United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA3934NM

This certificate issued to: Oil Spill Response (Americas) Limited
2381 Stirling Road
Fort Lauderdale, FL 33312-6806

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 4b *of the* Federal Aviation *Regulations.*

Original Product – Type Certificate Number: A1SO Make: Lockheed
Model: 382 B, E & G

Description of Type Design Change:
Fabrication of Biegert Airborne Dispersant Delivery System (ADDS) in accordance with FAA-sealed Biegert Master Drawing List B-01-0000, "B" dated March 20, 1988, or later FAA-sealed revision, which includes the top Assembly Drawing B-01-0001, "B", dated March 20, 1988, and the Installation Drawing B-01-7000, "B", dated March 20, 1988. The FAA-approved Biegert Supplement to the Basic Lockheed 382 Flight Manual, dated July 11, 1988, or later FAA-approved revision, is required as part of this approval.

Limitations and Conditions:
The approval of this change applies to Lockheed 382 (L-100 Series) Airplane models B, E & G only. This approval should not be extended to other airplanes of this model on which other previously approved modifications are incorporate unless it is determined by the installer that the interrelationship between this change and any of those other modifications will produce no adverse effect on airworthiness. This determination should include consideration of significant changes in weight distribution such as an increase in the fixed disposable weight in the fuselage. The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
(See continuation page 3 of 3)

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

Date of Application: July 01, 1987
Date Reissued: March 15, 2005
June 15, 2008
September 22, 2010
September 1, 2015
Date of Issuance: July 15, 1988
Date Amended:

By Direction of the Administrator

Signature _____

Title Melvin D. Taylor
Manager
Atlanta Aircraft Certification Office

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

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INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number:

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

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Limitations and Conditions: (continued)
The AFM contains both limit speeds and recommended speeds and flap settings applicable to carriage of the ADDS pak. The AFM also calls out the requirement for the 50,000 pound barrier net and the use of crushable segments between the barrier net and the nose of the tank. The only acceptable material for the crushable segments is DOW HI 115 high strength Styrofoam insulation.

The 47,000 pound ADDS pak must be positioned on the airplane centerline at the zero trim station, fuselage station 527 with a tolerance of + 1 inch in the longitudinal and lateral directions.

The chain tie down shall have minimum breaking strength of 25,000 pounds. Chain tie down angles are critical and installation must follow the installation drawing B-01-7000 “B”.

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