

AIRBUS

HELICOPTERS
Services

Standard Upgrades

January 2023

Super Puma family
AS332 & H215 / EC225 & H225



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.

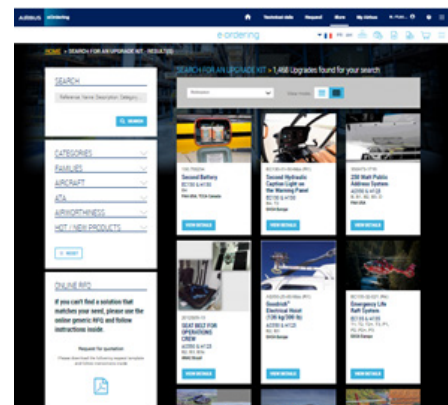
Airbus Helicopters proposes a large range of service bulletins (SB) and supplemental type certificates (STC) solutions available through its worldwide network, certified in accordance with international authorities (FAA, EASA...) and local requirements.

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

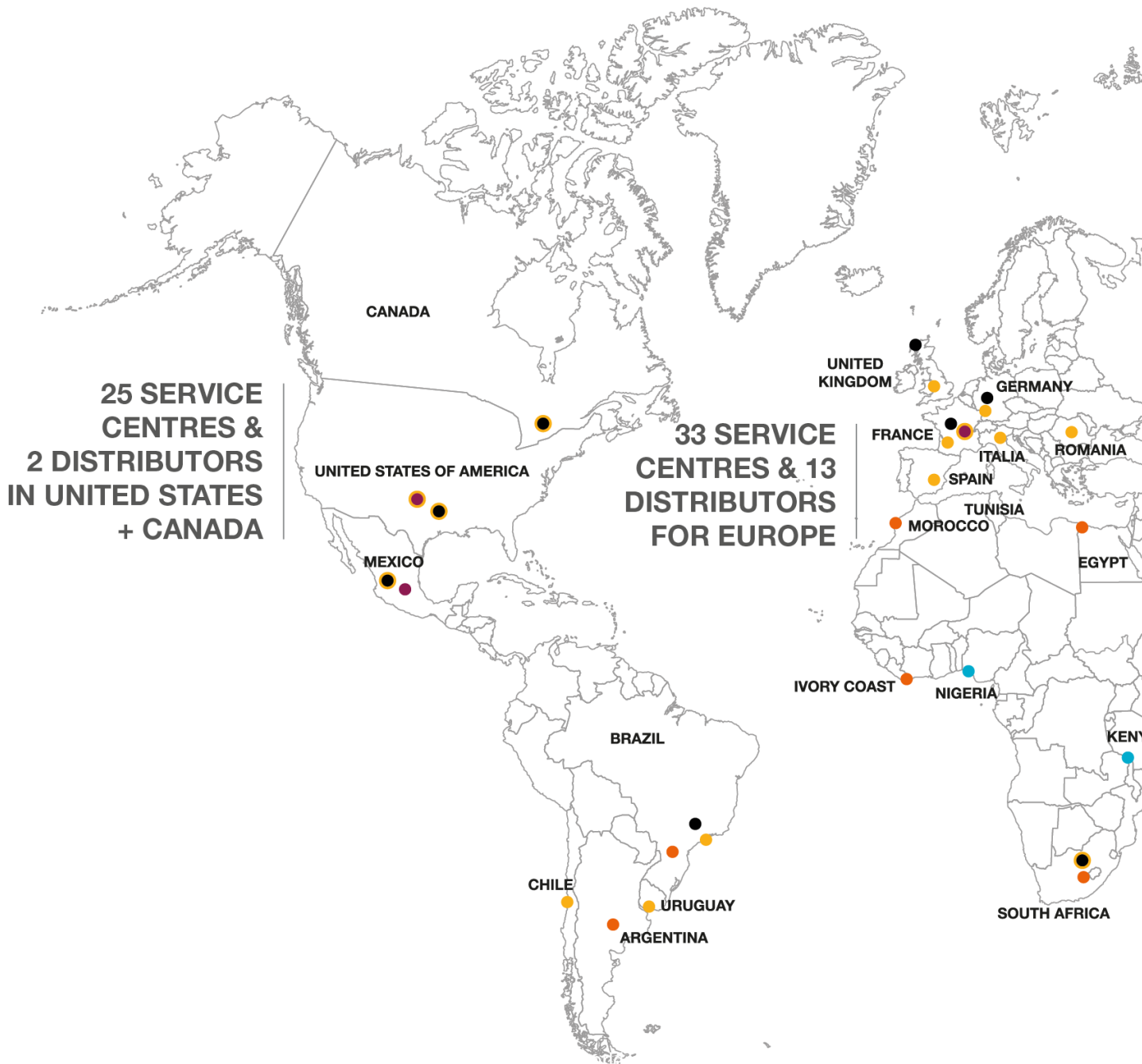
The complete and growing range of SB/STC standard upgrades is available on our AirbusWorld customer portal, which allows e-ordering of the associated kits. Together with a search engine, several filtering criteria will allow you to find the adequate available solution to answer your need, such as Equipment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



