

AIRBUS

HELICOPTERS
Services

Standard Upgrades

January 2023

Dauphin family
AS365 / EC155 & H155



AIRBUS

Introduction

Dear Customers,

In the aim of continuously improving our services, Airbus Helicopters is pleased to present you this new pdf version for the catalogue of Standard Upgrades.

Airbus Helicopters proposes tailored solutions to increase the helicopter's overall performance and mission effectiveness with role change capabilities, contributing to harmonized fleet, product improvement and maintenance cost reduction.

A wide range of solutions, from optional equipment up to mid- life upgrades, is available to bring aircraft to the latest version. These modifications, perfectly adapted to customers' aircraft configuration, are benefitting from innovations and advanced technology defined by Airbus Helicopters' experienced design office teams.

These upgrades give extended life to customer aircraft while covering obsolescence, with the added assurance of proven, certified and safe modifications developed by the Type Certificate holder as well as Supplemental Type Certificate holders.

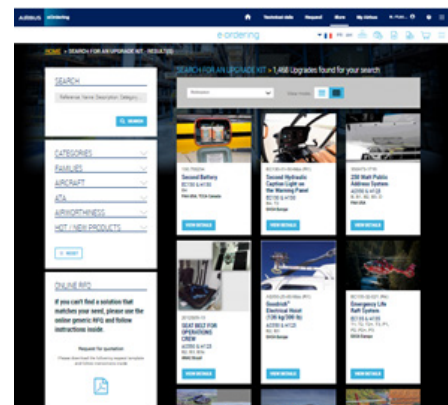
Airbus Helicopters proposes a large range of service bulletins (SB) and supplemental type certificates (STC) solutions available through its worldwide network, certified in accordance with international authorities (FAA, EASA...) and local requirements.

The standardization of such services (including kits preparation and certification) allows shorter lead times and greater competitiveness.

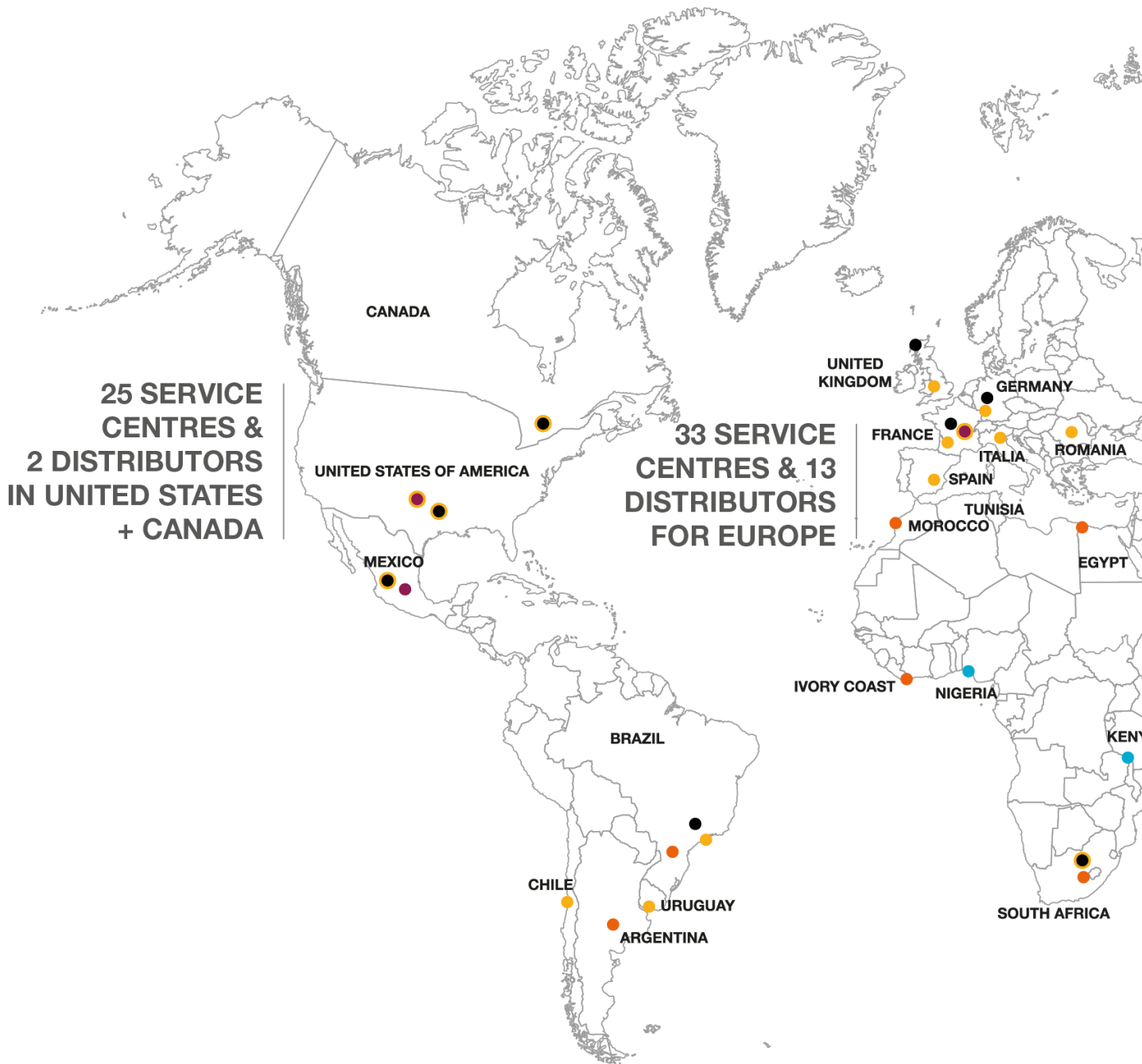
The complete and growing range of SB/STC standard upgrades is available on our AirbusWorld customer portal, which allows e-ordering of the associated kits. Together with a search engine, several filtering criteria will allow you to find the adequate available solution to answer your need, such as Equipment Categories, Aircraft type, ATA chapter as well as Airworthiness certifications.

Airbus Helicopters offers also customers Customized upgrades solution, developed according to the as-delivered configuration of their helicopter. This service is also available from the standard upgrades catalogue on AirbusWorld through a request for quotation available online.

With the comprehensive Turnkey solution, Airbus Helicopters both designs and installs upgrades on customer's aircraft. This work can be performed either within the Airbus Helicopters network or at customer facilities.

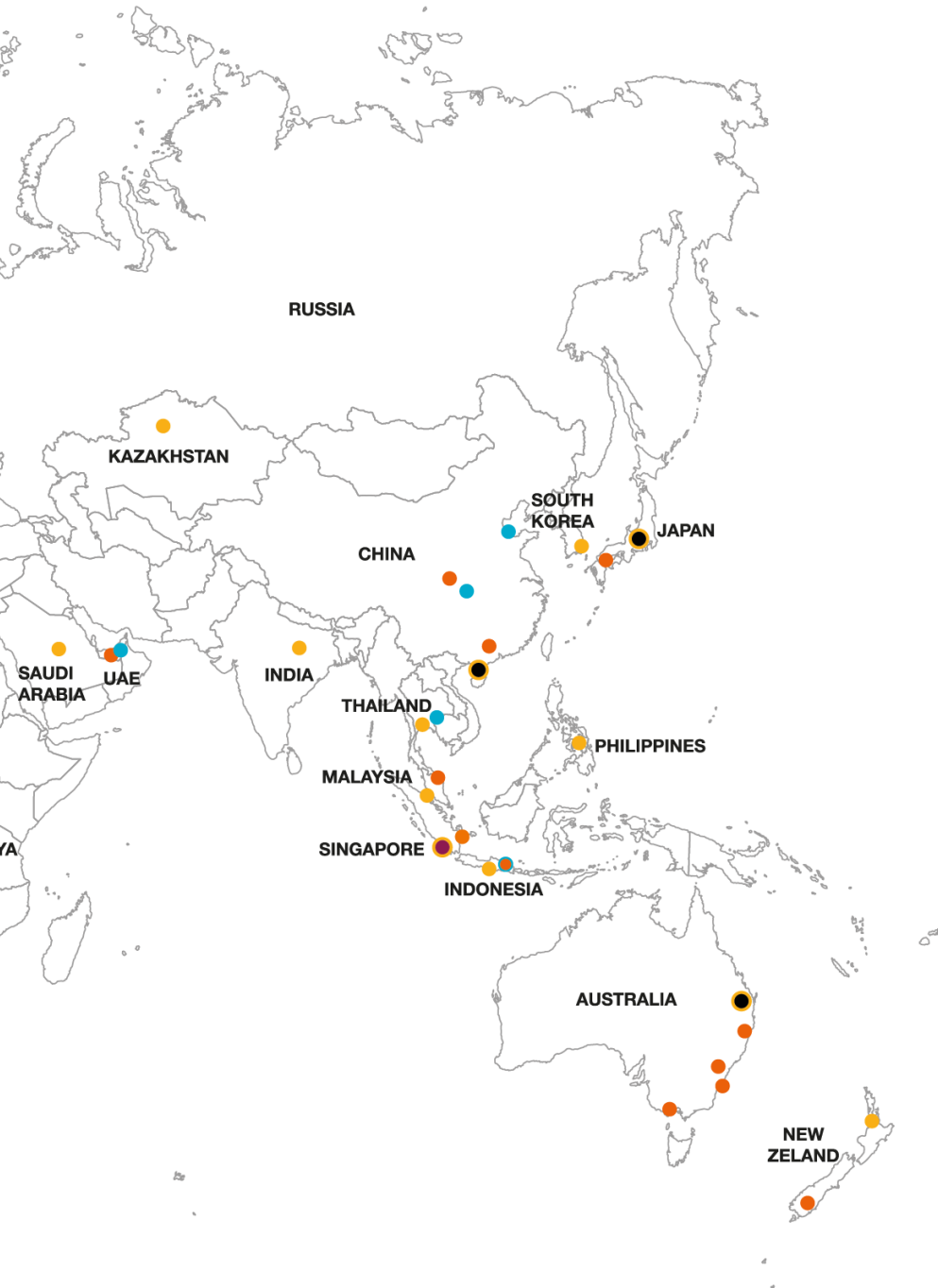


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OUR GLOBAL NETWORK SPANS MORE THAN 150 COUNTRIES WITH AN EXTENSIVE APPROVED MAINTENANCE NETWORK LOCATED IN CLOSE PROXIMITY TO CUSTOMER FACILITIES:

- 30 main sites, customer centres and affiliated sites
- 38 helicopters and/or support & services distributors.
- 92 service centres.
- 10 logistics hubs and local inventories, as well as multiple local stock warehouses.
- 4 technical support hubs.



Find your service centre with our Heli Presence App on your mobile devices or through our Airbus Helicopters web site

<https://www.airbus.com/en/products-services/helicopters/>

User Guide

Search efficiently in Airbus Helicopters catalogues by product categories and sub-categories.

Select an aircraft family catalogue...



Aircraft families

- Colibri
- Ecureuil family
- H135 family
- H145 family
- Dauphin family
- H175
- Super Puma family

Please note that regarding the version of the catalogue, all the families are not necessarily represented

...then search by product category

Product categories



Aircraft improvement



Airframe options



Cockpit & avionics options



Interior options



Maintenance improvement



Mission & external equipment



Obsolescence management



Operational protection



Power plant related options



Product improvement



Safety



Please note that regarding the version of the catalogue, all the segments are not necessarily represented.

How to read the product page

Type of Upgrade (SB or STC)
 Back to the Table of contents

Airframe options
 AS350 & H125

Windshield Wipers for pilot and co-pilot (opt)

Reference: AS350-30-40-Mos (X0)
 Applicable to version(s): 82, 83, 83e

Installation of windshield wiper for pilot and co-pilot.

This Service Bulletin consists in installing the Removable Part (RP) of the pilot and copilot windshield wipers. Carrying out the adjustments and tests of the windshield wiper installation.

BENEFITS

- Better visibility in rainy weather conditions.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.5 kg per windshield wiper installation	+1.255 m.kg per windshield wiper installation	1 Day(s) or 2 Day(s) depending on aircraft configuration	22 Week(s)	5381 - 6440 EUR (e.c. 2020)	eOrdering

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	2 to 4 Hour(s) depending on aircraft configuration
Aircraft Maintenance Engineer	3 to 6 Hour(s) depending on aircraft configuration

PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
 MOD 074280 (Multi-unit installation) and not equipped with :
 MOD 074292 (Installation of windshield wiper optional equipment by Multi-Unit) thru drawing SCA4295/2, 07 or SCA4295/2, 08
 MOD A4295 (Change in windshield wiper relay bolts) the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT)
 MOD 073439 (Ecoreull canopy re-design)

CERTIFICATION ORGANIZATION(S)

EASA Europe

Please visit the Upgrades catalogue on AirbusWorldOrdering for online eOrdering and eRFQ.
 <https://airbusworld.helicopters.airbus.com/>

Version of the catalogue
 Contact information

Product category
 Aircraft applicability

Commercial interface availability in the online catalogue on Customer's portal AirbusWorld/Ordering:
 eOrdering with configuration assistant or eRFQ

Bilateral agreement between Certification Authorities are not considered in this Upgrades catalogue.
 SB are indicated EASA approved : other certifications already exist on case by case basis, to be checked with your own local Authority.
 For STC, complementary certifications can be requested, to be checked with your usual AH commercial interface.

What do these icons mean ?

Type of Upgrades



Service Bulletin
 Or
 Supplemental Type
 Certificate

Weight



Delta weight of the A/C
 due to Upgrade
 installation

Moment



Longitudinal moment
 value

Downtime



Average value based on
 qualified technicians with
 appropriate tooling

Lead time



Average value based on
 usual stock

Table of contents

Dauphin family

AS365 / EC155 & H155

 Aircraft improvement	
conversion	
Conversion of AS365 version N1 to version N3	14
Conversion of AS365 version N2 to version N3	15
performance, control margins	
All-up weight increase	13
Strong wind start envelope extension to 55 Kts	16
 Airframe options	
doors related	
Rear sliding doors	29
electrical generation & distribution	
10 kVA alternator installation	19
28 VDC Outlet Installation	20
Current Capacity Alternation on Service Plug	21
Environmental Control System	
LIEBHERR™ compact air conditioning system	24
Mechanically-driven air conditioning installation	25
landing gear related	
Installation Of Pilot Foot Steps	22
Shortening of RH Footstep	30
rotors related	
Quiet Fenestron	28
windshield & windows related	
Integrating a jettisonable window with sliding pane on the enlarged sliding doors	23
Protection films on the windshield	26
Protection films on the windshield	27
Sliding Window Installation	31
 Cockpit & avionics options	
conventional instruments	
Aviation Clock Replacement	34
Aviation Clock Replacement	35
displays	
Change of Smart Multifunction display (SMD) with NVG capability	36
navigation systems	
Air Map System Installation	33
GPS Map Display System Installation	40
GPS Navigator Garmin™ GTN62	41
radio comm (voice & data)	
Headset Hanger Installation	43
Headset Hanger Installation	42
Installation of HF9100	44
Rockwell Collins™ VHF 422 - 8.33 kHz	48
Satcom SkyConnect and ICAN IFE	49
SkyTrack™ / Automatic Flight Following System	50
VHF 4000™ for capacity of 8,33kHz frequency steps	53
VHF 4000™ for capacity of 8,33kHz frequency steps	52
VHF 4000™ for capacity of 8,33kHz frequency steps as replacement of KING KTR 908	54
radionav	
Radio Navigation Receiver Bendix/King™ KNR 634	46
SPIFR (Single Pilot Instrument Flight Rules) installation	51
other options	
Change the pressure unit of measurement of the FCDM from hPa to inHg	37
Fixed Part Provisions for Data Downlink	38
Fixed Part Provisions for EOS	39
Passenger Address System NAT™ AA20-431	45
Removal of copilot flight controls in order to equip the aircraft for EMS (Emergency Medical Service)	47
 Interior options	
cabin accessories	
Bose headset jacks (x10) on cabin ceiling panel	58
cockpit & cabin layout	
4-point safety harnesses on 11-PAX configuration seats	57
Cabin Floor Carpet Installation	59
Customised Cabin Interior for AS365N3	60
First-Aid Tool Holder Installation	61
Medical installation Removable Part	62
Reinforcement of rear bench leg	63
Seat Cover Installation	64
 Maintenance improvement	
Ballast attachment of fenestron fin	67
Check for electrical bonding during maintenance	68
Corrosion prevention	69
Corrosion prevention	70
Detailed storage conditions for parking, immobilization and maintenance operations	71
Detailed storage conditions for parking, immobilization and maintenance operations	72

Maintenance of radar antenna slaving units	73
Retrofit of M'ARMS ground station - MGS	74
Retrofit station sol M'ARMS - MGS	75

Mission & external equipment

external lighting

SPECTROLAB™ SX16 searchlight	85
------------------------------	----

hoist

Goodrich™ Electrical Hoist (272 kg/600 lb)	77
Hoist Cable Guard Installation	79
Improvement of hoist	80

roping, rappelling

Heliroping Fixed and Removable Part	78
Rappelling installation	81

slings, swing & related

Replacement of the existing hook with a D'LOK type hook with utility eye	82
Replacement of the existing hook with a D'LOK type hook with utility eye	83
Sling installation	84

Obsolescence management

ADU3000 air data unit replacement by ADU3200	87
ADU3000 air data unit replacement by the ADU3200 air data unit	88
Cargo overhead light obsolescence	89
Cargo overhead light obsolescence	90
Heading error indicators and switches on control panel CG130	91
Introduction of new wheel brake rotor discs for the main landing gear	92
Introduction of new wheel brake rotor discs for the main landing gear	93
Lateral LED Position Lights	94
Lateral LED Position Lights	95
Lower LED anti-collision Light (White Strobe Light)	96
Obsolescence of cockpit fire extinguisher	97
Obsolescence of cockpit fire extinguisher	98
Passenger Seat Belt	99
Replacement of CPI beacons	100
Replacement of CPI beacons P/N 503-16 by P/N 503-16-25	101
Replacement of stand-by horizon by EFD-750	102
Replacement of windscreen washer tank (obsolescence)	103
Replacement of windshield washer tank (obsolescence)	104
Tail LED Position Light	105
Tail LED Position Light	106
VPU evolution (Vibration Processing Unit)	107

Power plant related options

air intake

Sand filter	114
Sand Filter installation	115

engine wash

Compressor Washing with Closed Cowlings	109
---	-----

exhaust cowlings

Definition of a new thermal protection for the engine rear removable cowling	110
New thermal protection for the engine rear removable cowling	112

other options

Maximum contingency power limiter for training purposes	111
Pressure refueling	113

Product improvement

Adaptation of 1500 radar wiring	117
Addition of a protection on the life raft jettison handles	118
Addition of a protection on the life raft jettison handles	119
Air conditioning draining improvement	120
Avoid interference between the flexible suction pipe of the hydraulic pump	121
Canopy reinforcement at 25° post and at 14° frame	122
Container sealing improvement for reduction of quarter-hull life-raft maintenance (SR10 type)	123
Container sealing, new time limits	124
Elimination of the over-traveling risk of the upper roller	125
Emergency floatation gear automatic percussion reliability for aircraft without CVFDR or CVR	126
Evolution of DIFF GONG warning system	127
Fin fitting replacement	128
Fuel tank mechanical bleeding system	129
Hinged, spring-loaded collective lever locking blade	130
Improved locking system of the LISI AS21-5-7 cargo hook	131
Improved locking system of the LISI AS21-5-7 cargo hook	132
Improved seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats	133
Improved seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats	134
Improvement of EC155 VIP door reliability	135
Improvement of engine cowling compasses	136
Improvement of engine cowling torque links	137
Improvement of fuel tank plate sealing	138
Improvement of fuel tank plate sealing	139
Improvement of N3 life raft release effort	140
Improvement of resistance to corrosion of blade folding attachment fittings	141
Improvement of resistance to corrosion of blade folding attachment fittings	142
Increase of tightening torque of the shaft/hub coupling	143
Indicating and Recording Systems VEMD and CAD (NVG compatible)	144
Interference between a starter-generator cable and a fire detector support	145
Interference between a starter-generator cable and a fire detector support	146
M'ARMS threshold updating	147
MFDAU software (CVFDR loss signal detector)	148
MGB oil pressure switch assembly	149
MGB oil pressure switch electrical bonding	150
Modification of M'ARMS TRH accelerometer support	151
QUICKHEALTH software upgrade to Version V1.4	152
QUICKHEALTH software upgrade to Version V1.4	153

Relocation of roll FOGs	154
Relocation of the short-circuit detection lug of the electrical master box	155
Removing the risk of hoist cable jamming between the passenger footstep and the helicopter structure	156
Replacement of Indicating and Recording Systems	157
Replacement of epicyclic reduction gear on MGB	158
Replacement of steel cylinders with carbon fiber cylinders	159
Replacement of steel cylinders with carbon fiber cylinders	160
Replacement of the interface unit of the 503 HR SMITH CPI emergency locator transmitter	161
Replacement of the interface unit of the 503 HR SMITH CPI emergency locator transmitter	162
Replacement of the Old Generation SEMA by the New Generation 2 (NG2) SEMA	163
Retrofit hydraulic SAS manifold outlet	164
Suppressing freon system interference	165
Update of MFDAU+ ICT and DFS tables	166
Upgrade of the software on ILS/LOC law	167

Health & Usage Monitoring System (HUMS)	186
Health & Usage Monitoring System (HUMS)	185
UMS/HUMS change for compliance with JAR-OPS3	200
Usage Monitoring System (UMS) step 1	203

transmitters

Kannad™ 406 AF-H Emergency Locator Transmitter (ELT)	188
Underwater Acoustic Beacon Dukane DK100 / DK120	201

other options

2nd cabin fire extinguisher	170
2nd cabin fire extinguisher	169
4 point safety harnesses on 8 passengers configuration seats	171
Additional Fire Extinguisher	172
Cabin Portable Fire Extinguisher Replacement	176
Cockpit Fire extinguisher Replacement	179
Portable Fire Extinguisher Installation (Cabin)	195

Standard Conditions Of Sale	204
-----------------------------	-----

Safety

cable cutter

Upper WSPS cutter installation on aircraft equipped with a short radome	202
---	-----

detection

Enhanced Ground Proximity Warning System (EGPWS)	183
Enhanced Ground Proximity Warning System (EGPWS)	182
Goodrich™ HP899 Skywatch™ TCAS	184
MK-XXI Honeywell Enhanced Ground Proximity Warning System (EGPWS) Installation	194
Reconfiguration of Traffic Alert and Collision Avoidance System (TCAS)	196
TCAS (Traffic alert and Collision Avoidance System)	199

external lighting

LED anti-collision lights	189
LED Anti-collision lights	190
Strobe Light System (MODEL 70946)	198

extreme weather

Installation of the windshield de-icing system and the 10 kVA AC alternator	187
---	-----

floatation gear

Dual life raft release handle	181
Life raft installation	191
Liferaft container reinforcement for compatibility with sea state 6	193
Liferaft container reinforcement for compatibility with sea state 6	192
Reinforcement of the rear floatation gear unit for compatibility with sea state 6	197

recording

Appareo Vision 1000™ cockpit camera	173
Appareo Vision 1000™ cockpit camera	175
Appareo Vision 1000™ cockpit camera	174
Cassiopée Helisafe Helicom data acquisition box	178
Cassiopée Helisafe Helicom data acquisition box	177
Cockpit Voice Recorder (CVR) system Honeywell AR-30	180



Dauphin family

AS365 / EC155 & H155

AIRCRAFT IMPROVEMENT



All-up weight increase

Reference: EC155-25-068 (R0)

Applicable to version(s): B1

This modification allows to increase MAUW

The following modifications must be embodied on aircraft in order to extend all-up weight authorized on takeoff, in flight, on landing and on taxiing:

- MOD 0711B62: label defining new window jettisoning procedure (SB 11-002)
- MOD 0722B55: improvement to autopilot sturdiness at low temperatures (SB 22-010)
- MOD 0729B62: connection of accumulator to main LH servo-control (SB 29-003)
- MOD 0729B64: replacement of 125 bar SAS hydraulic manifold (SB 29-002)
- MOD 0739C37: addition of relay on servo-control seizing detection system (SB 39-004).

This modification allows correct operation of the servo-control seizing detection system to be restored, at low temperatures. System operation had been inhibited by embodiment of MOD 0739C30 (SB 25-060) for

- operators already having extended the aircraft flight envelope down to -25 °C.
- MOD 0762C17: increase of MRH dome tightening torque (SB 62-005)
- MOD 0767B62: reduction of collective low pitch value (ASB 67A004).

At customer's initiative, refer to Service Bulletin No. 11-002, 22-010, 29-002, 29-003, 39-004, 62-005 and to Alert Service Bulletin 67A004.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters pre-MODs 0711B62 (SB 11-002), 0722B55 (SB 22-010), 0729B62 (SB 29-003), 0729B64 (SB 29-002), 0739C37 (SB 39-004), 0762C17 (SB 62-005) and 0767B62 (ASB 67A004).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- all-up weight authorized on take-off, in flight and on landing from 4,850 Kg to 4,920 Kg for OATs comprised between - 30°C and + 50°C,
- all-up weight authorized on taxiing from 4,850 kg to 4,950 Kg.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	

Conversion of AS365 version N1 to version N3

Reference: AS365-01.00.51 (R1)

Applicable to version(s): N1

Conversion of AS365 version N1 into version N3 with installation of ARRIEL IIC engines in place of ARRIEL ICI engines.

The purpose of this modification is to make all the modifications necessary to transform the N1 version into N3 (see associated SB for all details).

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> BENEFITS

- Improve the helicopter performances.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

The aircraft must be airworthy in the AS365 N1 basic version at the time of the conversion.

> CERTIFICATION ORGANIZATION(S)

DGAC Ecuador

Conversion of AS365 version N2 to version N3

Reference: AS365-01.90.70 (R0)

Applicable to version(s): N2

The purpose of this Service Bulletin is to convert the Dauphin AS365 version N2 helicopter into version N3.

SB from Airbus Helicopters France (AHF)

Mixing between PRE MOD and POST MOD components is prohibited.
All the equipment specific to version AS365 N3 must be installed jointly.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	8 Month(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	75 Day(s)
Pilot, Flight test	2 Week(s)
Airframe, Mechanics	On Request
Airframe, Mechanics	On Request
Pilot, Functional Check	2 Week(s)

> PRE-POST REQUISITE / EFFECTIVITY

On Request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Strong wind start envelope extension to 55 Kts

Reference: EC155-62-009 (R0)

Applicable to version(s): B, B1

Strong wind start envelope extension to 55 Kts

The modification consists of increasing the tightening torque of cone restrainer support attachment bolts on the rotor mast.

Interchangeability, Mixabilité = without object
 Mass/Centrage = without object

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To permit extension of the aircraft start envelope to 55 KT wind.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

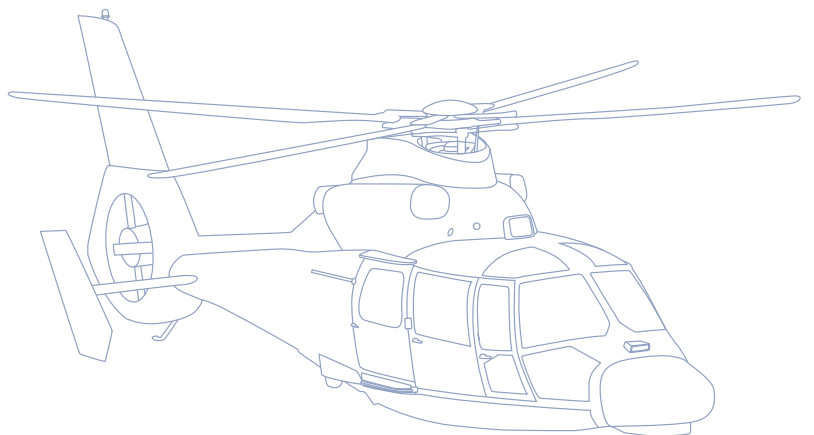
QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters pre-MOD 0762C32 and post OP62B80 and 0762C14 subject of Service Bulletin No. 62-003,

> CERTIFICATION ORGANIZATION(S)

EASA Europe



AIRFRAME OPTIONS



10 kVA alternator installation

Reference: AS365-24.90.30 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install the 10 kVA alternator on the helicopter.

The purpose of the AC power system is to supply various equipment items with three-phase and single-phase alternating current and to contribute to the generation of 28 Volts DC.

This Service Bulletin consists in:

- modifying the hydraulic circuit
- modifying the air conditioning cowl
- installing the RH amplifier
- installing the alternator
- installing the main electrical master box
- modifying the alternator routing
- installing additional alternator routing
- modifying the ground power supply
- installing the electrical wiring
- modifying the "6 ALPHA" control panel
- replacing the filters on control panel

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- To supply various equipment items with three-phase and single-phase alternating current

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+29,0 kg	+116,0 m.kg	7 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	15 Hour(s)
Airframe, Electrical	20 Hour(s)

28 VDC Outlet Installation

Reference: 2012S03-09

Applicable to version(s): B1

The 28VDC Outlet Installation provides in cabin one or two outlets with a voltage of 28VDC.

The 28VDC supplies electrical power for the equipment, restrict to the maximum power consumption of 50W.

Total Weight: The 28VDC outlet, with all electrical accessories, assembly devices and components for fixation has negligible mass and is not relevant to weight analysis or aircraft balancing.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased versatility in the use of on board equipment.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)
Airframe, Electrical	0,5 Hour(s)



H155 panel equipped with Power outlet 28VDC

> PRE-POST REQUISITE / EFFECTIVITY

The ability to receive this STC depends on the helicopter's configuration and shall be verified with the STC holder.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Current Capacity Alternation on Service Plug

Reference: STC-352-OSA

Applicable to version(s): B1

To alternate current capacity of existing service plug from 25A to 5A.

Installation of two service plugs, which are connected with the shedding bus through C/B panel (L/H: 3ALP, R/H: 4ALP) in the cabin L/H and R/H for crews to connect equipment working with DC28V. The maximum current capacity for each plug is changed from 25A to 5A by exchanging C/B on the C/B panel from 25A to 5A.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	30 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Installation Of Pilot Foot Steps

Reference: STC-33-OSA

Applicable to version(s): N1, N2, N3

To ease access to the cockpit.

Installation of PILOT FOOT STEPS under the pilot door mount fitting on both sides. It makes easier for both Pilot and Co-Pilot to embark and disembark.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.6 kg	+13.2m.kg	8 Day(s)	35 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION
Airframe

INSTALLATION DURATION
On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Integrating a jettisonable window with sliding pane on the enlarged sliding doors

Reference: AS365-52.00.21 (R1)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service bulletin consists in integrating a jettisonable window with sliding pane.

The modification consists of installing a jettisonable window with sliding pane on the enlarged sliding door on the Left and/or Right side.

Helicopters which have already complied with revision 0 of this Service Bulletin are not concerned by revision 1 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD windows are interchangeable.
Mixing between pre- and post-MOD windows is authorized.



> BENEFITS

- Take into account the jettison function requirements dictated by the OFFSHORE missions
- Improve cabin ventilation (aircraft without air conditioning)
- Provide better accessibility to ensure photographic reports

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2,206 kg (1.103 kg for each side)	+8,71 m.kg (for one side)	1 Day(s)	15 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Enlarged LH and RH sliding doors P/N 365A25-0040-XX or 365A82-1142-00XX or 365A82-1142-01XX
- Jettisonable windows without sliding pane P/N 365A25-3390-21 and 365A25-3390-23

and not equipped with :

- MOD OP52C44 (Introduction of new wheel brake rotor discs for the main landing gear)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LIEBHERR™ compact air conditioning system

Reference: AS365-21-50-Mas (R0)

Applicable to version(s): N1, N2, N3

The purpose of this upgrade is to install a LIEBHERR compact air conditioning system (R134a).

This upgrade consists in:

For the Fixed Part (FP)

- Reinforcing the structure for installation of the air conditioning system,
- Installing the air conditioning system wiring,
- Reinforcing the engine deck.

For the Removable Part (RP)

- Modifying the air conditioning drain system,
- Installing the compact air conditioning system,
- Installing the compressor,
- Installing the air conditioning unit air outlet,
- Installing a bulkhead assembly at frame 4630,
- Installing the modified door,
- Installing circuit-breakers on panel "12 ALPHA",
- Installing an auxiliary air conditioning unit,
- Installing the "AIR COND" control wiring,
- Installing the warning label on panel "7 ALPHA".

Corresponds to modification 350R001081.XX

For air conditioning system maintenance, a dedicated refill unit is to be ordered separately.

The air conditioning system must be switched "OFF" during the engine starting phase.

SB from Airbus Helicopters France (AHF)

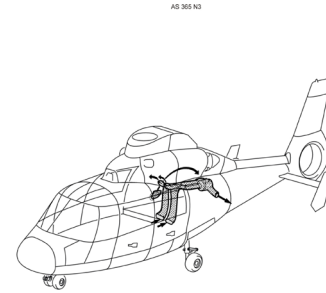


Figure 1a 040309

05-10-112

> BENEFITS

- Air conditioning in the cabin is provided by a freon cooler unit that keeps a constant cabin temperature as set by a thermostat.



WEIGHT

On request



MOMENT

On request



DOWN TIME

20 Day(s)



LEAD TIME

82 Week(s)



PRICE RANGE

182196 EUR
(e.c. 2023)



ONLINE CAT.

eOrdering

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Pilot, Flight test

1 Hour(s)

Airframe, Electrical

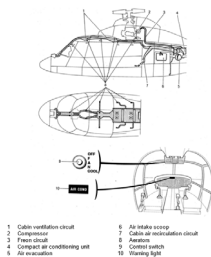
95 Hour(s)

Mechanics

30 Hour(s)

Electrical systems

80 Hour(s)



1. Cabin ventilation circuit
2. Compressor
3. Freon circuit
4. Compact air conditioning unit
5. Air evacuation
6. Air intake scoop
7. Cabin air recirculation circuit
8. Aperture
9. Control switch
10. Warning light

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0721B60 or 365R001081.00/01/02 (Compact air conditioning system)
- MOD 0725B85 (Coverings with electrical cabinet capability in rear cargo compartment)
- MOD OP39B63 (Electrical cabinets)

The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 0739C57 (Impact of MFD 255 unit)
- MOD 0739B22 (Repercussion on basic installations of air conditioning unit optional equipment)
- MOD 0722B61 (APM2010 AFCS)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Mechanically-driven air conditioning installation

Reference: EC155-21C021 (R1)

Applicable to version(s): B1

Mechanical Air Conditioning System

This SB is to install a mechanical air conditioning system on the helicopter.

