



MD HELICOPTERS®
530F Helicopter Conversions
Program Outline & Frequently Asked Questions

Considering an E to F Upgrade?

MD Helicopters 369E to 369FF helicopter conversion program was developed to provide existing MD 500E model owners an alternative pathway to obtaining a high performance MD 530F. Buying a new machine may be outside the financial reach of many individuals. Some don't like the risks associated with buying used equipment and the added expenses of configuring it to match fleet requirements. Our conversion program allows and you to forgo those risks by providing and upgrade your aircraft. Under MD's program, you get to maintain the personal connection to an aircraft that you know. An aircraft that has your colors and is likely already configured to your specifications. A conversion is low risk method of obtaining a MD530F.

Some of the benefits of the factory conversion are:

- ✓ Fresh factory certification
- ✓ New S/N, clearly identifying it as a newly created 369FF model helicopter
- ✓ Completion of all scheduled calendar and hourly inspections
- ✓ Performance validation as part of the production flight test process
- ✓ A significant number of new parts and associated warranties

Getting Started -Converting Your Aircraft

The process begins with a call to an MD Helicopters Aftermarket Sales Representative, who will provide you with a specially prepared questionnaire designed to collect basic information on your aircraft. The collected information will help document aircraft component times, AD & SB compliance and any 337 or STC modifications that need to be considered during evaluation. In most cases, eligibility confirmation and budgetary estimates can be provided from the information provided in the questionnaire.



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The Conversion Process

Each aircraft undergoes a strict 20 step process that will require significant disassembly of the helicopter. A visual inspection and thorough review of the log books will be performed to confirm the helicopter is compliant with all Service Bulletins and Airworthiness Directives. In addition, MD personnel will verify compatibility and conformity of all previously installed optional equipment and STC's. Once these steps are completed, the helicopter is disassembled and the required airframe modifications will begin. The helicopter is then reassembled and all scheduled calendar and hourly airframe inspections are performed. New F model components are installed and the aircraft is prepared for flight test.

Following successful completion of the flight test, a new data plate is then attached to the airframe adjacent to the existing E model data plate. The new data plate contains your new aircraft S/N and it's designation as a "model 369FF". A new airframe logbook is created, MD530F Flight Manuals assembled, and a new airworthiness certificate is issued. The aircraft is now ready to begin operation as a newly created MD 530F model."

The aircraft is then readied for the acceptance and delivery process. Any loose equipment that arrived with the helicopter is collected and placed with the aircraft. E model specific parts removed during the conversion are collected for inspection and disposition by the customer.

Eligibility

All 500E model helicopters originally certified as commercial helicopters are candidates for conversions to MD 530F models under this program. To determine eligibility of your specific S/N, contact an MD Helicopters representative. After completion of a short questionnaire, eligibility confirmation can be quickly determined by our staff.

Programs for conversion of Military or non-commercial helicopters are also available. Interested parties should contact MD Helicopters for more information.



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Certification Background

Approval for converting the Model 369E (now marketed as the MD 500E) to Model 369FF (now marketed as the MD 530F) comes from a change made to the Type Design of the Model 369FF. FAA Authorization is published as a note to the Type Certificate Data Sheet H3WE. Production approvals held by MD Helicopters provide exclusive authority to perform 500E to 530FF conversions.

Conversion FAQ's

1. Are all E models eligible for F Model conversion?

Yes. An E model that is eligible for an FAA airworthiness certificate that has not been previously destroyed in an incident, has been operated maintained in accordance with MD Flight and maintenance manuals is a viable candidate.

2. Is MD Helicopters the only company offering conversions?


MD Helicopters holds the production certificate for the 369FF series helicopter and therefore is the only company allowed to produce and certify MD 530F helicopters.

3. What does a conversion cost?

Variations in configurations and component times make each conversion unique. Individual component requirements can have a significant effect on pricing. The simplest way to find out if a conversion is feasible for is to contact an MD Helicopters Aftermarket Sales Representative.

4. Is a new engine included with a conversion?

A new Rolls Royce 250-C30 engine can be included with the conversion but is not required. MD can provide both new and certified used engines direct from the Roll Royce factory.



