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FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

Cargo Hook Kit

for the

Aerospatiale SA.315B Alouette III

R/N _____ S/N _____

FAA Approved: _____

FOR Manager, Seattle Aircraft Certification Office

Date: 11/21/2013

Revised:

General

This supplement must be attached to the appropriate FAA approved Aerospatiale Rotorcraft Flight Manual when an Onboard Systems 200-270-01 or 200-271-02 Cargo Hook Kit is installed in accordance with Supplemental Type Certificate (STC) No. SR00897SE. 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 the Aerospatiale Rotorcraft Flight Manual Supplement – Transport of External Loads for the SA.315B.

The cargo hook kit, in combination with the rotorcraft's existing cargo hook provisions, provides a means for transporting external loads. The installation includes the cargo hook, a structural link to attach the cargo hook to the existing "H" frame or swing frame, an adapter to connect to the rotorcraft's existing manual release cable, and an electrical connector to splice to the rotorcraft's existing cargo hook electrical release system.

The 200-270-01 and 200-721-02 cargo hook kits are not complete cargo hook kits but are designed to be an upgrade for the cargo hook in the SA.315B's existing cargo hook system.

Section 1 - Limitations

The basic Flight Manual and Aerospatiale Flight Manual Supplement – Transport of External Loads remain applicable.

The cargo hook kits are approved for non-human external cargo (NHEC).

With a load attached to the cargo hook, operation shall be conducted in accordance with the respective national operational requirements. For U.S. operators, FAR Part 133 is applicable.

Maximum operational air speed with external loads is dependent upon the load configuration and sling length. It is the responsibility of the operator to establish the maximum operational speed for each specific configuration.

1. Maximum Load

The maximum load to be carried on the cargo hook is the lesser of that specified by the Aerospatiale Flight Manual Supplement – Transport of External Loads for the SA.315B or 3000 lbs (1361 kg).

Section 2 – Normal Procedures

The Normal Procedures specified in the basic Flight Manual and Flight Manual Supplement – Transport of External Loads remain applicable and are complemented by the following.

Prior to a flight involving external load operations perform the following.

1. Visually check all cargo hook fasteners to ensure that they are secure.
2. Visually check the cargo hook electrical connector for damage and security.
3. Visually check the cargo hook case for cracks and damage.
4. Visually check the cargo hook load beam for gouges and cracks.
5. Cycle the cargo hook's electrical release mechanism to ensure proper operation. Pressing the CARGO RELEASE switch on cyclic should cause the cargo hook load beam to 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.

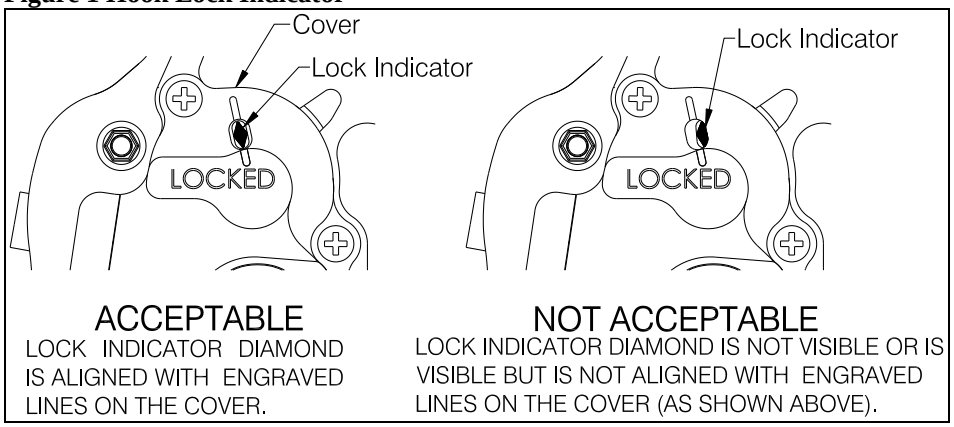
The cargo hook interfaces with the rotorcraft's internal electrical and manual release systems as supplied by Aerospatiale. Consult the Aerospatiale Flight Manual Supplement – Transport of External Loads for operation of the cargo hook release systems.

