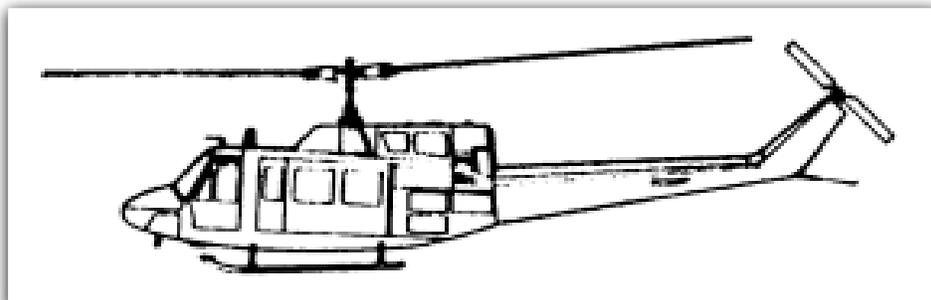


B.1 Bell 205/210/212/214B/412 Rappel/ Cargo Configuration



B.1.1 Aircraft Rappel Configuration

- a. Remove right side of (5) persons forward facing seat.
- b. Right side door post installed
- c. Approved cargo netting installed around right well
- d. Rappel cargo secured in right well with approved restraint system
- e. Gunner straps installed with larks foot (one per person) at seatbelt ring: one (1) between first and third, two (2) between third and fourth and one (1) between second and fourth rappeller



positions. Adjusted to prevent rappeller from extending past door opening.

- f. Spotter tether attachment point installed in accordance with STC #SH261WE.

B.1.2 Spotter Anchor Inspection

- a. Inspect overall condition for cracks or deformities
- b. Ensure keeper pins are in place
- c. Ensure overhead anchor hard points are tight and in good condition and safety wire is in place
- d. Ensure support arms are tight and in good condition



- e. Ensure door brackets are in installed and in good condition

Note: The helicopter contractor is required to inspect the anchor in accordance with the STC.

B.1.3 Rigging Anchor for Rappel Operations

- a. Install Steel-Lite carabiners to overhead anchor hard points, barrels down, gates facing aft.
- b. Snub strap shall be routed between anchor and ceiling.



- c. Install Steel-Lite carabiners at forward slot of each door bracket barrel down, gate facing inboard. Install second Steel-Lite carabiner to upper carabiner barrel down, gate facing aft.

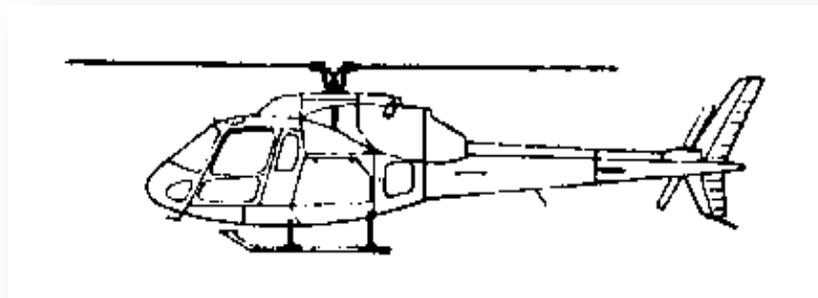


- d.** Thread each rope through the lowest carabiner on the door bracket. Then attach each rope end thimble to the carabiner on the overhead anchor. Lock the carabiners. Attach safety snub strap to rope(s) between first and second swage. Ensure both detent pins face to the right. Ensure rope protector protects the rope as it passes through the lowest carabiner on door bracket used.
- e.** For single rope operation, free end of snub strap will be secured to the carabiner on the off side of the rappel anchor.
- f.** Ropes may be pre-rigged with genies prior to installation in helicopter
- g.** Spotter inspects all rappel rigging.

B.1.4 Helicopter Cargo Only Configuration and anchor rigging

- a. Spotter will configure helicopter to meet the needs of the specific cargo mission.
- b. Rig cargo with carabiner(s) and secure in helicopter. Cargo should be secured in either well behind approved cargo netting.
- c. Check cargo delivery equipment to ensure proper number of letdown lines, extra carabiners, and figure 8's are available and secured in accessible location.
- d. Spotter rigs Figure 8 with cargo letdown line and attaches figure 8 using one (1) carabiner in rear slot of door bracket barrel down gate facing inboard. Attach end of letdown line to cargo with Steel-Lite carabiner. Lock carabiner.
- e. Cargo letdown pack must be connected to a hard point.

