

CAPABILITY STATEMENT

# SD-3 SHERPA 12



## CERTIFICATIONS

FAA Part 91 & 135 Air Carrier | CARB Carrier | USSOCOM Commercial Paratroop Air Carrier |  
HAZMAT Carrier | FAA Part 145 Repair Station | FAA Part 5 Safety Management System |  
Canada TAO | Royal Air Force Parachute Carrier



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# SINCE 1996, THE PREMIER AERIAL PLATFORM FOR CONUS AIRBORNE OPERATIONS

Win Aviation is a USSOCOM J-31 inspected and approved, CARB certified and FAA Part 91 and 135 air carrier based at DeKalb Taylor Municipal Airport (DeKalb, IL) and Coolidge Municipal Airport (Coolidge, AZ).

We have a long, established history in the parachute industry, supplying paratroop airlift solutions to military, government and civilian clients in the USA, Canada, Mexico and the United Kingdom since 1996.

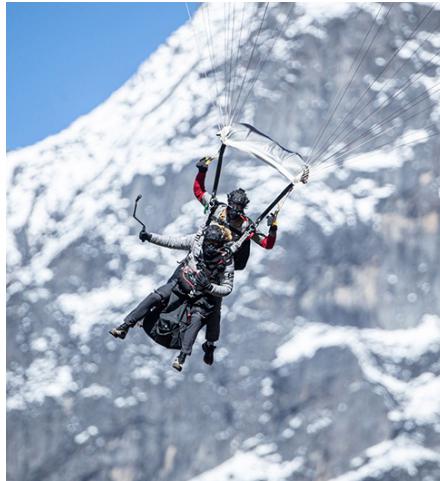
As the premier aircraft and aircrew supplier for military parachuting in Southern California and Arizona, we have flown over 70,000 flights executing 1 million jumps in the past six years. We provide a robust service package for the Joint Special Operations Command community for safe, dependable and quality parachute training.

Win Aviation also operates in Canada with its own TOA under the NAFTA agreement and has been approved by the Canadian Department of National Defence for paratroop operations.

Win Aviation aircraft and pilots are further assured by Royal Air Force HQ1Gp, under Military Aviation Authority Regulatory Article 1240, to provide paratroop training support.

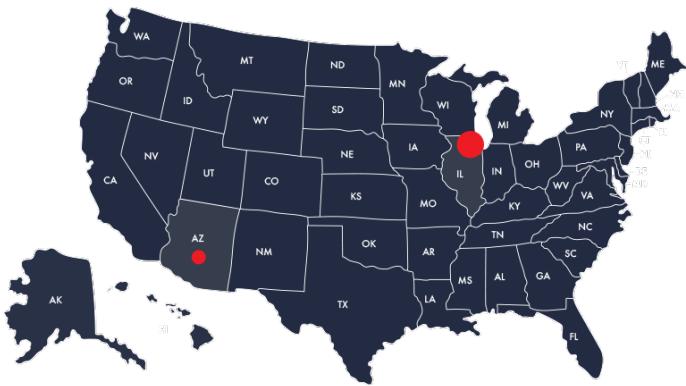
## MISSION PROFILES

- Static Line and Military Free Fall operations
- HALO/HAHO jumps
- Military tandem tethered bundle drops
- Double-bag Static Line jumps
- Pallet, cargo and CDS bundle drops
- Day and night operations
- Water and ocean drops
- Ultra-cold weather missions
- Infiltration and extraction missions
- Rescue and resupply missions
- Spotter training
- Air-to-air photography



## LOCATIONS

We have two FAA Part 145 repair stations and base of operations; the main repair center is located at our Win Aviation Headquarters at DeKalb Taylor Municipal Airport (DeKalb, IL), and our satellite repair station is located at Coolidge Municipal Airport (Coolidge, AZ).



With over 32 aircraft, 20 pilots, 15 A&P certified mechanics, and a dedicated logistics team, Win Aviation is able to deliver unparalleled service and superior airborne capabilities at multiple geographically dispersed locations, simultaneously.

## PILOTS

Win Aviation's aircrews consists of seasoned FAA certified commercial and airline transport pilots who are type-rated and IFR-rated in their respective aircraft. Our pilots receive Crew Resource Management and aeronautical decision making in addition to annual in-house and online training to improve their skills and promote safety.

Win Aviation pilots are highly experienced and exclusively fly for military paradrop training missions.

## MAINTENANCE

Win Aviation's aircraft are tracked through our proprietary Aviator system and maintained according to the most rigorous industry standards. Aviator records flight times and blade hours, the flight data is then integrated into the maintenance tracking module which provides technicians and crews real time information regarding the maintenance status of each aircraft via QR Code displayed in the flight deck.

Crews are able to notify Win's maintenance team through Aviator regarding any maintenance issues that may arise. Technicians will either be dispatched to the aircraft to make the necessary repairs, alternatively our logistics team will work with the client to dispatch a replacement aircraft.

Our repair stations include all necessary aviation ground equipment, parts, tooling, labor, and expertise to conduct scheduled and unscheduled maintenance on our own fleet as well as private and commercial clients' aircraft.



Win Aviation owns and operates twelve SD-3 Sherpas of which five of the aircraft are FAA Part 135 certified and reflect on our Ops Spec (D085 – Aircraft Listing).

Outside of the United States Army, Win Aviation is the only operator of the SD-3 Sherpa (C23B/B+) for paradrop operations worldwide.

