

**PLEASE CHECK WEB SITE AT WWW.ONBOARDSYSTEMS.COM FOR
THE LATEST REVISION OF THIS MANUAL**

**Talon LC Keeperless
Cargo Hook Kit
For the
Bell 206 A & B Series**

**System Part Number
200-267-00**

Owner's Manual

*Owner's Manual Number 120-098-00
Revision 7
June 16, 2010*



13915 NW 3rd Court Vancouver Washington 98685 USA
Phone: 360-546-3072 Fax: 360-546-3073 Toll Free: 800-275-0883
www.OnboardSystems.com

This page intentionally left blank.

Record of Revisions

<i>Revision</i>	<i>Date</i>	<i>Page(s)</i>	<i>Reason for Revision</i>
1	9/17/02	Title, 4-3	Factory address change.
2	10/10/03	1-1, 2-1, and 4-1	528-023-01 cargo hook configuration change Reference Service Bulletin 159-011-00
3	02/17/06	3-2, 3-3 and i	Added Cargo hook loading section.
4	09/05/06	3-1, Section 4	Updated cargo hook kit maintenance information.
5	09/17/07	TOC, Section 1, 2-4, 2-5, & Section 3	Added Warnings, Cautions and Notes explanation to general information section. Updated warning, cautions and notes format throughout.
6	08/14/09	2-3, 2-4	Added caution note and revised Figure 2-3.
7	06/16/10	Sections 1- 4	Added note allowing Manual Release Cable (P/N 268- 015-00) to be installed with this kit. Clarified installation instructions for manual release cable. Replaced warnings, cautions and notes section with safety labels section. Updated safety labels through out document. Updated inspection and overhaul information including addition of annual inspection.

Register Your Products for Automatic Notifications

Onboard Systems offers a free notification service via fax or email for product alerts and documentation updates. By registering your Onboard Systems products at our website, we will be able to contact you if a service bulletin is issued, or if the documentation is updated.

You can choose to receive notices on an immediate, weekly, or monthly schedule via fax, email or both methods. There is no charge for this service. Please visit our website at www.onboardsystems.com/notify.php to get started.

This page intentionally left blank.

CONTENTS

Section 1 **General Information**

Introduction, 1-1
Safety Labels, 1-1
Bill of Materials, 1-2
Inspection, 1-2
Specifications, 1-2
Theory of Operation, 1-3

Section 2 **Installation Instructions**

Removal of Existing Cargo Hook, 2-1
Cargo Hook Installation, 2-1
Manual Release Cable Rigging, 2-2
Adel Clamps and Shock Cords, 2-3
Cargo Hook Connector, 2-4
Installation Precautions, 2-5
Installation Check-Out, 2-6
Component Weights, 2-6
Cargo Hook Location, 2-6
Paper Work, 2-6

Section 3 **Operation Instructions**

Operating Procedures, 3-1
Cargo Hook Loading, 3-2
Cargo Hook Rigging, 3-3

Section 4 **Maintenance**

Storage Instructions, 4-1
Preventive Maintenance, 4-1
Inspection, 4-1
Adapter Link Overhaul, 4-3
Instructions for Returning a System to the Factory, 4-4

Section 5 **Certification**

STC, 5-1
STA, 5-2
EASA STC, 5-3

CONTENTS, continued

Figures

- 2-1 Link Adapter Assembly Installation, 2-1
- 2-2 Hook to Frame Assembly Installation, 2-2
- 2-3 Manual Release Cable Rigging, 2-3
- 2-4 Adel clamps, 2-4
- 2-5 Cargo Frame Assembly Overview, 2-4
- 2-6 Un-commanded Release From Incorrectly Secured Cable, 2-5
- 3-1 Cargo Hook Loading, 3-2
- 3-2 Examples of Recommended Cargo Hook Rigging, 3-4
- 4-1 Manual Release Cable Inspection, 4-2

Tables

- 1-1 Cargo Hook Specifications, 1-2
- 2-1 Cargo Hook Connector, 2-4
- 2-2 Component Weight, 2-6
- 2-3 Cargo Hook Location, 2-6

Section 1

General Information

Introduction

The 200-267-00 Cargo Hook Kit is approved for installation on the Bell 206A and 206B. The kit replaces the Breeze-Eastern hooks, SP4232-4, -5 and -5L on the Bell 206-072-900-1, 101, and -103 cargo suspension assemblies:

Safety Labels

The following definitions apply to the symbols used throughout this manual to draw the reader's attention to safety instructions as well as other important messages.



Indicates a hazardous situation which, if not avoided, will result in death or serious injury.



Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.



Draws the reader's attention to important or unusual information not directly related to safety.



Used to address practices not related to personal injury.

Bill of Materials

The following items are included with the Cargo Hook Kit, if shortages are found contact the company from whom the system was purchased.

Number	Description	200-267-00
		Quantity
120-098-00	Owner's Manual	1
121-008-00	RFM Supplement	1
122-005-00	Cargo Hook Service Manual	1
210-164-00	Adapter Link Assembly	1
290-426-00	Release Fitting	1
510-042-00	Washer	2
510-252-00	Jam Nut	1
510-257-00	Bolt	2
512-010-00	Adel Clamp	2
528-023-01	3,500 Lb. Cargo Hook	1

Inspection

Inspect the kit items for evidence of damage, corrosion and security of lock wire and fasteners. If damage is evident, do not use the items until they are repaired.

