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**FAA APPROVED
ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT**

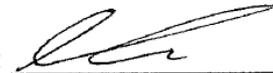
STC SH4904NM

**Load Weigh System
for the**

**Airbus Helicopters SA330J, AS332C, AS332C1,
AS332L, and AS332L1 models**

R/N _____ S/N _____

FAA Approved:



for Manager, Northwest Flight Test Section, AIR-715
Federal Aviation Administration
Seattle, WA

Date: 17 Sept 19



RFM Supplement

Document Number

121-067-00

Load Weigh System

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Revision 1

Record of Revisions

Rev.	Date	Page(s)	Reason for Revision
0	May 14, 2018	All	Initial Release.
1	Sept 17, 2019	3, 7-10	Added C-40 indicator.

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1 GENERAL

This supplement must be attached to the appropriate FAA approved Airbus Helicopters' Rotorcraft Flight Manual when an Onboard Systems Load Weigh System P/N 200-010-00 or P/N 200-012-00 is installed in accordance with Supplemental Type Certificate (STC) No. SH4904NM. P/N 200-010-00 is approved for the SA330J model (Puma) and P/N 200-012-00 is approved for the AS332C, AS332C1, AS332L and AS332L1 models (Super Puma).

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' Rotorcraft Flight Manual Supplement – Transport of External Loads.

The Load Weigh System is a compliment to the rotorcraft's existing external load system. Its purpose is to display the weight of the load carried on the cargo hook. The Load Weigh System consists of three components: a cockpit mounted load weigh indicator, an internal electrical harness, and a load cell. The load cell is installed between the rotorcraft hard point and the cargo hook (not included).

NOTICE

The cargo hook is not included with these kits. The load cell is designed to interface with the type certified cargo hook.

For more information on the C-39 indicator (refer to Figure 4.1 for identification) refer to Owner's Manual 120-039-00.

For more information on the C-40 indicator (refer to Figure 4.2 for identification) refer to Owner's Manual 120-152-00.



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2 LIMITATIONS

The basic Rotorcraft Flight Manual and Flight Manual Supplement – Transport of External Loads issued by Airbus Helicopters remain applicable.

Operating Limitations

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

Maximum load

The maximum load to be carried by the cargo hook (with load weigh system P/N 200-010-00 or 200-012-00 installed) is the **lesser** of that specified by the Airbus Helicopters' Flight Manual Supplement or 10,000 lbs* (4536 kg).



**Load rating given is specific to the load cell only. Loading limits for the remainder of the cargo hook system and helicopter still apply.*

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2 **LIMITATIONS** continued

Placards

The following placards are included with the Load Weigh System.

Mounted adjacent to the C-39 indicator (not applicable to C-40 model):

TURN THE WEIGHING SYSTEM OFF WHEN NAVIGATION EQUIPMENT IN USE. NO AIRCRAFT OPERATION SHOULD BE PREDICATED ON THE READING OF THE ONBOARD WEIGHING SYSTEM.

Mounted adjacent to both the load weigh system power switch (if installed) and circuit breaker:

ELECTRONIC WEIGHING SYSTEM

3 **EMERGENCY PROCEDURES**

The basic Rotorcraft Flight Manual and Flight Manual Supplement – Transport of External Loads issued by Airbus Helicopters remain applicable.



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4 NORMAL PROCEDURES

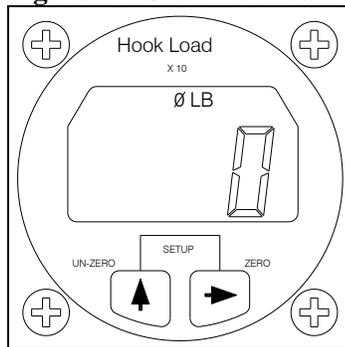
The normal procedures specified in the basic Flight Manual and the Flight Manual Supplement – Transport of External Loads issued by Airbus Helicopters remain applicable and are complemented by the following.

Pre-Flight Check

Prior to a flight involving external load operations using the load weigh system perform the following procedures.