## PERFORMANCE & DIMENSIONS

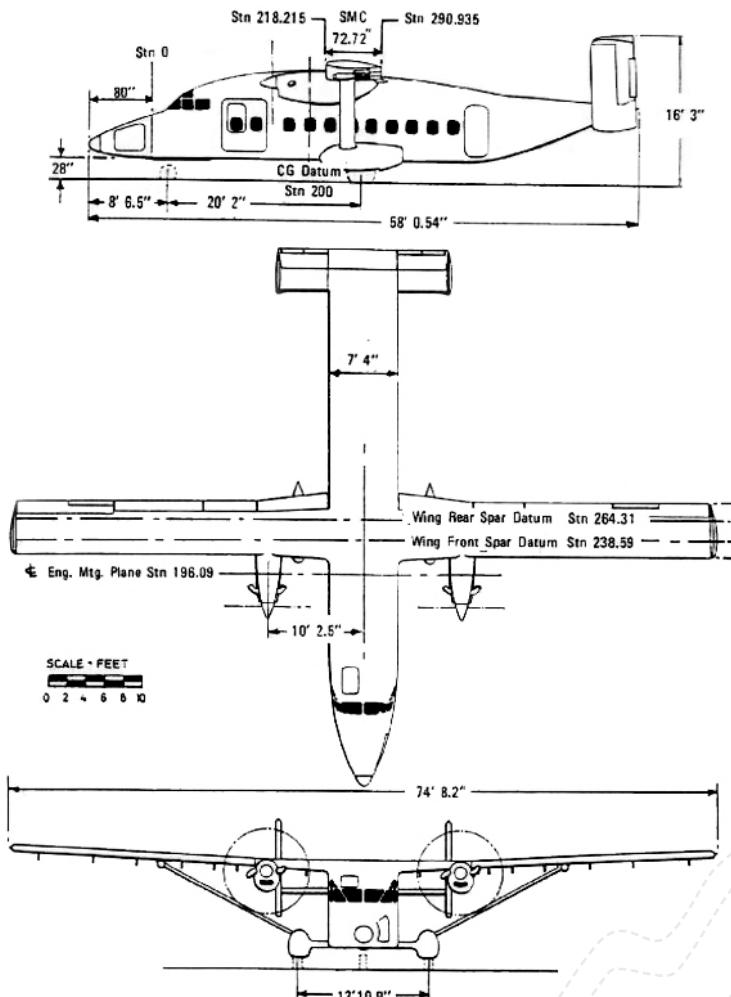
The SD-3 Sherpa was developed by Shorts Brothers in the early 1970s as a military version of the original small turboprop transport aircraft, SC-7 Skyvan, with the last airframe produced in 1992. By increasing the wingspan and fuselage cross section but retaining the square shape and Short Take Off and Landing (STOL) characteristics of its counterpart, the SD-3 Sherpa is a versatile and robust aircraft that can carry up to 28 troopers for military parachute operations.

The SD-3 Sherpa is powered by two 1198 hp Pratt & Whitney PT6A-65AR engines and five-bladed Hartzell propellers. These engines are extremely reliable. Fully loaded, the aircraft will maintain a climb rate of approximately 1,700 ft/min, making it a very economical choice.

The aircraft has retractable landing gear and with STOL capabilities, making the SD-3 Sherpa suitable for operating in austere environments.

The SD-3 Sherpa is a larger replica of the SC-7 Skyvan in terms of cabin cross section and ramp dimensions, which allows for a seamless transition for instructors and students.

Cruise speed	190 kts
Stall speed	73 kts
Range	760 NM/4hrs
Fully loaded	915 NM full fuel, no reserves
Service ceiling	20,000 ft
Empty weight	16,040 lbs
Max take-off weight	25,600 lbs
Useful load	9,560 lbs
Fuel burn	950 lbs./hour for jump operations
Cabin height	6.4 ft
Cabin length	29.8 ft
Cabin width	7.5 ft
Cabin volume	1,430 cu ft
Rear ramp door width	5.7 ft
Door height	5.4 ft
Capacity	28 troopers



## PARADROP EQUIPMENT & CONFIGURATIONS

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The full stand-up cabin has a reinforced cabin floor with Douglas tie-down tracks for cargo transport, as well as fold-up military grade nylon side benches for troopers. All aircraft cabins are Night Vision Goggle (NVG) compatible for paradrop operations conducted at night. Additionally, the cabin can be configured to include an oxygen manifold and regulator for operations at high altitudes.

The aircraft's large rear ramp door can either be operated automatically by the pilots or mechanically by the Jump Master. The large tail ramp door and spacious cabin makes the SD-3 Sherpa ideal for Container Delivery System (CDS) bundle drops.

Each SD-3 Sherpa is equipped with dual 23 ft stainless steel tether lines for Static Line (SL) operations and allows for multiple Double Bag Static Line (DBSL) jumps on a single pass – a service none of our competitors can provide.

Two inward-opening side doors, left and right, further allow for safe unobstructed spotting and simultaneous side door and ramp door exits.

## COMMUNICATIONS

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Win Aviation's SD-3 Sherpa aircraft are all equipped with Avidyne™ dual VHF transceivers, ASC-15B UHF Transceivers and two Mode S transponders. Additional avionics include Stratus™ WiFi, Automatic Dependent Surveillance-Broadcast (ADS-B) and Ground Proximity Warning Systems (GPWS).

To accommodate accurate and safe jump operations, the aircraft is fitted with jump lights (Red/Green) and a two-way intercom communication system between the Jump Master and pilots. The Jump Master has access to a moving map display with ADS-B live traffic in the cabin, mounted next to the communications panel.



## WHY CHOOSE WIN AVIATION

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## CONTACT INFORMATION

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For more information visit our website or contact us with your inquiry detailing mission/operation requirements and scheduling dates.

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