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5. Can I provide my own engine?

Yes. We can install customer furnished engines provided the engine has a fresh performance run and has an FAA form 8130-3 documenting its airworthiness.

6. Do you allow the customer to provide other parts for the conversion?

We can consider customer furnished parts provided they are factory new, freshly repaired or overhauled.

7. Is there an advantage to providing my own MD530F model parts?

Our conversions are attractively priced often limiting the advantages of providing parts.

8. Does the conversion come with a warranty?


New parts installed during the conversion process will carry a one-year, 1000 hour warranty. MDHI overhauled components furnished during the conversion process will carry the standard warranty for overhauled components. Specific details about the warranty coverage are found in MD Helicopters warranty manual CSP-A-2.

9. Do I receive new manuals with the aircraft?

A new airframe logbook and MD530F flight manual are provided. If a new engine is purchased, a new set of manuals will be ordered by MD and shipped from Rolls Royce.

10. Can I keep my aircraft serial number & registration number?

The E model S/N remains as yours however. a "new" FF model serial number will be assigned to the aircraft and used going forward. US registered aircraft will automatically be re-registered by the FAA when the new Certificate of Airworthiness is processed in Oklahoma City.



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11. My aircraft is not registered in the US, how will my registration be effected?

Aircraft registration requirements vary by country. MD will work with customers to assist with the export and registration of their new MD 530F.

12. Will MD Helicopters crate and ship my helicopter to my home country after a conversion?

MD can provide crating and shipping services.

13. Will my helicopter be painted during the conversion?

Limited paint touch up will be performed to accommodate some external modifications.

15. Can my helicopter be repainted during the conversion?

Absolutely. MD's staff can provide a high quality factory paint job at a very competitive price. Nothing helps distinguish new from the old more than a new paint job.

16. Are there any avionics upgrades that can be preformed during the conversion?

Yes. MD can install the latest generation digital navigation and communication packages. Garmin packages and STC'd Sagem flat panel "glass cockpits" are available.

17. Does my helicopter need to be in flying condition to be considered?

No. Cannibalized or incomplete aircraft are welcome. Let MD helicopters put you back in the air.



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18. Are crash damaged aircraft eligible?

Crash damage by itself does not exclude the helicopter from consideration. MD Helicopters engineering staff is ready to work with you to determine if the helicopter can be repaired. The high expense associated with post incident drivetrain inspections may make this the most economical time for a conversion.

19. My helicopter might have an aftermarket vertical fin installed, will that effect the conversion?

Helicopters with aftermarket or PMA replacement parts that attempt to duplicate parts from the original Type Certified Design will require replacement of these parts during a conversion. STC'd PMA options that are not part of the Type Design are allowed provided they are also certified for the 530F model helicopter.

20. What happens to my old parts?


All removed components are stored and returned to the customer after removal. These parts will not be disposed of by MD. For a small additional fee, MD will ship the parts to the customers preferred location.

21. Does MD need to fly my helicopter after the conversion?

Yes. The certification procedure calls for a modified production flight acceptance test to be performed. Track and balance, engine speed adjustments, voltages are set during the Production flight testing. This tightly controlled procedure assures that your helicopter is ready to begin operation as an F Model.

22. Are any scheduled inspections performed during the conversion?

All scheduled calendar and hourly inspections are performed during the conversion. The helicopter is returned as a newly certified 369FF model with all scheduled inspections freshly completed.



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23. *What happens to my old E model logbooks?*

The logbooks used while the aircraft was an E model are returned to the customer and remain part of the aircraft historical records.

24. *How long does it take to perform a conversion?*

In most cases the conversions take 4-6 weeks. Repainting or other upgrades can add to the project duration.

25. *How much notice is needed to start a conversion?*

As with any project the more advance notice we have the better chance we have of meeting your schedule expectations. Most of the time, we can be fully prepared to accept the aircraft 30-60 days after a contract is confirmed. We are willing to discuss earlier inception dates based on customer requirements and fluctuations in workload at the Factory Service Center.

26. *How do I get started??*

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