Specifications

Table 1-1 Cargo Hook Specifications

Design load	3,500 lb. (1,580 kg.)
Design ultimate strength	15,750 lb. (7,140 kg.)
Electrical release capacity	8,750 lb. (3,970 kg.)
Mechanical release capacity	8,750 lb. (3,970 kg.)
Force required for mechanical release at 3,500 lb.	8 lb. Max. (.600" travel)
Electrical requirements	22-32 VDC 6.9 - 10 amps
Minimum release load	0 pounds
Unit weight	3.0 pounds (1.35 kg.)
Mating electrical connector	PC06A8-2S SR

Theory of Operation

The primary elements of the Cargo Hook are the load beam, the internal mechanism, and a DC solenoid. The load beam supports the load and is latched through the internal mechanism. The DC solenoid, an external manual release cable, and a manual release lever provide the means for unlatching the load beam.

The load is attached to the load beam by passing the cargo sling ring into the throat of the load beam and pushing the ring against the upper portion of the load beam throat, which will initiate the hook to close. In the closed position, a latch engages the load beam and latches it in this position.

To release the load, the latch is disengaged from the load beam. With the latch disengaged, the weight of the load causes the load beam to swing to its open position, and the cargo sling slides off the load beam. The load beam then remains in the open position awaiting the next load.

A load release can be initiated by three different methods. Normal release is achieved by pilot actuation of the push-button switch in the cockpit. When the push-button switch is pressed, it energizes the DC solenoid in the Cargo Hook, and the solenoid opens the latch in the internal mechanism. In an emergency, release can be achieved by operating a mechanical release cable. The release cable operates the internal mechanism of the Cargo Hook to unlatch the load beam. The load can also be released by the actuation of a lever located on the side of the Cargo Hook.

This page intentionally left blank.

Section 2

Installation Instructions

These procedures are provided for the benefit of experienced aircraft maintenance facilities capable of carrying out the procedures. They must not be attempted by those lacking the necessary expertise.

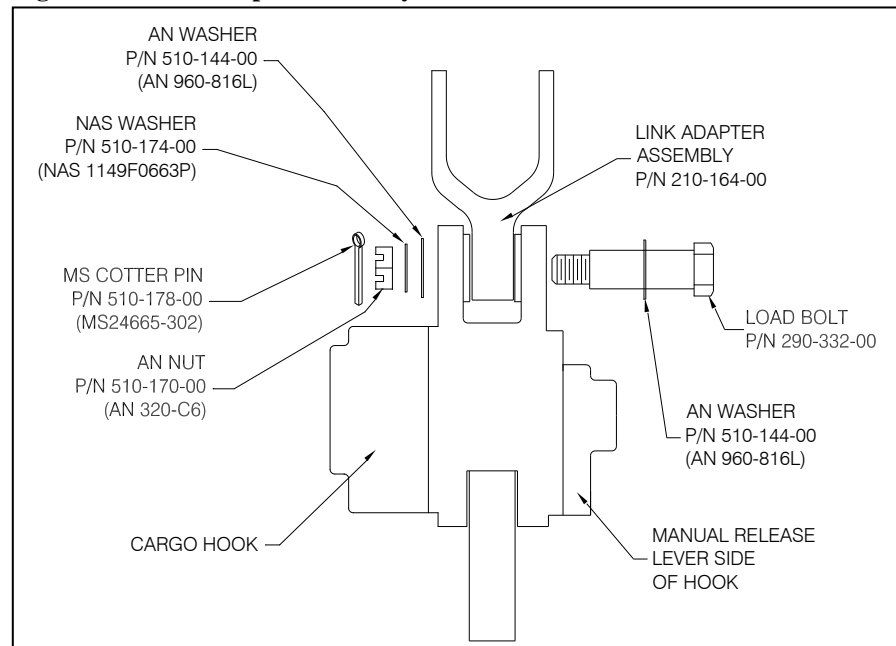
Removal of Existing Cargo Hook

Disconnect the manual and electrical release cables from the Cargo Hook. Remove the Cargo Hook from the universal assembly leaving the universal assembly attached to the cargo suspension assembly.

Cargo Hook Installation

Attach the Link Adapter Assembly to the Cargo Hook using the hardware supplied, as illustrated below.