6. Cycle the manual release mechanism to ensure proper operation. Pull the manual release lever in the cockpit. The cargo hook load beam must 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

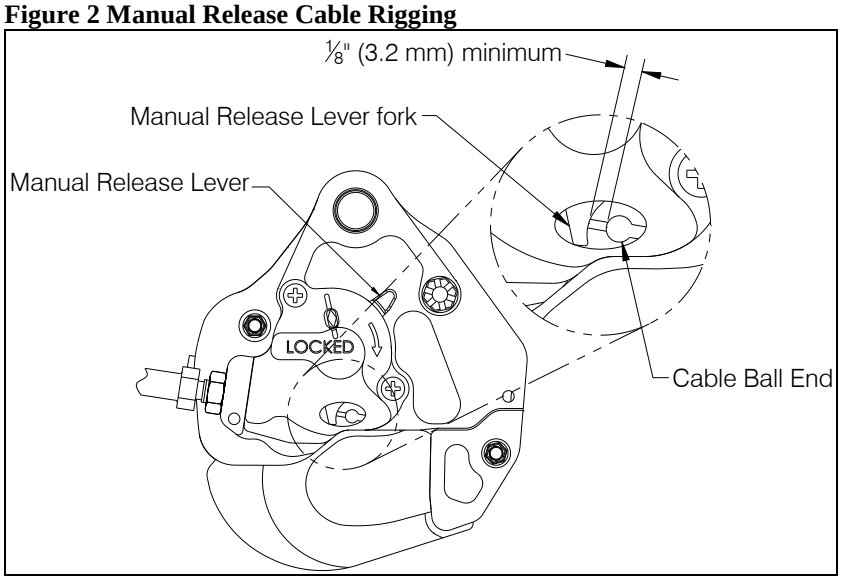
In the closed and fully locked position the hook lock indicator must align with the lines on the manual release cover (see Figure 1).

Figure 1 Hook Lock Indicator



7. Check the manual release cable rigging through the window in the cargo hook manual release cover. With the cargo hook load beam 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



Cargo Hook Rigging

Extreme care must be exercised in rigging a load to the Cargo Hook. Figure 3 shows the recommended rigging configuration.

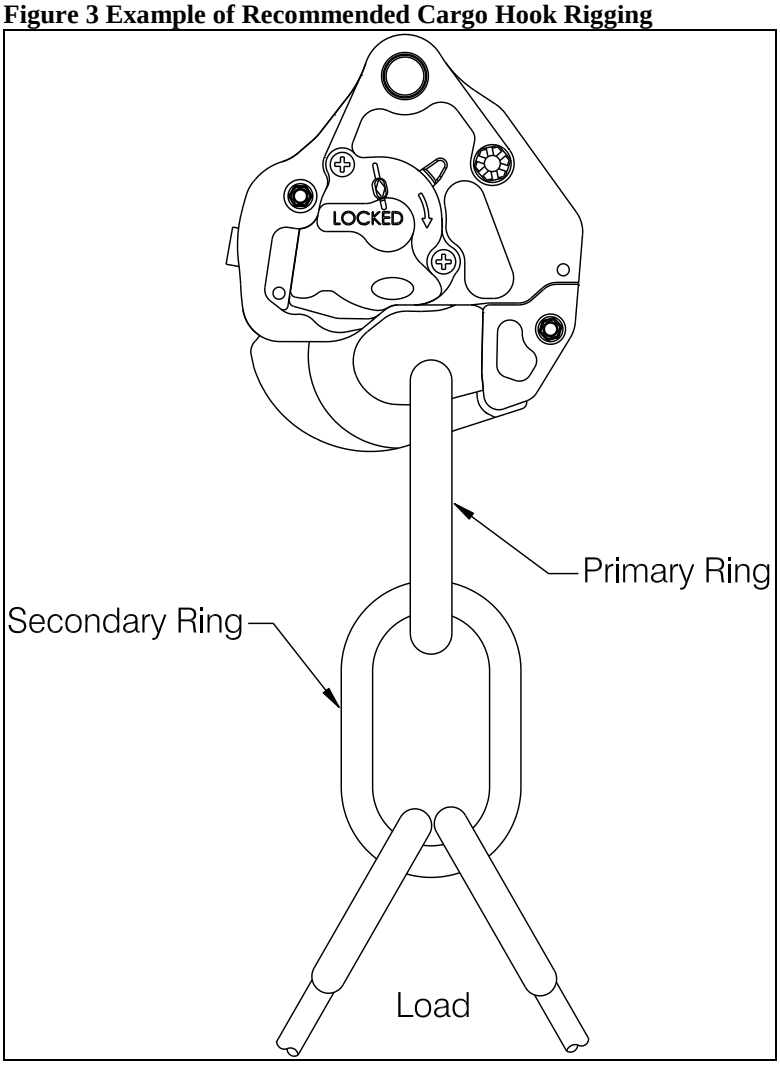
⚠ CAUTION

The example shown is not intended to represent all possibilities. It is the responsibility of the operator to assure the hook will function properly with the rigging. Some combinations of small primary rings and large secondary rings could cause fouling during release.

⚠ CAUTION

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.

Figure 3 Example of Recommended Cargo Hook Rigging



Section 3 – Emergency Procedures

The basic Flight Manual and Aerospatiale Flight Manual Supplement – Transport of External Loads remain applicable.

Section 4 – Performance

The basic Flight Manual and Aerospatiale Flight Manual Supplement – Transport of External Loads remain applicable.