The modification will be integrated into the following manuals:

- AMM
- FLM
- IPC
- WDM

SB from Airbus Helicopters France (AHF)

Part interchangeability and mixability : Not applicable

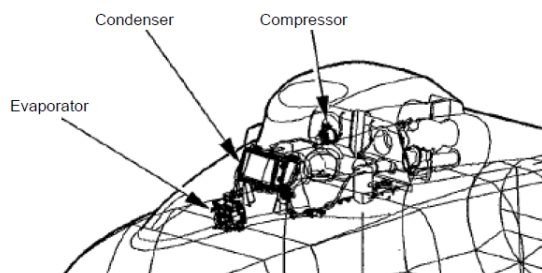
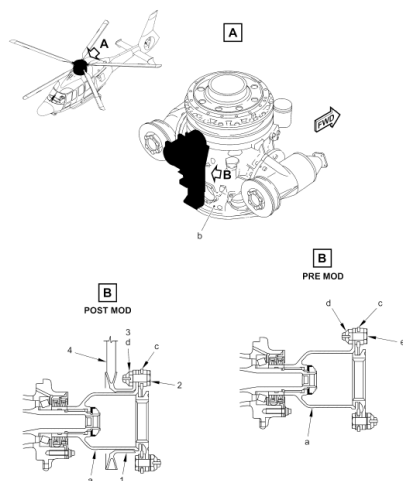
> BENEFITS

- Conditioning system is added to the standard ventilation to provide the cabin and the cockpit with cooled air, providing pleasant comfort.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +31,9 kg	Complete Installation +127,16 m.kg	6 Week(s) Downtime is 6 and a half weeks.	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	132 Hour(s)
Pilot, Flight test	90 Hour(s) - To perform the tests -
Airframe, Electrical	17 Hour(s)

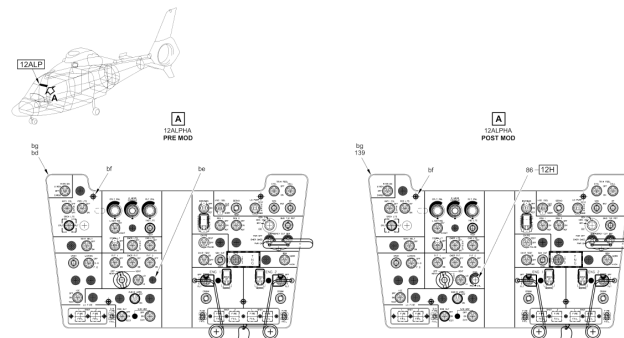


> PRE-POST REQUISITE / EFFECTIVITY

Pre-MOD 365R001108.00

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Protection films on the windshield

Reference: EC155-56-008 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to install adhesive protection films on the outer surfaces of the LH and RH glass windshields.

Each protection film is designed to absorb part of the impact force of gravel or stones and significantly reduce premature wear of the helicopter's glass windshields. The protection film coating increases the hydrophobic properties without using RAIN X type rain repellent products.

The protection films can be independently installed on the LH or RH glass windshield

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve their resistance to abrasion and the impact of gravel or stones

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.350 kg	+ 0.362 m.kg	1.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Glass windshields
 - MOD 071405 (Heated windshield on pilot and copilot sides)
- or
- MOD OP1963 (De-iced windshield on pilot side) and MOD OP1964 (De-iced windshield on copilot side)

and not equipped with :

- MOD OP56B30 (Protection films on the windshield)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection films on the windshield

Reference: AS365-53.00.61 (R0)

Applicable to version(s): N, N1, N2, N3

Installation of adhesive protection films on the outer surfaces of the LH and RH glass windshields.

Each protection film is designed to absorb part of the impact force of gravel or stones

The protection films can be independently installed on the LH or RH glass windshield.

SB from Airbus Helicopters France (AHF)

Mixability between windshields with and without protection film is authorized.



> BENEFITS

- Reduce the abrasion, reduce premature wear of the helicopter's glass windshields, increases the hydrophobic properties without using RAIN X type rain repellent products.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.350 kg	+ 0.362 m.kg	1.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with glass windshields and :

- MOD 071405 (Heated windshield on pilot and copilot sides)
- or
- MOD OP1963 (De-iced windshield on pilot side) and OP1964 (De-iced windshield on copilot side)
- and not equipped with :
- MOD OP56B30 (Installation of protection films on the windshield)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Quiet Fenestron

Reference: AS365-64.00.21 (R3)

Applicable to version(s): N3

This Service Bulletin consists of installing a "quiet" Tail Rotor Hub (TRH) assembly.

Depending on the helicopter configuration this SB will :

- install a 'quiet' TRH assembly equipped with a new fairing of identical geometry to the former design
- replacing the blades P/N 365A12-0060-01 by blades P/N 365A12-0070-00

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Comfort, noise reduction
- Reduction of direct maintenance cost

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	3 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0761B23 : TRH fitted with blades P/N 365A12-0060-01
- MOD 0764B39 : Equip the aircraft with a "quiet" TRH
- MOD 0764B40 : New fairing
- MOD 0764B41 : Hub body with chamfered edge
- MOD 0764B48 : TRH P/N 365A33-3502-01 integrating Chinese weights
- MOD 0765B30 : Equipped with a nut with improved self-locking and safety
- MOD 0765B31 : Reinforced drive shaft made of stainless steel
- MOD 0765B32 : Equipped with a nut whose tightening torque was increased
- MOD 0765B41 : Reinforced drive shaft made of stainless steel
- MOD 0761B27 : Installation of resin Transfer Moulding (RTM) technology (case of an aircraft already equipped with the "quiet" TRH)

The previous MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rear sliding doors

Reference: AS365-52.00.02 (R1)

Applicable to version(s): N, N1, N2

The purpose of this service bulletin is to install rear sliding doors.

- Include provisions on the airframe for fitting the sliding doors
- Install the sliding doors

The installation can be done with clear or green glass panel.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To perform missions such as hoist rescue, aerial photography, etc..

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.000 kg	+ 12.975 m.kg	10 Day(s)	15 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	80 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP 1688 (include provisions on the airframe for fitting the LH sliding doors)
- MOD OP 1689 (install the LH sliding doors)
- MOD OP 1690 (include provisions on the airframe for fitting the RH sliding doors)
- MOD OP 1691 (install the RH sliding doors)

The installation of clear or green glass panel also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Shortening of RH Footstep

Reference: 365SEA 07 6821.01

Applicable to version(s): B1

This installation shortens the RH footstep of the aircraft to improve mechanical clearance with other modification installations in the area.

Modification comprises: Shortened RH Footstep

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To allow other equipment installation in the area (for example FLIR).

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
Negligible	Negligible	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 Day(s)
Electrical systems	4 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Sliding Window Installation

Reference: STC-258-2-OSA

Applicable to version(s): N3

To enable photo shooting from L/H, R/H FWD cabin door

Installation of a sliding window on the L/H & R/H FWD cabin door for photo shooting.
The sliding window can be opened and closed up and down manually and enables photo shooting when fully opened.
When the window is in closed position it can be locked with 2-latch type lock.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+18.8 kg	+52.64m.kg	16 Day(s)	100 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

COCKPIT & AVIONICS OPTIONS



Air Map System Installation

Reference: STC-328-2-OSA

Applicable to version(s): B1

Installation of air map system (NMS-01S) to check the aircraft position during flight on the display.

The air map system displays the aircraft position in real time by using GPS information (GPS400W): the position, atmospheric pressure, altitude and heading. The image can be displayed on a dedicated touch panel display. The image can be transferred to another display such as MFD on instrument panel by adding equipment (e.g., signal converter) to an existing image output plug on the system.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+9.80 kg	+39.1m.kg	19 Day(s)	120 Days	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

Aviation Clock Replacement

Reference: STC-407-OSA

Applicable to version(s): B1

Replacement of the existing mechanical aviation clock with a battery-powered analog quartz aviation clock made by TOKYO AIRCRAFT INSTRUMENT (AC-1-2A).

TOKYO AIRCRAFT INSTRUMENT AC-1 is an analog quartz electronic watch which has time display and stopwatch function and presents better characteristics (higher accuracy, no need to pull up the winding knob) compared to the existing mechanical Aviation Clock. However, replacement of the internal battery is necessary.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.54 kg	+0.52m.kg	9 Day(s)	120 Days	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

Aviation Clock Replacement

Reference: STC-215-1-OSA

Applicable to version(s): N3

Replacement upon customer request of the existing mechanical Aviation Clock made by THOMMEN (B18-945-32-28-1AG) with a battery-powered analog quartz Aviation Clock made by TOKYO AIRCRAFT INSTRUMENT (AC-1-2A).

TOKYO AIRCRAFT INSTRUMENT AC-1 is an analog quartz electronic watch which has time display and stopwatch function and presents better characteristics (higher accuracy, no need to pull up the winding knob) compared to the existing mechanical Aviation Clock.

However, the replacement of the internal battery is necessary.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



> CERTIFICATION ORGANIZATION(S)

JCAB Japan

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.6 kg	0.81 m.kg	6 Day(s)	122 Days	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request

Change of Smart Multifunction display (SMD) with NVG capability

Reference: EC155-31.028 (R0)

Applicable to version(s): B, B1

The function of this Service Bulletin is to make sure that the mixability between the Smart Multifunction Display (SMD) 45 NVG and SMD 45 non-NVG is permitted because of obsolescence of the SMD 45 non-NVG MP/N:C19209VG11 (P/N: 704A45751182).

This Service Bulletin includes the following work steps:

- Removal of SMD 45 non-NVG MP/N: C19209VG11 (P/N: 704A45751182)
- Sending of SMD 45 non-NVG back to the manufacturer
- Receipt and check of SMD 45 NVG MP/N: C19267VG11 (P/N: 704A45751184)
- Installation and configuration of the new SMD 45 NVG.

Interchangeability:

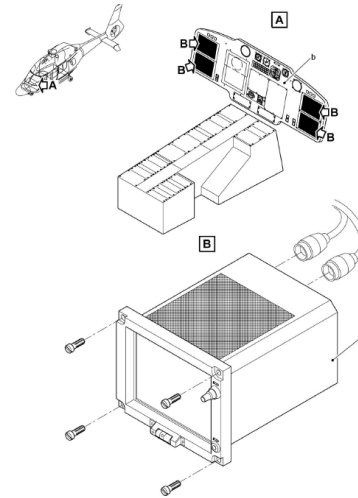
- Pre Mod and Post Mod equipment items are interchangeable.

Mixability:

- It is permitted to use PRE MOD and POST MOD components together.

SB from Airbus Helicopters France (AHF)

The SMD 45 non-NVG MP/N: C19209VG11 (P/N: 704A45751182) to be returned to Thales Avionics.



> BENEFITS

- Ensure the mixability of multifunctions and add NVG capability

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

PreMOD 0731C06

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change the pressure unit of measurement of the FCDM from hPa to inHg

Reference: EC155-34C040 (R0)

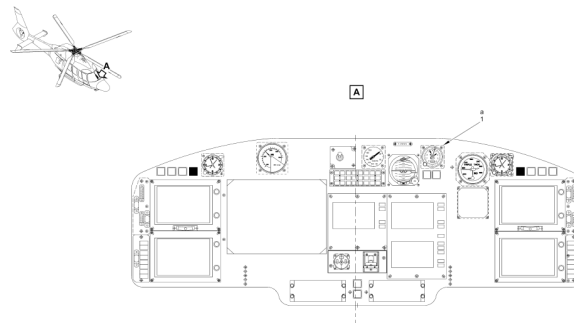
Applicable to version(s): B1

The purpose of this Service Bulletin is to change the unit of measurement for pressure of the Flight Control Display Module (FCDM) from hectopascal (hPa) to inch of mercury (inHg) by replacing the configuration file in the nose of the helicopter and by replacing the stand-by altimeter.

This Service Bulletin consists in:

- Replacement of the altimeter
- Replacement of the FCDM configuration file
- Replacement of Configuration label on nose structure tray

SB from Airbus Helicopters France (AHF)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Improved navigation instruments incorporating display module pressure measurement unit.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	3 Hour(s)
Airframe, Electrical	2 Hour(s)

Fixed Part Provisions for Data Downlink

Reference: 365SEA 81 0801.00

Applicable to version(s): B1

The downlink system provides the aircraft with data transfer capabilities to ground stations.






Modification comprises: Downlink Fixed Part Provisions

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To enable to integrate a Downlink System onto the EC155 aircraft.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+1.9197 kg	+5.3771 m.kg	10 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	8 Day(s)
Electrical systems	8 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Fixed Part Provisions for EOS

Reference: 365SEA 07 6821.00

Applicable to version(s): B1

Installation of fixed parts provisions to enable the integration of EOS FLIR system equipment onto the aircraft.

Modification comprises: LH Fuselage Part Break, Cabin Console Part Break, GPS Signal Splitter, Cargo Compartment Part Break, Cargo Compartment Fixed Provisions e. Cargo Fixed Adaptations

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Part break and fixed part provisions for power and signal for external and cabin mounted equipment of FLIR systems

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+10.598 kg	+36.894 m.kg	14 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	13 Day(s)
Electrical systems	10 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

GPS Map Display System Installation

Reference: STC-350-2-OSA

Applicable to version(s): N3

Installation of a GPS map display system (ECJ SDM-25-A4017) to check the A/C current position for the passengers in the cabin.







The A/C map display system (AIRMAP SYSTEM NMS-01S) displays the information provided by the GPS transceiver, the A/C position, pressure, altitude and direction on the digital map.

This information is displayed on the Mission Display and on touch panel displays installed behind the pilot and/or co-pilot seat.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+13.35 kg	LONGI-TUDINAL: +47.35m.kg LATERAL (RH+): -4.58m.kg	23 Day(s)	120 Days	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

GPS Navigator Garmin™ GTN62

Reference: 365SEA 68 0401.00

Applicable to version(s): N3

The **GTN625** GPS navigator supplements the navigation data available to the pilot.







Modification comprises: GTN625 GPS Navigator, GPS Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved navigation.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+4.75 kg	+14.973 m.kg	14 Day(s)	On request	from 3555 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Day(s)
Electrical systems	12 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Headset Hanger Installation

Reference: STC-324-OSA

Applicable to version(s): B1

To hang passenger's HEADSETSs.

Installation of HEADSET HANGER on the ceiling of cockpit, FWD side of cabin, upper side of fourth seat and back side of second/third seat. The HANGERS on the back side of second/third seat can be used during take-off and landing.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.24 kg	+3.95m.kg	7 Day(s)	50 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Headset Hanger Installation

Reference: STC-213-1-OSA

Applicable to version(s): N3

To hang passenger's HEADSET.

Installation of HEADSET HANGER on the front and back of the Cabin ceiling.
As the rear CABIN HEADSET HANGER is foldable, the HANGER ARM can be stored inside the ceiling during the flight.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.52 kg	+2.12m.kg	7 Day(s)	33 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Installation of HF9100

Reference: AS365-23.90.15 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to remove the VHF/FM NPX138 system to install the HF/SSB BLU HF9100 and RT5000 V-UHF/AM-FM systems, used for long or medium distance air-ground or air-air radio-telephone communication in simplex or semi-duplex mode.

This Service Bulletin consists in:

- Relocating the control unit of the flight recorder
- Removing the VHF/FM NPX138 system
- Relocating the EURONAV 7, ACAS and AHRS control units
- Installing the RT5000 V-UHF/AM-FM system
- Installing the HF/SSB BLU HF9100 system
- Upgrading the Digital Audio Control System (DACS) of the Inter Communication System (ICS)

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



PRE-POST REQUISITE / EFFECTIVITY

On request

CERTIFICATION ORGANIZATION(S)

EASA Europe

Passenger Address System NAT™ AA20-431

Reference: 365SEA 65 0500.00

Applicable to version(s): N2

The Northern Airborne Technology™ AA20-431 Passenger Address system supplements the internal communications system of the aircraft.






Modification comprises: AA20-431 Passenger Address system

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved internal communications.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.475 kg	+7.540 m.kg	12 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	10 Day(s)
Electrical systems	10 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

FAA USA

Radio Navigation Receiver Bendix/King™ KNR 634

Reference: 365SEA 68 0200.00

Applicable to version(s): N2

This modification enhances the navigational aids available to the pilot with the addition of a secondary VOR/ILS system.







Modification comprises: KNR634 Receiver, KFS564A Control Unit, DME Switching Unit

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide aircraft position data based on satellite ranging in aid to navigation

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+3.202 kg	+2.729 m.kg	12 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	10 Day(s)
Electrical systems	10 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

FAA USA

Removal of copilot flight controls in order to equip the aircraft for EMS (Emergency Medical Service)

Reference: AS365-67.00.07 (R2)

Applicable to version(s): N3

Configure the aircraft to ease EMS (Emergency Medical Service).

This Service Bulletin consists of:

- Removing copilot collective pitch and cyclic lever/stick assemblies
- Installing a blanking cap on copilot's floor
- Installing a guard to protect copilot yaw pedals
- Removing the copilot collective pitch lever root and the balancing spring

Helicopters on which Revisions 0 and/or 1 of this Service Bulletin were complied with are concerned by Revision 2.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To facilitate access for the passenger in the copilot's seat when moving aft to the cabin during EMS (Emergency Medical Service) missions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	48 Hour(s)	40 Week(s)	11275 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 to 15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
Removal of copilot flight controls in order to equip the aircraft for EMS :

- MOD 365AMR2408.00
- MOD 365AMR2409.00
- MOD 365AMR2409.04

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rockwell Collins™ VHF 422 - 8.33 kHz

Reference: EC155-KAS-23-157

Applicable to version(s): B1

Due to new European Commission regulation, (EU) No. 1079/2012, from 17th November 2012, a channel spacing of 8.33 kHz is required for VHF systems above FL 195. It is planned to have a full deployment of 8.33 kHz channel spacing for all VHF operations as of 1st January 2018.

Installation of upgraded Rockwell Collins VHF-422 transceiver and CTL-22 control. The existing hardware have been upgraded in order to fulfill the new requirements instead of used 25 kHz spacing in the past.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Channel spacing 8.33 kHz
- In line with European Commission regulations

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	On request
Avionics	On request

> PRE-POST REQUISITE / EFFECTIVITY

Depending on the H/C configuration, it might be necessary to upgrade both, the Rockwell Collins VHF transceiver and the control unit. To save time, please check the part number and version of your VHF hardware and contact AHD-Kassel-Calden for further actions.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Satcom SkyConnect and ICAN IFE

Reference: EC155-23C002 (R0)

Applicable to version(s): B1

The purpose of this Service Bulletin is to install a new relay to improve the communication function of the SATCOM SkyConnect removing the echo in SATCOM communication.

This Service Bulletin consists in:

- Installing the relay "4RT10A"
- Modifying the electrical wiring

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New relay to improve the communication function of the SATCOM

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	5 Hour(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2 Hour(s)
Airframe, Mechanics	2 Hour(s)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SkyTrack™ / Automatic Flight Following System

Reference: SK-MIC-131-EO-H-559

Applicable to version(s): B1

SkyTrack is an automatic flight following system.

The Automatic Flight Following System Skytrack is a SAT-Com based tracking system which allows the operation officer to track the aircraft mission live and online. The system has the capability to customize events which will be tracked. For example it's possible to link an event push button (1-5) on the control to a dedicated activity like Engine Start, Emergency. The Flight Ground information will appear automatically on the Tracking Software.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- The Operator can track the H/C fleet in real time
- The linked software guaranties precise logging of performed missions

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.9 kg	+31 m.kg	14 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	On request
Airframe, Electrical	On request
Avionics	On request
Composites	On request
Paint	On request

> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional. The Aircraft must be equipped with a GPS System.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SPIFR (Single Pilot Instrument Flight Rules) installation

Reference: EC155-34C043 (R0)

Applicable to version(s): B1

The function of this Service Bulletin is to install the SPIFR installation. This makes sure that the helicopters can do single-pilot flights in IFR (Instrument Flight Rules) conditions without the copilot.

This Service Bulletin includes the work steps that follow:

- Installation of a DME and an RMI on the instrument panel, with their associated fuses
- Connection of the wire reservations intended for these instruments
- Adaptation of the control wiring of the landing light

Airbus Helicopters will update the Wiring Diagram Manual (WDM) when the customer sends an order for it.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Ensures that helicopters can conduct single-pilot flights under Instrument Flight Rules (IFR) conditions without copilot
- Improved single-pilot flights

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +2,286 kg	Complete Installation +2,286 m.kg to +0,686 m.kg	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s)
Avionics	8 Hour(s)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF 4000™ for capacity of 8,33kHz frequency steps

Reference: EC155-23-20-Mas (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the VHF (Very High Frequency) 422 pilot and co-pilot installation with the VHF 4000 installation in the hold.

The VHF 4000 is used for air-air and air-ground radiotelephone communication, comprising a range of frequencies higher than the VHF 422 installation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Compliance with 8.33Khz frequency requirements in line with European Commission regulations.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s)	41 Week(s)	37034 - 68507 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	5 Hour(s)
Airframe	5 Hour(s)
Avionics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircraft EC155:

• version B :

S/N 5633, 6542, 6563, 6575, 6591, 6594, 6600, 6602, 6607, 6608, 6610, 6611, 6623, 6630, 6633, 6634, 6637, 6639, 6641, 6645, 6647

• version B1 :

S/N 6652, 6653, 6653, 6653, 6655, 6656, 6658, 6660, 6661, 6661, 6662, 6662, 6664, 6669, 6670, 6680, 6681, 6683, 6685, 6689, 6693, 6712, 6717, 6720, 6735, 6739, 6746, 6748, 6750, 6752, 6755, 6757, 6759, 6761, 6762, 6764, 6771, 6777, 6778, 6780, 6784, 6784, 6789, 6789, 6791, 6791, 6793, 6793, 6798, 6798, 6802, 6802, 6807, 6807, 6812, 6821, 6821, 6825, 6825, 6828, 6828, 6832, 6832, 6834, 6834, 6837, 6837, 6840, 6840, 6842, 6842, 6842, 6842, 6844, 6844, 6847, 6847, 6850, 6850, 6852, 6852, 6869, 6869, 6871, 6871, 6876, 6876, 6878, 6878, 6880, 6880, 6883, 6883, 6885, 6885, 6886, 6886, 6887, 6887, 6887, 6887, 6889, 6889, 6890, 6890, 6892, 6892, 6894, 6894, 6898, 6898, 6900, 6900, 6902, 6902, 6904, 6904, 6906, 6906, 6908, 6908, 6909, 6909, 6912, 6912, 6914, 6914, 6915, 6915, 6931, 6931, 6941, 6941, 6963, 6963

The drawing used for the VHF 422A installation also impact the applicability of this SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF 4000™ for capacity of 8,33kHz frequency steps

Reference: AS365-23-20-Mas (R0)

Applicable to version(s): N1, N2

This installation is to replace the VHF installation (Very High Frequency) 422 pilot and co-pilot by the VHF installation 4000 in the front point.

This Service Bulletin consists of :

- removing the VHF 422 pilot and co-pilot,
- removing the capacitor box (except UPR AA),
- adapting the "4 ALPHA" circuit breaker panel,
- install the fixed parts VHF 4000 pilot and co-pilot,
- adapt the ceiling panel "12 ALPHA",
- install a cut-off socket on the ceiling panel "12 ALPHA",
- adapt the MFD day/night electrical wiring,
- store the VHF 422 pilot and co-pilot wiring,
- install the VHF 4000/CTL 4000 pilot and co-pilot electrical wiring,
- adapt the console,
- install the console capability (according to personal opinion, if no space is available on the console),
- install the mobile parts VHF 4000/CTL 4000 pilot and co-pilot

SB from Airbus Helicopters France (AHF)

VHF 422 installation equipment and VHF 4000 installation equipment are not interchangeable.

Mixing between VHF 422 and VHF 4000 equipment is not permitted.



> CERTIFICATION ORGANIZATION(S)

EASA Europe

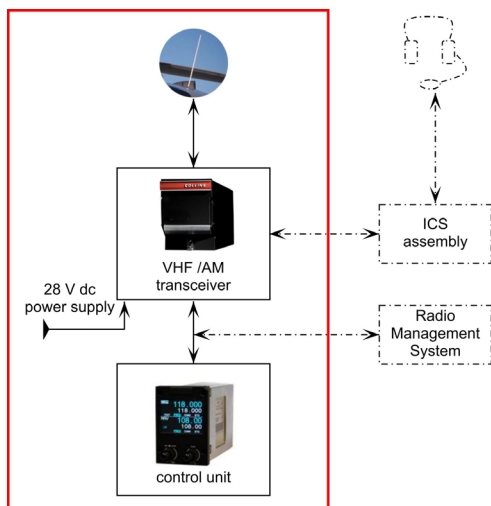
> BENEFITS

- The VHF 4000 system is used to establish air-to-air and air-to-ground radio telephone links with a higher frequency range than the VHF 422 system

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2,5 Day(s)	41 Week(s)	68233 - 75375 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s)
Airframe, Electrical	12 Hour(s)



VHF 4000™ for capacity of 8,33kHz frequency steps as replacement of KING KTR 908

Reference: AS365-23-20-Mas (R0)

Applicable to version(s): N1, N2, N3

The purpose of this Service Bulletin is to replace the KING KTR 908 Very High Frequency (VHF) pilot and co-pilot installation with the VHF 4000 Front Tip installation.

The VHF 4000 installation is used to establish air-to-air and air-ground telephone radio links with a higher frequency range than the installation VHF KING KTR 908.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Higher frequency range than the installation VHF KING KTR 908.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2, 5 Day(s)	41 Week(s)	92952 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

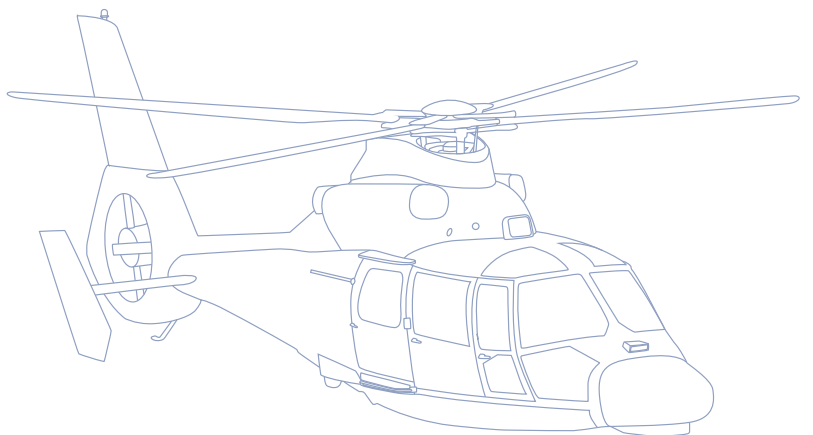
QUALIFICATION	INSTALLATION DURATION
Electrical systems	12 Hour(s)
Airframe, Electrical	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Please contact Airbus Helicopters to know the configuration associated to your aircraft (your usual commercial interface who will request technical filtering for your upgrade).

> CERTIFICATION ORGANIZATION(S)

EASA Europe



INTERIOR OPTIONS



4-point safety harnesses on 11-PAX configuration seats

Reference: AS365-25-20-Mas (RO)

Applicable to version(s): N1, N2, N3

Installation of the 4-point safety harnesses on the 4-place bench seats as replacement for the existing 2- or 3-point safety harnesses, as well as to adapt X4630 bulkhead upholstery and/or frame X4630 for installation of 4-point safety harnesses on the 4-place bench seats. The purpose of this Service Bulletin is also to replace the 2-place bench seats (2- or 3-point safety harnesses) by new bench seats with 4-point safety harnesses and to replace the covers of the 11 seats.

Depending on the configuration, this Service Bulletin consists in:

- Removing the bench seats and X4630 bulkhead assembly
- Replacing the noise filter supports
- Installing the strip assembly
- Adapting frame X4630
- Adapting the X4630 bulkhead
- Modifying the X4630 bulkhead upholstery
- Installing the 4-point safety harnesses
- Adapting the fuel cabinet
- Installing the new bench seats with 4-point safety harnesses

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable, Mixability of pre- and post-MOD parts is prohibited.

> BENEFITS

- Improve safety

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2.5 Week(s)	41 Week(s)	179115 - 218660 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Composites	40 Hour(s)
Airframe, Structure	180 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R001089.01 (Installation of 4-point safety harnesses for an 11 PAX configuration)

According to aircraft configuration, Pre/Post MODs impacting the kit are : (will be selected in the CONFIGURATION ASSISTANT)

- Aircraft with LAGON, ORAGE, DUNE or PONCHO harmony
- MOD OP4314 (Installation of KEVLAR 11 places complement (RP))
- MOD 0725B04 (Ash-tray and passenger seat comfort complement upholstery 86-81 DB capability)
- MOD OP25B30 (Pilot and copilot seat opt. Padding)
- MOD 0725B74 (Adjustment of rear passenger bench seat backrest)
- MOD OP25B79 (Passenger seats with 3-point belts)
- MOD OP25B87 ("EUROCOPTER" cabin harmonies and upholstery)
- MOD 0725B89 (Lightening of passenger seats with 3-point harnesses)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Bose headset jacks (x10) on cabin ceiling panel

Reference: 365SEA 07 6885.00

Applicable to version(s): B1

The modification installs provisions for 10 noise cancelling Bose Headsets in the passenger cabin of the aircraft.

Modification comprises: Headset Jacks

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Additional cabin communications provisions.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.881 kg	+2.85 m.kg	5 Day(s)	On request	up to 13713 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 Day(s)
Electrical systems	4 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cabin Floor Carpet Installation

Reference: STC-279-OSA

Applicable to version(s): N3

To protect Cabin Floor from dirt and scratches.

Installation of "Cabin Floor Carpet" to protect floor from dirt and scratches.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+16 kg	+47.69m.kg	3 Day(s)	37 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION
Airframe

INSTALLATION DURATION
On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Customised Cabin Interior for AS365N3

Reference: AS365N3/175

Applicable to version(s): N1, N2, N3

Customer shall be able to customised the cabin to express their personality or reflect their corporate identity.

Approval including carpet and seat covers. Customer can op for any combination. Additional approval for cabin trim (ceiling, bulkhead, doors and handles) on request.

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
on request	on request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Airframe, Electrical	On request

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

First-Aid Tool Holder Installation

Reference: STC-211-OSA

Applicable to version(s): N3

Installation of the "First-Aid Tool Holder" as requested in the airworthiness directives.

In order to store the first-aid tool an "HOLDER ASSY" is installed on the back side of the pilot seat or co-pilot seat.

However the first-aid tool is first packed in its synthetic leather Case assy before being put in the HOLDER ASSY

The first-aid tool comprises the "first-aid kit", the "emergency signal light" and the "portable waterproof light".

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+5.0 kg	+11.0m.kg	4 Day(s)	94 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

97 Hour(s)

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Medical installation Removable Part

Reference: AS365-25.91.31 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install the Removable Part of the medical equipment as well as the stretchers.

This upgrade consists of:

- installing the stowage bag, the various straps, the medical attendant seat, the 3-point harness and stretchers,
- inspecting the medical installation.

SB from Airbus Helicopters France (AHF)



WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+18,1 kg	+68,0 m.kg	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	16 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on aircraft equipped with

- the fixed part of the medical installation

and not equipped with
MOD OP25B80

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of rear bench leg

Reference: AS365-25.01.27 (R0)

Applicable to version(s): N, N1, N2

The purpose of this Service Bulletin is to reinforce the leg of each rear bench.

- If shears storage sleeve is installed, removing it
- Removing the bench leg
- Installing a new reinforced bench leg
- Installing shears storage sleeve, if removed

This modification also leads to a modification of the attachment of the optional shears sleeve installation on the bench.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD 0725C56 parts are not interchangeable.



> BENEFITS

- The modifications consist in an increase in the inertia of the bench leg through:
- Change of material
- Increased thickness
- Addition of stiffeners

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.460 kg	+ 1.937 m.kg	1 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 Hour(s) for each bench

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Rear benches fitted with feet P/N 360A87-1252-00
- and not equipped :
- MOD 0725C56 (Reinforcement of rear bench leg)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Seat Cover Instalation

Reference: STC-351-1-OSA

Applicable to version(s): N3

To protect seats of Pilot, Co-Pilot and cabin from dirt

Installation of the seat covers on Pilot/Co-Pilot seat and cabin seat to protect them from dirt. It is made of fire-resistant material.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.74 kg	+15.57m.kg	3 Day(s)	75 Day(s)	from 12950 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION

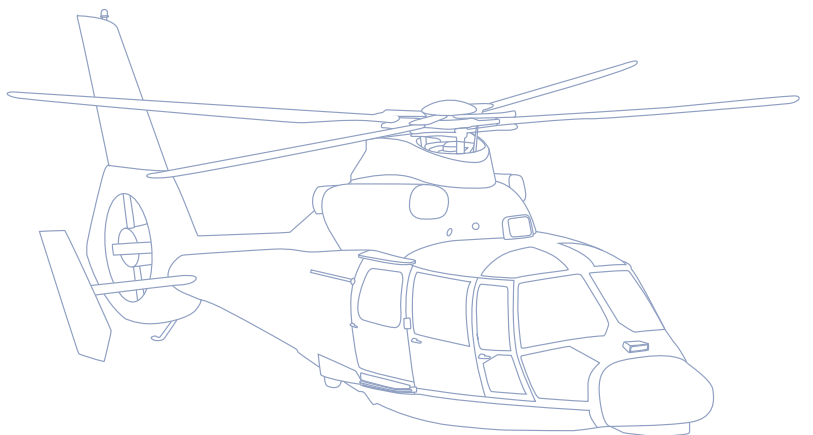
Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan



MAINTENANCE IMPROVEMENT



Ballast attachment of fenestron fin

Reference: EC155-53-032 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to cancel the necessity to remove ballast plates in order to perform tail rotor balancing.

This Service Bulletin consists in replacing the existing ballast support by a support made of folded sheet metal that ensures a less rigid connection with the structure. The existing ballast plates are re-used.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to cancel the necessity to remove ballast plates in order to perform tail rotor balancing.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.995 kg	+11.81 m.kg	36 Hour(s)	19 Week(s)	8459 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)
Pilot, Functional Check	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0754B27 and OP54B31 :Tail boom fuselage ballast

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Check for electrical bonding during maintenance

Reference: EC155-24-019 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to introduce the new maintenance plan for the electrical bonding checks.

This Service Bulletin consists of describing the electrical bonding checks to be performed periodically, as per a new maintenance plan, so as to provide for maintenance of correct operation of the electro-magnetic protections and safety of helicopter

This check points result from the identification of the connections participating in ground discharge flow, equipotentiality of helicopter, airframe ground and which may cause electrical bonding damages in the flight safety critical systems.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Monitoring of these electrical bonding connections is used to cover a premature ageing risk and provides for electro-magnetic safety of the helicopter.
- The check periodicity changes from 2 years to 4 years and will give rise to an update of the Maintenance Program (MSM).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1.5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

All EC155 version B, B1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Corrosion prevention

Reference: EC155-05-031 (R0)

Applicable to version(s): B, B1

Airbus Helicopter offer a document enabling to help with corrosion prevention.

Based on a zoning breakdown, it enables preventive maintenance actions to be associated with periodic time limits.

This document will be updated as further feedback/illustrations are received from operators.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To make it easier to understand, illustrations of identified cases are attached to the maintenance actions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

All EC155 version B, B1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Corrosion prevention

Reference: AS365-05.00.72 (R0)

Applicable to version(s): N, N1, N2, N3

Provide a document to help with corrosion prevention.

