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FAA APPROVED
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

STC SR01166SE

Onboard Systems
Cargo Hook Kit

Airbus Helicopters AS350 Series

R/N _____ S/N _____

FAA Approved: _____
for Manager, Seattle Aircraft Certification Office
Federal Aviation Administration
Renton, Washington

Date: 2/22/2018

Record of Revisions

Rev.	Date	Page(s)	Reason for Revision
0	March 4, 2010	All	Initial Release.
1	Feb. 22, 2018	All	Updated to match format of Airbus RFMS. Removed information that was redundant with Airbus RFMS. Updated statement regarding HEC. Updated cargo hook rigging section.

1 GENERAL

This supplement must be attached to the appropriate FAA approved Rotorcraft Flight Manual when an Onboard Systems P/N 200-281-03 Cargo Hook Kit is installed in accordance with Supplemental Type Certificate (STC) NO. SR01166SE. In addition, it is necessary to have the Airbus Helicopters' "Cargo Swing" Flight Manual Supplement – for the AS350 model helicopter.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic Rotorcraft Flight Manual and Airbus Helicopters' "Cargo Swing" Flight Manual Supplement.

The P/N 200-281-03 Cargo Hook Kit is comprised of:

- The cargo hook and a bumper which provides protection for the cargo hook and the manual release cable and electrical release connector.
- An adapter link which provides the structural attachment of the cargo hook to the existing Airbus Helicopters AS350 load cell.
- A manual release cable which interfaces with the existing Airbus Helicopters internal manual release cable system.
- An electrical connector which is spliced onto the existing Airbus Helicopters electrical harness.

2 LIMITATIONS

The limitations specified in the basic flight manual and the Airbus Helicopters' "Cargo Swing" Flight Manual Supplement remain applicable and are complemented by the following.

Operating Limitations

With a load attached to the cargo hook, operation shall be conducted in accordance with the respective national operational requirements.

The cargo hook kit (as installed per this STC SR01166SE) does not meet the 14 CFR part 27 certification requirements for Human External Cargo (HEC).

NOTICE

The cargo hook kit equipment certification approval does not constitute operational approval; operational approval for external load operations must be granted by the local Aviation Authority.

Cargo hook maximum load

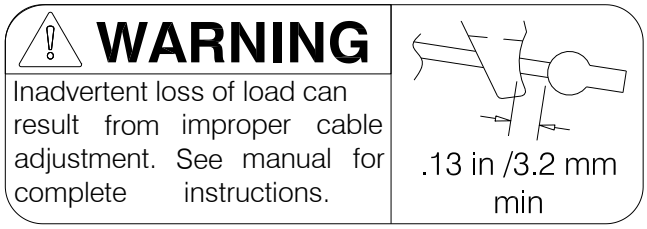
The maximum load to be carried on the cargo hook is the lesser of that specified by the Airbus Helicopters' "Cargo Swing" Flight Manual Supplement or 3600 lbs (1633 kg).

2 LIMITATIONS continued

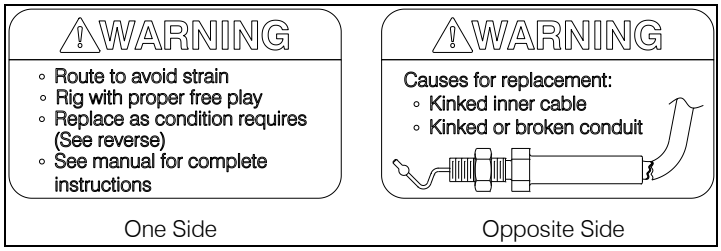
Placards

The cargo hook kit includes the following placards. Consult the Airbus Helicopters' "Cargo Swing" Flight Manual Supplement for additional placards.

Adhered on the underside of the cargo hook electrical housing:



Attached around the manual release cable:



The following is installed over the Airbus Helicopters' Load Indicator "LD ON" lights (if present). These lights are not operative with the Onboard Systems cargo hook.

3 EMERGENCY PROCEDURES

Consult the Airbus Helicopters' "Cargo Swing" Flight Manual Supplement for emergency procedures.

4 NORMAL PROCEDURES

The normal procedures specified in the basic Flight Manual and in the "Cargo Swing" Flight Manual Supplement issued by Airbus Helicopters remain applicable and are complemented by the following.