WHEREVER YOU OPERATE... WE SUPPORT YOU



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

Product category
Aircraft applicability

Windshield Wipers for pilot and co-pilot (opt)

Reference: ACS350-30-40-Max (100)
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 metal-lation | 1 Day(s) or 2 Day(s) depending on aircraft configuration | 22 Week(s) | 5381 - 6440 EUR (i.e. 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)
the drawing 350A828052.07 or 350A828052.08
MOD A4295 (Change in windshield wiper relay bolts) The following MOD also im-
pact the applicability of the SB will be selected in the CONFIGURATION ASSISTANT)
MOD 073439 (Ecourell canopy re-design)

CERTIFICATION ORGANIZATION(S)
EASA Europe

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.

Please visit the Upgrades catalogue on AirbusWorld/Ordering for online eOrdering and eRFQ.
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Version of the catalogue
Contact information

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

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AS332 & H215 / EC225 & H225

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Super Puma

AS332 & H215 / EC225 & H225

AIRCRAFT IMPROVEMENT



Activating the architecture for low density altitude flight envelope extension (- 6,000 ft Zsigma)

Reference: EC225-71-008 (R1)

Applicable to version(s): LP

This service bulletin allows to extend Flight domain (in low density altitude).

This modification consist in :

- Modifying the wiring to the "185VU" unit
- Installing the OAT (Outside Air Temperature) probe and TAU (Temperature Adaptor Unit)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin was to activate the architecture to extend the flight envelope to a density altitude of - 6,000 ft.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|----------|------------|-----------------------|-------------|
| + 0,55 kg | + 0,784 m.kg | 1 Day(s) | 45 Week(s) | 23523 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Avionics | 7 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726477 (Installing main servo-controls with attenuated dynamic response) (Service Bulletin No. 67-005)
 - MOD 0726764 (Software upgrade for AFCS computers (S9_61)) (Service Bulletin No. 22-003)
 - MOD 0726610 (Introducing FADEC software (Full Authority Digital Engine Control) V12) (Service Bulletin No. 77-008)
 - MOD 0726779 (Modification of VMS (Vehicle Monitoring System) V2.4.7 software) (Service Bulletin No. 31-001)
 - MOD0726631 (Pre-laying aircraft wiring in order to allow the modifications associated with the extension of the flight envelope to low density altitude (- 6,000 ft Zsigma)) (Service Bulletin No. 62-009)
- and not equipped with :
- MOD 0726632 (Activating the architecture for low density altitude flight envelope extension (- 6,000 ft Zsigma))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Aircraft wiring pre-configuration for flight envelope extension at low density altitude

Reference: EC225-62-009 (R3)

Applicable to version(s): LP

Aircraft wiring pre-configuration allowing modifications linked with a low density altitude flight envelope extension (-6,000 ft Zsigma).

This Service Bulletin consists of pre-configuring :

- the electrical wiring
- the airframe
- OPT structure (optional)

Former "528VU" unit P/N 332A63-2120-00 is not interchangeable with new unit P/N 332A63-2122-00.

Former strip "2VT1" P/N 332A60-9002-01 is not interchangeable with new strip P/N 332A60-9002-18.

Pre-MOD fairing P/N 332A24-0307-XXXX is not interchangeable with post-MOD fairing.