This Service Bulletin has been prepared based on a range of corrosion-related events that have been brought to the attention of Airbus Helicopters. Based on a zoning breakdown, it enables preventive maintenance actions to be associated with periodic time limits. To make it easier to understand, illustrations of identified cases are attached to the maintenance actions.

This document will be updated as further feedback/illustrations are received from operators.

SB from Airbus Helicopters France (AHF)

Please contact Airbus Helicopters to place order.



> BENEFITS

- Enables preventive maintenance actions to be associated with periodic time limits.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

All Serial Numbers.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Detailed storage conditions for parking, immobilization and maintenance operations

Reference: EC155-20-001 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to introduce Parking and Immobilization procedures, conditions, reactivation and remind the storage rules to be complied with when a helicopter is grounded including for maintenance activities.

The purpose of this Service Bulletin is to introduce:

- Parking and immobilization procedures (less than 6 months), conditions, reactivation
- Storage rules to be complied with when a helicopter is grounded for maintenance activities
- Clarification of the TO concept, as the date to be considered for the beginning of storage and immobilization period

This Service Bulletin does not require any kit and is Free of Charge:
Just download the SB on TIPI via the link below 'Download SB/STC document'.

The modification will be integrated into the following manuals:

- Aircraft Maintenance Manual (AMM)
- Maintenance Manual (MET)
- Storage Manual (MST)
- Standard Practices Manual (MTC)

SB from Airbus Helicopters France (AHF)

This SB does not require any kit and is Free of Charge.
Just download on TIPI thanks to the above link 'Download SB/STC document' and apply it.



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- It offers the possibility to take immediately advantage of the significant requirements alleviation for flights or ground runs, for instance the possibility to keep an aircraft in a hangar without performing any ground run during 2 months, period to be renewed up to 6 months through a ground run and an oil analysis at the end of the 2-month period.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Not applicable	Free of charge	eOrdering

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Not applicable

Detailed storage conditions for parking, immobilization and maintenance operations

Reference: AS365-20.00.01 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to introduce Parking and Immobilization procedures, conditions, reactivation and remind the storage rules to be complied with when a helicopter is grounded including for maintenance activities.

The purpose of this Service Bulletin is to introduce:

- Parking and immobilization procedures (less than 6 months), conditions, reactivation,
- Storage rules to be complied with when a helicopter is grounded for maintenance activities
- Clarification of the TO concept, as the date to be considered for the beginning of storage and immobilization period.

This Service Bulletin does not require any kit and is Free of Charge:
Just download the SB on TIPI via the link below 'Download SB/STC document'.

The modification will be integrated into the following manuals:

- Aircraft Maintenance Manual (AMM)
- Maintenance Manual (MET)
- Storage Manual (MST)
- Standard Practices Manual (MTC)

SB from Airbus Helicopters France (AHF)

This SB does not require any kit and is Free of Charge.
Just download on TIPI thanks to the above link 'Download SB/STC document' and apply it.



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- It offers the possibility to take immediately advantage of the significant requirement alleviations for flights or
- ground runs, for instance the possibility to keep an aircraft in a hangar without performing any ground run
- during 2 months, period to be renewed up to 6 months through a ground run and an oil analysis at the end of
- the 2-month period.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Not applicable	Free of charge	eOrdering

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Not applicable

Maintenance of radar antenna slaving units

Reference: AS365-34.00.29 (R1)

Applicable to version(s): N, N1, N2, N3

This service bulletin has defined a new timescale for returning the slaving units for overhaul.

- If the operating time of the slaving unit is less than or equal to 1500H/18M : Continue using the equipment until 3000H/3Y.
- If the operating time of the slaving unit is strictly more than 1500H/18M or is unknown : Send back the radar antenna for overhaul.

Revision 1 affects compliance with Revision 0 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To propose operators a timescale for carrying out the overhaul of the slaving unit referenced in the Maintenance Program (PRE).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Weather radar installation, with slaving unit P/N 4000504-0301 or 4000504-0303 or 071-01593-0100.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of M'ARMS ground station - MGS

Reference: EC155-45-013 (R4)

Applicable to version(s): B, B1

This Service Bulletin is to upgrade the M'ARMS ground station. This update makes the latest standard of the ground station available and provides access to the latest upgrades, contributing to an improved functional performance.

This Service Bulletin consists in:

- The modification consists in installing the MGS V1.8 B
- Either the installation of the MGS V1.8 B software on a compatible equipment item,
- Or by acquiring an equipment item that is already configured by Airbus Helicopters.

Interchangeability:

The new M'ARMS ground station MGS V1.8 B and the old M'ARMS ground stations are not interchangeable.

SB from Airbus Helicopters France (AHF)

Operating instructions:

Refer the MGS software HB X135P11S0108 "Handbook Software User Manual"



> PRE-POST REQUISITE / EFFECTIVITY

Pre mod:EC155-45-013

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The MGS V1.8 B software allows the use of new functionalities:
- Security level improvement,
- Ergonomics of software improved
- Reporting problems fixed
- Client 64 bits like server to avoid memory limitation
- Blank Compact Flash capability enhanced (used by windows user rights)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics, HUMS Specialist	4 Hour(s)

Retrofit station sol M'ARMS - MGS

Reference: AS365-45.00.12 (R4)

Applicable to version(s): N3

This Service Bulletin is to upgrade the M'ARMS (Modular Aircraft Recording and Monitoring System) ground station. This update makes the latest standard of the ground station available and provides access to the latest upgrades.

This Service Bulletin consists in:

- The modification consists in installing the MGS V1.8 B
- Either the installation of the MGS V1.8 B software on a compatible equipment item,
- Or by acquiring an equipment item that is already configured by Airbus Helicopters.

Operating instructions:

The user manual for the MGS software: HB X135P11S0108 "Handbook Software User Manual".

SB from Airbus Helicopters France (AHF)

Interchangeability:

The new M'ARMS ground station MGS V1.8 B and the old M'ARMS ground stations are not interchangeable.



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:AS365-45.00.12

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- This update allows access to the latest upgrades:
- Security level improvement
- Ergonomics of software improved
- Reporting problems fixed
- Client 64 bits like server to avoid memory limitation
- Blank Compact Flash capability enhanced (used by windows user rights)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics, HUMS Specialist	4 Hour(s)

MISSION & EXTERNAL EQUIPMENT



Goodrich™ Electrical Hoist (272 kg/600 lb)

Reference: AS365-25-60-Mas (RO)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install Removable parts of the class 1 28VDC hoist more performing than class 2 28VDC.

Installation of a hoist for lifting heavy loads at a speed and height greater than those of the CAT 2 hoist

SB from Airbus Helicopters France (AHF)

Parts of the class 2 Hoist and classe 1 Hoist are not interchangeable. Parts mixability of the class 2 Hoist and classe 1 Hoist is prohibited. Class 1 Hoist fixed Part Installation does not allow class 2 Hoist Removable part installation.



> BENEFITS

- Increase the maximum rated load to 272 kg/ 600 lb.
- The hoist can be used continuously with maximum load.
- Possible faster rescue operation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
fixed part: + 0,745 kg and Removable Part: + 65,45 k g Total : + 66,195 kg	fixed part: + 2,712 m.kg and Removable Part: + 238,238 m.k g Total : + 240,949 m.kg	5 Day(s)	63 Week(s)	402771 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	15 Hour(s)
Airframe, Electrical	7 Hour(s)
Avionics	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Version(s) N3 equipped by class2 FP hoist in POST MOD OP2288 and PRE MOD OP45C76, OP45C72 and 0745C82.

Applicable to helicopters equipped with Cat. 2 or Cat. 1 hoist Fixed Part. Input power: 28 VDC.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heliropping Fixed and Removable Part

Reference: EC155-25-50-Mas (R0)

Applicable to version(s): B1

Installation of the Fixed and Removable Parts of the heliropping installation (fast rope).

This Service Bulletin consists in:

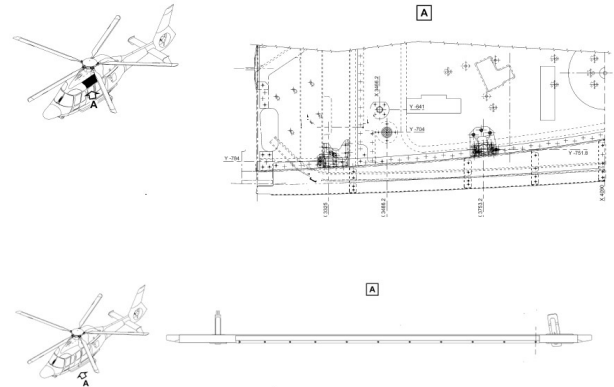
For the Fixed Part (FP):

- Installing the front and rear fittings in the cabin
- Installing a rail protection

For the Removable Part (RP):

- Installing the rings on the fittings
- Modifying the overhead panels

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow heliropping operations

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +4.2 kg	Fixed Part +59.5 m.kg	1 Day(s)	32 Week(s)	35770 EUR (e.c. 2023)	eOrdering
Mobile Part +2.05 kg	Mobile Part +28.3 m.kg				

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

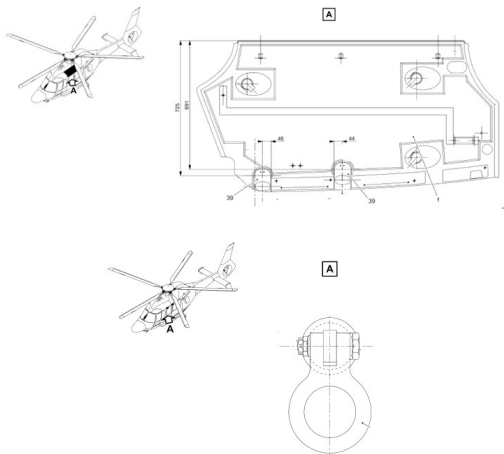
- MOD OP45C29 (heliropping installation with anchoring inside cabin Fixed Part)
- MOD OP45C30 (heliropping installation with anchoring inside cabin Removable Part)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	5 Hour(s)



Hoist Cable Guard Installation

Reference: STC-355-OSA

Applicable to version(s): N3

To protect door rail from hoist cable.

Installation of a protector to protect the door rail from the hoist cable. This prevents hoist cable to contact the sliding door rail and the damage caused by the contact during hoist rescue operation.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.4 kg	+1.40m.kg	7 Day(s)	62 Day(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Improvement of hoist

Reference: AS365-25.01.39 (R0)

Applicable to version(s): N3

Replacement of the hoist engine (front) fairing attachment screws and widening of the holes to ensure the screws fit (increased diameter) if necessary.

- This service bulletin consists in :
- Replace the fairing mounting
 - Enlarge the screw holes on the motor

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduction of the dynamic loads in the frame.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Hoist Godrich : 42325-16-5 S/N 00025, 00038, 00039, 00046, 00047, 00048, 00049, 00050, 00056, 00059, 00062, 00063

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rappelling installation

Reference: AS365-25.91.83 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install the roping rings for rapid hooking of the ropes for the simultaneous rappelling of four men.

This Service Bulletin consists in:

- installing the roping brackets
- replace the RH rail fairing
- installing the protections on the LH and RH rails
- modifying the rear ceiling
- installing the roping rings

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> BENEFITS

- Simultaneous rappelling of four men



WEIGHT

On request



MOMENT

On request



DOWN TIME

On request



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the existing hook with a D'LOK type hook with utility eye

Reference: EC155-25-141 (R0)

Applicable to version(s): B, B1

The propose of this service bulletin is to avoid incorrect positioning of the stop on the hook distorted the tongue and caused the stretcher to fall.

This Service Bulletin consists in upgrading electric hoists in order to :

- Improve the use of the hook with:
 - a double lock latch gate which prevents accidental opening
 - a shape which prevents the hook from catching on protruding parts
- Enable a larger filling capacity inside the hook as well as the use of a utility eye
- Ensure improved corrosion prevention through the use of a nickel chrome stainless steel hook with veryhigh mechanical properties

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid the stretcher became detached from the hook.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg	+ 0.29 m.kg,	12 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- variable speed electric hoist MP/N 76378-260

and not equipped with :

- MOD 0745C48 (Replacement of the existing hook with a D'LOK type hook with utility eye)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the existing hook with a D'LOK type hook with utility eye

Reference: AS365-25.01.64 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this modification is to replace the standard hook with a D'LOK type hook with utility eye.

This new hook is constituted of a double lock latch gate which prevents accidental opening, a shape which prevents the hook from catching on protruding parts. It ensures improved corrosion prevention through the use of a nickel chrome stainless steel hook with very high mechanical properties and enables a larger filling capacity inside the hook as well as the use of a utility eye.

SB from Airbus Helicopters France (AHF)

Following compliance with this Service Bulletin, GOODRICH hoist MP/N 76378-260-D can no longer be replaced with a hoist MP/N 76378-260.



> BENEFITS

- To prevent the roll out phenomenon and improve the use of the hook.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg	+ 0,29 m.kg	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Variable speed electric hoist MP/N 76378-260 (704A41815073) and not equipped with :
- MOD 0745C48 (Replacement of the existing hook with a D'LOK type hook with utility eye)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sling installation

Reference: AS365-25.91.47 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install the Fixed and Removable Parts of the external load carrying installation Sling harness .

This Service Bulletin consists in installing front and rear fittings underneath the bottom structure, a mechanical release control, the rear-view mirror supports, the RH lower and lateral fairings, installing labels, modifying frame X1260, circuit-breakers on panel "4ALPHA", the indicator upholstery items, the sling Removable Part, installing an electrical harness, installing rear-view mirrors.

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> BENEFITS

- Mechanical release control, rear-view mirror supports.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 26.6 kg.	+ 86.806 m.kg.	3 weeks	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	100 Hour(s)
Electrical systems	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SPECTROLAB™ SX16 searchlight

Reference: AS365-33.00.13 (R3)

Applicable to version(s): N2, N3

This installation enables the crew to carry out search and rescue missions at night by means of a high intensity light beam which can be steered and controlled in focus from the airborne crew.

The Spectrolab SX-16 searchlight installation comprises the following main equipment :

- A SX-16 SPECTROLAB searchlight with a 1600-watt xenon lamp and an electroformed nickel parabolic reflector.
- A Power and Management Junction Box
- A movable remote control made up of a pistol grip, with a storage position fitted-behind the pilot seat-back

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To facilitate surveillance and S.A.R. missions.
- The beam spread is adjustable from 4 degrees to 20 degrees. The average beam power is 25,000 lumen and the maximal intensity is 30,000,000 candelpower. Then cooling is ensured by a fan.
- The SX-16 searchlight is fitted on a gimbal mounting including motors that allow the beam to be oriented :
 - + or - 110 deg in bearing with regard to the helicopter's longitudinal axis,
 - + 0 deg / -70 deg in elevation with regard to the horizontal plane and according to a parallel of the helicopte longitudinal reference axis.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- SPECTROLAB SX16 searchlight

> CERTIFICATION ORGANIZATION(S)

EASA Europe

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+23,5 kg	+74,821 m.kg	10 Day(s)	46 Week(s)	84120 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	80 Hour(s)
Mechanics	80 Hour(s)



OBSOLESCENCE MANAGEMENT



ADU3000 air data unit replacement by ADU3200

Reference: AS365-34.00.30 (R2)

Applicable to version(s): N3

This service bulletin allow to replace former ADU3000 air data units which have become obsolete.

The modification consists of replacing existing ADU3000 air data units (copilot and pilot) by new ADU3200 air data units.
This replacement requires the modification of the air data installation wiring.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The most important improvements are :
- Use of an improved pressure sensor
- A more precise indication at low speeds
- Improved long-term drift behavior

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

ADU P/N C17027AA01

- MOD 0722B65 or 365A086647.18 : ADU3000 air data unit replacement by ADU3200

> CERTIFICATION ORGANIZATION(S)

EASA Europe

ADU3000 air data unit replacement by the ADU3200 air data unit

Reference: EC155-34-020 (R0)

Applicable to version(s): B, B1

This service bulletin allow to replace former ADU3000 air data units which have become obsolete.

The modification consists of replacing existing ADU3000 air data units (copilot and pilot) by new ADU3200 air data units.
 This replacement requires the modification of the air data installation wiring.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The most important improvements are :
- Use of an improved pressure sensor
- A more precise indication at low speeds
- Improved long-term drift behavior

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Air data units ADU3000 P/N C17027CA01.

and not equipped with :

MOD 0722B65 :ADU3000 air data unit replacement by the ADU3200 air data unit

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo overhead light obsolescence

Reference: EC155-33-012 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to provide for replacement of the two cargo overhead lights by a new overhead light assembly further to obsolescence.

This Service Bulletin consists of:

- Removing the cargo overhead lights
- Adapting the wiring
- Installing the new overhead light assembly and its support
- Adapting the blankets

SB from Airbus Helicopters France (AHF)

Cargo overhead lights and blankets pre- and post-MOD are not interchangeable. Mixability of cargo overhead lights and blankets pre- and post-MOD is prohibited.



> BENEFITS

- Manage the cargo overhead lights obsolescence.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.08 kg	+ 0.37 m.kg	0.5 Day(s)	44 Week(s)	5212 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1 Hour(s)
Airframe, Electrical	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Cargo overhead lights P/N 365A64-1707-00

and not equipped with :

- MOD 0733B65 (Cargo overhead light obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo overhead light obsolescence

Reference: AS365-33.00.24 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to provide for replacement of the cargo overhead light by a new overhead light assembly further to obsolescence.

This Service Bulletin consists of:

- Removing the cargo overhead light and its support
- Adapting the wiring as required
- Installing the new overhead light assembly and its support

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Fix the obsolescence of cargo light.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	20 Week(s)	2104 - 2749 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Electrical systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Cargo overhead light P/N 083684.

and not equipped with :

- MOD 0733B65 : Cargo overhead light obsolescence

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT):

- MOD 0725C16

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heading error indicators and switches on control panel CG130

Reference: AS365-22.00.13 (R0)

Applicable to version(s): N2, N3

This Service Bulletin modify the control panel CG130 further to the obsolescence of switches.

This Service Bulletin consists of :

- Replacing the lower PCB assembly of the control panel
- Replacing the control panel indicators

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Fix errors indication on CG130 and eliminate obsolescence of switches.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	28 Week(s)	7097 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Control panel CG 130 P/N 365A68-8085-00
- and not equipped with:
- MOD 0722B60 (Heading error indicators and switches on control panel CG130)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Introduction of new wheel brake rotor discs for the main landing gear

Reference: AS365-32.00.19 (R0)

Applicable to version(s): N, N1, N2, N3

Replace obsolete rotor discs P/N 20559 with new rotor discs P/N A37498 on wheel brake rotors of the main landing gear.

Compliance with this Service Bulletin consists in replacing obsolete rotor discs P/N 20559 with new rotor discs P/N A37498 on the wheel brake rotors of the main landing gear.

SB from Airbus Helicopters France (AHF)

Mixability It is prohibited to mix the former brake block definition, P/N 20580-000-01, and the new definition, P/N C20723000, on the main landing gear of a single aircraft. This mixability restriction is related to the different braking performance levels of the two brake definitions



> BENEFITS

- In order to overcome obsolescence of the BAKELITE PF 8406 RW material used as liner on wheel brake rotor discs, Airbus Helicopter has introduced modification 07 32B48 enabling the rotor discs fitted with BAKELITE PF 8406 RW liner to be replaced with rotor discs fitted with SX3 liner.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 07 32B02 (Helicopters equipped with brake block P/N 20580-000-01)

And not equipped with :

- MOD 07 32B48 : Introduction of new wheel brake rotor discs for the main landing gear

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Introduction of new wheel brake rotor discs for the main landing gear

Reference: EC155-32-010 (R0)

Applicable to version(s): B, B1

Replace obsolete rotor discs P/N 20559 with new rotor discs P/N A37498 on wheel brake rotors of the main landing gear.

Compliance with this Service Bulletin consists in enabling the rotor discs fitted with BAKELITE PF 8406 RW liner to be replaced with rotor discs fitted with SX3 liner.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To manage the obsolescence of the rotor discs on the wheel brake rotors of the main landing gear.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0732B02 (brake block P/N 20580-000-01 (704A41410020)) and not equipped with :
- MOD 0732B48 (Introduction of new wheel brake rotor discs for the main landing gear)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Lateral LED Position Lights

Reference: AS365-SB N° 33.41.01-AHE (Rev 0)

Applicable to version(s): C1, C2, C3, N, N1, N2, N3

To replace the Lateral Position Lights with a new alternative LED Position Lights.

Lateral Position Lights, with manufacturer part numbers 2LA455358-00 (red) and 2LA455359-00 (green) from Goodrich Lighting Systems company, have been replaced by Lateral Position LED Lights, with manufacturer part numbers 6491011 (red) and 6491021 (green) from JPC.

New JPC LED Lights also can replace Lateral Position Lights with following manufacturer part numbers:

Red - 6490811, 31071 and 3124545

Green - 6490821, 31073 and 3124538

It is permitted to mix one new Lateral Position LED Light in one side with the old Lateral Position Light in the other side.

SB from Airbus Helicopters España SA (AHE)



> PRE-POST REQUISITE / EFFECTIVITY

Pre-requisites:
For helicopters/versions and currently installed lights already identified.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

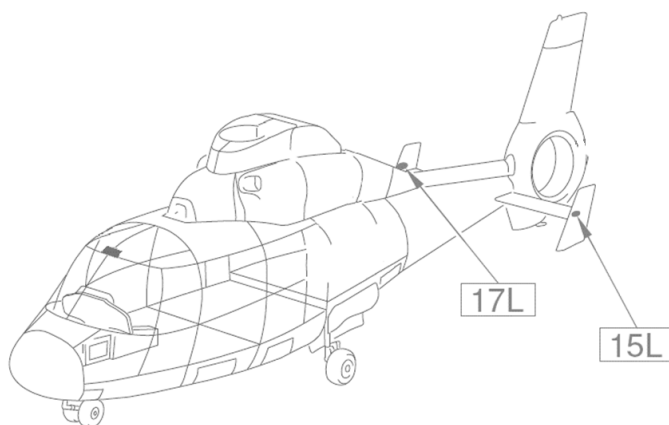
> BENEFITS

- New Lateral Position Lights use LED technology, are lighter and consume less.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation -0.125 kg	Negligible	1 Day(s) Estimated	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s) 1 Technician
Avionics	4 Hour(s) 1 Technician



Lateral LED Position Lights

Reference: EC155-SB N° 33.41.02-AHE (Rev 0)

Applicable to version(s): B, B1

To replace the Lateral Position Lights with a new alternative LED Position Lights.

Lateral Position Lights, with manufacturer part numbers 2LA455358-00 (red) and 2LA455359-00 (green) from Goodrich Lighting Systems company, have been replaced by Lateral Position LED Lights, with manufacturer part numbers 6491011 (red) and 6491021 (green) from JPC.

New JPC LED lights also can replace Lateral Position Lights with following manufacturer part numbers:

Red - 6490811, 31071 and 3124545

Green - 6490821, 31073 and 3124538

It is permitted to mix one new Lateral Position LED Light in one side with the old Lateral Position Light in the other side.

SB from Airbus Helicopters España SA (AHE)



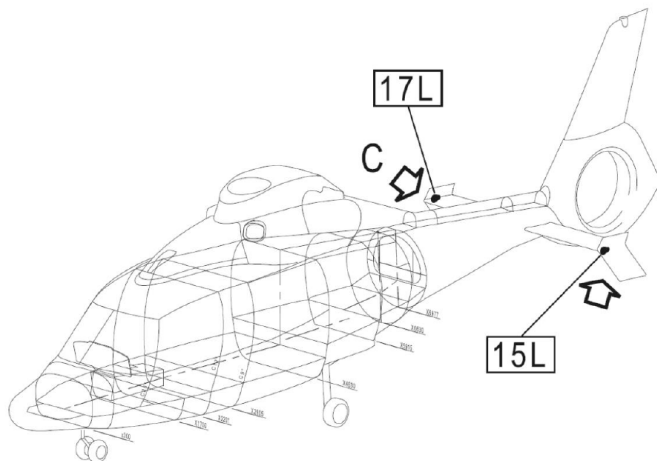
> BENEFITS

- New Lateral Position Lights use LED technology, are lighter and consume less.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation -0.127 kg	Negligible	1 Day(s) Estimated	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s) 1 Technician (each light)
Avionics	4 Hour(s) 1 Technician (each light)



> PRE-POST REQUISITE / EFFECTIVITY

Pre-requisites:

For helicopters/versions and currently installed lights already identified.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Lower LED anti-collision Light (White Strobe Light)

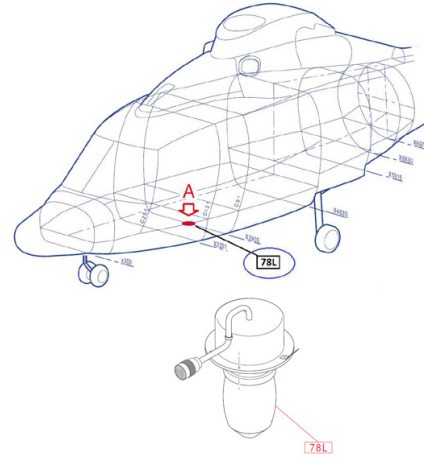
Reference: EC155-SB N° 33.42.01-AHE (Rev 0)

Applicable to version(s): B, B1

To replace the lower anticollision light (White Strobe Light) with a new alternative LED lower anticollision light (LED White Strobe Light).

Lower Anticollision Light (White Strobe Light), with manufacturer part number 01-0770308-14 from Whelen company, has been replaced by Lower Anticollision Light (White Strobe Light) with manufacturer part number 01-0771410-15 also from Whelen company, including also an adaptor for installation purpose.

SB from Airbus Helicopters España SA (AHE)



Different locations depending EC155 S/N (shown one as an example)

> BENEFITS

- New Lower Anticollision Light uses LED technology, is lighter (including adaptor) and consumes less.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation -332.2 g	Negligible	1 Day(s) Estimated helicopter downtime.	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s) 1 Technician
Avionics	6 Hour(s) 1 Technician

> PRE-POST REQUISITE / EFFECTIVITY

Pre-requisites:
 For helicopters/versions identified and with obsolete Lower Anticollision Light installed.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of cockpit fire extinguisher

Reference: AS365-26.00.07 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to replace the cockpit fire extinguisher in RH position, further to obsolescence.

This Service Bulletin consists in

- removing the fire extinguisher and its support
- installing the new fire extinguisher and its support

SB from Airbus Helicopters France (AHF)

Fire extinguishers PRE and POST MOD are not interchangeable due to support change. Mixability of fire extinguisher PRE MOD and support POST MOD is prohibited. Mixability of fire extinguisher POST MOD and support PRE MOD is prohibited.



> BENEFITS

- New fire extinguisher further to obsolescence.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	7 Week(s)	180 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with a fire extinguisher P/N H1-10-AIR or H1-10 in the cockpit in RH position.

and not equipped with :

- MOD 0726B28 (Obsolescence of cabin fire extinguisher)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of cockpit fire extinguisher

Reference: EC155-26-004 (R0)

Applicable to version(s): B, B1

Replacement the cockpit fire extinguisher in RH position, further to obsolescence.

This Service Bulletin consists in:

- Removing the fire extinguisher and its support
- Installing the new fire extinguisher and its support

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Replace the cockpit fire extinguisher in RH position, further to obsolescence.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	7 Week(s)	267 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Fire extinguisher P/N H1-10-AIR

And not equipped with :

- 0726B28 (Obsolescence of cabin fire extinguisher)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Passenger Seat Belt

Reference: AS365-SB N° 25.22.01-AHE (Rev 0)

Applicable to version(s): N, N1, N2, N3

To replace Passenger Seat Belt by a new alternative Passenger Seat Belt.

Passenger Seat Belt, with manufacturer part number 501866-409-2251 from AM-SAFE company, has been replaced by Passenger Seat Belt with manufacturer part number 2339-1-011-2251 from same company.

SB from Airbus Helicopters España SA (AHE)



> BENEFITS

- Alternative Passenger Seat Belt available to replace no longer manufactured Belt.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour(s) Estimated	On request	On request	eRFQ

> INSTALLATION TIME

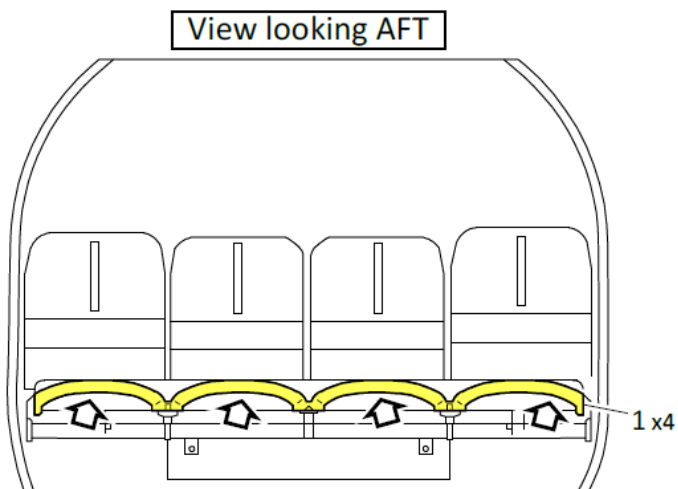
QUALIFICATION	INSTALLATION DURATION
Mechanics	1 Hour(s) 1 Technician

> PRE-POST REQUISITE / EFFECTIVITY

Pre-Requisites:
For helicopters/versions with obsolete Passenger Seat Belt currently installed.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Replacement of CPI beacons

Reference: AS365-25.01.19 (R1)

Applicable to version(s): N, N3

The purpose of this Service Bulletin is to replace the CPI beacon P/N 503-16 with a CPI beacon P/N 503-16-25.

This Service Bulletin consists in :

- Removing the CPI beacon P/N 503-16
- Removing the seal installed with the former CPI beacon, as it is integrated into the new one
- Installing the new CPI beacon P/N 503-16-25

Modification of CPI beacon P/N 503-16 into P/N 503-16-25 will be free of charge in the scope of the replacement for repair purposes, replacement of battery or CPI beacon overhaul.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increase of reability for beacon light.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- CPI beacon P/N 503-16
- and not equipped with:
- 365P081767.00 (AS365 N3) or 365P081767.04 (AS365 N)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of CPI beacons P/N 503-16 by P/N 503-16-25

Reference: EC155-25-115 (R0)

Applicable to version(s): B1

Replacement the CPI beacon P/N 503-16 by a CPI beacon P/N 503-16-25.

This Service Bulletin consists of removing the CPI beacon P/N 503-16, removing the seal installed with the former CPI beacon, as it is integrated into the new one, and installing the new CPI beacon P/N 503-16-25.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to replace the CPI beacon P/N 503-16 by a CPI beacon P/N 503-16-25, further to obsolescence of former P/N.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- CPI beacon P/N 503-16
- and not equipped with :
- MOD 365P081767.00 (Replacement of CPI beacons)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of stand-by horizon by EFD-750

Reference: SB-EC155-N°-KAS-34-235

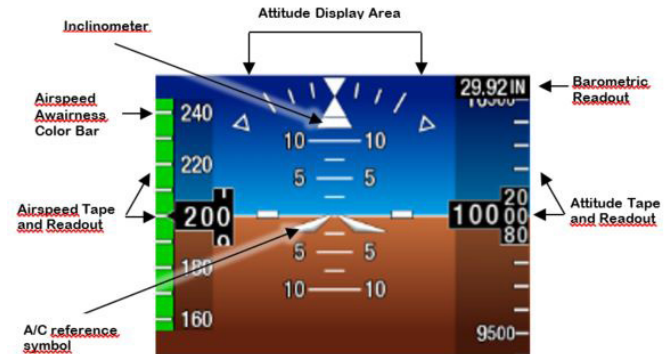
Applicable to version(s): B, B1

Exchange of existing standby horizon (P/N H321 series) in the instrument panel by EFD-750

This design change contains the exchange of the obsolete standby horizon from Thales by the EFD-750 which functionally also replaces the installed standby airspeed indicator and standby altimeter.

The EFD-750 is an integrated stand-alone system which combines the display of attitude, altitude, airspeed, heading and navigation information.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Continued availability of the H/C fleet
- Easy replacement of the obsolete standby horizon from Thales

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation -1775,0 kg	Complete Installation +1080,0 m.kg	1 Day(s)	2 Month(s)	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s) 3 technicians required
Electrical systems	1 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

- Pre-installed equipments:
- Thales standby horizon (P/N: H321CZM / H321EFM)
 - Standby airspeed indicator (P/N: 25020-1157 / 25020-8161)
 - Standby altimeter (P/N: 15020-1188 / 15035-8181)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of windscreen washer tank (obsolescence)

Reference: EC155-30-002 (R0)

Applicable to version(s): B, B1

To respond to the obsolescence of windscreen washer tank assemblies P/N 05802-911 which are no longer manufactured.

Further obsolescence of the timing relays the Manufacturer introduced the new windscreen washer tank assembly equipped with new timing relays.

It devolves on the Operator to assess its possible needs in order to build up a minimum stock of new tanks as required.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow to maintain helicopter washer tank.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)
Mechanics	3 to 15 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Windscreen washers installation whose P/N 05802-911 and not equipped with :
- MOD 0730B38 (Replacement of windscreen washer tank (obsolescence))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of windshield washer tank (obsolescence)

Reference: AS365-30.00.04 (R1)

Applicable to version(s): N2, N3

The purpose of this Service Bulletin is to handle the obsolescence of windshield washer tank assemblies post-MOD 0730B10, P/N 05802-911, which are not manufactured anymore.

This modification consists in replacing the windshield washer tank assembly P/N 05802-911 by the new windshield washer tank assembly P/N 110986. This replacement involves modifying the connectors and time-delay relays.

SB from Airbus Helicopters France (AHF)

Pre-MOD windshield washer tank assemblies (P/N 05802-911 or 05802-901) and post-MOD windshield washer tank assemblies (P/N 110986) are not interchangeable. Replacement of the pre-MOD windshield washer tank assembly (P/N 05802-911 or 05802-901) by the post-MOD windshield washer tank assembly (P/N 110986) requires adaptation of the electrical wiring.



> BENEFITS

- To manage obsolescence of the time-delay relays (pulse hold units) installed on the windshield washer tank assemblies, new time-delay relays.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Hour(s)
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Windshield washer tank assembly P/N 05802-901 or 05802-911
 - MOD 0730B10
- and not equipped with :
- MOD 0730B38 (Replacement of windshield washer tank)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail LED Position Light

Reference: EC155-SB N° 33.41.01-AHE (Rev 1)

Applicable to version(s): B, B1

To replace the Tail Position Light with a new alternative LED Position Light.

Tail Position Light, with manufacturing part number 4000115-001 from CPC company, has been replaced by Tail Position LED Light, with manufacturing part number 6491031 from JPC.

New JPC LED light also can replace Tail Position Lights with following manufacturer part numbers: 6490831, 31-514-2 and 31-515-2.