B.2 Eurocopter AS-350 series (Astar) Rappel/ Cargo Configuration



B.2.1 Aircraft Rappel Configuration

- a. Remove or secure all doors.
- b. Remove co-pilot seat.
- c. Install necessary sill plates
- d. Secure all loose items

B.2.2 Anchor Inspection

Internal Floor Anchor STC: [SR00125LA-D](#)

- a. Inspect overall condition for cracks or deformities
- b. Ensure all bolts are in place and tight.

Note: The helicopter contractor is required to inspect the anchor in accordance with the STC.

B.2.3 Rigging Anchor for Rappel Operations

- a. Internal Floor Anchor:
 - I. Install Steel-Lite carabiners on the aft attachment points.
 - II. Set snub strap on floor by the anchor.
- b. External Overhead Anchor
 - I. For rope attachment, install Steel-Lite carabiners to the inner attachment point, gate facing forward, barrel lock down.
 - II. For snub strap, install Steel-Lite carabiners to the aft attachment point, gate facing forward, barrel lock down. Attach snub strap soft loop to carabiner.

B.2.4 Helicopter Cargo Configuration and anchor rigging

- a. Remove or secure rear doors.

- b.** Install necessary sill plates
- c.** Remove co-pilot seat if necessary.
- d.** Secure all loose items.
- e.** Overhead Anchor: Attach the Steel-Lite carabiner and the rigged figure 8 to the outer attachment point on the left side overhead anchor. Once complete, pull the free end of the line and carabiner down to the floor and attach to the Velcro loop on the breakaway strap. Rappeller nearest the cargo rigging must secure the carabiner attached to the breakaway strap during flight.
- f.** Floor Anchor: Attach the rigged figure 8 to the forward attach point on the left side of the floor anchor. Attach locking carabiner on rigged letdown line to the Velcro loop on the breakaway strap. Extender strap may be used to move figure 8 away from the floor anchor.

B.3 Bell 407 Rappel/ Cargo Configuration



B.3.1 Aircraft Rappel Configuration

Configure Helicopter to meet specific needs of the particular mission.

- a. Remove or secure rear doors.
- b. Front doors and litter door may be removed at pilots and spotters discretion.
- c. Secure all loose items

B.3.2 Anchor Inspection

- a. Spotter visually inspects rappel anchor Inspect overall condition for cracks or deformities
- b. Ensure all bolts are in place and tight.
- c. Ensure approved carabineers are in place and function properly

Note: The helicopter contractor is required to inspect the anchor in accordance with the STC.

B.3.3 Rigging Anchor for Rappel Operations

- a. When utilized, attach cargo letdown line protective cradle to base plate and ensure keeper pin is in place (external cargo operations only.)
- b. Install both Aeronautical Accessories (AA) carabiners facing outward with barrel down to the overhead anchors.
- c. Attach snub strap soft loop to both AA carabiners with snub strap snap opening facing inboard.
- d. Attach the Steel-Lite carabiner outboard of snub strap soft loop with gate facing forward and barrel down to both AA carabiners.

Critical:

- The following must also be addressed to ensure CG limits are not exceeded: The right side rappeller shall be given the 'unlock and rappel' signal first. Once the right side rappeller has rotated over the skid, the left side rappeller may be given the signal to rappel.
- Once left side rappeller leaves the skid, spotter shall remain on left side of helicopter until both rappellers are on the ground.
- It should be recognized that even with the spotter remaining on the left side of the helicopter during a right side rappeller stuck on rope scenario, there are weight combinations that may put the helicopter out of CG. Such weight combinations must be avoided.
- Initiating a single person rappel from the right side is prohibited.
- Single person rappelling from the left side is permitted. However, the potential for exceeding lateral CG limits is possible depending upon weights of personnel and cargo.
- When possible, the lighter weight rappeller should be on the right side of the helicopter.

B.3.4 Helicopter Cargo Configuration and anchor rigging

When used for cargo only missions rig the anchor as follows.