1. Check the electrical connection at the load cell for damage and security.
2. Swing the load cell (and cargo hook) to its full extreme positions to verify that it does not reach the limit of its electrical harness range of motion.
3. If the C-39 model indicator is installed: power on the unit. After a brief self-diagnostic routine is complete the display should indicate “0” as shown below (with no load on the cargo hook).

Figure 4.1 C-39 Indicator Display



NOTICE

Refer to Owner's Manual 120-039-00 for setup instructions including changing the units, changing the calibration code, zeroing the display, changing the dampening level, etc.



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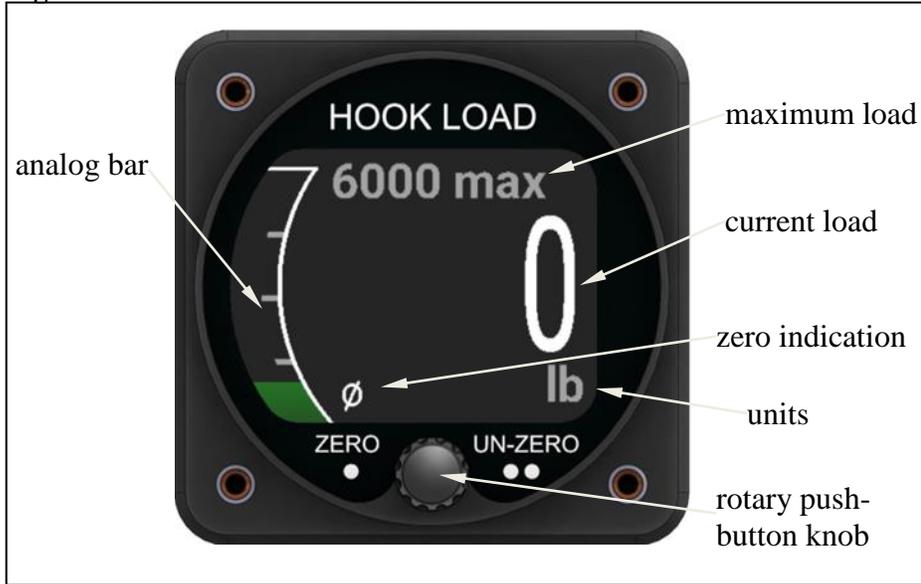
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4. **NORMAL PROCEDURES** continued

Pre-Flight Check continued

For the C-40 model, on power up an Information screen will display the Hook Hours, software version, and serial number (S/N) and then the indicator should display the Load screen. The Load screen of the C-40 model is shown below.

Figure 4.2 C-40 Indicator Load Screen



NOTICE

For the C-40 model refer to Owner's Manual 120-152-00 for detailed setup instructions including changing the units, changing the brightness of the display, etc. and additional operation instructions.



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4. NORMAL PROCEDURES continued

Pre-Flight Check continued

The C-40 model includes a Maximum Load setting, this setting provides the option to select a maximum load for each flight involving external load operations based on flight conditions (temperature, altitude, fuel, etc.) or it can be set to the maximum external load rating for the helicopter. To set the maximum load:

- From the Load screen press and hold the rotary push button knob until the Maximum Load screen appears. Release the knob.

Figure 4.3 Maximum Load Screen



- Rotate the knob to the left or right to decrease or increase the value to the desired setting.
- Press the knob to set this value.

4. NORMAL PROCEDURES continued

Pre-Flight Check continued

To zero (or tare) the weight of the long line, net, remote hook, etc. from the displayed load, apply that weight to the cargo hook and press the knob once and the display should zero out. Press the knob twice to un-zero (un-tare) the display and add this weight back in.

NOTICE

The analog bar always displays the un-zeroed load. If there is a discrepancy between the analog bar and the displayed load, a large amount of load has likely been zeroed.



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5 PERFORMANCE

The basic Rotorcraft Flight Manual and Rotorcraft Flight Manual Supplement – Transport of External Loads issued by Airbus Helicopters remain applicable.

The Load Weigh System is intended as a means of MONITORING the weight of the load suspended from the Cargo Hook.

Before lifting a load, it is recommended that the load weight be estimated, the shape/size is considered and, upon lifting the load, monitor the load indicator and compare the actual engine torque value vs. the expected value for a given weight to verify sufficient performance.

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