SB from Airbus Helicopters España SA (AHE)



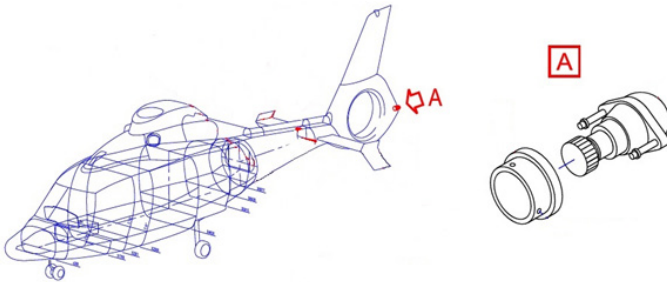
> BENEFITS

- New Tail Position Light uses LED technology, is lighter, consumes less and is NVG compatible.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,105 kg	Negligible	1 Day(s) Estimated	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s) 1 technician
Mechanics	4 Hour(s) 1 technician



> PRE-POST REQUISITE / EFFECTIVITY

Pre-requisitioned:
 For helicopters/versions and currently installed lights and already identified.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail LED Position Light

Reference: AS365-SB N° 33.41.03-AHE (Rev 0)

Applicable to version(s): C1, C2, C3, N, N1, N2, N3

To replace the Tail Position Light with a new alternative LED Position Light.

Tail Position Light, with manufacturer part number 4000115-001 from CPC company, has been replaced by Tail Position LED Light, with manufacturer part number 6491031 from JPC.

New JPC LED Light also can replace Tail Position Lights with following manufacturer part numbers: 6490831, 31-514-2 and 31-515-2.

SB from Airbus Helicopters España SA (AHE)



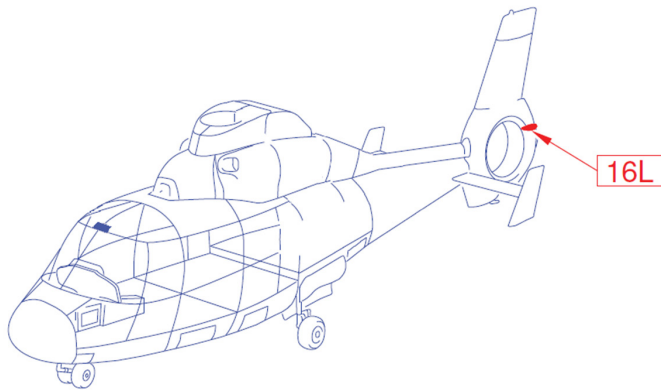
> BENEFITS

- New Tail Position Light uses LED technology, consumes less and is NVG compatible.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,105 kg	Negligible	1 Day(s) Estimated	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s) 1 technician
Avionics	4 Hour(s) 1 technician



> PRE-POST REQUISITE / EFFECTIVITY

Pre-requisites:
For helicopter/versions and currently installed lights already identified.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VPU evolution (Vibration Processing Unit)

Reference: EC155-45-007 (R0)

Applicable to version(s): B, B1

Replacement of the former VPUs which have become obsolete.

This Service Bulletin consists of :

- replacing VPU P/N 241-271-005-012 or P/N 241-271-005-013 by VPU P/N 241-271-006-013
- Installing two low noise cables between the load amplifiers and their engine cut-off connector
- Change the protection rating for the VPU power supply (5A instead of 2.5A)
- Relocate the power supply from the "36ALPHA" to the "5ALPHA" panel

SB from Airbus Helicopters France (AHF)

- Pre- and post-MOD installations are not interchangeable (MOD 0731B47 and 0731B48).
- Mixing between pre- and post-MOD VPUs and harnesses is prohibited.

> BENEFITS

- Manage obsolescence of the vibration processing unit, to solve the circuit-breaker tripping issue, reduce the interferences and coupling effect between engines.
- The new VPU :
 - improves resistance to salt mist or spray
 - complies with the requirement to hold a 10V undervoltage (engine starting undervoltage)
 - integrates a qualification complement
 - integrates the modification to the passband parameter setting of the engine vibration acquisition interface
 - integrates the last version of the VPU software

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	44 Week(s)	8250 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	5 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0731B36 (Vibration Processing Unit (VPU) - P/N 241-271-005-012) or MOD 0731B40 (Vibration Processing Unit (VPU) - P/N 241-271-005-013)
- MFDAU data acquisition unit P/N 360-00700-100 or P/N 360-00700-101

and not equipped with :

- MOD 0731B47 and 0731B48 (VPU evolution)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

POWER PLANT RELATED OPTIONS



Compressor Washing with Closed Cowlings

Reference: AS365-71.00.01 (R3)

Applicable to version(s): N, N1, N2, N3

Permit cleaning the engines (at ground idle with closed cowlings).

This service bulletin consists in :

- On air intake assemblies, modification of welded union for connection of washing pipes
- Modification of fixed engine cowling assembly by adding an elbow fitted with a grille, a retention angle for washing-liquid evacuation, and a tube for draining the liquid
- Modification of the opening engine cowling by adding a door fitted with lock and hinge, to LH cowling
- Modification of axial sheet on firewall assembly by adding a drilled stiffener,
- Forming two separate inlet lines to supply air intake ducts with washing product
- Spacer added between compressor washing pipe and elbow union on the firewall to facilitate installation
- Replacement of Hinge Pin

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Engines washing at ground idle

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.330 kg	+ 6.48 m.kg	40 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	40 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0703789 - 0704638 - 0771B13 and 0750B22 (Compressor Washing with Closed Cowlings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Definition of a new thermal protection for the engine rear removable cowling

Reference: AS365-53.00.49 (R1)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to replace the type of thermal protection on the rear removable cowling.

This Service Bulletin consists in replacing the protective tiles on the rear removable cowling with the application of a thermal protection silicone resin MI15.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New cowling with MI15 thermal protection

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.80 kg	+ 11.03 m.kg	2 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION
Mechanics

INSTALLATION DURATION
2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0750B36 (Definition of a new thermal protection for the engine rear removable cowling)

The rear removable cowling P/N also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Maximum contingency power limiter for training purposes

Reference: AS365-76.00.03 (R0)

Applicable to version(s): N, N1, N2

The purpose of this service bulletin is to install Maximum contingency power limiter.

A travel stop is mounted in the fuel flow control lever gate on the control quadrant AMS 365A.OP71B22 (Maximum contingency power limiter for training purposes)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable pilot training on single-engine flight without using the maximum contingency power of the operating engine too often, which could impair its endurance in the long term.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	10 Minute(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	5 minute(s)

New thermal protection for the engine rear removable cowling

Reference: EC155-53-030 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the type of thermal protection on the rear removable cowling.

The modification is performed either by replacing the rear removable cowling with tiles by a new cowling with MI15 thermal protection or by returning the rear removable cowling with tiles to AH for application of the MI15 thermal protection.

SB from Airbus Helicopters France (AHF)

EC155 B1 helicopters pre-MOD 0750B38 (improvement of 2C2 rear removable cowling) are not affected by this Service Bulletin. Send back Rear removable cowling to AH for retrofitting with following part numbers: 365A08-4467-15 1 1 Or 365A08-4467-16 1 1 Or 365A08-4464-05



> BENEFITS

- New thermal protection with better performance on the rear removable cowling.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.80 kg	+ 11.09 m.kg	2 Hour(s)	On request	On request	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

Helicopter EC155 all S/N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pressure refueling

Reference: AS365-28.90.42 (R3)

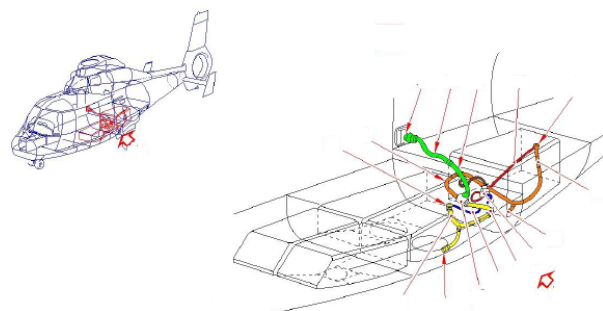
Applicable to version(s): N3

The purpose of this Service Bulletin is to install the pressure refueling. This system is used for refueling and defueling on the ground:
- Relatively quickly, approximately 5 minutes, for fuel tanks initially empty
- With a flow between 13,000 and 15,000 l/h.
The quantity of fuel inserted with pressure refueling is less than the quantity inserted with gravity refueling.

This Service Bulletin consists in:

- Locating the modification of the floor panels
- Replacing the rear and LH center equipped fuel tanks
- Adapting the floor panels
- Installing the pressure refueling capacity
- Modifying the rear and LH fuel tank refueling
- Installing the control valve support
- Modifying the gravity refueling unit
- Installing the pressure refueling unit
- Installing the tank control valve line
- Installing the pressure refueling supply line
- Bonding the information labels.
- Modifying the existing rear RH electrical desk
- Adapting and installing the structure capabilities
- Adapting the hydraulic system.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts :

- Helicopters with serials numbers : 6705, 6710, 6724, 6726, 6745, 6751, 6756, 6772, 6810, 6816, 6879, 6884, 9001
- PRE MOD MC28C51.

Non-installed equipment or parts :

- Equipped strip MP/N 365A55-3111-07
- Equipped strip MP/N 365A55-3111-09
- Equipped support U MP/N 365A55-3112-00
- Equipped support U MP/N 365A55-3112-01
- LH center tank MP/N 365A55-3022-01
- Rear tank MP/N 365A55-3024-01
- Pressure refueling blanking cap MP/N 365A21-0618-20
- Cup MP/N 365A21-3164-25
- Cup MP/N 365A21-5073-22
- Support MP/N 365A61-8325-00
- Cross-beam (RH) MP/N 365A61-8310-20
- Cross-beam (LH) MP/N 365A61-8303-00
- Support MP/N 365A61-8324-00
- Intermediate leg MP/N 365A61-8306-20
- Leg MP/N 365A61-8301-20
- Upholstering MP/N 365A87-5007-0101
- RH door MP/N 365A84-3102-03
- LH door MP/N 365A84-3102-02
- Flange MP/N 366A55-1009-01
- Flange MP/N 366A55-1008-02
- Pipe MP/N 365A75-2786-01 or MP/N 365A75-2786-00
- Pipe MP/N 365A75-2785-01 or MP/N 365A75-2785-00
- Pipe MP/N 365A75-2806-01 or MP/N 365A75-2806-00

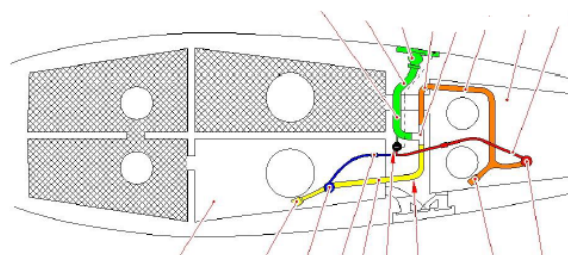
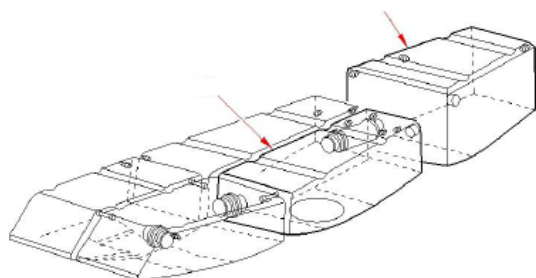
> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	5 Week(s)	On request	On Request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	77 Hour(s) 2 Technicians
Airframe	38 Hour(s) 2 Airbus Helicopter approved technicians
Mechanics	72 Hour(s) Airbus Helicopter approved technician
Airframe, Electrical	3 Hour(s) Airbus Helicopter approved technician



Sand filter

Reference: AS365-71-60-Mas (R1)

Applicable to version(s): N2, N3

The purpose of this upgrade is to protect the engines against sand infiltrations which may cause premature wear of blading. The dynamic sand filters are designed to protect the turboshaft engines in sand-laden air, thus preventing premature wear of compressor blades.

This upgrade consists in :

- Modifying the firewalls
 - Replacing the MGB cowlings and modifying the removable engine cowlings
- If necessary :
- Installing the electrical wiring
 - Modifying the P2 air system

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.



> BENEFITS

- Reduces engine premature ageing
- Protects against falling snow absorption
- Self-cleaning system
- Reduces direct maintenance cost

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +3,43 kg	Fixed Part +17,647	2,5 or 15 Day(s)	140 Week(s)	101495 - 143859 EUR (e.c. 2023)	eOrdering
Mobile Part +11,0 kg	m.kg Mobile Part +44,99 m.kg	depending on aircraft configuration			

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	0 to 14 Hour(s) depending on aircraft configuration
Airframe	19 to 90 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable to aircraft not equipped with :

- MOD 365R001079.00/01/02 (Sand filter installation on AS365 N2 and N3)
- MOD 0771B40 (Sand Filter: Improvement and weight reduction)

According to aircraft configuration, Pre/Post MODs impacting this SB/kit are :
(will be selected in the CONFIGURATION ASSISTANT)

- MOD 0739C60 (MFD-255 step 2 installation repercussions on optional/basic aircraft)
- MOD 0722B61 (APM2010 AFCS Installation)
- MOD 0739C66 (Change to basic aircraft 365N3 "standardization")
- MOD 365P088905.10 (Partial sand filter optional equipment capability)
- MOD 0710B16 (Update of aircraft tool kits and transportation documents)
- MOD 0771B40 (Sand Filter: Improved and reduced weight)

The aircraft version also impact the applicability of this SB.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sand Filter installation

Reference: EC155-71-61-Mas (R1)

Applicable to version(s): B, B1

The sand filters installation is designed to protect the engines from sand ingestion in order to avoid premature wear of turbine blades.

The "sand prevention filters installation" comprises the following main components:

- Two MGB cowlings (1), replacing the standard MGB cowlings. Each includes:
 - A filter compartment fitted with particle-separator tubes (2), 6 a duct directing the filtered air to the engine air intake (3).
 - A sand ejection nozzle (4), fed from P2 bleed air,
 - A flexible pipe that connects the fixed P2 air circuit to the sand filter,
 - Two removable fairings (5) installed on the standard engine cowlings (6) to streamline the junction with the MGB cowlings.
- Each includes a slot (7) that houses the sand filter ejection nozzle (4) and a clamp (8) that hold the nozzle, preventing it from excessive vibration.

Flight performance influence:

With sand prevention filters installed, the regulatory performance data specified in the Basic Flight Manual remains applicable and is completed or modified by the regulatory performance data of the Flight Manual Supplement 19

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to protect the engines against sand infiltrations which may cause premature

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+9,25 kg	+23,125 m.kg	13 Day(s) based on a standard helicopter configuration	85 Week(s)	108422 - 146425 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	2 Hour(s)
Airframe, Electrical	36 to 38 Hour(s) depending on aircraft configuration
Electrical systems	9 to 14 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

The following MOD impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- 365R001078.00
- 365R001078.01
- 365R001078.02
- MOD 0739B78 (CPDS software programs with improved FLI and correction of total loss of VEMD)
- MOD 0771C26 (Relocation of RH sand filter MGB removable cowling rod)
- MOD 0750B32 (Relocation of RH MGB removable cowling rod)
- MOD 0779B33 (Engine oil system cooling routing to eliminate interference with cowling)
- MOD 0739C31 (CPDS compatible with engine air intake load loss if sand filter or IPS deicing)
- MOD 0721B76 (P2 system and NR/P2 PCB with sand filter and deicing capability)
- MOD 365P088931.00 (Sand filter capability)
- Drawing 365A671492.00 (Air conditioning temperature control wiring has been complied with)
- MOD 365P088931.10 (Complementary sand filter capability)
- MOD 0721B72 (Air conditioning temperature control system filtering on NR/P2 PCB)
- IFE (In-Flight Entertainment) system has been installed
- MOD 0724C37 (Standardization of relays in "basic" version) and 0724C38 (Standardization of "optional equipment" relays)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

PRODUCT IMPROVEMENT



Adaptation of 1500 radar wiring

Reference: AS365-34.90.49 (R1)

Applicable to version(s): N3

The purpose of this Service Bulletin is to improve the information display of the BENDIX 1500B RADAR.

This Service Bulletin consists in:

- Remove the supports
- Make the adaptations and the installation of the new supports
- Modify the wiring
- Perform a continuity test of the new wiring and of the modified wiring.
- Install the support rail

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> BENEFITS

- To improve the information display of the BENDIX 1500B RADAR.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	15 Hour(s)
Airframe	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Addition of a protection on the life raft jettison handles

Reference: AS365-25.01.26 (R0)

Applicable to version(s): N3

Installation of protections (deflectors) around the jettison handle supports of the external life rafts.

These protections prevent the supports and pilot and copilot life raft jettison handles from damages which may result from passenger boarding/d disembarking (kicks) or during load transport.

SB from Airbus Helicopters France (AHF)

Mixability of protections pre- and post-MOD is prohibited.



> BENEFITS

- Protect the jettison handle support of the external life rafts
- .

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.140 kg	+ 0.226 m.kg	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP45C33 (Fixe parts of the life rafts and replacement parts) and not equipped with :
- MOD 0745D03 (Addition of deflectors on life raft jettison handles)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Addition of a protection on the life raft jettison handles

Reference: EC155-25-121 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to install protections (deflectors) around the jettison handle supports of the external life rafts.

The goal is to install a protection (deflector) on the pilot and copilot life raft jettison handles

SB from Airbus Helicopters France (AHF)



> BENEFITS

- These protections prevent the supports and pilot and copilot life raft jettison handles from damages which may result from passenger boarding/disembarking (kicks) or during load transport

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.140 kg	+ 0.269 m.kg	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION
Mechanics

INSTALLATION DURATION
3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP45C11 (Life raft optional equipment Fixed Part)

and not equipped :

- MOD 0745D03 (Addition of deflectors on life raft jettison handles)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Air conditioning draining improvement

Reference: AS365-21.00.27 (R0)

Applicable to version(s): N3

Installing a water trap at the evaporator outlet.

This Service Bulletin consists of installing a water trap at the evaporator outlet (RH side) of the distributed air conditioning installation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the distributed air conditioning installation draining system.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Pilot, Flight test	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP21B65 (R134A gas distributed air conditioning installation)

and not equipped with :

- MOD 365A084501.00 (Air conditioning draining improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Avoid interference between the flexible suction pipe of the hydraulic pump and the rigid pipe of the oil cooler

Reference: EC155-29-012 (R1)

Applicable to version(s): B, B1

Suppression of the interference between the flexible suction pipe of the hydraulic pump and the rigid pipe of the oil cooler.

This modification consists of :

- Installing a new guiding plate, as replacement for the older one, on the partition between the hydraulic reservoir and the MGB compartment. This new routing suppresses the risks of interference between the suction pipe of the pump and the low elbowed rigid pipe of the oil cooler.
- Removing the pipes

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Suppress the interference between the flexible suction pipe of the LH hydraulic pump and the rigid pipe of the oil cooler.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	24 Hour(s)	19 Week(s)	6322 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365A08-8948-00 or MODs 0721C15 and 0729B84 : Avoid interference between the flexible suction pipe of the hydraulic pump

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Canopy reinforcement at 25° post and at 14° frame

Reference: AS365-53.00.41 (R1)

Applicable to version(s): N, N1, N2, N3

Reinforcing links between upper lateral posts of canopy at 25 degrees post and at 14 degrees frame.

Installation of inner and outer reinforcements at links with upper horizontal posts and upper lateral posts.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevention of cracks of canopy at 25 degrees post and at 14 degrees frame.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	60 Hour(s)	46 Week(s)	15582 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 0756B22 : Canopy reinforcement at 25° post and at 14° frame.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Container sealing improvement for reduction of quarter-hull life-raft maintenance (SR10 type)

Reference: AS365-25.01.00 (R0)

Applicable to version(s): N3

Improvement of the sealing at the quarter-hull life-raft container hinge.

This Service Bulletin consists of installing, at the RH and LH quarter-hull life-raft container hinges :

- A seal
- A holding plate

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This improvement allows the extension from 24 to 30 months of the detailed inspection periodicity for the life raft. This periodicity extension allows the Operators to remove the quarter-hull life-raft container only once between 2 re-proof-tests of the life-raft and inflation cylinder (5 years).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.260 kg	+ 1.054 m.kg	2 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP45C33 (Helicopters equipped with quarter-hull life-raft installation -RH life-raft container (quarter-hull) P/N 365A84-5058-00)
- MOD OP45C34 (Helicopters equipped with quarter-hull life-raft installation -LH life-raft container (quarter-hull) P/N 365A84-5058-001)

and not equipped with :

- MOD 0745C43 and of DWG 365A088914(the extension (from 24 to 30 months) of the detailed inspection periodicity for the life raft)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Container sealing, new time limits

Reference: EC155-25-092 (R0)

Applicable to version(s): B, B1

Reduction of quarter-hull life-raft maintenance (SR10 type) of the container sealing improvement.

This Service Bulletin consists of installing, at the RH and LH quarter-hull life-raft container hinges :

- A seal
- A holding plate

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve sealing at the quarter-hull life-raft container hinge.
- This periodicity extension allows the Operators to remove the quarter-hull life-raft container only once between 2 re-proof-tests of the life-raft and inflation cylinder (5 years).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.260 kg	+ 1.054 m.kg	2 day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- RH life-raft container (quarter-hull) P/N 365A84-8090-00 (MOD OP45C12)
- LH life-raft container (quarter-hull) P/N 365A84-8090-01 (MOD OP45C12)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Elimination of the over-traveling risk of the upper roller

Reference: AS365-52.00.26 (R1)

Applicable to version(s): N, N1, N2, N3

Airbus Helicopters offers the retrofit of the upper roller.

This Service Bulletin consists of :

- Checking that the rear upper fitting roller of the enlarged sliding door(s) (LH and/ or RH), locked in the open position, does not over-travel from the upper rail end by more than 2 mm (.078 in)
- Modifying the door and the upper rail to reduce this over-traveling (if necessary)

Helicopters on which Revision 0 of this Service Bulletin has been complied with are concerned by Revision 1 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improvement solution aiming at ensuring the penetration dimension of the roller in the rail.
- Avoid risk for the roller to disengage.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.046 Kg	Negligible	0.5 Hour(s) or 0.5 Day(s) depending on aircraft configuration	29 Week(s)	7108 - 14222 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	0,5 Hour(s) or 0,5 Day(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Enlarged sliding doors
- MOD 0752B47 (Rear end of top rail shortened)

and not equipped with :

- MOD 365A094199.04/05 and 0752C57 (Door and upper rail modified)
- MOD365P081896.xx (Adjustment of the center stop of the sliding doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency floatation gear automatic percussion reliability for aircraft without CVFDR or CVR

Reference: AS365-25.01.17 (R1)

Applicable to version(s): N2, N3

In order to make emergency floatation gear with automatic percussion more reliable.

Double the power stage of relays "37G" and "38G" of emergency floatation gear unit "42G" located on cargo compartment ceiling. The 28 VDC power will be sent over two series-mounted stages on each relay.
 To improve immunity to electrical interference of the emergency floatation gear installation, shielding of wiring between immersion probe "69G" and its electronic unit "71G".
 Filtering added on power supply to improve system operation in case of undervoltage or micro-cuts on aircraft electrical network.

Compliance with modification 0745D04 requires previous compliance with modifications 0745C77 and 0745C88.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improving the automatic percussion chain, increasing the immersion detection system's resistance to EMI (Electro Magnetic Interference) and power supply cuts and modifying the installation to prevent untimely activation of the floats.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to + 0,660 kg depending on aircraft configuration	Negligible to + 4 m.kg depending on aircraft configuration	1 Day(s) or 2 Day(s) depending on aircraft configuration	54 Week(s)	17603 - 19169 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	0 to 8 Hour(s) depending on aircraft configuration
Avionics	8 to 12 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with emergency floatation gear with automatic percussion and not equipped with :

- MOD 0745D04 (improving reliability of the emergency floatation gear with automatic percussion in order to prevent untimely activation of the floats)

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- 0745C77 (Emergency floatation gear percussion chain more reliable)
- 0745C88 (Immersion detection system's resistance to EMI (Electro Magnetic Interference) increased)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Evolution of DIFF GONG warning system

Reference: AS365-71.00.25 (R2)

Applicable to version(s): N3

Improve the operation of "DIFF-NG" (multi-gong) aural warning.

This Service Bulletin consists of: Modifying the wiring of gong "815K" power supply plate, adding a "828K4" 2.4 KOhm-resistance on "817K" relay command line.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopters had defined this modification which aimed at improving the operation of "DIFF-NG" (multi-gong) aural warning :
- In "DIM" position of non NVG (Night Vision Goggle) warning panel
- In "NIGHT/NVG" position of NVG warning panel

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	Week(s)	11 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0771C54 (improving the operation of "DIFF-NG" gong warning)
 - MOD 0771B86 (Evolution of DIFF GONG warning system)
- and not equipped with : • MOD 0771C38 (improving the operation of "DIFF-NG" (multi-gong) aural warning)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fin fitting replacement

Reference: EC155-53-029 (R1)

Applicable to version(s): B, B1

Modification of the part number of the centering tool fittings.

Replacing the two-piece fin fittings (on the tail boom and the upper fin) by 2 reinforced single-piece fittings

Modification 0754B40 has been integrated in the design of new helicopters delivered as from 01 July 2010

SB from Airbus Helicopters France (AHF)

New front fittings P/N 365A23-4218-20 and rear fittings P/N 365A23-4219-20 (post-MOD 0754B40) are not interchangeable with fitting assemblies (pre-MOD 0754B40) New front fittings P/N 365A23-4218-20 and rear fittings P/N 365A23-4219-20 (post-MOD 0754B40) are not mixable with fitting assemblies (pre-MOD 0754B40)



> BENEFITS

- To increase the strength of the fuselage-fin junction fittings

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	25 Week(s)	5665 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 0754B40 (reinforced single-piece fin fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuel tank mechanical bleeding system

Reference: EC155-28-013 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the current hydraulic bleeding system of all the fuel tanks by a mechanical bleeding system.

This Service Bulletin consists in :

- Removing the hydraulic bleeding assembly from each fuel tank plate
 - Installing a new mechanical bleeding system on each fuel tank plate
- Adapting the airframe :
- Removal of the hydraulic control system capabilities
 - Enlargement, in the fairings, of the hole for access to the bleeding systems for passage of the bleeding tool

SB from Airbus Helicopters France (AHF)

PRE and POST MOD bleeding systems are not interchangeable.
 Mixability of PRE and POST MOD parts is prohibited.



> BENEFITS

- This modification results in a gain of 1.6 kg on the helicopter empty weight.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 1.6 kg	- 6.4 m.kg	8 Day(s)	25 Week(s)	4267 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	50 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Hydraulic bleeding system P/N 9-03-22-06
- and not equipped with :
- MOD 0728C07 (Fuel tank mechanical bleeding system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hinged, spring-loaded collective lever locking blade

Reference: EC155-67-009 (R1)

Applicable to version(s): B, B1

Modification of the label of the collective box assembly.

Cases of untimely locking of the collective lever were reported and detailed in Alert Service Bulletin No. 67A007. They were due to the insufficient clearance between locking blade and hooking pin at collective lever end, when the lever is against Low Pitch stop. This insufficient clearance was caused by a deformation of the locking blade.

The untimely unlocking of the collective lever is caused by an insufficient collective lever unlocking load.

Alert Service Bulletin No. 67A007 was published in order to allow a check and adjustment of the locking/unlocking system.

To improve this installation, Airbus designed modification 0767B65 which consists of replacing the flexible collective lever locking blade by an assembly comprised of a blade, a hinge and a return spring.

Therefore, Airbus recommends compliance with this Service Bulletin.

Revision 1 of this Service Bulletin consists in replacing the label of the collective box assembly if this label was replaced during compliance with Revision 0 of this Service Bulletin.

The modification has been integrated in the design for new helicopters delivered as from December 1st, 2007

SB from Airbus Helicopters France (AHF)

Helicopters on which Revision 0 of this Service Bulletin was complied with are concerned by this Revision 1. Revision 1 supersedes compliance with Revision 0 of this Service Bulletin. Parts / equipment are not interchangeable.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
• MOD 0767B65 (Hinged, spring-loaded collective lever locking blade)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Replacing the label of the collective box assembly

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 to 4 Hour(s) depending on aircraft configuration	40 Week(s)	13693 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	0,5 to 4 Hour(s) depending on aircraft configuration

Improved locking system of the LISI AS21-5-7 cargo hook

Reference: AS365-25.01.60 (R1)

Applicable to version(s): N, N1, N2, N3

To increase the locking force of the cargo hook in order to prevent any untimely load releases.

Compliance with this Service Bulletin consists in strengthen the effort exercised on trigger under load, the lever and spring are modified to exercise an additional effort of preservation of locking.

This modification improve the holding in the inconvenient releasing without change of the mechanical and electrical interfaces.

SB from Airbus Helicopters France (AHF)

The components have to be ordered thru LISI company, please contact Airbus Helicopters to place order.



> BENEFITS

- Compliance with this Service Bulletin enables the equipment locking system to be significantly improved by reducing its sensitivity to shocks or vibrations, which reduces the risk of unintentional load release.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Fixed parts of cargo hook assembly 704A418110.29 (MP/N AS21-5-7)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved locking system of the LISI AS21-5-7 cargo hook

Reference: EC155-25-138 (R1)

Applicable to version(s): B, B1

New locking system with the enhance locking force.

This Service Bulletin consists in:

- Removing the cargo hook (if installed)
- Complying with appended LISI Equipment Manufacturer Service Bulletin No. 55, issue 01
- Installing the cargo hook on the helicopter
- Testing the installation

Kit has to be ordered to lisi Aerospace.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increase the locking force of the cargo hook in order to prevent any untimely load releases.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Fixed parts of cargo hook assembly : P/N 704A418110.29.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats

Reference: AS365-25.01.68 (R0)

Applicable to version(s): N3

This modification improve the seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats.

This service bulletin consist in replacing the plastic seat belt inlet plate with an anodized aluminum inlet plate.

For helicopters on which B/E Aerospace Fischer Service Bulletin No. SB09071801 was complied with, this modification enables modifying the color of the seat belt inlet plate (black anodized aluminum instead of natural anodized aluminum) for the harmony of color.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD seat belt inlet plates are not interchangeable. It is prohibited to mix PRE MOD and POST MOD seats. B/E Aerospace Fischer Equipment Manufacturer Service Bulletin No. SB9606-002 must be complied with on pilot and copilot seats which are installed on the helicopter. The KIT 9606-310A-A02 is to order separately to B/E Aerospace Fischer.

> BENEFITS

- Avoid cases of jamming of belts in the plastic inlet plates.
- Metal bezel assure better attachment especially in case of dress covers made from thick material (heavy leather, wadding, sheepskin or similar)

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 152 g	+ 0.34 m.kg	0.5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	0,5 Hour(s) per seat



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with B/E Aerospace Fischer pilot and copilot seats with one of the following Part Numbers (P/N) :

- 9606-101-000-1E05900L10X (MP/N: 704A41120101)
- 9606-101-000-1E05900R10X (MP/N: 704A41120100)

and not equipped with :

- MOD 365V081048.00/01 (Improved seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats)
- B/E Aerospace Fischer Service Bulletin No. SB09071801 through Safety Information Notice (SIN) No. 2118-S-25.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats

Reference: EC155-25-147 (R0)

Applicable to version(s): B1

Improvement to the seat belt inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats.

This service bulletin consists in :

- Replacing the plastic seat belt inlet plate with a black anodized aluminum inlet plate
- Changing the Part Number of the seats for a better follow-up

The color of the seat belt inlet plate (black anodized aluminum instead of natural anodized aluminum) is available.

SB from Airbus Helicopters France (AHF)

Kit has to be ordered at B/E Aerospace Fischer.

> BENEFITS

- Avoid jamming of belts in the plastic inlet plates on type H110 B/E Aerospace Fischer pilot and copilot seats.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 152 g	+ 0.34 m.kg	30 minute(s)	On request	On request	eOrdering



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
 B/E Aerospace Fischer pilot and copilot seats with one of the following Part Numbers (P/N):

- 9606-101-000-1E05900L10X (MP/N: 704A41120101)
- 9606-101-000-1E05900R10X (MP/N: 704A41120100)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of EC155 VIP door reliability

Reference: EC155-52-031 (R2)

Applicable to version(s): B1

Modification for door opening system.

This service bulletin consists in :

- Replacing springs of the kinematics block and locks
- Replacing lock cover whose material has changed
- Replacing kinematics block screws with other type screws
- Improving swiveling of the assistance arm
- Improving lock access by routing
- Suppressing cable pinching of outer handle
- Drilling and reinforcing the kinematics block cover
- Changing safety levers of inner handles
- Modifying the lock lever

On the purchase order, please specify the external finish paint of the door to be modified so as to harmonize the handles with the original harmony of the helicopter.

SB from Airbus Helicopters France (AHF)

Interchangeability: Parts PRE MOD and POST MOD are not interchangeable. Mixability: Mixing between PRE MOD and POST MOD parts is prohibited between RH door and LH door.

> BENEFITS

- Improve the reliability and quality of the opening and closing door mechanism.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	49 Week(s)	281 03 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)
Airframe, Structure	8 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP53C80 : Equipped with VIP "swing doors" installation

This service bulletin is applicable on aircraft not equipped with :

- MOD 0752C60 : Reliability improvement of the EC155 VIP doors
- MOD 0752C76 : Setting procedure for swing door locking hooks
- MOD 365P084773.00 : EC155 VIP door handle safety device modification

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 0752C60 : Reliability improvement of the EC155 VIP doors

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of engine cowling compasses

Reference: EC155-53-033 (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to improve the opening of the removable engine cowlings to simplify maintenance in the engine compartments.

This Service Bulletin consists in replacing the compasses of the removable engine cowlings by a new system composed of a rod and new cowling stops.

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD cowlings are not interchangeable. It is prohibited to mix PRE-MOD and POST-MOD cowlings.



> BENEFITS

- Wear of blading and better positioning of the removable engine cowling rods.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s)	28 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	8 Hour(s)
Composites	9 or 11 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0750B40 (Improvement of engine cowling compass) through revision 0 of this Service Bulletin and not equipped with :
- MOD 0750B40 (Improvement of engine cowling compass)
- MOD 0750B47 (Displacement of removable engine cowling rod)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of engine cowling torque links

Reference: AS365-53.00.54 (R1)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to improve the opening of the removable engine cowlings to simplify maintenance in the engine compartments.

It consists in replacing the removable engine cowling torque links by a new system composed of a rod and new cowling stops.

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD cowlings are not interchangeable. It is prohibited to mix PRE-MOD and POST-MOD cowlings.



> BENEFITS

- Reduces direct costs of maintenance

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s)	28 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)
Composites	9 or 11 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft not equipped with :

- MOD 0750B40 (Improvement of engine cowling compass)
- MOD 0750B47 (Displacement of removable engine cowling rod)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of fuel tank plate sealing

Reference: AS365-28.00.37 (R1)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to improve sealing at fuel tank plates.

This Service Bulletin consists of the replacement of the fuel tank plate flanges by new reinforced flanges to improve stiffness and for better crushing of the new seal, inserting a seal between the plate and the tank skin, to correct the faulty sealing of the installations with "PR" sealant (the sealant is replaced by this new seal).