Figure 2-1 Link Adapter Assembly Installation

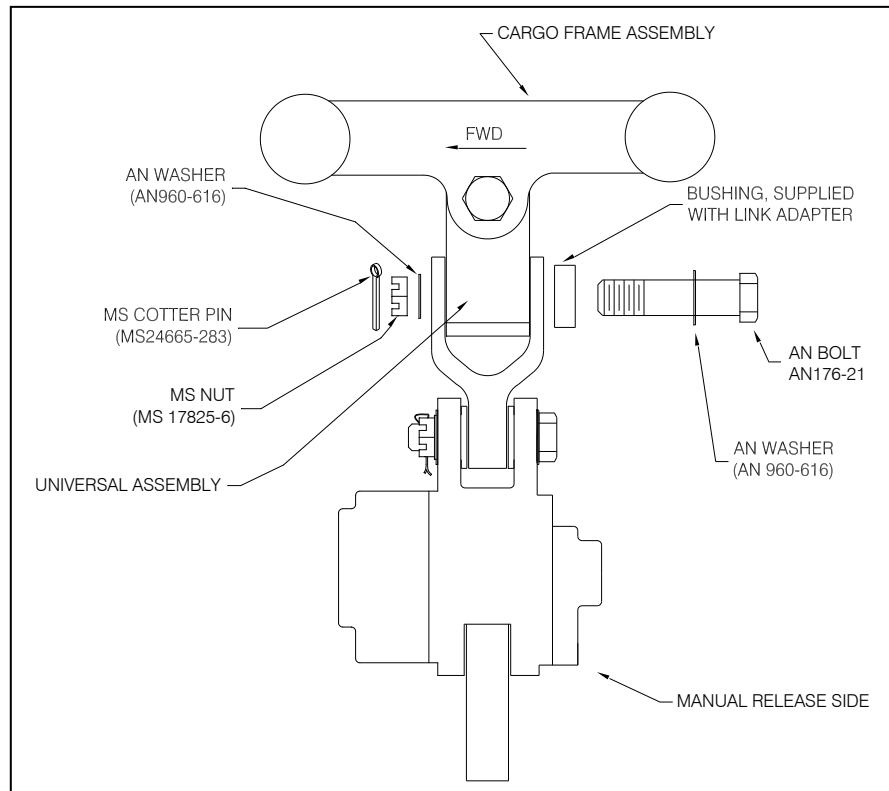


Tighten nut P/N 510-170-00 on bolt P/N 290-332-00 to finger tight, then rotate nut to next castellation to install and secure cotter pin P/N 510-178-00.

Attach the Cargo Hook assembly to the cargo frame assembly using the Bell supplied hardware that was previously used to attach the universal assembly to the Cargo Hook see Figure 2-3. The cargo hook load beam should point to the right. See the appropriate Bell service instructions for the correct installation torque values.

Cargo Hook Installation, continued

Figure 2-2 Hook to Frame Assembly Installation



Manual Release Cable Rigging



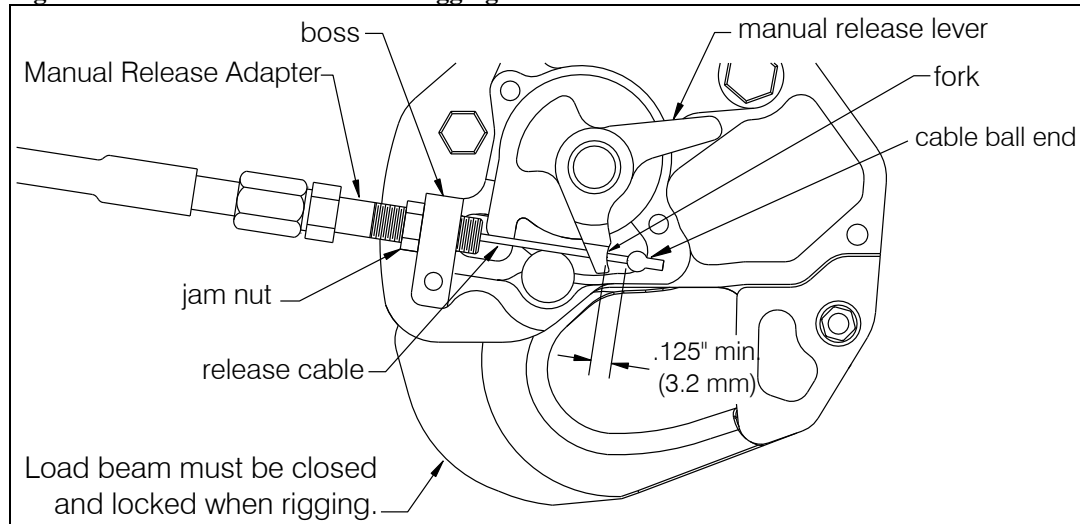
Manual release cable rigging must be done with the cargo hook in the closed and locked position.

- Remove the manual release cover from the cargo hook.
- Thread the Manual Release Adapter, P/N 290-426-00 into the Cargo Hook manual release boss on the hook side plate (refer to Figure 2-3).
- Connect the manual release cable to the Adapter.
- Place the cable ball end fitting into the hook manual release fork fitting as illustrated in Figure 2-3.
- Move the manual release lever in the clockwise direction until it is against the cam stop. This can be felt as the lever moves relatively easily for several degrees before encountering greater resistance.

Manual Release Cable Rigging

- Measure the gap between the fork and cable ball end with the manual release handle in the cockpit in the non-release position. This gap should measure a minimum of .125" (3.2 mm).
- If necessary adjust the manual release cable system to obtain the minimum gap.

Figure 2-3 Manual Release Cable Rigging



NOTICE

Manual Release Cable P/N 268-015-00 may be used to replace the OEM manual release cable. It is interchangeable with and is installed the same way as the OEM cable.

Adel Clamps and Shock Cords

Attach the supplied adel clamp through the end loops of the cargo hook restraining shock cord. Route the shock cord through the eyelet and over the threaded rod as illustrated in Figure 2-5. Secure the adel clamps to the cargo hook manual release side as illustrated using the 510-257-00 bolts and the 510-042-00 washers provided. Torque bolts to 20-25 in-lbs. Replace the cargo hook manual release cover and safety wire.

