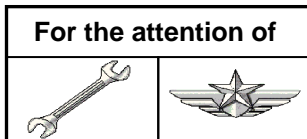


SAFETY INFORMATION NOTICE

SUBJECT: EQUIPMENT AND FURNISHINGS - Rope Down Operation

Good Practices



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
EC130	B4, T2	
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, Sm
SA341	G	B, C, D, E, F, H
SA342	J	L, L1, M, M1, Ma
ALOUETTE II	313B, 3130, 318B, 318C, 3180	
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
EC175	B	
H160	B	
EC339		KUH/Surion
BO105	C (C23, CB, CB-4, CB-5), D (DB, DBS, DB-4, DBS-4, DBS-5), S (CS, CBS, CBS-4, CBS-5), LS A-3	E-4
MBB-BK117	A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m, D-3, D-3m	D-2m, D-3m
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H	

No. 3957-S-25

Reason for Revision 1: With this Revision, for better understanding, the abseiling normal procedures are chronologically ordered and simplified.

INTRODUCTION

Airbus Helicopters has been informed about deviations regarding abseiling operation, such as misuse of the jettison system or lack of procedure, leading to inadvertent loss of the rope during initial deployment.

The purpose of this Safety Information Notice is to remind operators of good practices and safety rules.

ABSEILING ROPE INSTALLATION

This installation allows the descent of personnel from the helicopter in hovering flight.

THE DEFINITION AND THE USE OF THIS TYPE OF INSTALLATION DEPENDS ON THE APPROVAL OF THE RELEVANT OPERATIONAL AUTHORITIES.
ONLY TRAINED CREW SHOULD USE IT.

Install the Rope Down Device as specified in the Maintenance Manual.

- Verify the presence of the safety locking device (for the quick release unit).
- Secure your abseiling rope to the hook.

ABSEILING ROPE NORMAL PROCEDURES

Execution of the Rope Down Operation is subject to operational procedures under operator's responsibility. However, the following rules must be taken into account:

- Presence of a secured experienced operator in the cargo,
- Check the proper hooking of the rope before operations,
- Check the effective, immediate and complete release of the rope when activating the jettison system,
- During the entire operation: check the presence of the safety pin and keep a close watch on the total rope length.

AIRBUS HELICOPTERS RECOMMENDATIONS

Airbus Helicopters would like to focus on the following points:

1. The jettison system of the abseiling rope equipment is designed to allow immediate release of the rope in the case of an emergency situation (for instance but not exhaustively: related to the aircraft or to the rope itself, such as when blocked on obstacles).
It is therefore mandatory to check and ensure that the full and immediate release of the rope remains possible.
At any time during the abseiling operation, the cargo operator must be able to immediately release the rope upon the pilot's request.
2. The necessary compatibility between rope type and hook must be verified (to avoid, for instance but not exhaustively, roll-out effect leading to inadvertent actuation of the jettison system).
3. The need for a relevant operational procedure which should address the rope initial deployment to minimize the whiplash effect on the hook.