Parts are not mixable.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allowing modifications linked with a lowdensity altitude flight envelope extension.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|---------------|-----------|------------|----------------------|-------------|
| + 2.401 kg | + 10.088 m.kg | 20 Day(s) | 36 Week(s) | 9259 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 240 Hour(s) |
| Paint | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726631 (extension at low density altitude)

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

- For Clients who possess kits P/N 332A08-8467-0172 (quantity 1) and 332A08-8558-0071 (quantity 1)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



AIRFRAME OPTIONS



Air Conditioning System BEHR 2nd generation system as replacement of SECAN

Reference: EC225-21C048 (R2)

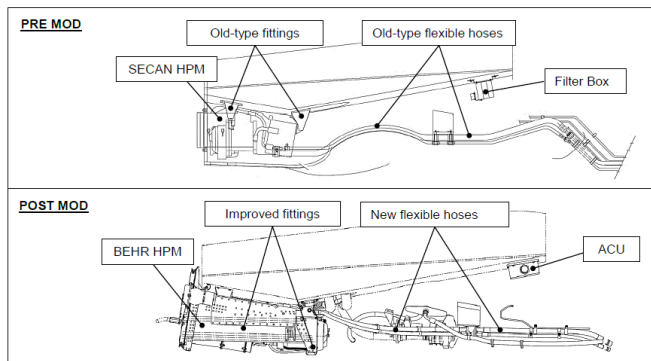
Applicable to version(s): LP

This Service Bulletin replaces the SECAN air conditioning system to the 2nd generation BEHR air conditioning system (cockpit and cabin).

This Service Bulletin consists in:

- Removing the existing RH side pressure refueling connector and fuel pipe
- Removing the closing panels and supports from the LH and RH rear fairings
- Removing the SECAN high pressure modules and fittings
- Removing the existing electrical wiring
- Removing the existing filter box
- Modifying the LH and RH rear fairings
- Modifying the LH and RH tank boxes to install new inserts for the improved fittings
- Installing the new air conditioning computers
- Installing the new temperature sensors
- Installing the new electrical wiring
- Installing the BEHR high pressure modules
- Installing the new flexible hoses
- Installing the new rear cowlings and screen on the LH and RH rear fairings
- Installing the new RH pressure refueling connector and fuel pipe
- Modifying the electrical wiring for the improvement of the air conditioning electrical load shedding system

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod :
 MC.28931
 0726600
 0726681
 0726719
 0728185
 0728198
 OP26622
 332A081404.00
 332A081404.01
 332A081404.02

> CERTIFICATION ORGANIZATION(S)

EASA Europe

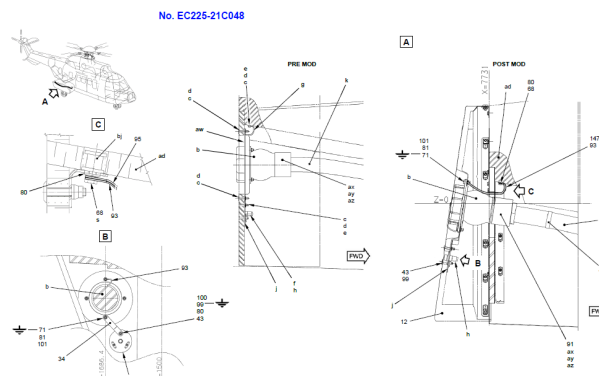
> BENEFITS

- Make changes to the design configuratio
- Addition of several complementary kits
- Updates the supply details for the consumables order
- Modification of the RH pressure refueling hose

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------------------------------|--------------------------------------|---------------------------------|------------|-------------|-------------|
| Complete Installation +5,64 kg | Complete Installation +41,61 m.kg | 2 Week(s) (excluding curing) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 71 Hour(s) |
| Airframe, Structure | 49 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |
| Composites | 26 Hour(s) |
| Airframe, Mechanics | 8 to 16 Hour(s) |



Alternating current electrical master boxes (fuse circuit boards)

Reference: AS332-24.00.47 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to modify the fuse circuit boards.

The fuse circuit board 895CE03Y03 becomes 895CE03Y04:

- Reverse voltage threshold increases from 110V to 600V
- Replacement of 1A fuse with a 1.5A time-delay fuse
- With the new circuit board 895CE03Y04, the replacement of fuses will be possible and described in the respective CMM.