Adel Clamps and Shock Cords, continued

Figure 2-4 Adel clamps

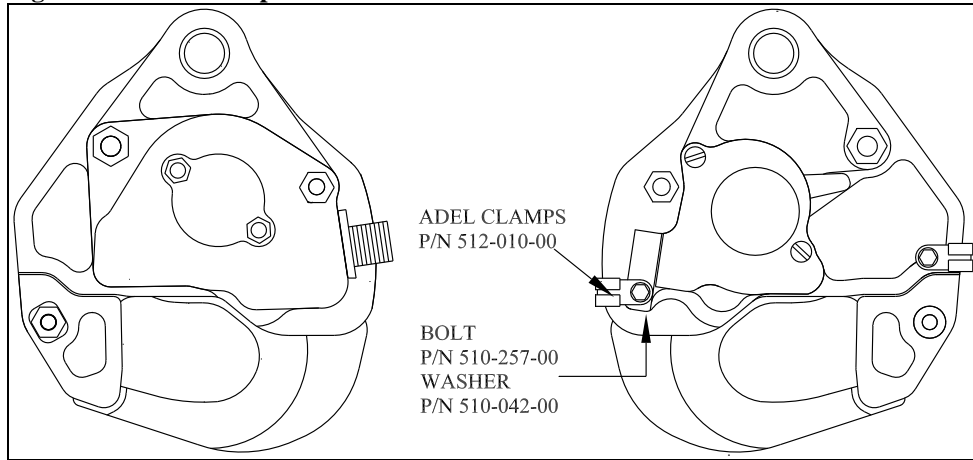
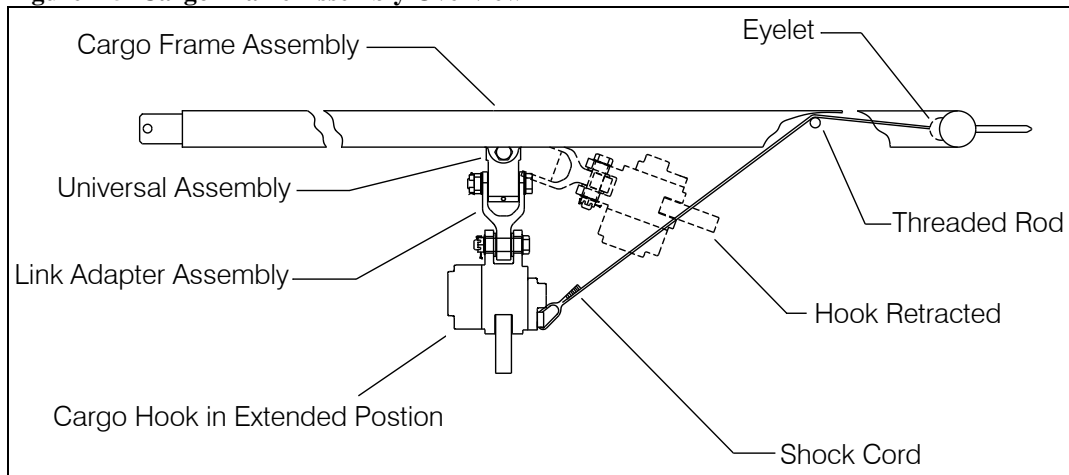


Figure 2-5 Cargo Frame Assembly Overview



Cargo Hook Connector

Connect the cargo hook electrical release cable connector to the Cargo Hook. Listed below is the pin out for the cargo hook connector.

Table 2-1 Cargo Hook Connector

Pin	Function
A	Ground
B	Positive

CAUTION

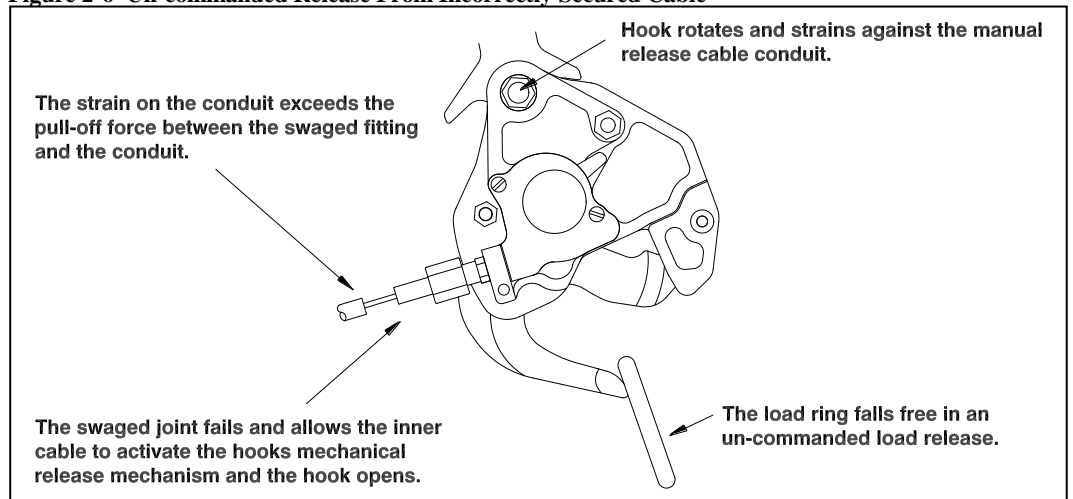
The Cargo Hook is equipped with a suppression diode that will be damaged if the Cargo Hook electrical connections are reversed. Do not attach the electrical connector until the polarity of the aircraft connector is determined to be compatible with the Cargo Hook connector listed in Table 2-1

Installation Precautions



Un-commanded cargo hook release will happen if the manual and electrical release cables are improperly restrained. The cables must not be the stops that prevent the Cargo Hook from swinging freely in all directions. If the Cargo Hook loads cause the hook to strain against the manual release cable the swaged end of the cable may separate allowing the inner cable to activate the cargo hook manual release mechanism. The result is an un-commanded release. Ensure that no combination of cyclic stick or Cargo Hook position is restrained by the manual or electrical release cables.

