

# SAFETY INFORMATION NOTICE

**SUBJECT: EQUIPMENT AND FURNISHINGS**

**Helicopter Hoist Operator (HHO) harness**

For the attention of



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
EC120	B	
AS350	B, BA, BB, B1, B2, B3, D	L1
AS550		A2, C2, C3, U2
AS355	E, F, F1, F2, N, NP	
AS555		AF, AN, SN, UF, UN, AP
SA365 / AS365	C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K, K2
AS565		MA, MB, SA, SB, UB, MBe
SA366		GA
EC155	B, B1	
SA330	J	Ba, L, Jm, S1, Sm
SA341	G	B, C, D, E, F, H
SA342	J	L, L1, M, M1, Ma
ALOUETTE III	316B, 316C, 3160, 319B	
LAMA	315B	
EC225	LP	
EC725		AP
AS332	C, C1, L, L1, L2	B, B1, F1, M, M1
AS532		A2, U2, AC, AL, SC, UE, UL

### No. 3704-S-25

#### Purpose of the information

Since the 70's, Airbus Helicopters has provided customers with the harness Supplier P/N 602-163-M1 from Safran supplier (formerly called Aerazur) to secure Helicopter Hoist Man Operator (HHO) or possibly the gunner in military configurations. This kind of harnesses has been certified on several helicopter types.

This harness is the "blue" hoist belt equipped with a buckle "EFA 602" type as presented on the picture here after:



#### In-service experience

Airbus Helicopters would like to inform you that, recently, it has been brought to its attention some testimonies that Airbus Helicopter considers important to share with the operators, waiting for further additional measures.

This information should allow operators to take the relevant precautions in their operational procedures when using this kind of harnesses.

#### *Testimony n°1:*

- *During hoist operations, the HHO is requested to move inside the helicopter but also on its seat. Testimonies reported that some HHO movements led to slightly untighten the harness around the HHO waist.*

#### *Testimony n°2:*

- *The HHO locks often his buckle when the helicopter is already in flight and possibly when the door is open. In such noisy environment, the HHO may not hear well the typical sound which characterizes that the buckle has been correctly locked. Testimonies reported few cases when the HHO experienced that he has not correctly locked the buckle despite he thought he did it.*

Airbus Helicopters would like to highlight that no design defect has been identified in the equipment which behaved as it should have in normal operations. However, we would like, through this SIN, to remind our operators some basic rules regarding harnesses.

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As general principles:

- the equipment should be maintained properly in order to be used in the best conditions;
  - the equipment should be used in an appropriate manner;
- in order to ensure level of safety required for such operation.

Additionally, before using this equipment, you must:

- Get specific briefing in its proper use
- Become acquainted with its capabilities and limitations.

In operation, please take into consideration the following recommendations:

- To ensure adequate protection, this harness must be adjusted to properly fit the user's waist. Do not use this harness if you are unable to adjust it to fit properly.
- The buckle should lock when all belt straps are engaged in the equipped buckle. When inserting and locking, check that locking is well efficient and verify that the belt is fastened by pulling the straps apart.

As for any other component, this product shall not be used for any purpose other than that for which it is designed.

#### Way forward

Airbus Helicopters informs you of its intention to propose alternate solutions with latest technology for its global fleet (ex: Lite Flite harness type).