The alternating current electrical master box MP/N 791GA01Y01 becomes MP/N 791GA01Y01 amendment A.

The alternating current electrical master box MP/N 792GA01Y04 becomes MP/N 792GA01Y04 amendment A.

Material to be returned and reidentified

SB from Airbus Helicopters France (AHF)

Fuse circuit boards 895CE03Y03 and fuse circuit boards 895CE03Y04 are not interchangeable Fuse circuit boards 895CE03Y03 and fuse circuit boards 895CE03Y04 are not mixable.

> BENEFITS

- Replace the fuses if necessary, improve the reliability of the power supply fuses between the electrical master box and the AC ground
- power unit, improve the reverse voltage resistance of the protective diodes.

| 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 | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with an alternating current electrical master box MP/N 791GA01Y01 or MP/N 792GA01Y04 which does not embody amendment A.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Blade Folding System

Reference: EC225-66C001 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a blade folding system.

The installation comprises :

- Fixed parts (fitted to the aircraft even during flight)
- Removable parts (used only on the ground)

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

- The blade folding system allows the aircraft overall dimensions to be reduced to facilitate the following operations:
- Camouflaging
- Accommodation of aircraft on ships
- Hangar parking
- Picketing and long term grounding

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe



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

Double Step Installation

Reference: STC-320-OSA

Applicable to version(s): LP

To ease access to aircraft

Installation of a removable double step for crews and passengers to embark and disembark aircraft easily.
 Installation of double step ASSY (SPM-25-A804-1) on lower surface of L/H Original Footstep with support parts and quick-release pins, which enables the double step to be equipped and removed easily.

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. |
|---------|------------|-----------|-----------|-------------|-------------|
| +9.0 kg | +41.22m.kg | 11 Day(s) | 38 Day(s) | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

Dual external mirror RH

Reference: EC225-25-50-Mas (RO)

Applicable to version(s): LP

The objective of this Service Bulletin is to install an external mirror assembly on the RH side of the helicopter.

- This Service Bulletin includes the work steps that follow:
- Installing of the Fixed Part (FP) of the RH external mirror assembly
 - Installing of the Removable Part (RP) of the RH external mirror assembly.

SB from Airbus Helicopters France (AHF)

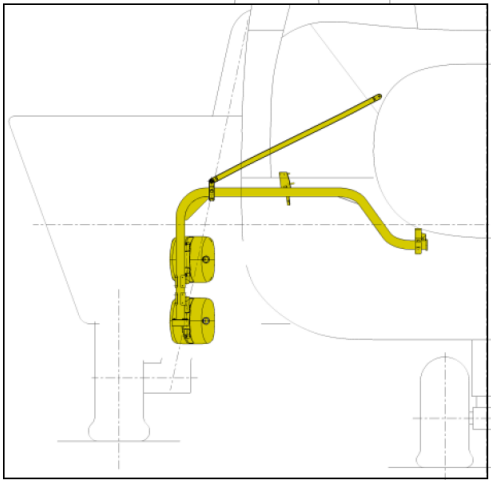
> BENEFITS

- The external mirror gives the pilot the required visibility when maneuvering with the sling.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|------------|------------|------------|-------------------------------------|-------------|
| Fixed Part +0.5 kg to +6.4 kg Complete installation (depending on aircraft conf) | On request | On request | On Request | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 10 to 21 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts
 MODs: OP22151, OP26667, OP26668.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Enhanced reliability of bonding braid between sleeve and hub

Reference: AS332-62.00.44 (R0)

Applicable to version(s): L2

Installation of a new bonding braid in polyurethane.

This Service Bulletin consist in removing old bonding braid to new one in polyurethane.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enhance reliability of bonding braid between sleeve and hub.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|------------|-----------|-------------------------|-------------|
| + 0,168 | Negligible | On request | Week(s) | 2807 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopter AS332 helicopters, version L2

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of air conditioning distribution system

Reference: AS332-21.00.06 (R1)

Applicable to version(s): C, L

Airbus helicopters propose a retrofit for the air conditioning.

New air diffuser is install and replace the fixed grid on the 4 lower diffusers by a grid can be shut off.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improvement of cabin comfort by inscreasing the flow of fresh air at the upper air conditioning.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|------------|---------------------------------|-------------------------------|-------------|
| + 0,1 kg | + 0,350 m.kg | On request | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 28 to 85 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with
- SEMCA Pod air conditioning

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Kneeling system

Reference: AS332-32.90.26 (R0)

Applicable to version(s): L1

The purpose of this Service Bulletin is to install a kneeling system actionable from the cockpit.

This Service Bulletin consists in:

- modifying the existing electrical and hydraulic circuits
- installing the hydraulic lines with kneeling capacities
- installing a relay plate
- adapting the center console
- adapting the electrical wiring

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

- The semi-retraction or "kneeling" option is used to partly compress the actuators of the main landing gear shock absorbers with the following results:
- the general height reduction of the helicopter to enter into hangars with limited vertical clearance, which is particularly useful for ship-based helicopters where every centimeter is important,
- the increased helicopter stability due to the lower center of gravity, making the helicopter less sensitive to deck motion, particularly on ships,
- a lower tail rotor to help visual inspections without requiring a ladder for access.

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe



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

Main blade sand protection

Reference: AS332-62.00.72 (R0)

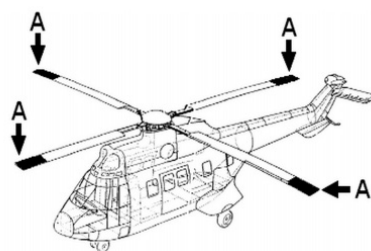
Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin purports to protect main blades from sand erosion and to supersede optional equipment OP 40573 for versions (B, B1, C, C1, F1, L, L1, M, M1) and 0740651 for version (L2).

The modification consists of bonding of self-adhesive, translucent polyurethane strips at blade leading edge end and covering the blade on approximately 20% of the chord (pressure face and suction face).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD blades are interchangeable. For aircraft version L2: Mixing between main blades pre- or post-MOD 0740651 and main blades equipped with new sand protection (MOD 0740660) is prohibited on same rotor. Mixing between former sand protections (MOD 0740651) and new sand protections (MOD 0740660) on same blade is prohibited. For aircraft versions C, C1, L, L1: Mixing between main blades pre- or post-MOD OP.40573 and main blades equipped with new sand protection (MOD 0740660) is prohibited on same rotor. Mixing between former sand protections (MOD OP.40573) and new sand protections (MOD 0740660) on same blade is prohibited.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Equipped with main blades P/N "332A11-0024-XX or 332A11-0025-XX" with or without sand protection (OP40573 or SB No. 62.00.27),
- Equipped with main blades P/N "332A11-0040-XX or 332A11-0041-XX" with or without sand protection (0740651 or SB No. 62.00.57), and not equipped with :
- MOD 0740660 (Main blade sand protection)
- De-icing system

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Protect main blades from sand erosion.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|-----------|---------------------------------|-------------------------------|-------------|
| + 0.24 kg to + 0.3 kg depending on aircraft configuration. | + 1.12 m.kg to + 5.70 m.kg depending on aircraft configuration. | 2 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 6 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |

Main Rotor de-icing , partial Removal of Main Rotor

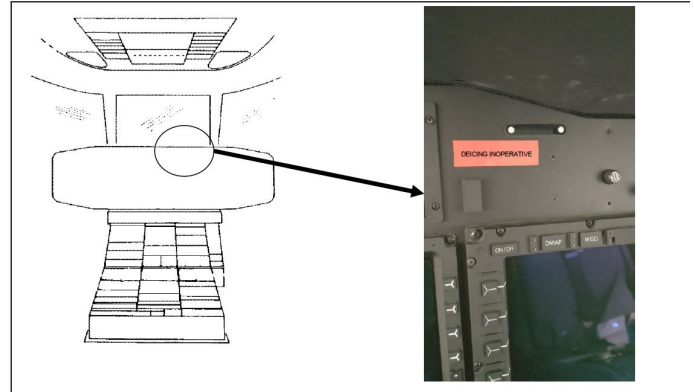
Reference: AS332-30.00.91 (R1)

Applicable to version(s): L1

Partially removes the main rotor de-icing system

- Removal of the de-icing distributor and de-icing electrical harnesses from the main rotor head,
- Replacement of de-icing parts with non-deicing parts on the main rotor head and main gear box,
- Inhibiting the electrical wiring of the de-icing system.

Part interchangeability or mixability = not applicable



SB from Airbus Helicopters France (AHF)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 2,5 Day(s) | On request | On request | eRFQ |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Pilot, Flight test | 1 Hour(s) |
| Airframe, Electrical | 4 Hour(s) |
| Airframe, Mechanics | 14 Hour(s) |

PRE-POST REQUISITE / EFFECTIVITY

- Equipped with a de-icing system,
 - Equipped with a dual hoist installation (hoist arm P/N: 332A84-1340-XX),
 - Has not embodied modification 0722907 (Entirely machined main frames),
 - Has not embodied modification MC.28753B (Partial removal of main rotor de-icing system).
- Modification 0722907 consists in replacing the riveted frames X3855 and X5295 with fully machined and reinforced frames.

CERTIFICATION ORGANIZATION(S)

EASA Europe

MGB intake draining cases on firewall

Reference: EC225-63-021 (R1)

Applicable to version(s): LP

This Service Bulletin describes the procedure for installation of the MGB intake draining cases on the firewall and specifies the related maintenance directives.

This Service Bulletin consists in:

- Modify backshell of torque meter connector
- Removing the existing draining pipes
- Installing the draining cases
- Installing the new draining pipes

Helicopters on which last Revisions of this Service Bulletin were complied with are concerned by this Revision 2.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- They are used to collect oil from any leakage at the MGB intake seals.
- According to the oil quantity collected, the seal replacement and the maintenance frequency are adapted.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|-----------|------------|----------------------|-------------|
| Negligible or + 0.732 kg depending on aircraft configuration | Negligible or + 3.435 m.kg. depending on aircraft configuration | 1 Day(s) | 19 Week(s) | 9280 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Electrical systems | 0,5 Hour(s) |
| Mechanics | 0 or 5 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728093 (MGB intake draining cases on firewall)
- MOD 0728424 (Bent connector on torque meter harness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MGB intake draining cases on firewall

Reference: AS332-63.00.81 (R2)

Applicable to version(s): L2

This Service Bulletin describes the procedure for installation of the MGB intake draining cases on the firewall and specifies the related maintenance directives. These cases will be used to collect oil from any leakage, and potentially postpone the replacement of the MGB intake seal.

Experience acquired on the in-service fleet reported leaks at the MGB intake seals. In order to facilitate the characterization of these leaks and thus optimize the measures to be taken in operation, Airbus Helicopters set up a dedicated installation (AMS 07 28093). This installation consists of installing draining cases on the firewall. They are used to collect oil from any leakage at the MGB intake seals. According to the oil quantity collected, the seal replacement and the maintenance frequency are adapted.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD couplings are not interchangeable. It is prohibited to mix PRE and POST MOD couplings.

> BENEFITS

- It will be used to collect oil from any leakage, and potentially postpone the replacement of the MGB intake seal.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|----------|------------|-------------------------|-------------|
| + 0.732 kg | + 3.435 m.kg | 1 Day(s) | 19 Week(s) | 9280 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Electrical systems | 1 Hour(s) |
| Mechanics | 0 or 5 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft not equipped with :

- MOD 0728093 (MGB intake draining cases on firewall)
- MOD 0728424 (Bent connector on torquemeter harness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the locking system of the rear baggage hold door

Reference: AS332-52.00.60 (R0)

Applicable to version(s): L1

The purpose of this Service Bulletin is to install a new door lock with a handle on the inside of the rear baggage hold door.

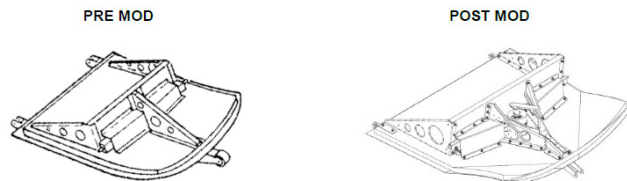
This Service Bulletin consists in:

- Removing the rear baggage hold door
- Removing the existing rear door lock and step
- Modifying the rear door
- Installing the step and the strap reinforcement
- Installing the angles
- Installing the lock assemblies
- Installing the reinforcements
- Installing the door lock
- Installing the rods
- Installing the covers
- Protecting the step and the edges
- Installing the strap and the labels

Installing the modified rear baggage hold door.

SB from Airbus Helicopters France (AHF)

Pre Mod and Post Mod Rear baggage hold door are interchangeable.



CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

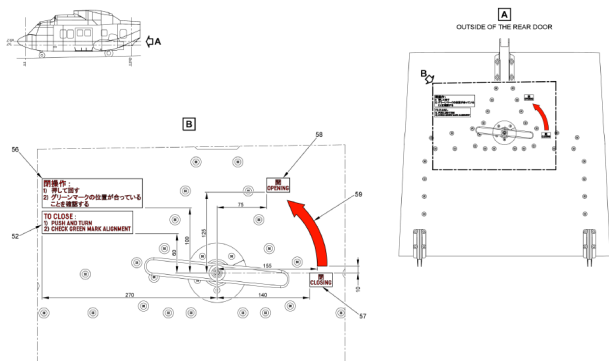
- Installation of a new door lock with a handle inside the rear door of the baggage compartment, improves the quality of opening luggage.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------------------------------|---|-----------|------------|-------------|-------------|
| Complete Installation +1,7 kg | Complete Installation +0,03 m.kg to +14,69 m.kg | 5 Day(s) | On request | On request | eRFQ |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 8 Hour(s) |
| Airframe, Structure | 25 Hour(s) |

No. AS332-52.00.60



New 20KVA and 40KVA AC master boxes manufactured by ECE

Reference: AS332-24.00.36 (R2)

Applicable to version(s): L2

Allowed AC master box to be replaced further to change of supplier.

20 KVA or 40 KVA master box (ECE make) installation depending on configuration, as replacement for master boxes of AUXILEC make, ECE master box conformity to EMI protection immunity standards and mechanical improvements, installation of new nameplates on front face, installation of additional APU switch and control board.

- Not interchangeable.
- Mixability is prohibited between components of "ECE" AC master box and components of "AUXILEC" AC master box or of master box 332P62-1232-00.
- Installation of control board P/N 1429-30 is prohibited in "ECE" AC master box.

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

- Change of supplier.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|-------------|-------------|
| - 0.600 Kg to + 0.500 Kg depending on aircraft configuration | - 1.17 m.Kg to + 0.975 m.Kg depending on aircraft configuration | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|--|
| Electrical systems | 4 or 6 Hour(s) depending on aircraft configuration |
| Mechanics | 0,2 Hour(s) |
| Pilot, Functional Check | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New locking between the diffuser and the P2 injection pipe

Reference: AS332-21.00.32 (R0)

Applicable to version(s): L2

Lock the nut of the diffuser to ensure its attachment to the P2 injection pipe.

Compliance with this Service Bulletin consists in drilling the union of the air injection pipe and then installing a lockwire between the nut and the air injection pipe.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to do a locking between the nut and the P2 injection pipe union.

| 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 | 3,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped :
- P2 air injection pipe part number (P/N) 332A72-1827-00
 - MOD 0725741 (cabin heating/ventilation upgrade)
- Not equipped with :
- MOD 332A081083.00 (locking of P2 injection)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Polyurethane protection of main blade pins

Reference: EC225-62-012 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a protection on the blade pins.

This Service Bulletin consists of :

- removing the pins from the blade pins
- installing the protections on the blade pins
- installing the pins on the protections on the blade pins

SB from Airbus Helicopters France (AHF)

Mixability of parts pre- and post-MOD 0743733 is prohibited.



> BENEFITS

- Avoid contact between the loop of the pin and the edge of the blade pin.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0743718 or SB 62-007 (Reinforcement of main rotor hub high stop support)

and not equipped with :

- MOD 0743733 (Polyurethane protection of main blade pins)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection films on the Windshield

Reference: EC225-56-009 (R5)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install adhesive protection films on the outer surfaces of the LH, RH and center glass windshields to improve their resistance to abrasion and the impact of gravel or stones.

This Service Bulletin consists in :

- Installing adhesive protection films made of thin plastic
- Reinforced against abrasion, on the outer surface of the LH, RH and center glass windshields.
- The protection films can be independently installed on the LH, RH or center glass windshield.

Mixability:

Between windshields with and without protection film is authorized.