Figure 2-6 Un-commanded Release From Incorrectly Secured Cable



Installation Check-Out

After installation of the Cargo Hook Kit, perform the following functional checks.

1. Swing the installed Cargo Hook to ensure that the manual release cable assembly and the electrical release cable have enough slack to allow full swing of the suspension assembly without straining or damaging the cables. The cables must not be the stops that prevent the Cargo Hook from swinging freely in all directions.
2. With no load on the cargo hook load beam, pull the handle operated cargo hook mechanical release, the Cargo Hook should release. Reset the cargo hook load beam.
3. Close the cargo hook release circuit breaker and position the battery switch to the ON position. With no load on the cargo hook load beam, depress the cargo hook electrical release button, the Cargo Hook should release. Reset the cargo hook load beam
4. See the Bell Helicopter service instructions for your specific helicopter model for additional installation instructions..

Component Weights

The weight of the Cargo Hook Kit components are listed below.

Table 2-2 Component Weights

Item	Weight in Pounds
Cargo Hook	3.0
Link Adapter Assembly	1.0

Cargo Hook Location

Table 2-3 Cargo Hook Location

Fuselage Station	108.5
------------------	-------

Paper Work

In the US, fill in FAA form 337 for the initial installation. This procedure may vary in different countries. Make the appropriate aircraft log book entry. Insert the Rotorcraft Flight Manual Supplement P/N 121-008-00 into the Rotorcraft Flight Manual.

Section 3

Operation Instructions

Operating Procedures

Prior to each cargo hook use perform the following:

1. Ensure that the Cargo Hook Kit has been properly installed and that the manual and electrical release cables do not limit the movement of the hook.
2. Be completely familiar with this Manual.
3. Be completely familiar with all Bell Helicopter cargo hook operating instructions.
4. Activate the electrical system and press the Cargo Hook release button to ensure the cargo hook electrical release is operating correctly. The mechanism should operate smoothly and the Cargo Hook must release. Reset the hook by hand after the release. If the hook does not release or relatch, do not use the unit until the difficulty is resolved.



The release solenoid is intended to be energized only intermittently. Depressing the electrical release button continuously in excess of 20 sec. will cause the release solenoid to overheat, possibly causing permanent damage.

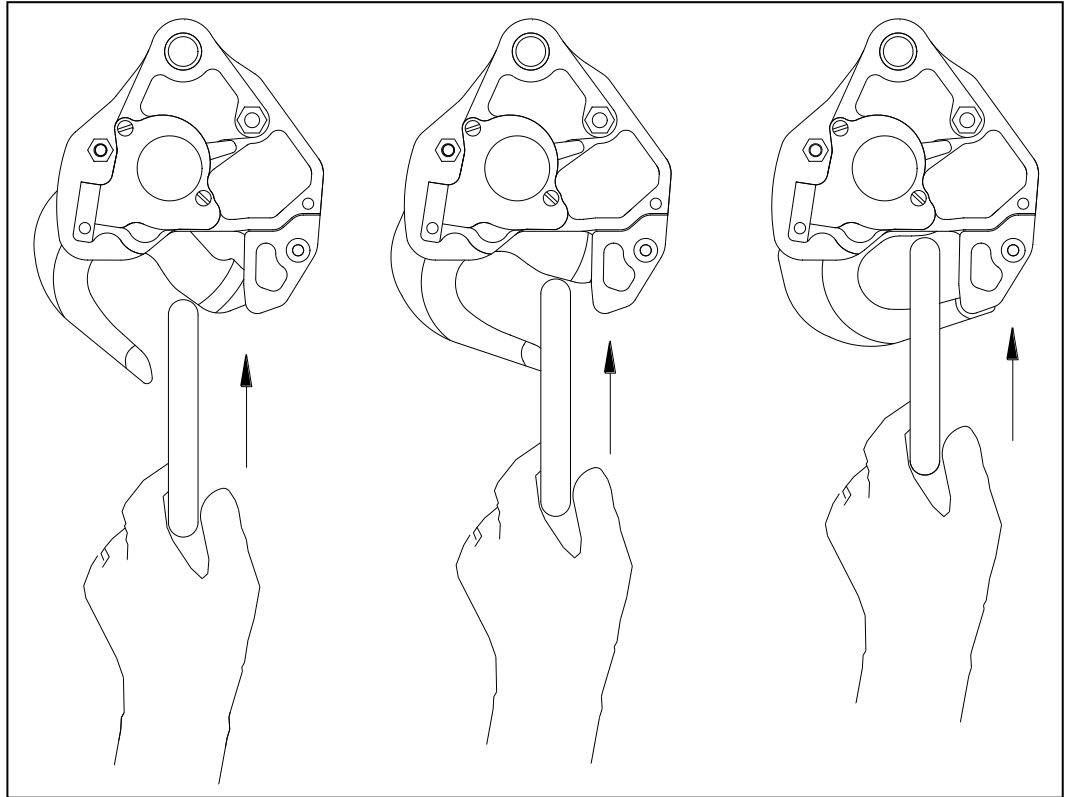
5. Activate the manual release lever to test the cargo hook manual release mechanism. The mechanism should operate smoothly and the Cargo Hook must release. Reset the hook by hand after release. If the hook does not release or relatch do not use the unit until the difficulty is resolved.

See the Cargo Hook Component Maintenance Manual 122-005-00 and the aircraft's service instructions that cover the original Cargo Hook installation for additional instructions.

