Authorized agents Leading Edge Composites and Trotter Controls, Inc. will conduct 100% in utilizing FAI check lists documenting all drawing dimensions and notes.

- | | | |
|---|-----------------|-----------|
| C. Are the applicant's first article inspection procedures equivalent to the conformity inspection criteria used by the FAA, DAR, DMIR, ODAR as described in FAA Order 8110.4 Chapter 5? | YES
X | NO |
|---|-----------------|-----------|

- D. If not equivalent, what alternative procedures will be used by the applicant and or it's agent to ensure their inspections are to the same degree as the inspection performed by the FAA per 8110.4? 100% inspection to be conducted on all parts and assemblies by authorized agents.**

- E. 8130-9 STATEMENT OF CONFORMITY** - List the name of person(s), company and organization who will be responsible to sign the 8130-9 in accordance with 14 CFR §21.50 and §21.33:

If delegated to applicant's supplier applicant must submit a letter of delegation in accordance with 8110.4 chapter 5. The statement of conformity must be signed by the party responsible for the fabrication/assembly of the article, not the AR making the conformity determination

Part conformity	Name Teddy Smith Marc Gerth	Company & Organization Leading Edge Composites 645 Sands Court, Suite 101 Coatsville, PA 19320 Tel. 4 [REDACTED] 1726 Layton Avenue, Fort Worth, TX 76117 Tel. [REDACTED]
Installation conformity	Name Roger Fink	Company & Organization Rotorcraft Maintenance, LLC 8850 Airport Rd, Leesburg, FL 34788-4002 [REDACTED]
Test set up conformity	Name TBD	Company & Organization TBD

Part VI FAA Conformity Inspection Identification and Tracking

- A. Name the person(s) (FAA, DER, Drafter or Support staff) responsible to generate the 8120-10 for this project using the Automated Conformity Inspection Process (NACIP) system.**

DERs – Todd Seach – [REDACTED], Rolf Hamerquist [REDACTED], Richard Sands [REDACTED],
Billy Martin [REDACTED], DARF - Warren Pickering [REDACTED] & Franz Dobler Sr. [REDACTED]

- B. Explain how the applicant will ensure all conformity inspection requests will be initiated as required by this CIP, and how they will track the completion of all conformity reports before the TC/STC is issued:**

Roger Fink will maintain records of issued 8130-9. FAA conformity, Warren Pickering will maintain records of issued FAA Form 8120-10 (RFCs) by the Denver ACO. Once the RFC is logged in NACIP, NACIP will route the RFC to the advisor of the DAR listed on the RFC for delegation. Assigned DAR will conduct the conformity activity per the RFC and submit all required documentation (8120-10, 8100-1, 8130-9 and associated documents) to the Denver ACO.

Accomplished via the FAA NACIP system.

- C. Name the person(s) responsible for tracking the initiation and completion of all the applicant's inspections and FAA's conformity inspections / TIA inspections including the FAA conformity inspections reports.**

Roger Fink for company conformity [REDACTED] and Warren K. Pickering for FAA conformity [REDACTED]

Note: Warren Pickering is to ensure all Conformity Inspection Reports are completed and closed in NACIP.

Part VII FAA Conformity Description	
A. FAA Part conformity	Provide a general description of parts and assemblies that will require FAA conformity inspection: For the UH-60A, S-70, S-70A, S-70C 1. Internal water tank & snorkel restraint system install 2. Water tank gate door and associated control system install <i>If excluding TSO/PMA products from FAA conformity inspection, a list all TSO project numbers and PMA authorization and supplement numbers must be provided. Describe how MRB actions on the TSO/PMA part that require DER / FAA approval before testing will be accomplished. Reference FAA Order 8110.4 paragraph 2-5</i>
B. FAA Installation conformity	Provide a general description of parts, assemblies, equipment, electrical, engines, etc requiring FAA installation conformity inspection: For the UH-60A, S-70, S-70A, S-70C 1. Internal water tank & snorkel restraint system install 2. Water tank & snorkel control system install Note FAA requires installation conformity for all electrical wiring installations!
C. FAA Test Setup conformity	Provide a general description of test equipment being used requiring FAA conformity inspection prior to certification testing: None Provide a general description of test set up(s) and what is being tested that requires FAA conformity inspection: Laid up parts are made with NB321 3K70PW and side panels are AAR FPA-110-501-0147 material test coupons will be conditioned in a mixture of water and fire-retardant prior to structural testing
D. FAA Flammability and Fire-blocking Test coupon conformity	Provide a general description of material requiring conformity: Laid up parts are made with NB321 3K70PW and side panels are AAR FPA-110-501-0147 material test coupons will be conditioned externally with a flame-retardant film/paint prior to flammability testing
E. FAA Post Conformity Modifications and/or Replacements	Provide a description of how the applicant will ensure modifications or replacement of FAA conformed parts will be re-conformed by the FAA: A new 8120-10, Request for Conformity will be issued. List the name and phone number of the person responsible for tracking modifications or replacements: Frankie Marrero – [REDACTED]
F. FAA Flight Testing	Location(s) of R&D / TIA flight tests: <i>If deemed necessary</i> Rotorcraft Maintenance, LLC at 8850 Airport Rd, Leesburg, FL 34788-4002 [REDACTED] Estimated date of flight testing: 17-DEC-2019
G. Conformity Inspection Deviations <i>Ref. 8110.4 Chapter 2 and 5</i>	Name and designee number of DER(s) responsible to approve deviations and unsatisfactory conditions listed on FAA Form 8130-9 and FAA Form 8100-1: Rolf Hamerquist – Structure DER Tel. (719) [REDACTED] Todd Seach – Mechanical Systems DER Tel. ([REDACTED]) Rich Sands – Electrical Systems DER Tel. ([REDACTED]) Robert Williams – Flight Analyst & Pilot DER Tel. ([REDACTED]) Billy Martin – Electrical System DER (Lightning) Tel. ([REDACTED])

Part VIII Airworthiness Certification and Return to Service at Completion of Program	
A. Who is the owner or authorized agent that will make application (FAA Form 8130-6) for: Reference: AC 21-12B application for U.S. airworthiness certificate, FAA form 8130-6	Experimental certificate?: Roger Fink, Maintenance Coordinator, Blackhawk Mission Equipment, LLC [REDACTED] (Agent)
	Standard airworthiness certificate?: (Restricted Category) Roger Fink, Maintenance Coordinator, Blackhawk Mission Equipment, LLC [REDACTED] (Agent)
B. Describe how the applicant will ensure that the modified aircraft conforms to the final configuration of the STC approved design prior to <u>MAKING APPLICATION</u> for a Standard (Restricted) Airworthiness Certificate or prior to applying for a 337 return to service form. (if applicable): Verifying the STC is FAA Approved. Verifying the installed modification is in accordance with the FAA approved STC. Reference FAA Order 8110.4, paragraph 5-17	
C. Name of company applying for PMA after issuance of STC (if applicable): Pickering Aviation, Inc. - FAA PMA PQ03866SW <i>Note: The FAA does not issue PMA approvals outside the United States.</i>	

CIP acceptance signatures

Applicant Quality Manager: Roger Fink, Maintenance Coordinator -
Blackhawk Mission Equipment, LLC ROGER FINK

Date: 09/04/2019

Applicant Certification Engineer: Frankie Marrero

Date: 09/04/2019

ACO Project Manager: Matthew Bryant

Date:

MIDO Project ASI: John Siemens

Date: