



McCauley Propeller Systems
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**PRODSUP-16-35-CDB
CSINFO 773952**

Mr. Mike O'Neill
Aeroscan Propeller Metrics
2633 Lantana Road
Suite 23, BLDG 1501
Lantana, FL 33462

Dear Mike,

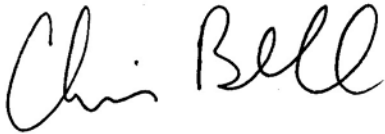
McCauley has No Technical Objection (NTO) to the use of the Aeroscan machine (Hardware version 3 or 4 and software version 3 or 4) to measure McCauley propeller blades provided the following provisions are met:

- The Aeroscan machine with hardware and software version 3 uses the Aeroscan Operations Manual revision "C1" or later.
- The Aeroscan machine with hardware and software version 4 uses the Aeroscan Operations Manual revision "D" or later.
- The Aeroscan machine is setup, calibrated and maintained in accordance with the appropriate revision of the Aeroscan Operations Manual.
- Blade measuring on the Aeroscan machine is performed in accordance with the appropriate revision of the Aeroscan Operations Manual.
- Aeroscan Best Practices are followed in accordance with the appropriate revision of the Aeroscan Operations Manual.
- A master blade prepared in accordance with the appropriate revision of the Aeroscan Operations Manual is scanned at least once per day and/or at the beginning of each shift.
- The current revision of the McCauley Blade Overhaul Manual (BOM) is used for all blade dimensions.
- The repair facility must maintain the capability and technical expertise to manually measure blades.

- If any discrepancy is found, the use of the machine must be stopped until the cause of the discrepancy is found and corrected. Any blade measured after the last master blade scan and before the discrepancy was found is in question and must be either manually measured or scanned again after the discrepancy has been corrected.

Ultimately, the accuracy of the blade measurements and the verification of airworthiness of the McCauley blades being measured is the responsibility of the repair/maintenance facility and the local regulatory authority.

Best Regards,

A handwritten signature in black ink that reads "Chris Bell". The signature is written in a cursive, flowing style.

Chris Bell
Field Service Engineer
McCauley Propeller Systems