Cargo Hook Loading

The cargo hook can easily be loaded with one hand. A load is attached to the hook by pushing the ring upward against the upper portion of the load beam throat, as illustrated in Figure 3-1, until an internal latch engages the load beam and latches it in the closed position.

Figure 3-1 Cargo Hook Loading



Cargo Hook Rigging

Extreme care must be exercised when rigging a load to the Cargo Hook. Steel load rings are recommended to provide consistent release performance and resistance to fouling. The following illustration shows the recommended rigging, but is not intended to represent all rigging possibilities.



Some combinations of small primary rings and large secondary rings could cause fouling during release.

It is the responsibility of the operator to assure the cargo hook will function properly with each rigging.

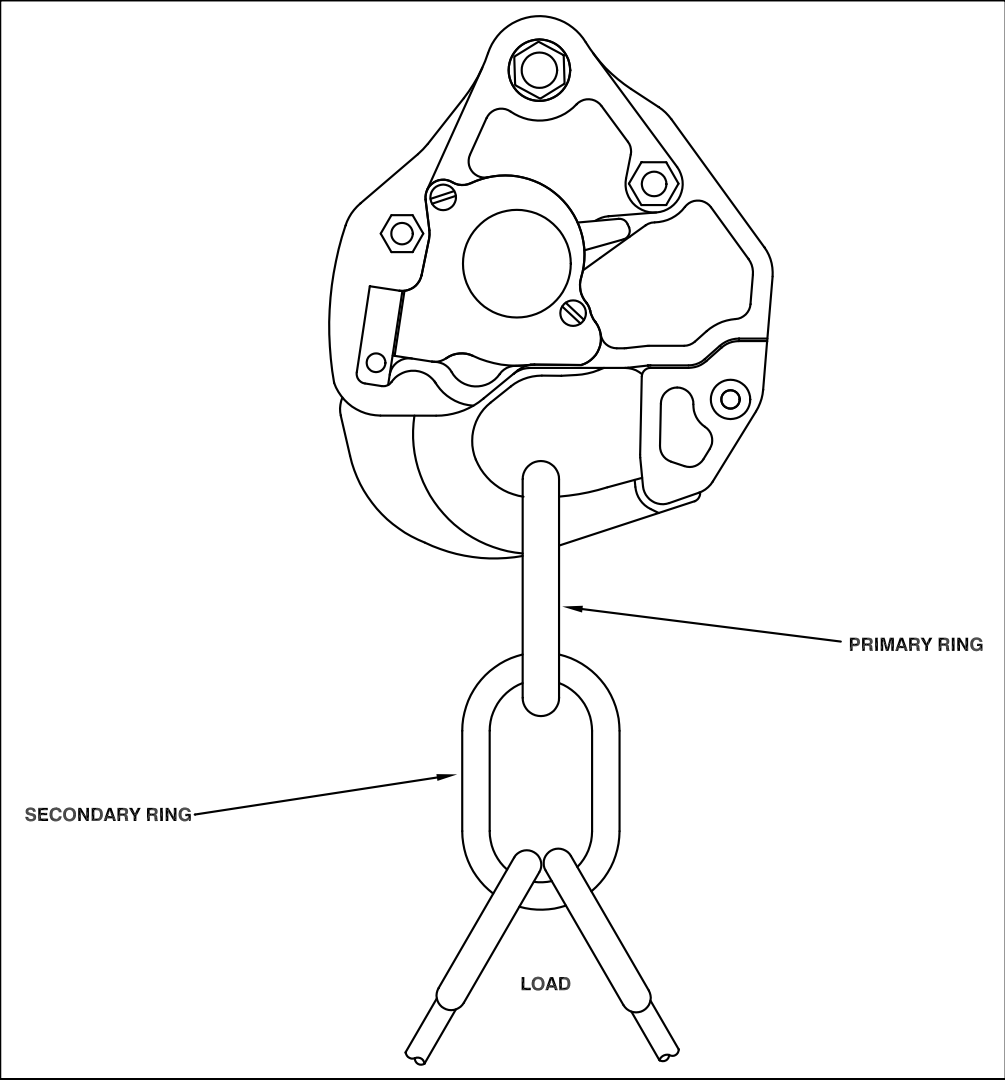
Nylon Type Straps and Rope



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.

Cargo Hook Rigging, continued

Figure 3-2 Example of Recommended Cargo Hook Rigging



Section 4

Maintenance

Storage Instructions

Clean the Cargo Hook Kit components thoroughly before packaging. Pack the unit in a heat-sealable package. If the unit is to be stored for long periods in a tropical climate it should be packed in a reliable manner to suit local conditions. Refer to relevant MIL specifications. After the Cargo Hook has been repaired or stored for an extended period of time it must be subjected to the Acceptance Test Procedure per component maintenance manual 122-005-00.

Package the unit in a suitable fiberboard box and cushion the unit to prevent shifting. Seal the fiberboard box with tape and mark the box with the contents and date of packaging.

Preventive Maintenance

Remove caked-on dirt from the Cargo Hook Kit components with a brush and clean exposed surfaces with a mild solvent. Thoroughly dry all surfaces.

Inspection

The scheduled inspection intervals noted below are maximums and are not to be exceeded. If the cargo hook kit is subjected to unusual circumstances, extreme environmental conditions, etc., it is the responsibility of the operator to perform the inspections more frequently to ensure proper operation.

Annually or 100 hours of external load operations, whichever comes first, inspect the cargo hook kit per the following.



Hours of external load operations is defined as the time in which a helicopter is engaged in external load operations. This includes time between loads on the hook.

1. Activate the helicopter electrical system and press the cargo release button to ensure the cargo hook electrical release is operating correctly. The cargo hook must release. If the hook does not release or re-latch, do not use the unit until the problem is corrected.

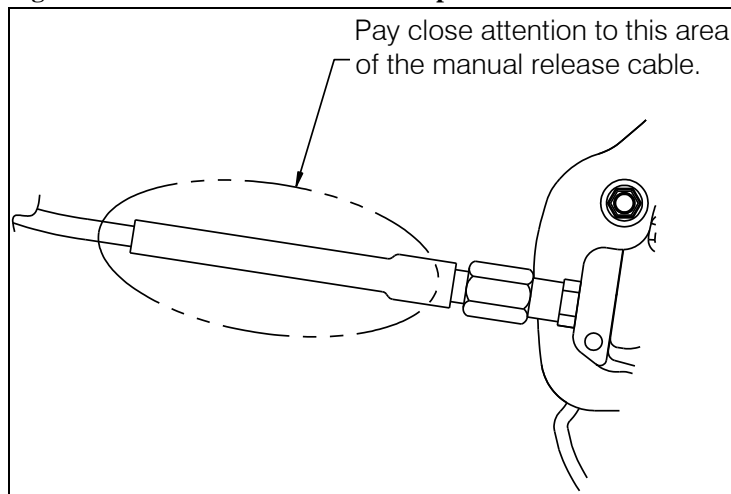
Inspection continued

CAUTION

Pressing the cargo electrical release button continuously in excess of 20 seconds will cause the cargo hook electrical release solenoid to overheat, possibly causing permanent damage.

2. Activate the manual release system by pulling the release handle in the cockpit. The cargo hook must release. If the hook does not release or re-latch, do not use the unit until the problem is corrected.
3. Move the cargo hook throughout its full ranges of motion to ensure the manual and electrical release cables have enough slack. The cables must not be the stops that prevent the cargo hook or suspension from moving freely in all directions.
4. Visually check for presence and security of fasteners and electrical connections.
5. Visually inspect the manual release cable for damage, paying close attention to the flexible conduit at the area of transition to the cargo hook end fitting (refer to Figure 4-1). Inspect for splitting of the outer black conduit in this area and separation of the conduit from the steel end fitting.

Figure 4-1 Manual Release Cable Inspection



Inspection continued

6. Visually inspect for corrosion on the exterior of cargo hook and suspension system components. Corrosion on the cargo hook side plates is cause for immediate overhaul. Additionally, any exfoliation corrosion in the upper attach lug area of the cargo hook is cause for immediate replacement of the side plate. Refer to the Cargo Hook Component Maintenance Manual 122-005-00 for instructions

Adapter Link Overhaul

Time Between Overhaul (TBO): 1000 hours of external load operations or 5 years, whichever comes first.

Refer to Component Maintenance Manual 122-005-00 for overhaul information for the Cargo Hook.

Remove adapter link from the helicopter, and disassemble per the following instructions and inspect.

Inspect the bushing and bearing surfaces for wear and corrosion. Pitting, corrosion or excessive wear is cause for rejection. Maximum permissible bushing clearance is .004" on diameter.

Inspect the link for damage. Repair dents, gouges, nicks, scratches and corrosion if less than .030" deep, blend out at a ratio of 20:1, length to depth, replace Adapter Link Assembly if otherwise damaged.

Perform Magnetic Particle Inspection on Adapter Link P/N 290-363-00 (structural link of 210-164-00 assembly) in accordance with ASTM E-1444 and MIL-STD-1907, Grade A. No cracks are permitted.

Instructions for Returning Equipment to the Factory

If an Onboard Systems product must be returned to the factory for any reason (including returns, service, repairs, overhaul, etc.) obtain an RMA number before shipping your return.



An RMA number is required for all equipment returns.

- To obtain an RMA, please use one of the listed methods.
 - Contact Technical Support by phone or e-mail (Techhelp@OnboardSystems.com).
 - Generate an RMA number at our website: <http://www.onboardsystems.com/rma.php>
- After you have obtained the RMA number, please be sure to:
 - Package the component carefully to ensure safe transit.
 - Write the RMA number on the outside of the box or on the mailing label.
 - Include the RMA number and reason for the return on your purchase or work order.
 - Include your name, address, phone and fax number and email (as applicable).
 - Return the components freight, cartage, insurance and customs prepaid to:

Onboard Systems International
13915 NW 3rd Court
Vancouver, Washington 98685
USA
Phone: 360-546-3072

Section 5 Certification

STC

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SR00896SE

This certificate, issued to: **Onboard Systems**
13915 NW 3rd Court
Vancouver, WA 98685

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air Regulations.

Original Product—Type Certificate Number H2SW
Make: Bell
Model: 206A and 206B

Description of the Type Design Change: Fabrication of Onboard Model 200-267-00 cargo hook system in accordance with FAA approved Onboard Master Drawing List No. 155-063-00, dated January 22, 2001, or later FAA approved revision; and installation and inspection of this Onboard cargo hook system in accordance with FAA approved Onboard Cargo Hook Owner's Manual, Document 120-098-00, dated January 19, 2001, and Cargo Hook Service Manual, Document 122-005-00, Revision 1, dated November 9, 2000, or later FAA approved revisions.