- a. When utilized, attach cargo letdown line protective cradle to base plate and ensure keeper pin is in place (external cargo operations only.)
- b. Install both Aeronautical Accessories (AA) carabiners facing outward with barrel down to the overhead anchors.
- c. Attach the Steel-Lite carabiner with gate facing forward and barrel down to both AA carabiners.

B.4 Bell L4 Rappel/ Cargo Configuration



B.4.1 Aircraft Rappel Configuration

Configure helicopter to meet specific needs of the particular mission.

- a. Remove or secure rear doors.
- b. Front doors and litter door may be removed at pilots and spotters discretion.
- c. Secure all loose items

B.4.2 Anchor Inspection

Spotter visually inspects rappel anchor

- a. Internal Rappel Anchor:
 1. Spotter visually inspects rappel anchor Inspect overall condition for cracks or deformities
 2. Ensure all bolts are in place and tight
- b. Overhead Cargo Bracket:
 1. Spotter visually inspects rappel anchor Inspect overall condition for cracks or deformities
 2. Ensure all bolts are in place and tight.
 3. Ensure approved carabineers are in place and function properly

Note: The helicopter contractor is required to inspect the anchor in accordance with the STC.

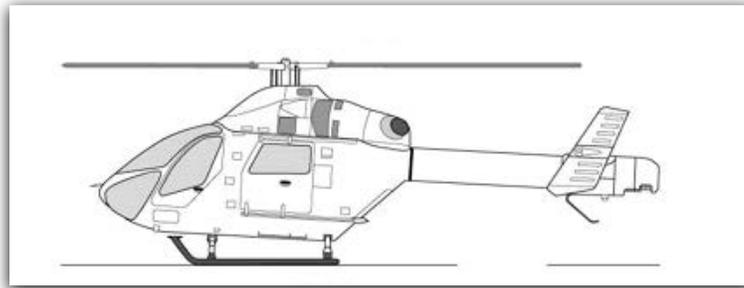
B.4.3 Rigging Anchor for Rappel Operations

Install Steel-Lite carabiners, gates facing forward, to the floor anchor devices.

B.4.4 Helicopter Cargo Configuration and anchor rigging

- a.** When utilized, attach cargo letdown line protective cradle to base plate and ensure keeper pin is in place (external cargo operations only.)
- b.** Install both Aeronautical Accessories (AA) carabiners facing outward with barrel down to the overhead anchors.
- c.** Attach the Steel-Lite carabiner with gate facing forward and barrel down to both AA carabiners.

B.5 MD 900/902 Explorer Rappel/ Cargo Configuration



B.5.1 Aircraft Rappel Configuration

- a. Configure helicopter for rappel operations
- b. Front doors may be removed at pilots and spotters discretion
- c. Install fifth cabin seat.
- d. Cargo secured in cabin to approved anchor
- e. Gunner straps installed (larks foot one (1) per person) on seat at seatbelt anchor point.
- f. Gunner straps adjusted to prevent rappeller from extending past door opening.
- g. Spotter anchor installed into floor.

B.5.2 Anchor Inspection

Spotter visually inspects rappel anchor

- a. Inspect overall condition for cracks or deformities
- b. Ensure all bolts are in place and tight

B.5.3 Rigging Anchor for Rappel Operations

- a. Install spotter attachment anchor to floor in appropriate location.
- b. Attach on Steel-Lite carabiner to rappel ring with gate facing inboard and barrel down for rappel rope per anchor. Attach an additional Steel-Lite carabiner to rappel ring with gate facing outboard and barrel down for safety snub strap.
- c. Attach rope to the carabiner on the overhead anchor.
- d. Attach safety snug strap to carabiner and then attach it to rope(s) between first and second swage. Ropes may be pre-rigged with genies prior to installation in helicopter.

Critical:

- Pilot must fly the helicopter from the right seat due to potential CG limitations.
- Single person rappelling is permitted only after a mission specific weight and balance calculation has been performed.

B.5.4 Helicopter Cargo Configuration and anchor rigging

- a. Spotter will configure helicopter to meet the needs of the specific cargo mission.
- b. Front doors may be removed at pilots and spotters discretion.
- c. Secure all loose items.
- d. Spotter oversees loading and securing of cargo and let-down equipment.