SB from Airbus Helicopters France (AHF)

Equipment items pre- and post-MOD are not interchangeable. Mixability between pre- and post-MOD parts is not authorized.



> BENEFITS

- To take into account the sealing issues encountered in the framework of compliance
- Returns to an installation with sealant

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.462 kg	+ 1.795 m.kg	2 weeks	22 Week(s)	10463 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	80 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- forward flanges P/Ns 366A55-1008-00, 365A55-3100-00 or 365A55-3900-02
- center flanges P/Ns 366A55-1009-00, 366A55-1009-01, 365A55-3100-01 or 365A55-3900-00
- aft flanges P/Ns 366A55-1008-01, 366A55-1008-02, 365A55-3100-02 or 365A55-3900-01

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 0728C30

Compliance with Revision 0 of this Service Bulletin is incompatible with helicopters equipped with reinforced skin tanks (post-MOD 0728B50, 0728B52, 0728B54 or 0753C87).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of fuel tank plate sealing

Reference: EC155-28-004 (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to improve sealing at fuel tank plates.

Replacement of the fuel tank plate flanges by new reinforced flanges to improve stiffness and for better crushing of the new seal
Inserting a seal between the plate and the tank skin, to correct the faulty sealing of the installations with "PR" sealant (the sealant is replaced by this new seal).

Helicopters equipped with reinforced skin tanks and on which Revision 0 of this Service Bulletin was complied with are concerned by this Revision 1.
Compliance with Revision 0 of this Service Bulletin is incompatible with helicopters equipped with reinforced skin tanks (post-MOD 0728B94, 0728C04 and 0753C88).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Fuel tank plate sealing is improved.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.462 kg or + 0.462 kg depending on aircraft configuration	- 1.795 m.kg or + 1.795 m.kg depending on aircraft configuration	2 week(s)	22 Week(s)	10463 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	80 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
• MOD 0728C38 (Improvement of fuel tank plate sealing)

The following MOD and the following equipments also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 0728C30 (reinforced skin tanks)
- For helicopter equipped with Standard tanks :
 - Forward flanges P/Ns 366A55-1008-00 and 365A55-3100-00
 - Center flanges P/Ns 366A55-1009-00, 366A55-1009-01 and 365A55-3100-01
 - Aft flanges P/Ns 366A55-1008-01, 366A55-1008-02 and 365A55-3100-02
- For helicopter equipped with Reinforced skin tanks :
 - Forward flanges P/N 365A55-3900-02
 - Center flanges P/N 365A55-3900-00
 - Aft flanges P/N 365A55-3900-01
- and
 - LH center fuel tank upper and lower closing strips P/N 366A55-1051-06
 - LH center fuel tank lower aft closing strips P/N 366A55-1053-02
 - Aft fuel tank aft upper closing strips P/N 366A55-1051-09
 - Aft fuel tank aft lower closing strips P/N 366A55-1053-03

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of N3 life raft release effort

Reference: AS365-25.00.99 (R0)

Applicable to version(s): N3

Airbus Helicopters offers the improvement of the N3 life raft release effort.

This Service Bulletin consists of :

For helicopters equipped with the life raft Removable Part (RP) :

- Replacing the junction box without gear ratio with a junction box with a gear ratio of 0.59
- Increasing the diameter of the bevel gear pulleys, from 14-mm diameter to 30-mm diameter underneath the floor, on RH side for pilot handle
- Adding a bevel gear pulley, underneath the floor, for copilot handle
- adding on the LH container a pulley reducing the tensile load to be applied to the handle during life raft release

For helicopters equipped with the life raft anti-optional equipment :

- replacing the retaining cable for FP
- installing bases on lower fairings

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable.

Mixability of parts is prohibited.

> BENEFITS

- Reduce the tensile loads of the release controls of the quarter-hull life rafts.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,3 kg	+0,87 m.kg	4 Day(s)	60 Week(s)	14712 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	30 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with life raft installation (quarter-hull) :

- MOD 0745C33 (Fixed Part of life rafts)
- MOD 0745C34 (Removable Part of life rafts) or anti-optional equipment

and not equipped with :

- MOD 0745C89 (Improvement of N3 life raft release effort)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of resistance to corrosion of blade folding attachment fittings

Reference: EC155-53-036 (R0)

Applicable to version(s): B, B1

Improvement the corrosion resistance of the blades.

This Service Bulletin consists in:

- Replacing the existing boom attachment supports by new supports with two drain holes,
- Ensuring the sealing of the assembly with sealant

SB from Airbus Helicopters France (AHF)

Interchangeability: PRE and POST MOD parts are not interchangeable. Mixability: Mixability of PRE and POST MOD parts is not authorized



> BENEFITS

- The purpose of this Service Bulletin is to improve the corrosion resistance of the blade folding attachment fittings on the outer skin of the tail boom by means of better adapted drain holes and an assembly with improved sealing.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	19 Week(s)	1195 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0754B47 Improvement of resistance to corrosion of blade folding attachment fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of resistance to corrosion of blade folding attachment fittings

Reference: AS365-53.00.58 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to improve the corrosion resistance of the blade folding attachment fittings.

This Service Bulletin consists in:

- Replacing the existing boom attachment supports by new supports with two drain holes
- Ensuring the sealing of the assembly with sealant

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Better adapted drain holes and an assembly with improved sealing.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	19 Week(s)	1195 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0754B47 : Improvement of resistance to corrosion of blade folding attachment fittings

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Increase of tightening torque of the shaft/hub coupling

Reference: AS365-62.00.26 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to replace the STARFLEX star of the Main Rotor Hub (MRH) and to apply a new tightening torque to the shaft /hub attachment pins.

This installation consists of:

- Replacing the bare STARFLEX star of the MRH in order to increase technical performance
- Modifying the tightening torque of the shaft/hub attachment pins, so as to improve fatigue strength

SB from Airbus Helicopters France (AHF)

Parts pre- and post-modification are not interchangeable.



> BENEFITS

- The Service Life Limit (SSL) of the new STARFLEX star is significantly increased (refer to the Maintenance Program (PRE)). The airworthiness inspection interval of the new STARFLEX star is significantly increased (refer to the Maintenance Program (PRE)).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	2 Hour(s)
Mechanics	20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0762C46
- MOD 0762C37

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Indicating and Recording Systems VEMD and CAD (NVG compatible)

Reference: EC155-31-029 (R0)

Applicable to version(s): B, B1

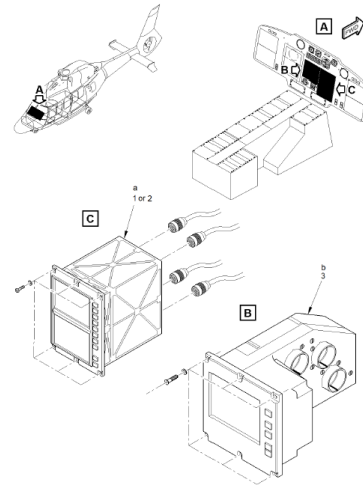
The function of this Service Bulletin is to allow the replacement of the "Old Generation (OG)" Vehicle and Engine Management Display (VEMD) with the "New Generation (NG)" VEMD.

This Service Bulletin includes the replacement of the former generation VEMD and CAD with the new generation VEMD and CAD.

Pre Mod and Post Mod V.E.M.D/CAD equipment items are interchangeable if you replace them simultaneously as a couple. Mixability does not apply to this modification due to the replacement by couple of the V.E.M.D /CAD.

SB from Airbus Helicopters France (AHF)

The VEMD update/change is ensured by Thales global network. Your RFQ will be sent and handled by Thales directly.



> BENEFITS

- The introduction of new Central Panel Display System (CPDS) software, it will also make the reliability and performance of the VEMD better and allows the installation of night Vision Goggles (NVG)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0731C08

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	3 Hour(s)
Pilot, Flight test	0,5 Hour(s)

Interference between a starter-generator cable and a fire detector support

Reference: AS365-24.00.28 (R1)

Applicable to version(s): N3

This service bulletin propose to check the spacing between the cables of the RH and LH starter-generators and the fire detector supports.

This Service Bulletin consists in:

- Check fire detector support
- Modifying, if necessary, the position of the routing clamp of the RH and LH starter-generator cables

Revision 1 affects compliance with Revision 0 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

The installation on AS365 N3 helicopters is similar. In addition, this area is subject to a periodic inspection every 600 flying hours.



> BENEFITS

- Eliminate interference starter-generator and fire support generator.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters AS365 with a certificate of conformity dated between June 1, 2003 and June 1, 2008.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Interference between a starter-generator cable and a fire detector support

Reference: EC155-24-017 (R1)

Applicable to version(s): B1

To check the spacing between the cables of the RH and LH starter-generators and the fire detector supports.

To prevent the loss of the RH starter-generator due to interference between the cables and the adjacent fire detector support

Revision 1 affects compliance with Revision 0 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To extend compliance with the procedure to the cables of the LH starter-generator.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Certificate of conformity dated between June 1, 2003 and June 1, 2008

and not equipped with :

- Drawing 365A618148 (wiring installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

M'ARMS threshold updating

Reference: AS365-45.00.01 (R4)

Applicable to version(s): N3

this Service Bulletin was aimed at updating the thresholds for M'ARMS system indicators.

This modification integrate the values adopted for the thresholds M'ARMS system indicators, concerning rotors and mechanical transmissions.

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be verified as soon as the reply form sheet has been received.



> BENEFITS

- Update the thresholds of M'ARMS system indicators.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	Negligible	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
M'ARMS Specialist	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with M'ARMS ground station with AGS software (ARMS Ground Station) V5.1 or MGS (Maintenance Ground Station).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MFDAU software (CVFDR loss signal detector)

Reference: EC155-31-019 (R0)

Applicable to version(s): B, B1

Indicate in real time failures recorded between the CVFDR and the MFDAU on the FDRS control unit through the illumination of the "FDR" indicator light.

The modification consists of taking into account the loss of play-back link between the CVFDR and the MFDAU (in MFDAU failure memory) by illuminating the "FDR" indicator light on the control unit to indicate the loss of this link in real time. This modification generates a new MFDAU board P/N and new configuration files. The MFDAU board may be modified on the equipment manufacturer's premises.

Return to AH to retrofit MFDAU board.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent MFDAU software loss signal detector.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Board configured P/N : 360-00700-100 or 360-000700-101.

and not equipped with :

- MOD 0731B56 : MFDAU software (CVFDR loss signal detector)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MGB oil pressure switch assembly

Reference: EC155-79-005 (R0)

Applicable to version(s): B, B1

Modification of the MGB oil pressure switch assembly.

- This modification of the pressure switch connection consists of :
- Removing and scrapping the hollow bolt, the nipple and the pressure switch connector
 - Installing as replacement a straight connector

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increases reliability of the sealing of the MGB oil pressure switch.
- Improves accessibility for maintenance of the filing detector.
- Deletes temporary repositioning of the MGB oil pressure switch which may cause oil leakage.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0779B36 : MGB oil pressure switch assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MGB oil pressure switch electrical bonding

Reference: EC155-63-010 (R1)

Applicable to version(s): B, B1

Enhancement of warning system for MGB oil pressure.
Revision 1 of this Service Bulletin consists in replacing the bonding braid by a longer bonding braid, in order to remedy the problems of installation.

This service bulletin consists of adding a bonding braid to connect pressure switch (66E) to an existing ground connection point on transmission deck.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid "MGB MAIN" amber warning fail to release.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Board configured P/N : 360-00700-100 or 360-000700-101. and not equipped with
- MOD 0779B36 : Modification of the MGB oil pressure switch assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of M'ARMS TRH accelerometer support

Reference: EC155-31-018 (R0)

Applicable to version(s): B, B1

Modification of M'ARMS TRH accelerometer position.

This modification consists of replacing the former accelerometer support by a new one, with a different shape (measurement on Z axis becomes a measurement on X axis).

In order to improve the electrical harness bend radius, it will also be necessary to replace the straight coupling by an elbow coupling on the connector "154E".

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Optimise vibration measurements.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	3 Hour(s)	6 Week(s)	1 38 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with six ballast plates in shrouded tail rotor, and not equipped with :

- MOD 0731B61 (Modification of M'ARMS TRH accelerometer support)

Helicopters modified as per Service Bulletin No. 31-010 are not affected by this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

QUICKHEALTH software upgrade to Version V1.4

Reference: EC155-45-008 (R0)

Applicable to version(s): B, B1

This Service Bulletin consists of installing the QUICKHEALTH software V1.4 or updating the QUICKHEALTH.

The QUICKHEALTH Version 1.4 integrates two new MODX-130 and NORMX indicators which allow the Operator to anticipate the detection of cracks on planet carriers.

These two indicators are monitored via threshold values computed through a leaning process.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To provide an additional assistance to the Client for the endoscope inspection performed every 50 hours on the planet carriers and specified in the Maintenance Program (PRE), sections 05-99-00 and 05-20-02, through the use of the QUICKHEALTH software V1.4, in order to anticipate the detection of possible cracks.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on M'ARMS running software V1.3.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

QUICKHEALTH software upgrade to Version V1.4

Reference: AS365-45.00.07 (R0)

Applicable to version(s): N3

This service bulletin introduce an update for Quickhealth.

The QUICKHEALTH Version 1.4 integrates two new MODX-130 and NORMX indicators which allow the Operator to anticipate the detection of cracks on planet carriers.

These two indicators are monitored via threshold values computed through a leaning process.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To provide an additional assistance to the Client for the endoscope inspection performed every 50 hours on the planet carriers.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- M'ARMS installation (Modular Aircraft Recording Monitoring System), running the QUICKHEALTH software V1.3 and on.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relocation of roll FOGs

Reference: AS365-22.00.14 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to relocate the FOG (Fiber-Optic Gyroscope) units so as to reduce their hypersensitivity.

This modification consist in moving the FOG an adapting the support.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD components are not interchangeable.

> BENEFITS

- Reduce the hypersensitivity of the Fiber-Optic Gyroscope.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 to 1,5 Day(s) depending on aircraft configuration.	44 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 to 10 Hour(s) depending on aircraft configuration
Electrical systems	Negligible or 1 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0722B61 (Installation of APM2010 AFCS) and not equipped with :
- MOD 0722B71 (Relocation of roll FOGs)

The following equipements also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- anticollision light P/N 01077030814
- LH shelf in tail boom

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relocation of the short-circuit detection lug of the electrical master box

Reference: EC155-24-022 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to carry out an electrical modification in order to ensure correct monitoring of the battery fuse.

This Service Bulletin consists in relocating the short-circuit detection lug of the electrical master box from position 2 to position 1 on fuse "60P".

Airbus Helicopters recommends compliance with this Service Bulletin during a future scheduled maintenance inspection.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Modifying the lug connection makes it possible to activate the BAT warning of the CAD when necessary.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0724C46 (Relocation of the short-circuit detection lug of the electrical master box)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removing the risk of hoist cable jamming between the passenger footstep and the helicopter structure

Reference: EC155-53-034 (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to prevent the risk of hoist cable jamming behind the passenger footstep by reducing the footstep length (modification applicable to the RH side and the LH side).

This service bulletin consists in:

- Removing footstep assemblies PRE MOD 0753C75 (Elimination of interference between the hoist cable and the footstep)
- Fitting RH footstep POST MOD 0753C75 with two chafing strips in order to remove risks of degradation of the hoist cable
- Installing footsteps POST MOD 0753C75

Modification 0745C99 (Elimination of interference between the hoist cable protection and the quarter-hull fairing) consists in :

- Adjusting the footstep protection
- Adjusting the structure
- Installing the footstep protection

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent jamming of the hoist cable between the footstep and the helicopter structure occurred in service during a training flight risks using a new footstep definition.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,780 kg	+ 2.066 m.kg	24 Hour(s)	44 Week(s)	14417 - 55765 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 to 10 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0753C18 : passenger footsteps

and not equipped with :

- MOD 0753C75 : Elimination of interference between the hoist cable and the footstep
- MOD 0745C99 : Elimination of interference between the hoist cable protection and the quarter-hull fairing.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Remplacement of Indicating and Recording Systems

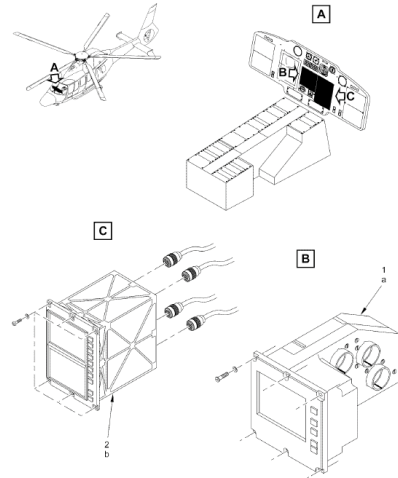
Reference: EC155-31-023 (R1)

Applicable to version(s): B

This Service Bulletin is to replace the previous generation Vehicle and Engine Management Display (VEMD) and the caution and advisory display (CAD)

This Service Bulletin consists in replacing the previous generation of VEMD and CAD with the new generation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New generation VEMD and CAD (indicating and recording)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	3 Hour(s)
Pilot, Functional Check	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0739C92
 Pre Mod MC39C93
 Post Mod 0739B78

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of epicyclic reduction gear on MGB

Reference: EC155-63-016 (R5)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to describe the procedure for replacing the epicyclic reduction gear of the MGB (Main Gearbox).

This Service Bulletin consists in replacing the epicyclic reduction gear with a new epicyclic reduction gear, which has undergone a factory bench acceptance test, without removing the MGB.

Revision 1, 2, 3, 4, 5 does not affect compliance with the previous Revisions of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Reduce maintenance down time when replacing the epicyclic reduction gear of the MGB (Main Gearbox) is scheduled.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	1 Hour(s) (1 Hour 45 if HUMS flight)
Mechanics	45 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MGB P/N 365A32-9001-00
- Planet gear bearings P/N 365A32-9013-00 (TYPE Y) or 365A32-9011-00 (TYPE Z)
- MOD 0763C52 (Reinforced upper cover - Planet gear carrier roller bearing with reduced clearance)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of steel cylinders with carbon fiber cylinders

Reference: AS365-25.01.52 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to replace the steel cylinders on the external life rafts with carbon fiber cylinders.

This Service Bulletin is to be complied with on the RH and LH external life raft assemblies and consists in :

- removing the steel cylinders on the life rafts (MP/N) 245431-0 or (MP/N) 245434-0
- installing the carbon fiber cylinders on the life rafts (MP/N) 245431-1 or (MP/N) 245434-1

It is possible to replace the RH life raft only, the LH life raft only or both.

SB from Airbus Helicopters France (AHF)

The external life raft(s) have to be returned from your Zodiac Services for retrofit. Please contact your Zodiac Services correspondent or your usual approved workshop.

> BENEFITS

- This modification reduces the weight of the helicopter by 12 kg and lightens the maintenance program by canceling the annual inspection of the upper body of the cylinder (check for corrosion).

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-6,0 kg or -12,0 kg depending on aircraft configuration	-4,8 m.kg or +4,8 m.kg depending on aircraft configuration	0,5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s) per life raft



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Life rafts : (MP/N) 245431-0 (704A42691043) or (MP/N) 245434-0 (704A42691059), fitted with inflation cylinder Part Number (MP/N) 217544-0

and not equipped with :

- MOD 0745C87 (Replacement of steel cylinders with carbon fiber cylinders)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of steel cylinders with carbon fiber cylinders

Reference: EC155-25-102 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the steel cylinders on the external life rafts with carbon fiber cylinders.

This Service Bulletin is to be complied with on the RH and LH external life raft assemblies and consists in :

- Removing the life rafts, Part Number (MP/N) 245431-0 or (MP/N) 245434-0
- Installing the life rafts, Part Number (MP/N) 245431-1 or (MP/N) 245434-1

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduces the weight of the helicopter by 12 kg and lightens the maintenance program by canceling the annual inspection of the upper body of the cylinder (check for corrosion).

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 6 kg to 12 kg depending on aircraft configuration	- 4,8 to 0 m.kg	12 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	2 to 4 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- External life rafts, Part Number (MP/N) 245431-0 (704A42691043) or (MP/N) 245434-0 (704A42691059), fitted with inflation cylinder Part Number (MP/N) 217544-0.

and not equipped with :

- MOD 0745C87 : Replacement of steel cylinders with carbon fiber cylinders

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the interface unit of the 503 HR SMITH CPI emergency locator transmitter

Reference: EC155-25-136 (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the beacon for helicopters equipped with BRU (Beacon Release Unit).

This Service Bulletin consists of:

- Removing SIU MP/N: 503-42 or 503-42-6
- Installing SIU MP/N: 503-42-G or 503-42-6-G
- Installing an electrical bonding braid on the SIU

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow deployment of the beacon after a manual transmission via the control panel.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1,5 Hour(s)
Avionics	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- SIU (System Interface Unit) MP/N: 503-42 or 503-42-6 of 503.

and equipped with :

- 365P086063.00/.03/.10/.13

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the interface unit of the 503 HR SMITH CPI emergency locator transmitter

Reference: AS365-25.01.55 (R1)

Applicable to version(s): N, N3

The purpose of this Service Bulletin is to replace the beacon for helicopters equipped with BRU (Beacon Release Unit).

This Service Bulletin consists of:

- Removing SIU MP/N: 503-42 or 503-42-6
- Installing SIU MP/N: 503-42-G or 503-42-6-G
- Installing an electrical bonding braid on the SIU

This change supersedes the limitation required by the ALERT SERVICE BULLETIN AS365-01.00.65.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow deployment of the beacon after a manual transmission via the control panel.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	Depending on Spare Parts needed	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1,5 Hour(s)
Avionics	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- 503 CPI emergency locator transmitter
 - SIU (System Interface Unit) MP/N: 503-42 or 503-42-6 of 503.
 - BRU (Beacon Release Unit) MP/N: 503-21.
- and equipped with :
- 365P086063.00/03/10/13

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the Old Generation SEMA by the New Generation 2 (NG2) SEMA

Reference: EC155-67-015 (R0)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the Old Generation (OG) serial actuator SEMA (Smart Electro-Mechanical Actuator) by the New Generation 2 (NG2) SEMA

This Service Bulletin consists in replacing the OG SEMA and its screws by the NG2 SEMA and its screws

SB from Airbus Helicopters France (AHF)

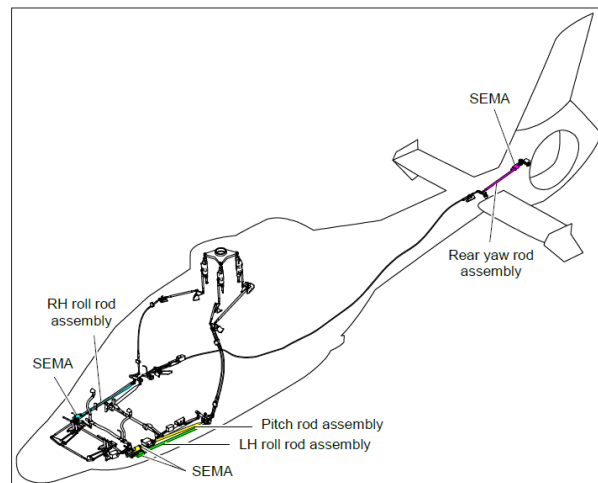
> BENEFITS

- Improves sealing problems and reduces maintenance costs

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,2 kg	Complete Installation +0.74 m.kg to -0.02 m.kg	1 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	8 Hour(s)



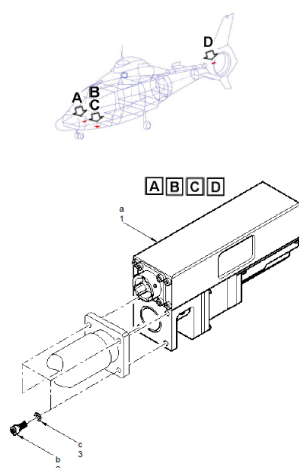
> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0722B81
Post Mod 0722B42

> CERTIFICATION ORGANIZATION(S)

EASA Europe

N° EC155-67-015



Retrofit hydraulic SAS manifold outlet

Reference: EC155-29-009 (R0)

Applicable to version(s): B, B1

Retrofit hydraulic SAS manifold outlet pressure pipe to the L/G extension distributor valve.

Replace the rigid hydraulic pipe (aluminum) between the SAS manifold and the L/G retraction/extension manifold by a pressure hose.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduce the stress loading on the hydraulic pipe in the pressure system between the SAS manifold and the L/G retraction/extension manifold.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	5 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 0729B74 : Replacing the hydraulic SAS manifold outlet pressure pipe to the L/G extension distributor valve.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Suppressing freon system interference

Reference: AS365-21.00.29 (R0)

Applicable to version(s): N, N1, N2, N3

The purpose of this Service Bulletin is to modify the air conditioning pipe routing.

AIRBUS developed a modification to suppress any interference risk. The purpose of this Service Bulletin is to modify the air conditioning pipe routing.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To suppress any interference risk.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with compact air conditioning (with unit in cargo hold) with a support angle 365A721375.36 installed on the firewall of the transmission deck.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Update of MFDAU+ ICT and DFS tables

Reference: AS365-31.00.10 (R0)

Applicable to version(s): N3

Airbus Helicopters offers the possibility to update of MFDAU+ ICT and DFS tables.

This Service Bulletin consists in updating the ICT and/or DFS tables of the MFDAU+ card.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopters defined modifications in order to update ICT and DFS tables to removal duplication.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365A638346.00
- MOD 365A638346.01
- MOD 365A638346.02
- MOD 365A638346.03
- MOD 365A638346.04

The following items also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT):

- MOD 365A828179.03
- MOD 365A828179.04
- MOD 365P614918.05
- MOD 365A828179.08
- MOD 365A828179.09
- HSI+HUMS+CDV 85
- HSI+UMS+CDV 85
- MFDAU+ : P/N 704A49-430-061
- MFDAU+ : P/N 704A49-430-072

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upgrade of the software on ILS/LOC law

Reference: EC155-22-015 (R3)

Applicable to version(s): B, B1

Airbus helicopter offers to upgrade APM2000.

This Service Bulletin consists in describing the software loading procedure in the APM2000.

Return APM2000 as per the procedure described in Service Letter 1567-00-02 specifying "for compliance with modification 0722B70". Also enclose its airworthiness release document (EASA FORM1 or equivalent according to regulations in force in your country) or the "Good Condition" removal certificate duly certified by the Operator

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This modification:
- Make the LOC mode more robust to the localizer signal disturbances. This phenomenon induces oscillations in roll during some ILS approaches.
- Perform an adjustment of the vertical speed indicator (- 500 ft/min or - 1000 ft/min)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with APM2000 M2000 AP module P/N:

- 416-00297-150
- 416-00297-160
- 416-00297-161
- 416-00297-162

And not equipped with :

- MOD 0722B70
- MOD 0722B67

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SAFETY



2nd cabin fire extinguisher

Reference: AS365-26-20-Mas (RO)

Applicable to version(s): N1, N2, N3

This option permits extinguishing a fire in the helicopter. It complements the standard portable fire extinguisher installed in cockpit.

This hand fire extinguisher contains 1.22 kg of extinguisher agent efficient on fire of class A, B and C. Its location depends on the cabin configuration (EMS, VIP, number of seat, etc). It can be installed for example on the floor under seats, on the 9 deg frame or under a VIP bench seat.

It is particularly recommended in configurations where cabin arrangement would prevent passengers from quickly reaching the cockpit hand fire extinguisher.

SB from Airbus Helicopters France (AHF)

The pre-MOD fire extinguishers/support P/N H1-10-AIR and post-MOD fire extinguishers/support P/Ns 12085-01 and 14561-00 are not interchangeable. LH drawers of the rear bench seat pre-MOD and post-MOD are not interchangeable. Mixability of pre-MOD fire extinguisher/support P/N H1-10-AIR and post-MOD support P/N 14561-00 is prohibited. Mixability of post-MOD fire extinguisher P/N 12085-01 and pre-MOD fire extinguisher/support P/N H1-10-AIR is prohibited.

> BENEFITS

- The purpose of this Service Bulletin is to replace the 2nd cabin fire extinguisher further to obsolescence or to install it

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible or + 1.98 kg depending on aircraft configuration	Negligible or + 7.9 m.kg depending on aircraft configuration	0.5 Day(s)	19 Week(s)	745 - 1537 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Composites	0 or 3 Hour(s) depending on aircraft configuration
Airframe, Structure	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R001082.00 (2nd cabin fire extinguisher)
- The aircraft harmony and the fire extinguisher P/N (next to the LH front seat) also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

> CERTIFICATION ORGANIZATION(S)

EASA Europe

2nd cabin fire extinguisher

Reference: EC155-26-20-Mas (RO)

Applicable to version(s): B, B1

Installation of a second fire extinguisher in the cabin.
In addition to the fire extinguisher provided in the cockpit with the standard aircraft, a second portable fire extinguisher, at passengers disposal, can be installed in the cabin.
Its location depends on the cabin configuration (EMS, VIP, number of seat, etc..).

The installation consists of (depending on the configuration):

- Modifying the drawer of the bench seat
- Modifying the cabin floor
- Installing the fire extinguisher and its support.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Addition of a second fire extinguisher

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.98 kg	+ 5,59 to + 8,25 m.kg depending on aircraft configuration	0.5 Day(s)	24 Week(s)	1077 - 1877 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Composites	3 Hour(s)
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R001082.01 (Installation of a 2nd cabin fire extinguisher)

The following harmonies also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- 6-place cabin harmony (2 front and rear VIP bench seats)
- 5-place cabin harmony (1 front VIP bench seat and 2 rear seats)
- 7-place cabin harmony (2 two-place seats and 1 three-place VIP bench seat)
- 5-place cabin harmony (2 front VIP seats and 1 three-place rear VIP bench seat)
- 6-place cabin harmony (1 front bench seat and 1 rear bench seat)
- 8-place cabin harmony (2 front two-place seats and 2 rear two-place seats), and according to aircraft harmony:
- Fire extinguisher in the RH drawer of the front bench seat
- Fire extinguisher in the LH drawer of the rear bench seat
- Fire extinguisher between the LH rear seats

> CERTIFICATION ORGANIZATION(S)

EASA Europe

4 point safety harnesses on 8 passengers configuration seats

Reference: AS365-25-20-Mas (RO)

Applicable to version(s): N1, N2, N3

This upgrade replaces the benches with 2-point or 3-point safety harnesses by new benches equipped with 4-point harnesses and replaces the covers of the 8 seats.

This Service Bulletin consists in:

- Adapting the upholstery of the 9 deg frame.
- Replacing the front and rear passenger benches.

The present Service Bulletin is not certified as is definitive certification will be carried out as part of each customization.

SB from Airbus Helicopters France (AHF)

Interchangeability: Pre- and post-MOD parts are not interchangeable. Mixability: Mixability of pre- and post-MOD parts is prohibited



> BENEFITS

- The purpose is to get new safety harnesses and to change cover 8 seat

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.3 kg	+ 7.659 m.kg	1 Day(s)	36 Week(s)	65583 - 68721 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R001089.00 (Installation of 4-point safety harnesses for 8-PAX configuration)

3 possible prerequisites valid for ALL CONF to be selected during custo

- Post-MOD 073652 (Replacement of tubul. seats by KEVLAR passenger seats)

Or

- Post-MOD 0725B03 (Adaptation of covers and KEVLAR benches with upholstery 86-81 DB)

Or

- Post-MOD OP25B79 (Passenger seats with 3-point belts)
- Post-MOD OP25B87 ("Airbus" cabin harmonies and upholstery)
- Post-MOD 0725B89 (Lightening of passenger seats with 3-point harnesses)

The following harmony also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- Installation with LAGON harmony
- Installation with ORAGE harmony
- Installation with DUNE harmony
- Installation with PONCHO harmony

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Additional Fire Extinguisher

Reference: SK-MIC-130-EO-H-548

Applicable to version(s): B

Additional Fire Extinguisher for the Cabin

When helicopter is operating commercial, an additional fire extinguisher for the cabin according to JAR-OPS 3.790 is required. The fire extinguishing substance is "Halon 1211" under nitrogen pressure. The hand fire extinguisher can be used within a distance of 3m. The maximum operation endurance is 6 seconds.

STC from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- More security in case of emergency

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2 kg	+5.3 m.kg	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional. The area must be free of previously installed parts.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Appareo Vision 1000™ cockpit camera

Reference: EC155-25-10-Mas (RO)

Applicable to version(s): B1

The purpose of this Service Bulletin is to install a camera in the cockpit in order to record images from the instrument panel and ambient noise from the cockpit in addition to flight parameters such as inertial data (IMU - Inertial Measurement Unit) and the GPS (Global Positioning System) position.

This Service Bulletin consist in :

- installing the GPS antenna
- installing the Vision 1000 camera
- installing the module "837T M1"
- installing the electrical wiring
- adapting the circuit-breaker panel
- relocating the area microphone if necessary

- This system can be used to help experts with their investigations or by users for flight viewing, training or investigation purposes.
- The system comprises a camera and a GPS antenna.
- The data are stored in an internal memory and on a removable SD (Secure Digital) memory card.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Low-cost flight data recording solution
- Comprehensive FDM program
- Capture of Attitude data (pitch, roll, yaw, etc.)
- Capture of WAAS GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.)
- Capture of Cockpit imaging
- Capture of Ambient audio
- Capture of Intercom system audio for crew and ATC communications (optional)

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.85 kg	+ 1.81 m.kg	0.5 Day(s)	23.2 Week(s)	27012 EUR (e.c. 2019)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)
Electrical systems	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable on aircraft not equipped with :

- MOD 365R001087.00 (V1000 camera kits on EC155 B1)
- MOD OP31B86 (Video/sound recorder for cockpit on EC155B1)

For order placement, please get in touch with your usual business contact or your local Order Administration Department stating your helicopter's S/N. The installation can be done with the help of or by the Airbus Helicopters repair network.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Appareo Vision 1000™ cockpit camera

Reference: AS365-25-10-Mas (R0)

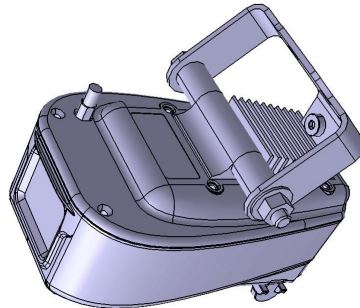
Applicable to version(s): N2

The objective of this Service Bulletin is to install a Vision 1000 camera in the cockpit to have a video and audio record of the instrument panel and cockpit areas on an SD card with GPS position.

This Service Bulletin includes the work steps that follow:

- Adaptation of the overhead covering panel
- Installation of a GPS antenna
- Installation of a Vision 1000 camera
- Installation of the electrical wiring
- Adaptation of the circuit breaker panel.

SB from Airbus Helicopters France (AHF)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,85 kg	+2,01 m.kg	1 Day(s)	On Request	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)
Airframe	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts
Helicopters that are PRE MOD 365R001092.00.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Appareo Vision 1000™ cockpit camera

Reference: AS365-25-10-Mas (RO)

Applicable to version(s): N3

Installation of a camera in the cockpit in order to record images from the instrument panel and ambient noise from the cockpit in addition to flight parameters such as inertial data (IMU - Inertial Measurement Unit) and the GPS (Global Positioning System) position. These data are stored in an internal memory and on a removable SD (Secure Digital) memory card. The system comprises a camera and a GPS antenna.

This Service Bulletin consists in:

- Adapting the covering panel
- Installing the GPS antenna
- Installing the Vision 1000 camera
- Installing the electrical wiring
- Adapting the circuit-breaker panel

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Low-cost flight data recording solution
- Comprehensive FDM program
- Capture of Attitude data (pitch, roll, yaw, etc.)
- Capture of WAAS GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.)
- Capture of Cockpit imaging
- Capture of Ambient audio
- Capture of Intercom system audio for crew and ATC communications (optional)
- This system can be used to help experts with their investigations or by users for flight viewing, training or investigation purposes.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.85 kg	On request	0.5 Day(s)	20 Week(s)	291 02 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1 Hour(s)
Airframe, Structure	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters serial number: 6262, 6294, 6317, 6320, 6321, 6327, 6330, 6335, 6352, 6356, 6374, 6415, 6440, 6510, 6527, 6536, 6537, 6539, 6543, 6548, 6550, 6551, 6552, 6553, 6555, 6556, 6561, 6565, 6567, 6568, 6571, 6582, 6584, 6585, 6587, 6593, 6596, 6597, 6598, 6604, 6605, 6606, 6609, 6612, 6614, 6616, 6617, 6618, 6624, 6625, 6628, 6631, 6636, 6640, 6646, 6648, 6649, 6650, 6657, 6665, 6666, 6667, 6668, 6671, 6672, 6674, 6675, 6676, 6677, 6678, 6679, 6682, 6684, 6687, 6688, 6690, 6691, 6692, 6694, 6695, 6698, 6699, 6700, 6701, 6702, 6704, 6705, 6706, 6709, 6710, 6713, 6714, 6715, 6716, 6718, 6719, 6721, 6722, 6723, 6724, 6725, 6726, 6727, 6728, 6729, 6730, 6732, 6734, 6736, 6737, 6738, 6740, 6741, 6742, 6743, 6744, 6745, 6747, 6749, 6751, 6754, 6756, 6758, 6760, 6763, 6765, 6766, 6767, 6768, 6769, 6770, 6772, 6773, 6774, 6775, 6776, 6779, 6781, 6782, 6783, 6785, 6786, 6787, 6788, 6790, 6792, 6795, 6797, 6799, 6803, 6806, 6808, 6809, 6810, 6811, 6813, 6815, 6816, 6818, 6820, 6822, 6823, 6824, 6826, 6827, 6829, 6830, 6831, 6833, 6835, 6836, 6839, 6841, 6843, 6845, 6846, 6848, 6851, 6867, 6868, 6870, 6872, 6873, 6874, 6877, 6879, 6881, 6884, 6891, 6893, 6897, 6903, 6907, 6911, 6916, 6918, 6922, 6923, 6924, 6926, 6927, 6928, 6929, 6930, 6932, 6936, 6937, 6939, 6943, 6944, 6946, 6948, 6949, 6951, 6952, 6953, 6955, 6959, 6960, 6962, 6964, 6965, 6967, 6969, 6970, 6973, 6974, 6979, 6984, 6987, 6992, 6996, 6999, 7001, 7007, 7008, 7012, 7013, 7015, 9000 and 9001.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Cabin Portable Fire Extinguisher Replacement

Reference: STC-349-OSA

Applicable to version(s): N3

Installation of portable fire extinguisher.

Installation of an additional cabin portable fire extinguisher in accordance with the Airworthiness Standard 5th tome "Chapter 4 4-7 Fire Disaster Prevention".

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.23 kg	LONGITUDI- NAL: +7.36m. kg LATERAL (RH+): -1.59m.kg	5 Day(s)	60 Days	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): B, B1

Cassiopée Helisafe consists of a data acquisition box which is called Helicom to install on your Helicopter and a back office interface Helisafe to visualize your flight data.

Safran Electronics & Defense provide the Helicom data collection box in order to answer to the need to automatically alert if one or more operating parameters of the helicopter are exceeded.

Data collection is the first step in understanding the behavior of aircraft and systems.

Recorded by the data acquisition box Helicom V2+, the flight data is transmitted automatically after and/or during the flight.

In addition to the Torque Measurement Aid function, the Helicom V2+ offers:

- Data acquisition: analog, pulse, digital bus type ARINC429, ARINC767, RS232, RS422, RS485, CAN
- Data recording simultaneously in one Recorder memory, in one LOG memory and in one Transmission memory (more than 150 flight hours)
- Processing units: which allow to develop calculated data and to monitor exceedances thanks to unlimited triggers (thresholds) and possibility to implement embedded algorithms
- Optional Transmission in real time through an integrated satellite link of Geolocation data, exceedance threshold, mission status
- Transfer of recorded data in transmission memory:
 - Manually using a USB stick, USB slave port, activated Bluetooth link,
 - Automatically using GSM/WiFi link (pending on Customer demand, functions can be enabled/disabled by equipment configuration)
- Updates of software or configuration settings:
 - either manually using a USB stick, USB slave port, activated Bluetooth link,
 - or automatically using GSM/WiFi link (pending on Customer demand, functions can be enabled/disabled by equipment configuration)
- USB and Bluetooth link allowing connecting a touch pad or a maintenance laptop
- On-ground 3D trajectory Replay synchronized with flight instruments.

As a standard, the Helicom V2+ is available for analogic or numerical helicopters, including the battery, a rack for installation and the GPS and GSM antennas.

STC from Safran Electronics & Defense

The distribution of this STC is ensured by Safran Electronics and Defense. Your RFQ will be sent and handled by Safran directly.

> BENEFITS

- To monitor your helicopters flight data to improve flight safety
- To be able to track your whole fleet in real time (with SAT option)
- To be automatically alerted if one or more operating parameters of your helicopters are exceeded and avoid AOG
- To improve your troubleshooting capabilities and reduce significantly maintenance costs

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +1,1 kg ; Helicom : 800 gr ; Installation Kit : 300 gr	On request	On request	4 Week(s)	11800 - 18800 EUR (e.c. 2020) EXW	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	20 to 30 Hour(s)

Please visit the Upgrades catalogue on AirbusWorld/Ordering for online eOrdering and eRFQ.



> PRE-POST REQUISITE / EFFECTIVITY

More than 20 Airbus helicopter models are already covered by EASA certification STC

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): N, N1, N2, N3, N3+

Cassiopée Helisafe consists of a data acquisition box which is called Helicom to install on your Helicopter and a back office interface Helisafe to visualize your flight data.

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- Processing units: which allow to develop calculated data and to monitor exceedances thanks to unlimited triggers (thresholds) and possibility to implement embedded algorithms
- Optional Transmission in real time through an integrated satellite link of Geolocation data, exceedance threshold, mission status
- Transfer of recorded data in transmission memory:
 - Manually using a USB stick, USB slave port, activated Bluetooth link,
 - Automatically using GSM/WiFi link (pending on Customer demand, functions can be enabled/disabled by equipment configuration)
- Updates of software or configuration settings:
 - either manually using a USB stick, USB slave port, activated Bluetooth link,
 - or automatically using GSM/WiFi link (pending on Customer demand, functions can be enabled/disabled by equipment configuration)
- USB and Bluetooth link allowing connecting a touch pad or a maintenance laptop
- On-ground 3D trajectory Replay synchronized with flight instruments.

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- To improve your troubleshooting capabilities and reduce significantly maintenance costs

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +1,1 kg ; Helicom : 800 gr ; Installation Kit : 300 gr	On request	On request	4 Week(s)	11800 - 18800 EUR (e.c. 2020) EXW	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 to 30 Hour(s)



> CERTIFICATION ORGANIZATION(S)

EASA Europe



Cockpit Fire extinguisher Replacement

Reference: STC-212-OSA

Applicable to version(s): N3

Replacement of portable fire extinguisher.

Replacement of the existing portable fire extinguisher (General Incendie (P/N: H1-10AIR)) which was installed on the floor, on the RH of the Pilot Seat with a domestic extinguisher (for airborne utilization) made by Kyowa Koatsu Heavy Industries (P/N: KEA-1).

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.25 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	101 Hour(s)

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Cockpit Voice Recorder (CVR) system Honeywell AR-30

Reference: 365SEA 65 0700.00

Applicable to version(s): N2

The AR-30 Cockpit Voice Recorder provides 30 minutes of recorded crew communications.

Modification comprises: CVR Control Unit, CVR Microphone, CVR Amplifier, Immersion Probe, Inertia Switch, Smoothing Choke

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide 30 minutes record of crew communications preceding an accidental crash of the rotorcraft.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+8.420 kg	+53.184 m.kg	10 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	8 Day(s)
Airframe, Electrical	8 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

FAA USA

Dual life raft release handle

Reference: EC155-25-081 (R1)

Applicable to version(s): B, B1

The possibility of release life raft from cockpit.

The modification consists in :

- Adding a second release handle in the cockpit for each life raft, next to the pilot and copilot seats (in a protection box with a clear frangible window), each control handle actuates one single life raft.
- Adding a junction box which groups the end of a new external control cable and the end of a new internal control cable, action on either cable transmits the percussion command (exerted on the handle) to the device fitted on the cylinder header which, in turn, causes life raft inflation.
- Replacing the existing RH and LH life raft percussion cables by new cables.

SB from Airbus Helicopters France (AHF)

RH and LH life raft percussion cables P/N 2VF2109-1 and 2VF2109-2 are not interchangeable with middle RH and LH cables P/N 2VF24223 and 2VF24224 as the new cables are no longer followed up in the MSM.

Mixability between dual release installation (external and internal control cable) and installation with only external control cable is prohibited.

> BENEFITS

- To allow the pilot and copilot to release these life rafts from the cockpit without having to leave their respective seats

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2 kg	+ 4.73 m.kg	3 Day(s)	48 Week(s)	18521 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	6 Hour(s)
Mechanics	12 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Bench seats with folding seat backs on the seat row just behind the flight crew
- MOD OP45C11 (Helicopters equipped with the Fixed Part (FP))
- MOD OP45C12 (Helicopters equipped with the Removal Part (RP))

and not equipped with :

- MOD 0745C71 (Dual life raft release handle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Enhanced Ground Proximity Warning System (EGPWS)

Reference: EC155-34-40-Mas (R1)

Applicable to version(s): B, B1

The EGPWS (Enhanced Ground Proximity Warning System) Honeywell MK XXII is a TAWS (Terrain Awareness and Warning System) which helps to prevent accidents caused by Controlled Flight into Terrain (CFIT). The system achieves this objective by accepting a variety of aircraft parameters as inputs, applying alerting algorithms, and providing the flight crew with aural alert messages, visual annunciations and displays in the event that the boundaries of any alerting envelope are exceeded.

The system is composed by:

- EGPWC (Enhanced Ground Proximity Warning Computer) MKXXII V24 that contains a Global Positioning System (GPS) receiver which provides GPS information.
- Smart Cable Loader : Allows loading the software and Terrain and Obstacle Databases using the computer PCMCIA interface.
- Control Box : Controls the EGPWC and indicates system status message.
- Caution Warning lights : The "Caution Terrain" annunciator is entitled "TAWS" and it is amber. The "Warning Terrain" annunciator is called "TAWA" and it is red.
- Display (TRA45) : Provide the pilot with easily interpreted information about terrain/obstacles relative to the aircraft, and thus increase the pilot's Situational Awareness. The color and intensity of the terrain displayed instantaneously alerts the pilots to dangerous areas, according to a color code.
- GPS Antenna Duplexer : The GPS antenna is shared with an existing GPS installation.
- The warnings are typically installed on both sides of the instrument panel.
- The display TRA45A display is installed, it can be installed on the pedestal.
- The control box is typically installed on the pedestal.
- The EGPWC and the duplexer if installed are typically located in the tail of the helicopter.
- The GPS antenna is typically mounted on the tail fin.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Real-time data-based situational awareness display of surrounding terrain and obstacles in relation to the helicopter altitude and flight path.
- Visual and audible warning system factoring in terrain, man-made obstacles and other primary scenarios associated with Controlled Flight Into Terrain (CFIT) risks.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.42 kg to + 4.16 kg depending on aircraft configuration	+ 12.88 m.kg to + 15.31 m.kg depending on aircraft configuration	4 Day(s)	78 Week(s)	116158 - 157376 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	14 Hour(s)
Airframe, Structure	14 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable on aircraft not equipped with :
 • MOD 365R001053.00 or 365R001053.01 (Enhanced Ground Proximity Warning System (EGPWS))

In according to aircraft configuration, the device impacting the kit are (will be selected in the CONFIGURATION ASSISTANT):

- Mapping system KMD850
- TCAS installation
- AVAD installation

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Enhanced Ground Proximity Warning System (EGPWS)

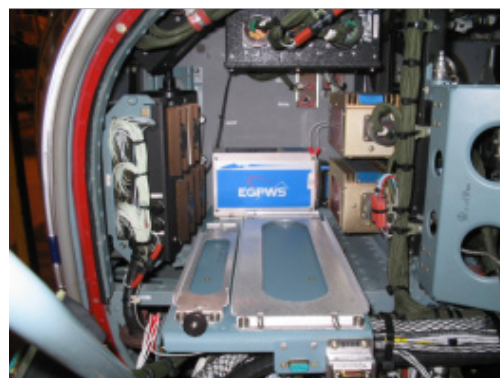
Reference: AS365-34-40-Mas (R1)

Applicable to version(s): N3

Installation of an Enhanced Ground Proximity Warning System (EGPWS).

The EGPWS (Enhanced Ground Proximity Warning System) Honeywell MK XXII is a TAWS (Terrain Awareness and Warning System). It is a safety system which provides aural and visual alerts preventing inadvertent controlled flight into terrain (CFIT) events. Should the helicopter fly into danger where a conflict with terrain or a known obstacle is imminent, the MK XXII will provide a combination of annunciator lights, a color display on instrument panel and aural messages in ICS (Inter Communication System) to alert the pilot.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Visual and audible warning system factoring in terrain, man-made obstacles and other primary scenarios associated with Controlled Flight Into Terrain (CFIT) risks.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2,71 kg to +4,7 kg depending on aircraft configuration	+13,21 m.kg to +15,33 m.kg depending on aircraft configuration	4 Day(s)	78 Week(s)	136635 - 177758 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	15 Hour(s)
Avionics	15 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :

- MOD 0734C35 (Screens MFD 255)
- MOD 0739B29 or 0739C57 (Repercussion on elec. cabinet/coupler)
- MOD 0722B31 (Incorporation of control panels CG130 1 and 2)
- MOD OP34B28 (Definition of radio-nav. version F optional equipment)

and not equipped with :

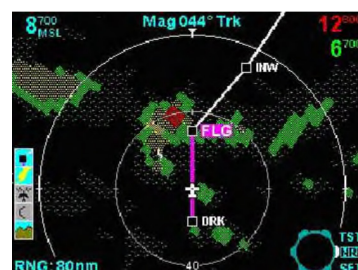
- MOD 365R001050.00 or 365R001050.01 (EGPWS installation)

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- KMD850 (Mapping system)
- Cargo compartment shelf in LH rear location
- AVAD installation
- TCAS installation

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Goodrich™ HP899 Skywatch™ TCAS

Reference: AS365-34-40-Mas (R1)

Applicable to version(s): N3

The Goodrich Skywatch HP 899 Airborne Collision Avoidance System (ACAS). It is an independent backup to visual watch and air traffic control. It alerts the pilot of air collision hazards and provides him with additional air traffic information.

Regarding the helicopter configuration, this upgrade can consist in installing the transceiver TRC 899, the TCAS antenna, the AVAD unit, the electrical harness of the TCAS installation, the control panel on the console, and modify actual existing configuration on multifunctions display KMD850

Material to be returned : Multi-Function Display KMD850 (x) P/N 066-04035-0101 or 2147

Complementary kit for TCAS with new panel 7 Alpha (to be determined with customized drawing for CONF13/14/15/16/17/18/19/20/21/22/23/24)

SB from Airbus Helicopters France (AHF)

A picture of the LH rear cargo compartment shelf and of the console must be sent by the customer when the order is made. For configurations post-MOD 0734C42 (MFD 255 STEP 2), a customized drawing must (mandatory) be prepared according to the configuration of the customer's warning panel 7 ALPHA using a photo of the customer's panel 7 ALPHA.

> BENEFITS

- Active Surveillance System.
- Compatible with most EFIS displays and latest MFDs.
- System software updates using a compact flashcard.
- Generates both aural visual traffic advisories.
- Can be certified as a TAS or TCAS I depending on display and antenna configuration.
- Indicates where to look for nearby transponder-equipped aircraft that may pose a collision threat.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 5.860 kg or + 6.06 kg depending on aircraft configuration	+ 28.9 m.kg to + 29.2 m.kg depending on aircraft configuration	15 Day(s)	27 Week(s)	77907 - 121860 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	42 Hour(s)
Avionics	65 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 365P650100.08 (TB31 Fixed Part)
 - mapping system KMD850
- and not equipped with :

- MOD 365R001051.00 (Installation of GOODRICH TCAS optional equipment)

In according to aircraft configuration, the applicable Pre/Post MOD and others installations impacting the kit are :(will be selected in the CONFIGURATION ASSISTANT)

- Shelf in LH rear cargo compartment
- AMS 0734C35 (MFD 255 STEP 1) or 0734C41 (MFD 255 STEP 1bis)
- AMS 0734C42 (MFD 255 STEP 2)
- MOD 365R001050.00 (EGPWS installation)
- AVAD installation
- Console with no available location

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Health & Usage Monitoring System (HUMS)

Reference: AS365-45-60-Mas (R1)

Applicable to version(s): N3

The purpose of this Service Bulletin is to install the FULL HUMS step 2 recording system.

The Health Usage Monitoring System (HUMS) records the status of critical systems and components on your helicopter. The objective is to detect at an early stage progressive defects.

The HUMS system is using sensors installed throughout the airframe. This material is linked to a central computer unit with a data recording and storage system. This is allowing the support to identify if the helicopter is likely to develop faults that would need an intervention. This system is monitoring the health of all significant vibrating and spinning parts such as engines, gearboxes, shafts, fans, rotor systems etc. Thanks to the record of all of these data, the maintenance of the helicopter can be proactively performed.

As a complement of "UMS", the "HUMS" is controlled using the same control unit and the data are downloaded using the same DTU. In addition, it comprises the following main equipment:

- Accelerometers located on the different sub-assemblies to monitor vibrations: shafts, bearings, gearboxes (main, intermediate and tail), main and tail rotor,
- Accelerometers located on the floor for rotor tuning,
- A Vibration Processing Unit (VPU), allowing the acquisition of vibratory data, which are processed by the MFDAU++,
- Main and tail rotor magnetic top.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD equipment items are not interchangeable. Mixability between pre-and post-MOD equipment is prohibited.

> BENEFITS

- Maintenance flights are not required anymore.
- Mission aborts reduction.
- Flight safety improvement.
- Improved Helicopter
- Fuel consumption reduction.
- AOG rate reduction.
- Help to define what rectification can be applied to avoid immediate effect on operational safety.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 10.7 kg	+ 6.4 m.kg	15 Day(s) or 15,5 Day(s) depending on aircraft configuration.	27 Week(s)	158819 - 204029 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	30 Hour(s)
Electrical systems	55 Hour(s)
Pilot, Functional Check	1 Hour(s)
Mechanics	30 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- Pre-MOD OP31B53 (FULL HUMS installation)
- Following aircraft configuration, the applicable Pre/Post MOD impacting the kit are: (will be selected in the CONFIGURATION ASSISTANT)
- Pre-MOD 0722B61 (Installation APM2010 AFS),
 - Post MOD OP31B49 (Fixed Part (FP) of a PELICAN rack SSCVFDR system)
 - Post MOD OP31B50 (Removable Part (RP) of a SSCVFDR system with UMS)
 - Post MOD OP31B51 (UMS step 1 system)
 - Post MOD 0764B46 / 0764B48 (Tail Rotor Hub (TRH) P/N 365A33-3502-01) Equipped with a washplate assembly P/N 365A31-1109-14X with a stationary star P/N 365A31-1101-17,
 - Post MOD 0731B58 (Fixed Part (FP) of a Monoslot rack SSCVFDR system) or 0739C57 (SSCVFDR system (MFD255))
 - Post MOD 0731B74 (SSCVFDR Fixed Part (L3-COM CVFDR type) as per ED112 standard)
 - Post MOD 0731B66 (Removable Part (RP) of a CVFDR system as per ED112 standard with UMS)
 - Post MOD 0731B66 (ICS, DAC and ED112 complement for the SSCVFDR)
 - Post MOD 0731B70 (Fixed Part (FP) and Removable Part (RP) of a UMS step 1 system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Health & Usage Monitoring System (HUMS)

Reference: EC155-45-60-Mas (RO)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to install the FULL HUMS Step2 recording system. It complements the UMS installation which provides the Usage function and integrates an installation complement which provides the Health function. The function of the FULL HUMS is to monitor certain helicopter components.

This Service Bulletin consists in:

- Installing the accelerometer supports on the engines, the MGB, the tail rotor drive and the TGB,
- Installing the accelerometers,
- Installing the wiring harnesses,
- Installing the VPU recording unit,
- Adapting the electrical harnesses,
- Updating the MFDAU by return shipment of equipment or as per Aircraft Maintenance Manual (AMM),
- Replacing the TRH as required.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- The purpose of this installation is to optimize the maintenance and enhance flight safety. It provides for the diagnosis of the vital parts of the helicopter by monitoring the condition of various mechanical assemblies (rotors, gearboxes and transmission shafts, engine, etc.) through measurements and vibration analyses. The system is also used for rotor setting so as to optimize the vibration level.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 9.52 kg	+ 6.902 m.kg	15 Day(s) or 15,5 Day(s) depending on aircraft configuration	30 Week(s)	184492 - 207734 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	30 or 34 Hour(s) depending on aircraft configuration
Airframe, Structure	30 Hour(s)
Pilot, Functional Check	1 Hour(s)
Electrical systems	55 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- 0761B27 (TRH assembly 365A333600.00 and 365A333600.01 with industrialized RTM tail rotor blades 365A120070.00),
- 0724C37 (TRH assembly 365A333600.00 and 365A333600.01 with industrialized RTM tail rotor blades 365A120070.00),
- MOD 365R001052.00 or 365R001052.01 or 365R001052.02 (Installation of FULL HUMS).

According to aircraft configuration, Pre/Post MODs impacting this SB/kit are:

- (will be selected in the CONFIGURATION ASSISTANT)
- OP31B27 (Installation of HUMS 1 FP),
- OP31B28 (Installation of HUMS 1 RP),
- 0739C02 (Electrical modifications / ARIEL 2C2),
- OP31B22 (Installation of "Allied Signal" SSCVFDR Fixed Part) or 0731B65 (New breakdown of SSCVFDR optional equipment and SSCVFDR ICS complement),
- OP31B23 (Installation of "Allied Signal" SSCVFDR Removable Part) + 0731B35 (HUMS Health capable MFDAU software) or 0731B56 (MFDAU software + (CVFDR loss signal detector)),
- 0731B39 (Electrical bonding of VPU support),
- 0739C17 (Integration in basic version of repetitive CUSTO adaptations),
- 0739C26 (Optional equipment capability in basic version),
- 0724C37 (Standardization of relays in basic version),
- 0724C38 (Standardization of "optional equipment" relays) or 0731B74
- 0731B56 (MFDAU software + (CVFDR signal loss detector)) or 0731B74 (replacement of HONEYWELL CVFDR with L3COM CVFDR),
- 0764B46 (HUMS capable TRH hub body),
- 0724C37 (Standardization of relays in basic version),

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of the windshield de-icing system and the 10 kVA AC alternator

Reference: AS365-30.90.05 (R0)

Applicable to version(s): N3

The function of this Service Bulletin is to install the windshield de-icing system to prevent accretion of ice on the front windshield panels

This Service Bulletin includes the work steps that follow:

- Modification of the hydraulic circuit
- Modification of the air conditioning cowling
- Installation of the RH drive assembly
- Installation of the alternator
- Displacement of the PIA and the heel-light support
- Displacement of the "895H" support plug
- Installation of the main electrical master box
- Modification of the alternator routing
- Installation of one more alternator routing
- Modification of the ground power supply
- Installation of the temperature regulators
- Installation of the de-icing control box
- Installation of the 10 kVA electrical wiring
- Modification of the "6 ALPHA" control panel
- Modification of the "4 ALPHA" and "5 ALPHA" circuit breaker panels
- Installation of the engraved filter 7 ALPHA
- Modification of the wiring of the windshield de-icing system.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts :

- Helicopter with the serial number 7027.
- PRE MOD MC31C10.

Non-installed equipment or parts :

- Suction line P/N 365A75-2626-66
- Pump pressure line P/N 365A75-2732-00
- Servo-control return line P/N 365A75-2734-00
- Unit 6 ALPHA "ELEC" P/N 365A61-4450-03
- Indicating plate 6 ALPHA P/N 365P64-4747-03
- Main Gear Box P/N 365A32-6001-05M
- Support P/N 365A67-4074-21
- Blanking plate P/N 955120-101CPV
- Blanking plate P/N 955120-100DGJ
- Engraved filter 7 ALPHA P/N 365P67-4004-63

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	9 Day(s)	On request	On Request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	24 Hour(s) 2 technicians
Airframe, Electrical	30 Hour(s)

Kannad™ 406 AF-H Emergency Locator Transmitter (ELT)

Reference: AS365-25.00.58 (R1)

Applicable to version(s): N, N1, N2, N3

To install tri-frequency KANNAD 406 AF ELT onboard of aircraft, so as to make aircraft compliant with International Civil Aviation Organisation (OACI) requirements for installations of emergency locator transmitters, made effective as from January 1st, 2005.

This modification consists of:

- Removing the JOLIETT JE2 E.L.T. installation (aircraft equipped with this option),
- Installing the KANNAD 406 AF E.L.T. and its support and portable antenna "ANT 100" at luggage compartment upper RH section,
- Installing a fixed "CHELTON" antenna on upper LH side of airframe between frames X4630 and X5915,
- Installing an "RC300" control panel at cockpit console, and the electrical wiring interconnecting the various items,
- Suppressing of "1835R-P1" connector cover.

SB from Airbus Helicopters France (AHF)

Three-frequency KANNAD 406 AF E.L.T. installation is not interchangeable with other E.L.T. installations. If revision 0 of this service bulletin is complied, only a KIT is to reidentfy

> BENEFITS

- Allow installations of emergency locator transmitters, increase safety, permits E.L.T. use in portable mode.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	on request	1 Hour to 7 Day(s) depending on aircraft configuration.	22 Week(s)	22986 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 to 12 Hour(s) depending on aircraft configuration
Airframe, Structure	8 or 10 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R044006 (KANNAD 406 AF E.L.T. installation)

If aircraft is equipped with JOLIETT JE2 E.L.T. installation, the applicability of the SB is impacted (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED anti-collision lights

Reference: EC155-33-40-Mas (RO)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to replace the upper or lower anticollision strobe light with a LED light.

This Service Bulletin consists in :

- Removing the existing anti-collision light
- Installing the lower strobe light
- Installing the lower Led Strobe Light electrical wiring

SB from Airbus Helicopters France (AHF)

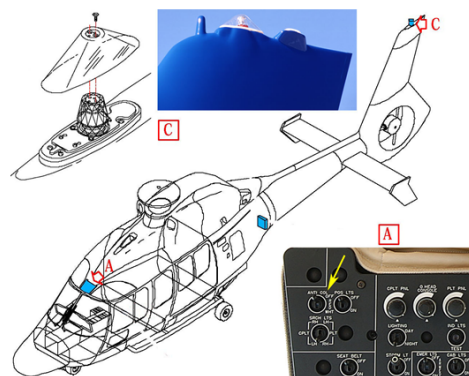
Interchangeability:

The equipment of the LED anti-collision light and the equipment of the Strobe LIGHT installation are not interchangeable.

Mixability:

Mixing between the lower strobe light and the upper LED light is authorized.

Mixing between the lower LED and the upper STROBE LIGHT is prohibited.



Note: Depending on the helicopter configuration, the overhead panel controls may be modified or relocated. Thus the pictures and illustrations are not contractual and provided for information only.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

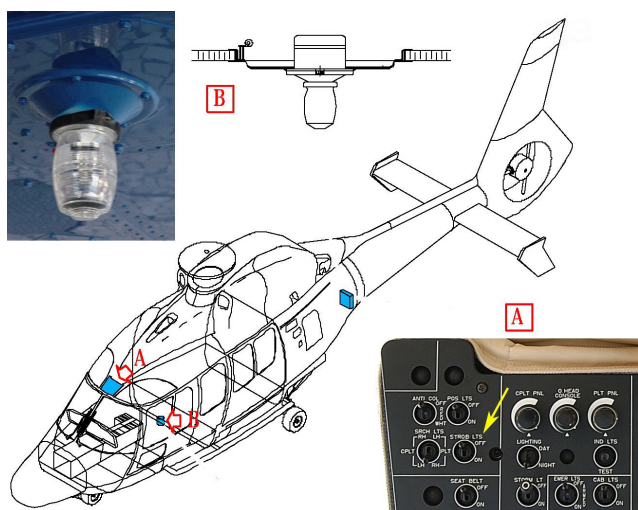
> BENEFITS

- Improve reliability of anti-collision lights.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s) (excluding curing time)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	5 Hour(s)
Airframe, Structure	9 to 12 Hour(s)



LED Anti-collision lights

Reference: AS365-33-40-Mas (R0)

Applicable to version(s): N1, N2, N3

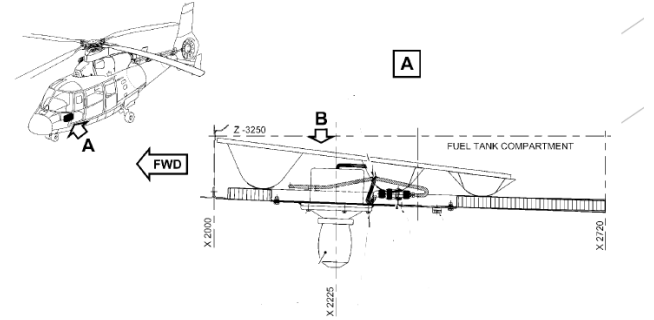
The purpose of this Service Bulletin is to replace the upper or lower anticollision strobe light by a LED light.

This Service Bulletin consists in:

- Removing the existing anti-collision light
- Installing the lower strobe light
- Installing the lower LED STROBE LIGHT electrical wiring

SB from Airbus Helicopters France (AHF)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).



> CERTIFICATION ORGANIZATION(S)

EASA Europe

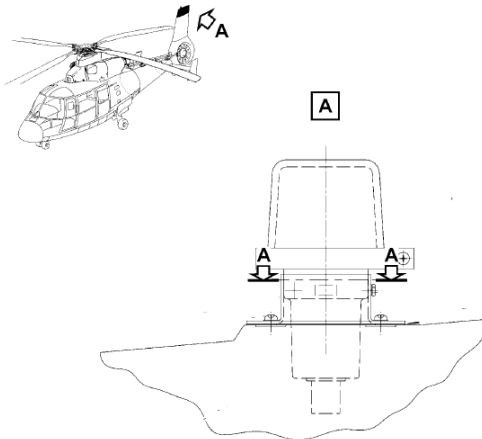
> BENEFITS

- Improve reliability of anti-collision lights.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	48 Hour(s)	On request	On Request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	9 Hour(s)
Electrical systems	5 Hour(s)



Life raft installation

Reference: AS365-25-60-Mas (RO)

Applicable to version(s): N3

The purpose of this Service Bulletin is to allow the installation of the fixed parts (P.F.) and the mobile parts (P.M.) of the optional 1/4 hull life raft on the left and right.

The purpose of this Service Bulletin is to allow the installation of the Fixed Parties (P.F.) and the Parties Mobiles (P.M.) of the optional 1/4 hull lifeboats (boat) on the left and right or the anti-optional right and left set.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- An anti-optional right and left set is provided to allow the operator to reconfigure quickly the aircraft when its missions do not require the presence of canoes.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
20 kg or 102,4 kg depending on aircraft configuration.	78,96 m.kg or 369,8 m.kg depending on aircraft configuration.	15 or 30 Day(s) depending on aircraft configuration.	82 Week(s)	154658 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	0 or 90 Hour(s) depending on aircraft configuration
Airframe, Structure	10 to 115 Hour(s) depending on aircraft configuration
Avionics	0 or 1 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD OP45C33 (Life raft Fixed Part (F.P.))
- MOD OP45C34 (Life raft Removable Part (R.P.))

According to aircraft configuration, Pre/Post MODs impacting this SB/kit are: (will be selected in the CONFIGURATION ASSISTANT)

- Having an installation carrying external loads
- Not having a cabin ceiling lifeboat installation.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Liferaft container reinforcement for compatibility with sea state 6

Reference: AS365-25.01.51 (R0)

Applicable to version(s): N3

The purpose of this Service Bulletin is to reinforce quarter-shell liferaft containers in order to be compatible with sea state 6.

Modification 0745D24 consists of adding two reinforcements on each liferaft container, shims on liferaft container fittings and seals on RH and LH junction fairings.

SB from Airbus Helicopters France (AHF)

Liferaft containers PRE and POST MOD 0745D24 are not interchangeable. Mixability of liferaft containers PRE and POST MOD 0745D24 is prohibited.



> BENEFITS

- Liferaft is certified up to sea state 4 for ditching loads, reinforce quarter-shell liferaft containers in order to make them capable for use up to sea state 6.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.37 kg	1.447 m.kg	1 Day(s)	13 Week(s)	32310 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD OP45C34
 - MOD 365P841079.xx
- and not equipped with :
- MOD 0745D24
 - 365P084757.01/04/07/10

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Liferaft container reinforcement for compatibility with sea state 6

Reference: EC155-25-131 (R1)

Applicable to version(s): B, B1

The purpose of this Service Bulletin is to reinforce quarter-shell liferaft containers in order to be compatible with sea state 6.

Modification 0745D24 consists of adding two reinforcements on each liferaft container and shims on liferaft container fittings.

SB from Airbus Helicopters France (AHF)

Liferaft containers PRE and POST MOD 0745D24 are not interchangeable. Mixability of liferaft containers PRE and POST MOD 0745D24 is prohibited.



> BENEFITS

- Liferaft is certified up to sea state 4 for ditching loads, reinforce quarter-shell liferaft containers in order to make them capable for use up to sea state 6.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.110 kg	+ 0.414 m.kg	1 Day(s)	13 Week(s)	19743 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with external liferaft (modifications OP45C12 and/or 365P841079.xx)

and not equipped with :

- MOD 0745D24 or 365P084757.01/04/07/10.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MK-XXI Honeywell Enhanced Ground Proximity Warning System (EGPWS) Installation

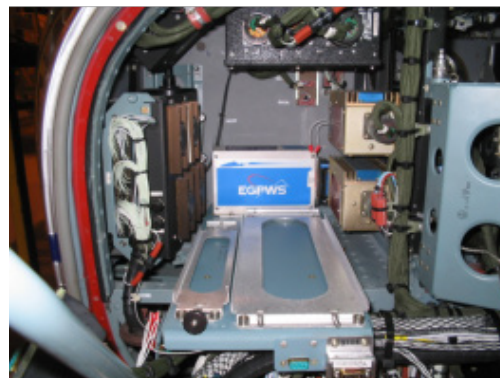
Reference: 2006S01-04

Applicable to version(s): N1, N2, N3

The MK XXI Enhanced Ground Proximity Warning System (EGPWS) provides a real-time indication and warning of terrain and obstacles in relation to aircraft altitude and flight path.

Specifically configured for the dynamic factors of rotary-wing performance, Honeywell's Mark XXI EGPWS help prevent avoidable collisions with the ground, water, and obstacles—even when flying in changing weather with poor visibility, rough terrain, or at low altitudes.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
4.18 KG	5,15 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	15 Hour(s)
Avionics	16 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

The ability to receive this STC depends on the helicopter's configuration and shall be verified with the STC holder.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Portable Fire Extinguisher Installation (Cabin)

Reference: STC-332-OSA

Applicable to version(s): B1

Installation of portable fire extinguisher.

Installation of a domestic portable fire extinguisher on cabin floor.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.50 kg	On request	6 Day(s)	60 Days	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Reconfiguration of Traffic Alert and Collision Avoidance System (TCAS)

Reference: AS365-34.00.36 (R0)

Applicable to version(s): N3

To give the reconfiguration procedure of the HP899 TCAS after the replacement of the configuration module.

Compliance with this Service Bulletin consists in reconfiguring the TCAS following the replacement of the configuration module.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To give the reconfiguration procedure of the HP899 TCAS.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0,5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- HP899 TCAS

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the rear floatation gear unit for compatibility with sea state 6

Reference: EC155-25-133 (R1)

Applicable to version(s): B, B1

The emergency floatation gear installation is certified up to sea state 4 for ditchings, Airbus Helicopters has defined this modification 0745D25 which consists in reinforcing rear floatation gear units to comply with certification requirements regarding sea state 6.

Modification 0745D25 consists of:

- Removing and disassembling the rear floating gear units,
 - Performing mounting holes on the new equipped and undrilled rear floatation gear units,
 - Assembling and installing new rear floatation gear units.
- Or
- Removing and disassembling the rear floatation gear units,
 - Installing the new equipped and drilled rear floatation gear units

The last revision consist in simplifying its embodiment. It is recommended to order equipped and drilled units.

SB from Airbus Helicopters France (AHF)

Rear floatation gear units PRE MOD 0745D25 are not interchangeable with rear floatation gear units POST MOD 0745D25. Mixability between rear floatation gear units PRE and POST MOD 0745D25 is prohibited



> BENEFITS

- Increase the sea state from 4 to 6.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1,2 kg	+ 7,53 kg.m	0,5 to 1 Day(s) depending on aircraft configuration	34 Week(s)	43891 - 45035 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	2 to 6 Hour(s) depending on aircraft configuration
Airframe, Cabin	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP45C05 (fixed parts of emergency floatation gear) and not equipped with :
- MOD 0745D25 (Reinforcement of the rear floatation gear unit for compatibility with sea state 6)

The kit are impacted depending if the units are drilled or undrilled

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Strobe Light System (MODEL 70946)

Reference: STC-214-1-OSA

Applicable to version(s): N3

To increase aircraft conspicuity.

A two-in-one strobe light assembly (white strobe and position light) is to be equipped together with a power supply unit, by removing the existing position lights (red and green) of the lateral fin.

The main component of this light is a strobe light assembly with integrated position light (on both sides of the lateral fin), power supply (cargo compartment rear bulkhead) and "STRB LTS" switch (OVERHEAD PANEL). Electric Power (mediated by CIRCUIT BREAKER 5A) will be supplied through 28V DC BUS2.

STC from Airbus Helicopters Japan Co., Ltd. (AHJ)

Certified currently under Japan Civil Aviation Bureau only. For other authority certification (e.g. FAA, EASA, etc.) please contact us.



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.45 kg	+10.17m.kg	11 Day(s)	41 Day(s)	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

TCAS (Traffic alert and Collision Avoidance System)

Reference: EC155-34-40-Mas (RO)

Applicable to version(s): B, B1

Installation of the Traffic alert Collision Avoidance System (TCAS). The TCAS is a system which advises the pilot of a possible risk of collision with another aircraft flying within a maximum range of 20 Nm, at least equipped with a transponder switched on, and with a limit of a maximum closing speed between the aircraft of 1,200 kts.

The TCAS provides two types of information :

- Traffic Advisory (TA) which advises the pilots of the presence of one or more aircraft in the area
- Resolution Advisory (RA) which advises the pilots that preventive maneuver or flight path correction is expected from them

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Safety improvement
- Reduced crew workload

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 4.93 kg	+ 20.42 m.kg	12 Day(s)	41 Week(s)	84689 - 88445 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	70 Hour(s)
Airframe, Structure	66 Hour(s)
Pilot, Flight test	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 365R001054.00/.01/.02/.03 (TCAS installation (Traffic alert and Collision Avoidance System))

and equipped with :

- TDR94D (Target Data Receiver)

The following equipment impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- EGPWS
- AVAD
- VOX DETECTOR
- Pre-wiring 365P698380.09
- Pre-wiring 365P698380.14
- Pre-wiring 365P698380.16

> CERTIFICATION ORGANIZATION(S)

EASA Europe

UMS/HUMS change for compliance with JAR-OPS3

Reference: EC155-31-016 (R1)

Applicable to version(s): B, B1

Modify the FDRS/ACMS (Flight Data Recorder System / Aircraft Condition Monitoring System) onboard software.

On helicopter

The modification consists of taking into account the changes:

Of the FDRS/ACMS onboard software:

- Review of the engine and torque limitation monitoring functions

On ground station :

The modification consists of taking into account:

- The change of the UMCARD V1.1.0 software in order to integrate the usage functions.

Material to be modified and to be returned

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Bring the installation up to JAR-OPS 3 standard (Joint Aviation Requirements Commercial Air Transportation)
- Modify the FDRS/ACMS (Flight Data Recorder System / Aircraft Condition Monitoring System) onboard software
- Integrate running rotor data downloading
- Create the EC155 B/B1 options with SSQAR (Solid State Quick Access Recorder) capability in order to have only one configuration per helicopter
- This Service Bulletin is to extend its application to version EC155 B.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Hour(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	50 minute(s)
Avionics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MFDAU (Miscellaneous Flight Data Acquisition Unit) data ACQ unit (P/N 36000700101)

If Function is UMS (Usage Monitoring System) MOD (s) required :

- MOD 0731B56 - MFDAU software + CVFDR loss signal detector
- MOD 0731B41 - MMI unit change

If Function is HUMS (Health Usage Monitoring System) MOD (s) required :

- MOD 0731B56 (MFDAU software + CVFDR loss signal detector)
 - MOD 0731B41 (MMI unit change)
 - MOD 0731B47 (VPU, HUMS health complement software and engine monitoring change)
 - MOD 0731B48 (HUMS health complement engine vibration low noise coax and increased VPU circuit breaker gauge)
 - MOD 0731B61 (M'ARMS TRH accelerometer support)
- and not equipped with :
- MOD 0731B62

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Underwater Acoustic Beacon Dukane DK100 / DK120

Reference: 365SEA 65 0650.00

Applicable to version(s): N1, N2, N3

The DK100 / DK120 underwater acoustic beacon emits a distress signal upon water immersion, aiding search and rescue operations.

Modification comprises: DK100 / DK120 Beacon

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Enhanced search and rescue in offshore environments.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.09 kg	+4.3224 m.kg	3 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)
Airframe, Electrical	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Prior to the installation of this modification, it must be determined that the interrelationship between this and any other previously installed and/or repair will introduce no adverse effects upon the airworthiness of the product

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upper WSPS cutter installation on aircraft equipped with a short radome

Reference: AS365-25.00.44 (R1)

Applicable to version(s): N2, N3

The purpose is to installing an upper WSPS cutter ("Wire-Strike Protection System") for aircraft equipped with a short radome.

This Service Bulletin consists of installing the following options :

- Airframe reinforcement for installation of an upper WSPS cutter
- Upper WSPS cutter comprised of a knife, a center slide, two PITOT deflectors and two windscreen wiper deflectors

Revision 1 supersedes compliance with Revision 0 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To reduce low altitude flights hazards.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Week(s)	80 Week(s)	84933 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	80 Hour(s)
Mechanics	80 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Radome P/N 365A25-3086-10

and not equipped with :

- MOD OP25C09 (airframe reinforcement for installation of an upper WSPS cutter)
- MOD OP25C10 (installation of an upper WSPS cutter)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Usage Monitoring System (UMS) step 1

Reference: AS365-45-60-Mas (RO)

Applicable to version(s): N3

The UMS (Usage Monitoring System) allows recording different aircraft parameters during flight, and thus providing a picture of the aircraft usage. Installation of a "Light HUMS" recording system. This system, combined with the SSCVFDR, acts as a flight recorder and safety and maintenance monitoring system.

This installation consists in:

- Updating the MFDAU by return shipment of equipment or as per Maintenance Manual (MET), as required
- Adapting the console, if there is no location available for the DTU
- Replacing the CVFDR control panel with the HMI control panel
- Installing wiring between the DTU on the console and the SSCVFDR, in the tail boom
- Installing a DTU data recorder and its PCMCIA card

Material to be returned: Unit, data acquisition, MFDAU360-00700-100

SB from Airbus Helicopters France (AHF)

Interchangeability: Pre- and post-MOD equipment items are not interchangeable.

Mixability: Mixability between pre-and post-MOD equipment is prohibited.

> BENEFITS

- Print out flight reports, flight monitoring and analysis may be performed automatically

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.5 or 1.65 kg depending on aircraft configuration	3.6 or 3.855 m.kg depending on aircraft configuration	1.5 or 2 Day(s) depending on aircraft configuration	38 Week(s)	32611 - 38527 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 or 6 Hour(s) depending on aircraft configuration
Electrical systems	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP31B50 / OP31B56 (Removable Part (RP) of the SSCVFDR without UMS was installed)

and not equipped with :

- Light HUMS (HUMS/Usage or UMS step 1)
- MOD 0731B63 (TARGA DTU equipment evolution (HUMS UMS))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Standard Conditions of Sale

1 - DEFINITIONS

- Affiliate means a company which Controls or is Controlled by respectively the Customer or the Airbus Helicopters group of companies.

- AOG (Aircraft On Ground) means a situation in which the Helicopter is unable to fly or is ineligible to return to service because of an unscheduled need for replacement or major repair of components, that is not related to scheduled maintenance tasks.

- BFE/CFE means Buyer Furnished Equipment / Customer Furnished Equipment.

- Certificate of Conformity (or Statement of Conformity) means the document issued by the Seller's quality assurance organization after completion of procedures approved by the respective authorized national agency certifying the Product's conformity with the Seller's applicable specifications.

- CAMO means Continuing Airworthiness Management Organization.

- Contract means the agreement between the Parties of which these Standard Conditions of Sale form part, comprising the applicable Specific Annex(es) and the Purchase Order or Order Confirmation.

- Control (including with correlative meanings the terms "controlling", "controlled" and "under common control with"), with respect to any natural or legal person, means the possession, directly or indirectly, whether through ownership of voting securities, by contract or otherwise of: a majority of the voting rights exercisable at general meetings of the controlled undertaking on all, or substantially all, matters, or, the power to appoint or remove directors having a majority of the voting rights exercisable at meetings of the board of directors on all, or substantially all, matters ; or a power to exert a dominant influence over the affairs of the controlled undertaking.

- Core Unit means the used Part sent by the Customer to the Seller in case of exchange for an overhauled or repaired Part under the standard exchange service.

- Customer means the person, entity, or company to whom the Seller sells any Products and/or Services under the Contract.

- Customer Centre means a subsidiary or an Affiliate of Airbus Helicopters (SAS).

- Documentary Credit means an irrevocable, confirmed and non-transferable documentary credit.

- EASA means European Aviation Safety Agency.

- Helicopter means helicopter manufactured by Airbus Helicopters (SAS) (H125, H130, H160, H175, H215 and H225) or by Airbus Helicopters Deutschland GmbH (H135 and H145).

- IT Service Provider(s) mean(s) a third party(ies) contracted by the receiving Party that provide(s) IT services, project management services or other office management services and which may have administrative rights to sustain the IT systems.

- Item means hardware, software, technical data/technology(ies) and/or services.

- Order Confirmation means the acknowledgement of receipt of the Customer's order by the Seller, i.e. either the confirmation sent by the Seller to the Customer to take into account the Customer's order or the approval sent by the Customer to the Seller on the Quotation.

- Part means a physical good defined with a part number.

- Party/Parties mean either separately or collectively the Customer and/or the Seller.

- Product(s) means the goods to be provided by the Seller under the Contract in compliance with the applicable specification and/or definition, including all types of Helicopters, optional equipment, Spare Parts, tools, other equipment, documentation, technology, data, software on a Product (and any other goods mentioned in the Specific Annex(es), when applicable).

- Production Organization Approval (POA) means approvals issued by the respective competent authority to the Seller in compliance with EASA part 21/G regulation.

- Purchase Order (or Order) means the order covering the acquisition of Products and/or Services.

- Quotation means the priced offer and associated conditions, sent to the Customer by the Seller.

- R&O means the following activities: repair, overhaul, standard exchange, inspection and modification of a Part.

- RMA means Return Material Authorization format provided by the Seller for the purposes of the warranty article and/or R&O Service.

- Seller means Airbus Helicopters (SAS) located in Marignane, France (referred to as "AH") and/or Airbus Helicopters Deutschland GmbH (referred to as "AHD"), located in Donauwörth, Germany.

- Service(s) means the services which may be performed under the Contract consisting of: performance of R&O Technical Data, technical assistance, technical expert services, and/or tool rental performance of Training, SaaS, and any other services mentioned under the Specific Annex(es), when applicable. The specific Service(s) to be provided by the Seller under the Contract are specified therein.

- SaaS (Software As A Service) means a software application available online on an internet website and/or a software application available on defined mobile operating system(s).

- Specific Annex (or Annex) means the annex of the SCS outlining specific conditions.

- Spare Parts means new parts provided by the Seller.

- SCS means these general Standard Conditions of Sale for Products and Services.

- SB means Service Bulletin.

- STC means Supplemental Type Certificate and also refers to an equipment which has a STC.

- TAT means Turn Around Time, from the time the Seller receives the Customer's Part and its related and valid documents in its facility up to the time the Part is at the Customer's disposal Free Carrier (FCA) Incoterms® 2020 at Seller's facility, less the Customer's approval lead time and/or less lead time due to Customer's responsibility discrepancies.

- Technical Data (or TechData) means technical publications provided by the Seller.

- Training Items means training software, training documentation and courseware.

- Training means training need analysis, training courses, simulator sessions and on-the-job training.

- TSN, TSO, TSR, TBO, OTL, SLL mean respectively Time Since New, Time Since Overhaul, Time Since Repair, Time Between Overhaul, Operating Time Limit and Service Life Limit.

- VAT means Value Added Tax.

2 - SUBJECT AND SCOPE

These general Standard Conditions of Sale apply to any sale of Products and/or Services sold by the Seller to its Customer(s), excluding brokerage or other distributor activities. The purchase of the Products and/or Services by a Customer is considered to be performed within the framework of its professional activities.

These general Standard Conditions of Sale are supplemented by the relevant Specific Annex(es) as quoted hereinafter, when applicable:

- for Helicopter sales:

- Sale of new Helicopters and associated services
- Sale of pre-owned Helicopters and associated services

- and for Products (other than Helicopters) and Services:

- Sale of Spare Parts
- R&O Services
- Technical Data, technical assistance, technical expert services, tool rental
- Training Services and Training Items
- Helicopter maintenance, repair, overhaul, inspection, upgrade and retrofit
- SaaS

3 - PURCHASE ORDER / QUOTATION

3.1 Sale of Helicopters and associated Services – Purchase Order

The Contract shall be binding when signed by duly authorised representatives of both Parties and the delivery schedule shall become effective upon receipt by the Seller of the initial downpayment and subject to compliance by the Customer to article 4.1.

3.2 Products and Services sold independently of a Helicopter sale – Order issuance, acceptance

Customer's Orders shall be confirmed by the Seller in writing. The Contract shall become binding upon receipt by the Customer of the Seller's Order Confirmation and the delivery schedule shall become effective upon receipt by the Seller of the down-payment when relevant (as mentioned under article 6.2) and subject to compliance by the Customer to article 4.1.

In case the Customer requires a Quotation from the Seller, the Contract shall become binding when the Seller receives the Customer's written approval of such Quotation issued without changes. Said Quotation duly signed by the Customer shall constitute the Order Confirmation when received by the Seller.

3.3 Purchase Order modifications

3.3.1 Modifications to Purchase Order by the Seller

Pursuant to new manufacturing or engineering requirements, obsolescence or new regulations, the Seller shall be entitled to carry out modifications without the consent of the Customer, as long as these modifications do not affect the specification and/or performance of the Product and/or Services, and/or delivery time. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Seller and the Customer shall agree on the contractual consequences. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Parties shall agree on the contractual consequences.

3.3.2 Modifications to Purchase Order modifications by the Customer

Any changes or configuration changes requested by the Customer require prior mutual written agreement of the Parties and may lead to an adjustment of the price and/or delivery time.

4 - COMPLIANCE, EXPORT CONTROL, CUSTOMS

The Parties hereby undertake to comply at all times with all applicable laws and regulations in particular and not limited to national and international anti-corruption, anti-money laundering and any which impose economic, trade or other restrictive measures, or export, reexport licences or other authorisations in each case issued and enforced by a Sanctions Authority (together "Regulatory Rules").

For the purpose of the Contract,

- "Authorisation(s)" means the approval to export, re-export, transfer or retransfer but not limited to, a governmental licence as may refer to an exemption, an exception, or an agreement issued by the relevant authority under Export Regulations. "Export Regulations" means U.S., E.U. and any other applicable national export control, sanctions and embargoes laws and regulations issued by a Sanctions Authority or export control authority.
- "Sanctions Authority" means the United States of America (including, without limitation, the Department of State, the Department of Commerce and the Office of Foreign Assets Control (OFAC) of the US Department of the Treasury), the United Nations Security Council, the European Union, the United Kingdom or the government of any country with jurisdiction over the Parties.
- "Sanctioned Person" means:

a. any natural or legal person in any list of sanctioned persons of any Sanctions Authority (including the list of Specially Designated Nationals (SDN) and Sectorial or Sanctions Identifications (SSI) list, as issued and administered by OFAC); or

b. any natural or legal person directly or indirectly owned or Controlled by any one or several person(s) designated under (a) above.

4.1 Representation from the Customer and Know your Customer policy

The Customer undertakes to provide truthful, accurate and complete information to the Seller such as may be required by the Seller from time to time to comply with its obligations pursuant to the Regulatory Rules, including but not limited to information on the Customer's corporate structure and shareholding, or source of financing of the Contract.

Subject to articles 3.1 and 3.2, the Seller's obligations will only begin once the Seller has received from the Customer all required information and performed all necessary verifications pursuant to the Regulatory Rules and to the "Know your Customer" policy of the Seller. During Contract execution, a) failure by the Customer to comply with the Regulatory Rules and/or b) Customer becomes a Sanctioned Person and/or c) performance of either Party's obligations under the Contract would constitute a breach of Regulatory Rules and/or d) failure by the Customer to timely provide all necessary information and/or cooperate with the Seller, shall entitle the Seller to terminate the Contract forth with without any prior notice and liability whatsoever.

4.2 Export control

a) Each Party commits to act in compliance with all applicable Export Regulations. The Customer shall ensure that its supply chain and clients comply with Export Regulations when dealing with the Seller's Items.

b) The Parties acknowledge that performance by the Seller of its obligations under the Contract shall remain subject to obtaining, and to the terms of, any required Authorisation. The Seller shall not be held liable if an Authorisation is not granted or is granted with limited conditions and/or with delay or if an Authorisation that has been granted is amended, suspended, revoked or not renewed. Such event shall be considered as a force majeure event as defined in article 13.

In the event all or part of the Item is subject to import restrictions in the country of the Customer, the Customer shall apply for any relevant import authorisation required for the Seller to perform all or part of the Contract. In addition, the Customer is responsible to obtain the applicable Authorisation for the re-export/re-transfer of any Seller's Item.

Each Party agrees to provide to the other with any declarations or certifications required by Export Regulations and all information necessary to obtain and to comply with any required License (including providing without delay duly completed and signed enduser statement/certificate).

When the Products and Services under the Contract are subject to Authorisations, the Customer undertakes to abide by the content of Authorisations, including specific end-use/end-user and provisions/conditions. Prior to any change in the end-use/end-user or transfer of Item to any third party, the Customer shall notify the Seller thereof and follow the instructions given by the Seller.

c) Should the Customer be involved in ITAR Part 130 or 129, it is the Customer liability to comply with the applicable Export Regulations. The Customer duties is to request for the Seller any applicable declaration as required by the Export Regulations. In the event, the Customer provides to the Seller any USML Items (e.g. return for repair) then the Customer shall complete the corresponding form F provided by the Seller.

d) When the Customer provides any Item to the Seller under the Contract, the Customer shall ensure the required Authorisation is obtained prior to the delivery. In addition, the Customer shall provide in writing to Airbus each Item with all applicable export control classification(s) and the Authorisation number when applicable.

e) The Customer acknowledges that the Seller prior approval is required for the Customer to access any controlled Item and that such access can be granted, refused or revoked at any time by the Seller. To access any controlled Item provided by the Seller, the Customer shall complete and sign the template of compliance declaration for third Party Export Controlled Items access control provided by the Seller.

f) Each Party represents to the other as at the date hereof that neither it nor any of its natural or legal person that has Control over it is a Sanctioned Person. If at any time following the signature of the Contract, a Party or any of its natural or legal person that has Control over it becomes a Sanctioned Person or performance of a Party's obligations under the Contract would constitute a breach of Export Regulations (a "Sanctions Event"), the affected Party shall promptly notify the other Party and the Parties shall, to the extent permitted by applicable Export Regulations, consult with each other with a view to mitigating the effects of such Sanctions Event. Such consultation is without prejudice to the right of either Party to suspend its obligations under the Contract, including to the right of the Seller to deny the access to any digital tool or system when applicable, at any time following the occurrence of a Sanctions Event.

g) The Customer undertakes to use the Item exclusively for civil purpose and that, unless authorised by all applicable Export Regulations, it will not directly or indirectly sell, import, export, reexport, lease, sublease or operate the Item to or in (a) any country which is the subject of commercial, economic or financial restrictions pursuant to any applicable Export Regulations and/or, (b) to any Sanctioned Person.

4.3 Customs

If the Customer is in charge of the transportation, in case of intracommunity supply or exportation directly to a country outside the European Union, the Customer will have to provide to the Seller documentation for VAT purposes (proof of transportation and/or import declaration) to justify such intracommunity supply or exportation.

Irrespective of the applicable Incoterm, if Products are exported directly to a country outside the European Union, the Seller will provide appropriate export customs documentation to the Customer or its designated freight forwarder. The Customer guarantees correct closure of the related customs procedure in due time on leaving the European Union or the country of dispatch. In case of non-compliance, the Customer shall be liable for any additional costs and charges imposed on the Seller by the national tax administration.

5 - PRICES

5.1 General

Prices are stated and payable in Euros.

Helicopter prices and the prices of other Products and Services sold together with Helicopters are according to the baseline Helicopter definition in force at the date of signature of the Contract and to the specific configuration and scope detailed in the Contract.

For Products and Services sold independently of Helicopters, all invoices for Products and Services will be at the prices stated in the relevant Seller's price list in force, or in the relevant Quotation. The Seller's price lists are subject to regular updates.

Prices relate to Products and Services delivered in accordance with the Incoterms mentioned in each Specific Annex of these SCS.

5.2 Duties and taxes, VAT

Prices are exclusive of taxes, duties and/or charges resulting from administrative and legislative regulations in force in any country other than the Seller's country and of any customs and duty charges, which shall be borne by the Customer.

Prices are exclusive of VAT or sale taxes or turnover taxes or other similar taxes. If applicable, such taxes will be charged in addition.

5.3 Additional costs/ Chargeable amounts

Prices, unless otherwise stipulated in the Contract, do not include any preparation, packing and crating charges nor any modifications carried out at Customer's request before and after delivery, expenses incurred for the inspection of Products by third parties, expenses relating to freight forwarding, carriage by sea, air or land, ferry-flight, storage and insurance costs incurred after Customer's acceptance.

For all Orders below a minimum amount of two hundred (200) Euros, the Seller reserves the right to invoice a minimum amount of two hundred (200) Euros.

6 - PAYMENTS

6.1 General

The payment obligation will be considered fulfilled at the time the due amount is irrevocably credited in full to the Seller's bank account. The Customer shall make the payment by bank transfer (swift), which, on the Seller's request, may be secured by a stand-by letter of credit or a Documentary Credit.

Subject to article 14.1.2 any down-payments (including intermediate) made before acceptance are non-refundable, as they are necessary to cover the production, procurement, financial, administrative and other costs.

In the event of payment by Documentary Credit, the Customer shall at the time of the initial down-payment and/or Purchase Order, open at its own expense, a Documentary Credit in favour of the Seller for the Contract price, reduced by the initial down-payment, if any. The Documentary Credit shall permit partial deliveries and shall be valid for the total specified period of delivery or performance plus three (3) months covering the time required for preparing the necessary documents and for performing the payment. Should the Documentary Credit expire before full delivery is completed, the Customer shall in due time extend, at its expense, the Documentary Credit without any need for action in this respect on the part of the Seller. The Documentary Credit shall be payable at sight in favour of the Seller as deliveries are made upon presentation of the following documents by the Seller to the bank:

- In case of Helicopter sale :

- Commercial invoice in triplicate,
- Statement of conformity or Certificate of Conformity for Helicopters and optional equipment installed therein,
- Authorized release certificate (EASA Form 1) for packed optional equipment and Spare Parts and
- Certificate of Conformity for miscellaneous parts and tools which are not subject to installation on Helicopter.

- In case of Products and Services sold independently of a Helicopter sale :

- Commercial invoice in duplicate, and
- Any document specified by the Seller and mentioned under the Contract.

As well, the stand-by letter of credit shall be opened at Customer's expense and payable upon presentation by the Seller on first demand to the bank of the here-above described documents.

6.2 Payment terms

6.2.1 Sale of Helicopters and associated Services

The Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- An intermediate down payment of

- Twenty (20) per cent of the contractual amount, six (6) months prior to delivery for H125, H130, H135 and H145 Helicopters, or
- Thirty (30) per cent of the contractual amount, nine (9) months prior to delivery for H160, H175, H215 and H225 Helicopters,

- The balance of the total contractual amount at the time of the acceptance of the Products and Services and prior to delivery.

In case of sale of pre-owned helicopter(s), the Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- The balance of the total contractual amount at the time of the acceptance of the Products and prior to delivery.

6.2.2 Products and Services sold independently of a Helicopter sale

For any Order (except as specified hereinafter), the Customer shall make the following payments:

- Upon Contract signature, a thirty (30) per cent down payment of the total amount of the Contract shall be paid by the Customer no later than fifteen (15) calendar days following the date of invoice;

- Upon delivery of the Products / performance of the Services, the balance of the invoiced amount of the delivered Products or Items / performed Services shall be paid by the Customer no later than thirty (30) calendar days following the date of invoice.

Nevertheless, for Spare Part Orders not exceeding two hundred thousand (200,000) Euros and for R&O Service Orders not exceeding fifty thousand (50,000) Euros, full payment shall be made upon delivery no later than thirty (30) calendar days following the date of invoice.

Payment terms for Services such as, but not limited to, SaaS or Helicopter maintenance, repair, overhaul, upgrade, retrofit or inspection, are specific and defined in the relevant Specific Annex.

Without prejudice to article 6.3, should the Customer be in a situation of past due balance exceedance towards the Seller, the Seller is entitled, without prior notice, to

- alter the terms of payment and request cash in advance payment for any Order and/or

- postpone any Product delivery or Service performance ordered by the Customer to the Seller in any agreement without any liability whatsoever to the Seller; the Seller may charge the Customer for any additional costs and/or expenses incurred as a result of such postponement, such as but not limited to storage, maintenance, loss of training slot.

Unless otherwise agreed, no discount shall be granted by the Seller to the Customer in case of early payment.

6.3 Late payment remedies

Payment shall under no circumstances be postponed or apportioned for any reason whatsoever. Consequently, in case of late payment, the Customer shall pay to the Seller interest on the unpaid amount at the rate calculated on the basis of ten (10) percentage points per annum computed on the basis of 365 days/year and the actual number of days elapsed since the due date until the actual date of payment without any need for a formal demand or any prior notice.

Without prejudice to the above, should the Customer fail to pay or in the event of a delay in payment, the Seller will be entitled to extend the schedule for an equivalent time period and/or suspend performance of the Contract and/or in all cases, definitively retain the amount of any payments already made by the Customer. The retention of any such payment shall not preclude the Seller from seeking compensation from the Customer for further damages and/or costs. In the event of a delay or failure by the Customer to pay for more than two (2) months, the Seller shall be entitled to terminate the Contract for default of the Customer under the conditions defined in article 14.1.1.

In addition, when French law is applicable as per article 15, the Customer shall also be liable to the Seller for a fixed amount of forty (40) Euros for cost recovery fees pursuant to French code of commerce article L. 441-6. If the actual costs incurred by the Seller in recovering unpaid sums exceed forty (40) Euros, the Seller shall be entitled to ask for additional compensation upon producing evidence of such actual costs.

7 - QUALITY ASSURANCE AND AIRWORTHINESS

7.1 General

Airbus Helicopters and Airbus Helicopters Deutschland GmbH hold

- a POA issued by EASA according to Part 21/G regulation,

- a maintenance organisation approval in compliance with the EASA Part 145 regulation, as issued by its respective national civil aviation authorities, and

- a training organisation approval in compliance with the EASA Part 147 for maintenance staff and helicopter Part FCL (Flight Crew Licencing) for aircrews as issued by its respective national civil aviation authorities.

The privileges of an approved production organization include the issuance of airworthiness documents.

The Seller holds a CAMO approval certificate issued by its national civil aviation authority in compliance with EASA Part M/ Subpart G.

The official recognition that Products and repaired / overhauled / standard exchange

Items have satisfied the quality assurance procedures is certified by the issuance of the following documents:

For Helicopter(s) in baseline definition and installed optional equipment:

- A Statement of Conformity or Certificate of Conformity issued by the Seller's quality organization to certify compliance with the contractual specification,

- An Aircraft Statement of Conformity (EASA Form 52) for Helicopters sold to customers of EASA member states signed by the Seller's authorized certifying staff within the above mentioned POA. The EASA Form 52 allows the issuance by the national civil aviation authority of the certificate of airworthiness for the European countries members of EASA, or

- A certificate of airworthiness for export, for Helicopters sold outside the European Union, issued by EASA upon submission by the Seller of the above mentioned original Helicopter Statement of Conformity (EASA Form 52),

- For the concerned components/equipment, a logcard,

- Upon request, a certificate of non-registration issued by the national civil aviation authority.

For optional equipment delivered packed, Spare Parts and repaired / overhauled / standard exchange Items:

- Upon request, a Certificate of Conformity or other equivalent document issued by the Seller's authorized certifying staff, for standard components,

- An authorized release certificate (EASA Form 1) for other certified components or non-standard Spare Parts issued on behalf of the national civil aviation authority by the Seller or the Seller's selected workshop,

- A logcard if applicable For new parts/Items: a hard copy or a digital one at the Customer's choice,

For other parts/Items: if the Customer is using the paper format, in the same format as provided by the Customer, the previous customer or previous user as applicable; if the Customer is using the digital format, a digital one,

- A dual or tri release if required through a bi/tri lateral agreement between authorities (e.g. Federal Aviation Regulation (FAR) 145 / Transport Canada Civil Aviation (TCCA) 145).

For miscellaneous parts and tools which are not subject to installation on the Helicopter (if applicable):

- A Certificate of Conformity issued by the Seller's authorized certifying staff.

The Customer that has its civil helicopter registered in a country under EASA regulation is responsible of any task related to the management of the continuing airworthiness of the helicopter or shall transfer this obligation by signing a contract with a CAMO in order to ensure the proper accomplishment of the airworthiness management activities in accordance with the regulations in force (Part M/ Subpart G). Upon signature of the Contract with the Seller, the Customer shall indicate who will assume the responsibility of the CAMO.

7.2 Modifications after delivery

The Seller will notify the Customer of any modifications that the competent national airworthiness agency has decided to impose on Helicopters or Spare Parts of the same type. In the event of such modifications, the Seller shall make available to the Customer, within a reasonable time, at the latter's request and expense, the equipment kits required to incorporate such modifications to the Helicopter and Spare Parts previously delivered. For this purpose, the Customer shall receive at no additional cost the technical information bulletins relating to the type of Helicopter mentioned in the Contract for as long as at least one (1) Helicopter of the type remains in service with the Customer.

8 - ACCEPTANCE AND TRANSFER OF OWNERSHIP AND RISK

8.1 Helicopter acceptance activities

8.1.1 Helicopter acceptance activities by the Seller

Prior to Customer's acceptance activities for new Helicopters, the Seller shall perform production ground and flight tests on Helicopters. Flight tests will not exceed per Helicopter:

- Twenty (20) flight hours for H125, H130, H135 and H145 or,
- Thirty (30) flight hours for H160 and H175 or,
- Fifty (50) flight hours for H215 and H225.

- Equipment and components may be delivered with up to fifty (50) hours and/or the remaining time of equipment and components may be reasonably affected by the industrial cycle. Additional hours may be flown in the event that development and installation of specific equipment is requested by the Customer. The cost of such additional hours shall be borne by the Customer. Helicopter non conformities with certified definition, which have an impact on Helicopter operation and maintenance by the Customer, shall be submitted to the Customer for approval.

Upon satisfactory completion of the Seller's acceptance activities, a Certificate of Conformity will be issued by the Seller. As from the date of issuance of this document, the Helicopters shall be deemed ready for Customer's acceptance, referred to as the "Ready for Acceptance" date.

8.1.2 Helicopter acceptance activities by the Customer

Not later than (1) month prior to the date on which a Helicopter is to be Ready for Acceptance by the Customer, the Seller will provide the Customer with a procedure describing the acceptance process (organization, schedule, documents, etc) and document(s) defining the flight tests that could be performed by the Customer (hereinafter referred to as "Acceptance Test Document(s)"). The purpose of these tests is not to re-perform certification tests. These documents shall be valid for all Helicopters of the same type.

Within one (1) week after receipt of the Ready for Acceptance notice, the Customer shall send to the Seller the information required from the Customer's representatives in order to be admitted to the Seller's premises. The Customer's inspection team shall not exceed three (3) persons.