NOTICE

The "LD ON" lights are inoperative with the Onboard Systems cargo hook installed.

Pre-Flight Check

Prior to a flight involving external load operations perform the following procedures. If the procedures are not successful do not use the equipment until the problem has been corrected.

1. Check all cargo hook fasteners to ensure that they are secure.
2. Check the cargo hook electrical connector for damage and security.
3. Check the cargo hook exterior for cracks and damage.
4. Check the cargo hook load beam for gouges and cracks.
5. Swing the cargo hook and the suspension assembly to their full extremes to verify that they do not reach the limit of the mechanical release cable and electrical harness range of motions.
6. Check the manual release cable for damage and security. Pay close attention to the flexible conduit at the area of transition to the cargo hook end fitting. Check for kinked, broken, or splitting of the heat shrink and outer black conduit in this area and separation of the conduit from the steel end fitting.

4 NORMAL PROCEDURES continued

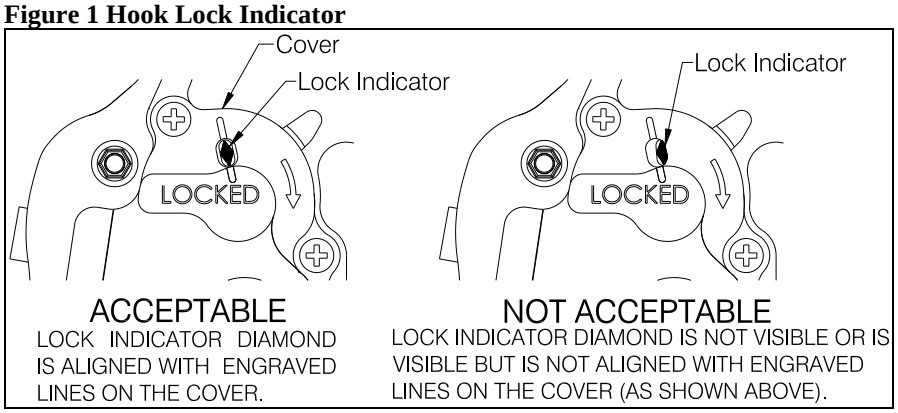
7. Cycle the cargo hook's electrical release mechanism to ensure proper operation. Press the CARGO RELEASE switch on cyclic and the cargo hook load beam should open. The cargo hook may be returned to the locked position by manually pushing up on the load beam. The load beam should snap shut. The cargo hook may be flown in the open position to facilitate loading by a ground crew.

8. Cycle the cargo hook's manual release mechanism to ensure proper operation. Pull the manual release lever in the cockpit and the cargo hook load beam should open. Return the cargo hook load beam to the locked position by manually pushing up on it. The load beam should snap shut. Verify that the hook lock indicator on the side of the hook returns to the fully locked position.

⚠ CAUTION

In the closed and fully locked position the hook lock indicator must align with the lines on the manual release cover (see Figure 1).