Limitations and Conditions: Approval of this change in type design applies only to those Bell model rotorcraft listed above, which were previously equipped with an FAA approved installation of Bell cargo hook suspension assembly, P/N 206-072-900-1, -101, or -103; Bell cargo hook provisions kit, P/N 206-706-335-3, -5, or -105; and Breeze-Eastern cargo hook, P/N SP-4232-4, -5, or -5L. This approval should not be extended to other rotorcraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that rotorcraft. This modification has been approved by the FAA for Class B and C Rotorcraft-Load Combinations, Non-human External Cargo only. Modified rotorcraft must be operated in accordance with FAA approved Onboard Rotorcraft Flight Manual Supplement (RFMS) No. 121-008-00, dated March 26, 2001, or later FAA approved revision. A copy of this Certificate and FAA approved RFMS must be maintained as part of the permanent records for the modified rotorcraft.

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.

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

Date of application: September 22, 2000
Date of issuance: March 26, 2001

Date reissued:
Date amended: May 17, 2001; January 13, 2003



By direction of the Administrator

Richard J. Simpson
(Signature)

Acting Manager, Seattle Aircraft
Certification Office

(Title)

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 in accordance with FAR 21.47.

FAA FORM 8110-2(10-68)



Department of Transport

Supplemental Type Certificate

This approval is issued to:
 Onboard Systems
 11212 NW St. Helens Road
 Portland, OREGON
 97231 UNITED STATES OF AMERICA

Number: SH01-40
Issue No.: 1
Approval Date: June 18, 2001
Issue Date: June 18, 2001

Responsible Office: Pacific
Aircraft/Engine Type or Model: BELL 206A, 206B
Canadian Type Certificate or Equivalent: H-92
Description of Type Design Change: Installation of Onboard Systems Model 200-267-00 Cargo Hook System per FAA STC SR00896SE
Installation/Operating Data, Required Equipment and Limitations:

Installation and Inspection of Onboard Systems Model 200-267-00 Cargo Hook System in accordance with the following FAA approved Onboard Systems documentation:
 1. Owner's Manual, Document No. 120-098-00, dated January 19, 2001
 2. Service Manual, Document No. 122-005-00, Revision 1, dated November 9, 2000*.

This Cargo Hook Model 200-267-00 is to be fabricated in accordance with FAA approved Onboard System Master Drawing List No. 155-063-00, dated January 22, 2001*.

Approval of this change in type design applies only to Bell 206A and 206B rotorcraft which were previously equipped with an FAA approved installation of the following: Bell Cargo Hook Suspension Assembly, P/N 206-072-900-1, -101, or -103; Bell Cargo Hook Provisions Kit, P/N 206-706-335-3, -5, or -105; and Breeze- Eastern Cargo Hook, P/N SP-4232-4, -5, or -5L. Modified rotorcraft must be operated in accordance with FAA approved Onboard Systems Rotorcraft Flight Manual Supplement (RFMS) No. 121-008-00, dated March 26, 2001*.

*(or later FAA approved revision)
 Basis of Certification as defined in the applicable Type Certificate Data Sheets.



Conditions: This approval is only applicable to the type/model of aeronautical product specified therein. Prior to incorporating this modification, the installer shall establish that the interrelationship between this change and any other modification(s) incorporated will not adversely affect the airworthiness of the modified product.

Henry Wong
 Henry Wong
 For Minister of Transport





European Aviation Safety Agency

SUPPLEMENTAL TYPE CERTIFICATE

EASA.IM.R.S.00593

This certificate, established in accordance with Regulations (EC) No 1592/2002 and (EC) No 1702/2003 and issued to:

Onboard Systems
13915 NW 3rd Court,
Vancouver,
WA 98685,
USA

certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable type certification basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Product Type Certificate number: *FAA TC No. H2SW*
Manufacturer: *Bell Helicopter*
Model: *Bell Model 206A & 206B*

Description of Design Change:

Fabrication and Installation of Onboard Systems Model 200-267-00 Cargo Hook System per FAA STC SR000896SE.



Associated Technical Documentation:

- Owner's Manual No. 120-098-00, dated 19, January 2001.
- Service Manual Document No. 120-098-00, dated 19, January 2001.
- Master Drawing List No. 155-063-00, Revision 2, dated 10, October 2003.
- Rotorcraft Flight Manual Supplement No. 121-008-00, dated 26, March 2001.

Limitations and Conditions:

1. This Cargo Hook Model 200-267-00 is to be fabricated in accordance with FAA approved Onboard Systems Master Drawing List No. 155-057-00, Revision 7, dated 10, October 2003.
2. Approval of this change in Type Design applies to Bell 206A & 206B rotorcraft which were previously equipped with an FAA approved installation of the following: Bell Cargo Hook Suspension Assembly, P/N 206-072-900-1, -101, or -103; Bell Cargo Provisions Kit, P/N 206-706-335-3; -5; or -105; and Breeze Eastern Cargo Hook P/N SP-4232-4, -5, or -5L.
3. Modified Rotorcraft must be operated in accordance with an FAA approved Onboard Systems RFMS.
4. Basis of certification as defined in the applicable Type Certificate Data Sheet.
5. This STC is approved only for the product configuration as defined in the approved design data referred to in the paragraph "Description". Compatibility with other aircraft/engine configurations shall be determined by the installer.

This certificate shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,
Date of Issue: 2 March 2005


W. Schulze-Marmeling
Head of Programmes Certification

STC- EASA.IM.R.S.00593 - Onboard Systems