The acceptance activities by the Customer shall not exceed, per Helicopter:

- One (1) day for H125, H130, H135 and H145, or
- Two (2) days for H160, or
- Three (3) days for H175, H215 and H225.

The Customer shall bear its own expenses and costs related to the Customer acceptance activities including but not limited to travel and accommodation of its representatives during this process.

During the Customer's acceptance activities, it may perform acceptance flights, the combined time of which shall not exceed per Helicopter one (1) flight hour for H125, H130, H135 and H145 Helicopters and two (2) flight hours for H160, H175, H215 and H225 Helicopters.

Acceptance flights will follow the format and procedures described in the Acceptance Test Document(s) provided by the Seller and shall be carried out under the responsibility of a Seller's pilot acting as pilot in command.

Unless a major deviation from the specification is found during the Customer's acceptance, the Customer shall accept the Helicopters as being in conformity with the contractual specifications. The acceptance shall be acknowledged by the Customer's signature of an acceptance certificate, designated as "Acceptance Protocol" and/or "Acceptance and Transfer of Ownership Protocol". If the acceptance certificate is not signed within the above acceptance time period, and without such absence of signature being duly justified in writing explaining the precise reason of the rejection and the contractual grounds thereof, or if the Customer does not attend the acceptance procedure, the acceptance shall be deemed to have been granted by the Customer.

8.2 Acceptance of Products (other than the Helicopters) and Services

A Certificate of Conformity or equivalent document is issued by the Seller for Products other than the Helicopters.

With regards to Products other than Helicopters, the Customer shall check and notify any defect and/or non-conformity with the Order and/or missing associated documentation in a documented registered letter:

- within twenty one (21) calendar days as from the date the Seller has notified that the Product is ready to be collected, or
- in case of Products delivered CIP or DAP, the time frames for acceptance are the following:
 - forty eight (48) hours for AOG Orders,
 - fifteen (15) calendar days after delivery for Training Items and/or technical publications

and claims against the carrier shall be made within three (3) working days as from the date of receipt of the Product. After expiry of said periods, the Customer's acceptance of the Products shall be deemed given unless the Customer's refusal is duly substantiated in writing and explaining the precise reason of the refusal and the contractual grounds thereof.

For the Services, except SaaS, a certificate of completion of Services or assignment sheet shall be issued once the Service has been performed. The Customer shall sign the form certifying that the Service has been provided in accordance with the Contract. Unless the Customer's refusal is duly substantiated in writing and explains the precise reason of the refusal and the contractual grounds thereof, the Service shall be deemed accepted five (5) working days after issuance of the certificate of completion of the Services or of the assignment sheet. SaaS, including any and all of their supporting elements and content, are provided on an "as is" and "as available" basis.

8.3 Collection of Products

After the transfer of ownership, the Customer shall collect the Helicopter within two (2) weeks in case of ferry flight or within one (1) month if it is to be dismantled or conditioned for sea, air or road transport.

If pilot's training has been contractually agreed to take place following the acceptance of the Customer's Helicopter, said duration shall be extended by the time required to train its pilot(s) on its Helicopter.

The Customer shall collect any optional (i.e. not installed on Helicopter) packed equipment, Spare Parts, R&O Items and/or tools:

- within four (4) weeks for Products sold together with Helicopters
- within fifteen (15) calendar days otherwise following the notification by the Seller to the Customer of its availability.

If the Customer fails to pick up its Products within the above mentioned periods of time:

- The Customer shall reimburse the Seller any expenses incurred by the Seller such as maintenance, storage, insurance, taxes and associated penalties if any, levies, etc. The foregoing does not constitute any obligation for the Seller to maintain, store or insure the Products beyond the date the Products should have been collected.
- The Seller may terminate the Contract as per article 14.2 and shall not be liable for any loss or damages incurred by the Customer as a consequence of such termination.

In the event that the Products are delivered in consigned containers, the Customer shall return said containers at its expense within fifteen (15) calendar days after they are made available to the Customer by the freight forwarder. After the expiry of this period, the Seller shall be entitled to invoice the container at its current price.

8.4 Transfer of ownership and risk

8.4.1 Helicopters

Transfer of ownership of the Product shall be subject to the prior fulfilment by the Customer of its obligations, in particular full payment of the balance of the Contract and interest, if any. Upon signature of the "Acceptance Protocol" or the "Acceptance and Transfer of Ownership Protocol" by the Seller and the Customer and upon full payment of the Contract price, the ownership of the Products is transferred from the Seller to the Customer. The Seller shall also immediately issue the bill of sale.

All risks relating to the loss of or damage to the Products shall pass to the Customer upon transfer of ownership following delivery, as per the Incoterms specified in the Specific Annex applying to the sale of new Helicopters and associated Services.

Until the transfer of risks to the Customer, the Seller shall maintain an insurance coverage whose the scope, the limits of cover and the duration are as wide as what is usually practiced in the aviation industry for the activities to be performed by the Seller.

From the transfer of ownership to the Customer,

- the Customer shall effect and maintain, at its own cost, an appropriate insurance coverage, including but not limited to a hull all risk and hull war risk insurance coverage;
- with respect to the Customer's hull all risk and hull war risk insurance coverage, the Customer shall cause the insurers of the Customer's hull insurance policies to waive all rights of subrogation against the Seller, its assignees and its directors, officers, agents and employees.

From the transfer of risks, the Customer shall bear all risks related to the Helicopter and waive the right of any recourse of any nature whatsoever against the Seller, its assignees and its directors, officers, agents and employees to this respect.

In case of collection of the Product by the Customer as per article 8.3, the Seller shall remain liable for any damage to the Products due to the Seller's negligence, gross negligence or wilful misconduct until the collection of the Product provided that the collection is made in the timeframe defined in the two first paragraphs of article 8.3.

At Customer's request and costs, and according to the terms of the Contract, the Seller will dismantle and package the Helicopter for transportation after the transfer of ownership.

8.4.2 Products other than Helicopters

The transfer of ownership of any Products other than Helicopters shall take place after fulfilment of export customs formalities by the Seller (when applicable):

- at the Seller's facility, at the time of their collection by the forwarding agent appointed by the Customer, or

- in case of Products delivered CIP or DAP, at the mentioned delivery place, and shall be subject to the prior performance by the Customer of its obligations in particular the full payment of the delivered Products and interest, if any.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned. If the laws of the country where the Products are delivered do not allow the Seller to regain ownership, the Seller shall be entitled to benefit from any other rights that such laws may confer. The Customer shall implement all measures necessary to protect the Seller's aforementioned rights. In all cases, this will not prevent the Seller from claiming any damages.

Risk of loss or damage to the Products is transferred to the Customer at the time of delivery of the Products by the Seller as determined by the agreed Incoterms® 2020.

8.5 Adherence to the delivery date

Adherence to the delivery date is conditioned upon the Customer fulfilling all of its contractual obligations.

8.6 Helicopter ownership chain

Without any time limit, the Customer will inform the Seller of any resale of Helicopter(s). This information will be provided in writing and within fifteen (15) days from transfer of ownership to the Customer's buyer and shall include the identity of the new owner and, if available, of the operator.

9 - WARRANTY

9.1 General

The Seller warrants that the Products and Services provided, except the turbine engine(s),

specific equipment with a STC mentioned in the Contract (if any) and MEGHAS avionics equipment, are free from defects in material and workmanship under normal use and service and that software identified in the applicable Helicopter specification substantially provides the functions set forth in the said specification or in the applicable SB.

The turbine engine(s) as well as the MEGHAS avionics equipment installed in the Helicopter and STCs equipment identified in the Purchase Order are covered by the warranty granted by the manufacturers of these items (Safran Helicopter Engines, Pratt & Whitney and Thales and the STC holder), the benefits of which the Seller hereby assigns on to the Customer who hereby acknowledges and accepts such assignment.

As soon as possible but no later than fifteen (15) calendar days after the discovery of a defect, the Customer shall furnish to the Seller, by using a warranty claim form provided by the Seller, the full details of its claim and the basis thereof. As soon as it receives the said form, the Seller will forward to the Customer a warranty claim acknowledgment and a RMA form. Within fifteen (15) calendar days following the receipt of such documents the Customer shall return the allegedly defective Parts to the Seller. If the Customer fails to return the allegedly defective Parts in due time, the Seller reserves the right to invoice the replacement Parts which have been ordered or produced for the Customer at the price stated in the relevant Seller's price list in force, or in the relevant Quotation.

The Seller will compensate reasonable transportation costs outbound from the Customer premises to the Seller's premises for the repairable Parts for which the benefit of the warranty has been granted by the Seller. The Customer shall send the invoice to the Seller by the end of each quarter and in any case not later than three (3) months after the acceptance by the Seller of the warranty claim. Corresponding credit notification will be issued on a quarterly basis by the Seller and shall be applicable to Spare Parts and/or R&O invoice(s). Insurance, customs expenses and other charges as well as the expenses incurred by the Customer for the removal, re-installation, calibration and troubleshooting operations with respect to such Parts shall be borne by the Customer.

However, during the first year of the warranty of a new civil Helicopter (except H215 one), for each valid warranty claim, the Seller will compensate in kind the Customer for reasonable labour charges related to warranty issues on the basis of removal and re-installation of the concerned Part(s) (troubleshooting excluded). These labour charges flat rates in force are defined by the Seller per category and are available to the Customer on request. Such compensation shall be cumulated on a monthly basis under the form of a credit which shall be valid for one (1) year and shall be used by the Customers for paying ordered Spare Parts. If applicable, the Customer hereby authorizes the Seller to grant the credit to the company who manages and performs the warranty claim on its behalf for the final benefit of the said Customer.

Said credit(s) shall not apply in case of Customer's default, such as, but not limited to, late payment and payment failure.

For Parts for which the benefit of the warranty has been granted by the Seller, the return transportation costs to the Customer premises shall be borne by the Seller.

The warranty exclusions are as follows:

- in the event that maintenance activities have not been properly entered in the appropriate logbook (or in case of failure to produce the logbook to the Seller if so requested), or

- in the event of a defect that is the result of normal wear and tear, or

- Parts and any associated costs incurred for scheduled maintenance, or

- if the Parts have been stored, protected, freighted, operated, maintained, installed, altered, repaired or overhauled otherwise than in accordance with the manuals, documentation and instructions delivered by the Seller or its subcontractors/suppliers, or

- if the Parts has suffered an accident, or

- if a defect of the Part(s) alleged by the Customer is not confirmed during the technical expertise done by the Seller, or

- if the Parts have not been delivered by the Seller, or

- if the defect is partly or wholly caused by a defective item not provided by the Seller, or

- if the software or the host media is exposed to any computer virus or to any conditions in excess of those published in the applicable manuals, documentation and instructions delivered by the Seller, as well as any alteration and/or modification not validated by the Seller, having an impact on the software, or

normal wear and tear of item(s) such as, but not limited to, seals, tires, inner tubes, bulbs, packings and similar consumables parts.

The warranty is granted to the Customer personally. As a consequence, should the Customer sell a Helicopter during the warranty period, it undertakes to notify the Seller of the new owner's name at the time of the transfer of title. Notwithstanding, any request for warranty transfer to any third party within the six (6) months following the Helicopter's delivery is subject to the prior written consent of the Seller. Should the Customer want the warranty to be managed by a third party, it shall then provide the Seller with a power of attorney authorizing the said third party to act on its behalf. The warranty constitutes the Seller's sole liability in case of breach of the warranty obligation, and is exclusive and in lieu of any other warranty or remedy available under the Contract or at law (to the extent permitted at law).

9.2 Warranty period

The Seller's obligation under the warranty is limited to the repair - or replacement at the Seller's discretion - of the allegedly defective Products or Services that have been returned to its facility and, at the time of any repair or replacement have been recognized by the Seller after expert investigation as defective. To be eligible under this warranty, the alleged failure must have occurred within the time-limits mentioned here-after:

- For new civil Helicopter(s) in baseline definition and installed optional equipment:
 - Within two thousand (2,000) flying hours or thirty six (36) months after their acceptance at the Seller's factory, whichever event occurs first.
- For Spare Part(s) and SB kit(s):
 - Within one thousand (1,000) flying hours or twelve (12) months from the time they are fitted to the Helicopters or twenty four (24) months after their delivery from the Seller's factory, whichever event occurs first.
- For tool(s):
 - Within twenty four (24) months after their delivery from the Seller's factory.
- For Training Item(s):
 - Within the twelve (12) months after their delivery from the Seller's factory.
- For repaired, overhauled and standard exchange Items, and used Part(s):
 - Within five hundred (500) flying hours or six (6) months from the time they are fitted to the Helicopters or twelve (12) months after their delivery from the Seller's site, whichever event occurs first. For repaired Item, the warranty is limited to the repair done and/or the Parts replaced.
- For tools repaired, overhauled or returned for calibration:
 - Within twelve (12) months after their delivery from the Seller's site.
- For workmanship:
 - Within five hundred (500) flying hours or six (6) months from the signature date of the acceptance certificate by both Parties, whichever event occurs first.
- Warranty periods in case of sale of pre-owned Helicopter(s) are defined in the relevant Specific Annex.

Software identified in the applicable Helicopter specification shall only be considered as non-conforming, if there are substantial deviations of the functions supported by software from the Helicopter specifications. The Seller will, at its sole discretion, remedy such non-conforming software for the considered Helicopter by providing a correction release of the software or by finding a reasonable workaround. The Customer shall supply the Seller with all necessary information and documentation in its possession, to enable the Seller to investigate and rectify such non-conforming software. The Seller warrants the software identified in the applicable Helicopter specification provided that the alleged warranty is notified by the Customer to the Seller within one hundred and eighty (180) calendar days from the date of delivery of the Helicopter to the Customer.

The warranty conditions for software embedded in the delivered Spare Parts or in the delivered repaired/overhauled/ standard exchange Item shall be the ones applicable to the software delivered with the Helicopter, as mentioned in the previous paragraph.

Any SaaS, including any and all of their supporting elements and content, are provided "as is" and "as available". The warranty period on the repaired or replaced part(s) shall be the warranty period that was remaining on the respective defective part. The part(s) removed for which the Seller supplies a replacement part(s) shall become the property of the Seller.

9-3 German legal warranty

For Contracts governed by German law, the German legal warranty (Sachmängelhaftung) supersedes the standard warranty conditions described here above for the first twelve (12) months. During this period, and provided that the German legal warranty is applicable, the Seller may elect to repair or replace the defective Products.

10 - CONFIDENTIALITY

During the performance of the Contract, the proprietary information of the Parties shall be protected as follows: the term "Proprietary Information" shall mean any information or data in whatever form (either in writing or orally, subject to the conditions set forth hereinafter, and including but not limited to any written or printed documents, samples, models or any means of disclosing such Proprietary Information that the disclosing Party may elect to use during the life of the Contract), disclosed by either Party to the other and which is designated as proprietary to the disclosing Party by an appropriate stamp, legend or any other notice in writing, or when disclosed orally, has been identified as proprietary at the time of disclosure and has been promptly (thirty (30) calendar days at the latest) confirmed and designated in writing as Proprietary Information of the disclosing Party.

The receiving Party hereby covenants that, from the effective date of the Contract, the Proprietary Information received from the disclosing Party shall:

- a) be protected and kept in strict confidence by the receiving Party, which must use the same degree of precaution and safeguards as it uses to protect its own Proprietary Information of like importance, but in no case any less than reasonable care; and
- b) be only disclosed to and used by those persons within the receiving Party's organization (including temporary workers) and its Affiliates, external counsels, lawyers, accountants, auditors, banks, insurers and IT Service Providers, who have a need to know and solely for the purpose specified in the Contract (and provided such entities are bound by confidentiality obligations either at least as constraining or resulting from a professional duty by operation of law); and c) not be used, in whole or in part, for any purpose other than the purpose of the Contract without the prior written consent of the disclosing Party; and
- d) neither be disclosed nor caused to be disclosed, whether directly or indirectly to any third party or persons other than those mentioned in subparagraph b) above; and
- e) neither be copied nor otherwise reproduced nor duplicated, in whole or in part, where such copying, reproduction or duplication has not been specifically authorized in writing by the disclosing Party.

Any Proprietary Information and copies thereof disclosed by either Party to the other shall, subject to any third party rights, remain the property of the disclosing Party and shall be immediately returned by the receiving Party upon request.

Notwithstanding the confidentiality obligations stated in the Contract, the receiving Party may disclose the Proprietary Information to any governmental agency or judge legally authorized to have mandatory access to such information, provided however that in these circumstances, the receiving Party shall prior to disclosure notify the disclosing Party to give the disclosing Party the opportunity to take appropriate action(s), as far as available, against such disclosure.

AH, as a French company, is under the obligation to comply with French Law n°68-678 (as modified by Law n°80-538) regarding the communication of documents and information of economic, commercial, industrial, financial or technical nature to natural or legal entities abroad.

11 - INTELLECTUAL PROPERTY

AH and/or AHD retain all rights in respect of developments, inventions, know-how, production procedures and any intellectual property rights relating to the Products that they manufacture and/or Services related thereto.

Nothing in the SCS shall be construed as a legal transfer of or licence to (other than specified hereafter), any patent, utility or design model, copyright, trademark, know-how or other intellectual property right. Copying and/or reproducing and/or communication and/or transmission to a third party of Seller's Products or Services or technical information or publications or training manuals, either wholly or partially, without the Seller's written express approval is strictly forbidden (except for the copying by the Customer of technical documentation provided by the Seller exclusively for the purposes of operation and maintenance of the Helicopters by the Customer).

The Seller grants the Customer a non-exclusive, non-transferable licence to use

- a SaaS for the purposes of operating and/or maintaining helicopters and/or
- the executable form of the software on the related Product, for the purposes of operating the Helicopters.

This licence does not entitle the Customer to receive free of charge updates of such software. The Customer shall not decompile, disassemble, modify, reverse assemble, reverse engineer or reduce to human readable form, the software and/or any SaaS except to the extent the foregoing restriction is, by operation of applicable law, prohibited or of no effect.

12 - LIABILITY

Notwithstanding any provision to the contrary in the Contract or elsewhere, the total and cumulated liability of the Seller under the Contract, due to any and all causes whatsoever, whether based on breach of contract or in tort or otherwise, shall in no event exceed in aggregate an amount equivalent to ten per cent (10%) of the total net Contract price (excluding taxes) or in case a specific Order is passed and the triggering event of liability relates to that Order, ten per cent (10%) of the total net Order price (excluding taxes).

The above limitation shall not apply in the event of gross negligence, wilful misconduct, death or bodily injury.

Each Party shall be responsible for death or bodily injury arising to its own personnel, whatever the cause. The Parties therefore waive the right to any claim against the other in this respect, except if such death or bodily injury is caused by the gross negligence or wilful misconduct of the other Party.

In no event shall the Parties be liable for any indirect, consequential, incidental, special or punitive damages of any kind, including, but not limited to, damages for any loss of use or profit, loss of assets, loss resulting from business disruption, loss of goodwill or loss of contractual opportunity by the other Party.

To the extent permitted at law, the Seller's obligations and liabilities and the Customer's rights and remedies as set forth in the Contract are exclusive and are in replacement of any and all other remedies under law or otherwise.

13 - FORCE MAJEURE AND EXCUSABLE DELAY

13.1 Force majeure

The Seller shall not be held responsible for failure to perform or delay in performing any of the contractual obligations of the Contract if such failure or delay is due to, but not limited to:

- acts of God, war, insurrection, epidemics, sabotage, labour disputes, strikes, lock-outs, shortages of labour, interruption or delays in transportation, fire, explosion, equipment or machinery breakdown, failure or delays of the Seller's sources of supply, shortage in material or energy, or
- acts, orders or priorities resulting from any government action, national or international authorities, or
- acts caused by any supplier or subcontractor of the Seller (or lower level subcontractor or supplier), or
- a bankruptcy or insolvency event concerning any supplier or subcontractor (or lower level subcontractor or supplier), or
- any other case beyond the reasonable control of the Seller.

For the avoidance of doubt, the delay or absence of payment by the Customer cannot be considered by it as a case of force majeure.

In case of force majeure, the contractual delivery date shall be extended by such period of time reasonably required to remove and/or overcome the event of force majeure and its effects.

13.2 Excusable delay

Any postponement of the contractual dates due to the following causes shall not constitute a delay:

- a) BFE/CFE not delivered according to the schedule stated in the Contract or found defective and which consequently requires to be replaced by the Customer or,
- b) Changes or additions to the Contract requested by the Customer or,
- c) Any failure or omission by the Customer to perform its obligations set forth in the Contract.

Any additional costs incurred by the Seller as a result of the occurrence of one of the above events shall be invoiced by the Seller and paid by the Customer over and above the Contract Price.

14 - TERMINATION

14.1 Termination for default

A Party may terminate all or part of the Contract for default of the other Party in the event that the other Party persistently fails to perform its obligations and despite the non-defaulting Party having notified by acknowledgment of receipt the defaulting Party to take adequate corrective measures and provided no such measures have been proven to have been taken within a period of two (2) months, following the above notice. The termination shall occur without any specific formality other than the above notice.

In the case of termination for default, the following shall apply:

14.1.1 In case of default of the Customer:

a) the Customer shall indemnify the Seller for all costs and damages (including but not limited to raw materials, labour, overhead, storage fees, work in progress) incurred by the Seller or which the Seller could not avoid incurring (including termination indemnities, if any, under the contracts between the Seller and its subcontractors or suppliers or under the second level contracts or subcontracts),

b) the Customer shall pay to the Seller a termination indemnity equal to ten per cent (10%) of the contractual price as well as an indemnity equal to the damages sustained by the Seller,

c) the Customer shall indemnify the Seller in case other remedies are available by the Customer under the Contract, than those mentioned under paragraphs a) to b) above, and

d) the Seller shall be entitled to retain any payments already made by the Customer, until an agreement is found on the above or the dispute resolution has been implemented and a decision has been taken in consequence.

14.1.2 In case of default of the Seller:

a) the Seller shall be entitled to deliver the remaining non-faulty Products and render the remaining non-faulty Services, and shall be paid the corresponding price thereof, and

b) the Seller shall return to the Customer all the BFE/CFE remaining in its premises, once the Products are delivered and/or the Services are rendered, and

c) the Seller shall refund the Customer, the amount of the down payment which refers to the unfulfilled part of the Contract.

14.2 Termination for force majeure

In case of the occurrence of a force majeure event as provided in article 13.1 results in the contractual delivery or performance dates being extended by more than six (6) consecutive months, the Parties shall meet in order to determine under which conditions they wish to pursue the Contract or if they do not reach an agreement within a one (1) month period, either Party shall be entitled to terminate the Contract, without being entitled to claim for any damages or compensation in any form whatsoever.

15 - APPLICABLE LAW AND DISPUTE RESOLUTION

The Contract shall be governed by German law for the sale of Products and/or Services by Airbus Helicopters Deutschland GmbH and by French law for the sale of Products and/or Services by Airbus Helicopters. Irrespective of the applicable law, the United Nations Convention for the international sale of goods is excluded.

The Parties shall attempt to amicably settle any dispute, controversy or claim arising out or in connection with the Contract, including through mediation (under the authority of a neutral, independent mediator to be jointly appointed by the Parties). If two (2) months after the occurrence of such dispute, controversy or claim, the Parties have failed to reach an agreement (unless they agree to extend the amicable phase), then the dispute, controversy or claim shall be settled as follows, depending on the contractual aggregate amount:

- A dispute will be finally settled under the rules of arbitration of the International Chamber of Commerce (ICC) by three (3) arbitrators appointed in accordance with the said rules.

- In the specific case of a dispute of which the aggregate amount does not exceed ten million (10 000 000) Euros, the Parties agree to opt for a fast track arbitration process in accordance with the ICC rules.

The place of arbitration shall be Geneva (Switzerland) and the language of the arbitration shall be English.

However, in all cases, should the Seller elect to choose a local court jurisdiction due to arbitration not being adapted to the specific nature of the dispute, in particular the need for immediate injunctive relief or to recover sums due, then such local court will be competent to settle the dispute.

The Parties hereby consent and agree to be subject to the jurisdiction of the aforesaid courts and/or arbitration and, to the greatest extent permitted by the applicable law, the Parties hereby waive any right to seek to avoid the jurisdiction of the above courts on the basis of the doctrine of forum non conveniens.

Unless otherwise agreed by both Parties, the fact that any dispute has been referred to arbitration pursuant to this article shall not relieve either Party from any of its obligations as set out in the Contract.

16 - DATA EXCHANGE

16.1 General

In order to improve the Products, their reliability and availability and the Customer services, the Seller has set up a data exchange process based on maintenance and operational data coming from the Customer's helicopters in service. The Data will notably consist of:

- Helicopter data generated by on-board recording systems,
- information system data, such as maintenance, operation, logistics and airworthiness data and
- data loaded to, transmitted by and/or stored as well as data generated by the SaaS as a result of the use of the SaaS.

For these purposes, the Customer, or its designated entity for operations and/or maintenance, hereby authorizes the Seller on a free and non-exclusively basis:

- to collect such Data.
- to use the Data to create processed data (data which is reconciled, enriched, qualified and analysed by AH) (hereinafter the "Processed data"),
- to anonymize such Processed data (Processed data which is anonymized, not enabling to identify the Customer) (hereinafter the "Anonymous data"),
- to disclose Data, Anonymous data and Processed data internally only to those of its employees (for the avoidance of doubt, this shall include temporary agency workers and freelancers) and/or Customer Centres having a need to have access to such data for the purpose (*) stated below,
- to disclose Data and Processed Data to partners, suppliers and/or subcontractors of AH (i) having a need to have access to such data for the purpose (*) stated below and (ii) being bound by confidentiality obligations,

- to disclose Anonymous data to partners, suppliers and/or subcontractors of the AH for the purpose (*) stated below,

- to use and disclose to customers Anonymous data (including after being complemented with additional sources of anonymous data) for the purpose (**) stated below, and

- to store Data, Processed data and Anonymous data.

(*) Disclosure shall be for the purpose of further software & service development, helicopter improvement & expert analysis.

(**) Trend monitoring, benchmarking services, report issuance, analyses and customer workshops for helicopter maturity.

Data, Anonymous data and Processed data may also be used for the purposes of supporting the Customer subject to a specific agreement.

16.2 Data confidentiality and intellectual property

The Parties agree that any and all Data disclosed by the Customer or its designated entity to AH shall be deemed confidential. Nevertheless, AH shall be entitled to disclose Data and Processed data to the persons and entities and at the conditions described under article 16.1 above. Anonymous data (including after being complemented with additional sources of anonymous data) can however be used and disclosed by the Seller without being subject to any confidentiality limitations/obligations.

AH owns all foreground intellectual property and know-how, if any, generated by the outcome of the analysis of the Data, Processed data and/or Anonymous data.

16.3 Data related liability

Notwithstanding anything to the contrary in the Contract, the Seller or its Customer Centers shall not be liable toward the Customer or its designated entity in the frame of the analysis of the Data and/or in connection with the Customer's helicopter maintenance, repair and flight operations as a result of the disclosure of confidential information by the Customer or its designated entity to the Seller or its Customer Centers or as the result of any exchange or analysis of information collected through the process.

17 - MISCELLANEOUS

These SCS along with the applicable Specific Annex(es) and Purchase Order (or Order) constitute the entire agreement between the Seller and the Customer. They supersede all previous communications and/or agreements either oral or written, between the Seller and the Customer with respect to the Products or Services.

In the event that one (1) or more of the articles provided for in these SCS is deemed invalid or unenforceable, the remaining provisions shall remain entirely valid and applicable.

English shall be the language of the Contract. Both Parties shall use English as the language to exchange, issue and deliver information, documentation and notices, and any related documents excluding those documents which might be produced by a governmental institution in the local language.

In the Contract, unless the contrary intention appears:

- headings are for the purpose of convenient reference only and do not form part of the Contract;

- where the last day of any period prescribed for the doing of an action falls on a day which is not a working day in the country of the applicable law, the action shall be done no later than the end of the next working day.

In case of any contradictions and discrepancies between the parts of the Contract, precedence shall be given in the following decreasing order:

- 1) Purchase Order, Order or Order Confirmation (as applicable)
- 2) Present SCS
- 3) Specific Annex(es)
- 4) Other Annexes and/or appendices in their order of appearance.

The provisions of the confidentiality, intellectual property, liability, applicable law and dispute resolution articles of the Contract shall survive and continue to have effect after the termination or expiry for any reason whatsoever of the Contract, and for a period of thirty (30) years thereafter.

No term or provision hereof will be considered waived by either Party, and no breach excused by either Party, unless such waiver or consent is in writing and signed by the Party against whom the waiver is asserted. No consent by either Party to, or waiver of, a breach by either Party, whether express or implied, will constitute a consent to, waiver of, or excuse of any other, different or subsequent breach by either Party.

Any variation or modification of the Contract shall be made in writing through an amendment and signed by duly authorised representatives of each Party.

The relationship between the Seller and the Customer is solely that of purchaser and seller. No joint venture or partnership is intended nor will any be construed from the Contract. Neither Party will have the authority to enter into contracts on behalf of or bind the other in any respect.

The Customer shall not be entitled, without the prior written consent of the Seller, to assign or transfer to a third party all or part of the rights and obligations under the Contract.

STANDARD CONDITIONS OF SALE SPECIFIC ANNEX APPLYING TO THE SALE OF SPARE PARTS

B1 - GENERAL

This Specific Annex, subject to SCS, is applicable to sale of Spare Parts, including tools, SB kits and STCs performed by the Seller to any Customer in order to maintain and/or operate Helicopters.

B2 - DELIVERY AND INCOTERMS

Unless the Contract stipulates another Incoterm, Spare Parts shall be delivered packed Free Carrier (FCA) Incoterms® 2020 at the Seller's site or logistic platform as specified in the Purchase Order.

In case of unavailability of the Spare Parts or of raw material, the Seller shall be entitled to make partial deliveries.

B3 - ORDER'S TYPOLOGY AND SPECIFICITIES

B3-1 Planned Purchase Orders

Purchase Orders of Spare Parts shall be considered as planned Purchased Orders if the requested delivery date is above two (2) weeks from the date of receipt by the Seller of a valid Customer's Order (Order Date), under FCA Incoterms® 2020 defined in Article B2. In case of complete or partial modification of the Order, the date of receipt shall be updated accordingly.

For each Order line of any planned and confirmed Purchased Orders, the Seller shall commit on delivery performance, except for critical part(s) as mentioned in the Order Confirmation. In case of late delivery, the Seller will grant to the Customer a credit under the conditions defined hereafter:

- If the Spare Part(s) ordered is(are) "on collection" as identified in the Seller's price list in force and is(are) delivered by the Seller after the delivery date requested by the Customer, the credit per delayed Spare Part shall depend on the timeframe between the requested delivery date and the Order Date, under FCA Incoterms® 2020 defined in Article B2, as follows:
 - Timeframe of fifteen (15) calendar days up to thirty (30) calendar days: eight (8) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed four thousand (4 000) euros;
 - Timeframe of thirty one (31) calendar days up to sixty (60) calendar days: twelve (12) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed six thousand (6 000) euros;
 - Timeframe of more than sixty (60) calendar days: sixteen (16) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- If the Spare Part(s) ordered is(are) "on demand" as identified in the Seller's price list in force, the Seller shall propose a delivery date and commit on it in the Order Confirmation. If the Seller delivers the Spare Part(s) on demand after the said committed delivery date, the credit per delayed Spare Part shall equal to sixteen (16) per cent of the invoiced value of the Spare part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- The credit shall not apply in case of an event disrupting the logistic flow for reasons not attributable to the Seller.
- The eligible credits shall be cumulated from 1st of January to 31st December of year n and the related total amount will be then granted under the form of a credit which shall be valid from 1st of April until 31st December of year n+1 and shall be used by the Customers for paying ordered Spare Parts. Said credit shall not apply in case of Customer's default, such as, but not limited to, late payment and payment default.

If the Contract stipulates another Incoterm than FCA Incoterms® 2020, the conditions for

allocating the credit are subject to adjustments and shall be agreed between the Parties.

B3-2 Rush Purchase Orders

The Rush Purchase Order is an Order with a requested delivery time below two (2) weeks from the date of its receipt by the Seller, the Customer not being in AOG situation.

B3-3 AOG Purchase Orders

To guarantee an efficient service to the Customer and respond quickly to any situation where the Customer's Helicopter is AOG, the Seller provides a twenty four (24) hours a day/seven (7) days a week AOG service. The AOG service is available for Orders of Spare Parts which are essential to put a Helicopter back into service or to enable it to perform its mission.

Any Spare Parts listed in the Seller's illustrated Parts catalog can be ordered by the Customer via AOG service, except main assemblies, raw materials, ingredients and hazardous materials.

The AOG service is provided to the Customer at the price stated in the relevant Seller's price list in force or in the relevant Quotation plus a surcharge fee of three hundred (300) euros (excluding transportation) charged per confirmed AOG Order. A flat rate for transportation cost will be added to the price of Spare Parts.

The Customer shall also mention in writing regarding any AOG Order placed to the Seller, the following information:

- Part number/ nomenclature
- Failure description and reason of removal
- Quantity required for the specific AOG
- Ship to address

The Seller, by sending an Order Confirmation, shall confirm in writing to the Customer the price and the delivery time within twelve (12) hours after receipt of the Customer's Order.

The Spare Parts already available in the Seller's inventory upon receiving the Order from the Customer will be delivered packed Carriage Insurance Paid (CIP) Incoterms® 2020 to the nearest international airport to the Customer and within seventy two (72) hours after receipt by the Seller of the Customer's Order, depending on the delivery location.

The Customer may order in AOG the concerned Spare Parts in accordance with the quantity fitted on the Helicopter. If several line items are ordered, the Seller has the right to make partial deliveries, depending on the availability of the Spare Parts.

The Customer shall check the Spare Parts provided in AOG conditions, notify any recognisable defects in a documented registered letter within forty eight (48) hours as from the date the Spare Parts have been received by the Customer and place them at Seller's disposal.

B4 - SB kit and STC

Unless otherwise specified, the kits originated from SB or STC modification are defined on the basis of the "as-delivered" configuration (i.e. the configuration of the Helicopter at the time of transfer of title from the Seller to the original customer). It is the responsibility of the Customer to make sure that the actual configuration of the Helicopter corresponds to the pre-mod configuration of the relevant SB or STC installation instruction. Any deviation of the actual configuration that requires the amendment of the SB or the STC installation instruction shall be charged to the Customer on a time and material basis.

Unless otherwise specified, the STC is sold to the Customer with the certification(s) as listed in the catalog and specified in the offer. It is the responsibility of the Customer to make sure that such certification(s) are acceptable to its competent airworthiness authority before the installation of the kit. The Seller will provide all reasonable support to the Customer for the additional certification or validation of the existing certification(s) at the latter's sole expense on a time and material basis.

The STC holder of the Product shall retain full responsibility for the type design definition its own Product (configuration, definition, necessary changes and continuing airworthiness). The Seller does not warrant the compatibility of the STC with future mandatory or non-mandatory modifications.

Contacts

Please contact your usual AIRBUS HELICOPTERS commercial interface

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