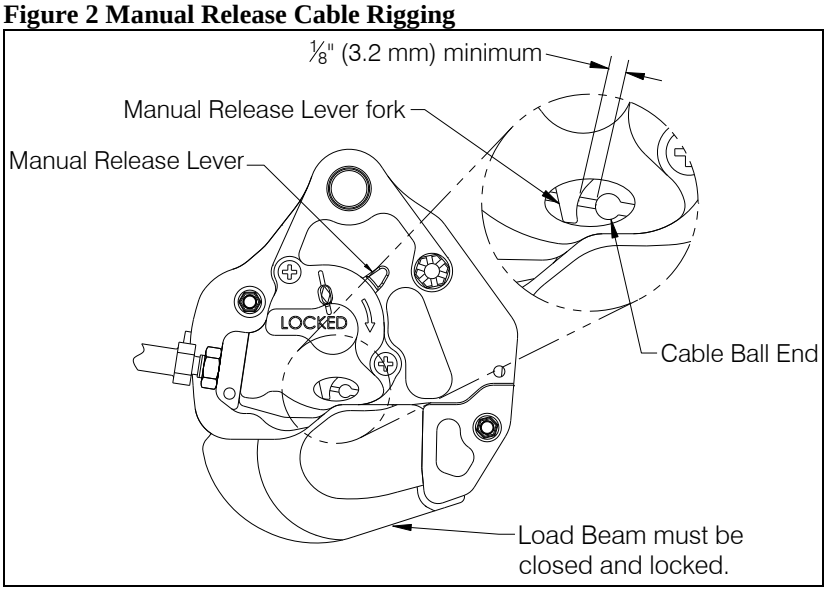
Figure 1 Hook Lock Indicator



4. NORMAL PROCEDURES continued

9. Check the manual release cable rigging through the window in the cargo hook manual release cover. With the cargo hook closed and locked, rotate the manual release lever clockwise to remove the free play (the free play is taken up when the hook lock indicator begins to move, this is also readily felt as the lever rotates relatively easily for several degrees as the free play is taken up) and hold it in this position while checking the gap between the release lever fork and the cable ball end as shown below. Visually check that there is approximately a minimum gap of 1/8" (3.2 mm) as shown in Figure 2.

Figure 2 Manual Release Cable Rigging



4. NORMAL PROCEDURES continued

Cargo Hook Rigging

Extreme care must be exercised in rigging a load to the Cargo Hook. The following illustration shows the recommended rigging configuration and rigging to avoid.

WARNING

The examples shown are not intended to represent all possibilities. It is the responsibility of the operator to ensure the hook will function properly with the rigging.

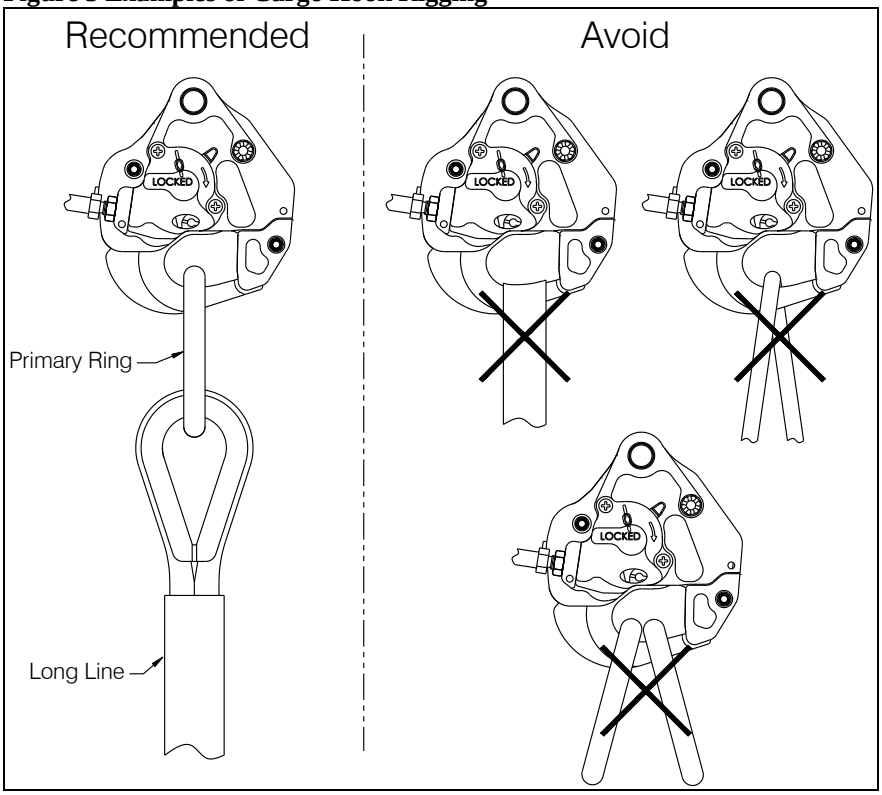
Nylon Type Straps or Rope

WARNING

Nylon type straps (or similar material) or rope must not be used directly on the cargo hook load beam. If nylon straps or rope must be used they should be first attached to a steel primary ring. Verify that the ring will freely slide off the load beam when it is opened. Only the primary ring should be in contact with the cargo hook load beam. See Figure 3.

4. NORMAL PROCEDURES continued

Figure 3 Examples of Cargo Hook Rigging



5. PERFORMANCE

The basic Flight Manual and “Cargo Swing” Flight Manual Supplement issued by Airbus Helicopters remain applicable.

When there is an external load, performance will be reduced depending on its size, weight and shape.