SB from Airbus Helicopters France (AHF)

The protection films may be stored in their packing for 18 months at a controlled temperature between +16 °C and +35 C



> BENEFITS

- Significantly reduces the premature deterioration of the glass windshields of the helicopter.
- The coating of the protective films makes it possible to increase the hydrophobic properties without the aid of rainproof products

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod: OP28438 (Helicopters with glass windshields)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------------|------------|------------|-----------|-------------------------------------|-------------|
| Fixed Part +0,323 kg | +0,18 m.kg | 1,5 Day(s) | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------------------|
| Airframe, Mechanics | 6 Hours (excluding drying time) |

Protection films on the windshields

Reference: AS332-56.00.11 (R3)

Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin is to install adhesive protection films on the outer surfaces of the LH, RH and center glass windshields to improve their resistance to abrasion and the impact of gravel or stones.

This Service Bulletin consists in :

- Installing adhesive protection films made of thin plastic
- Reinforced against abrasion, on the outer surface of the LH, RH and center glass windshields.
- The protection films can be independently installed on the LH, RH or center glass windshield.

Mixability between windshields with and without protection film is authorized.

SB from Airbus Helicopters France (AHF)

The protection films may be stored in their packing for 18 months at a controlled temperature between +16 °C and +35 C

> BENEFITS

- Significantly reduces the premature deterioration of the glass windshields of the helicopter
- The coating of the protective films makes it possible to increase the hydrophobic properties

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------------|-------------|
| On request | On request | 1,5 Day(s) | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|---------------------------------|
| Airframe, Mechanics | 6 Hours (excluding drying time) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with (POST MOD) :

- Glass windshields
- MOD OP20250 (Cockpit: Installation of wiring and control for heated panes)
- MOD OP20393 (Cockpit: Installation of wiring and control for heated central pane)
- MOD 0726964 (Replacement of the plexi central windshield with triplex central pane on MK1)

Note: MOD 0726964 is not mandatory

and not equipped with (PRE MOD):

MOD OP28438 (Installation of protection films on the windshield)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relief Tube Installation

Reference: STC-337-OSA

Applicable to version(s): LP

To install relief tube as a portable toilet.

The system consists of a horn, which is installed on the interior fabric between STA6815 and 7225, and two hoses connecting two points. The hose is pull-out (drawer) type and equipped with a special access panel located on the AFT CABIN RH. A drain tube is installed on the LWR side of RH SPONSON and connected with the hose.

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. |
|----------|------------|-----------|------------|-------------|-------------|
| +2.94 kg | +21.17m.kg | 10 Day(s) | 120 Day(s) | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | On request |

Retrofitting polycarbonate cabin ventilation ducts

Reference: EC225-21-010 (R0)

Applicable to version(s): LP

Replacement of the cabin ventilation ducts.

Allow the replacement of the cabin ventilation ducts referred to as "STEP1" by ducts referred to as "STEP2", if required.

It consist in :

- Removing :
 - front ducts
 - P3 pipes
 - seal and duct outer seal
- modifying the existing outlet ducts
- installing new air ducts, Flexible P3 pipes, new P3 injection boxes

Pre-MOD and post-MOD components are not interchangeable.
 Mixing between pre- and post-MOD components is prohibited.

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

- Airbus now only manufactures ducts referred to as "STEP2" in order to optimize procurements.
- Installing these new ducts requires the replacement of other components as well as a minor modification of the interconnection ducts.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 16 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sand protection for main blades

Reference: EC225-62-008 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is a sand protection for main blades.

The modification consists of bonding on the leading edge of each main blade in the main section, three self-adhesive polyurethane patches of 400 mm length (the patches cover the blade at the pressure and suction faces over 20% of its chord) and on the blade tip, a self-adhesive polyurethane patch.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD main blades are interchangeable. Mixing between main blades pre- and post-MOD is prohibited.



> BENEFITS

- To protect main blades from sand erosion,
- To standardize the new sand protection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|---------------------------------|-------------------------------|-------------|
| + 0.875 kg | + 3.986 m.kg | 2 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 6 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable equipped with :

- Main blades P/N 332A11-0050-XX
- and not equipped with :
- MOD OP40701 (de-icing system)
 - MOD OP40661 (Sand protection for main blades)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Utility Power Outlets Installation

Reference: STC-335-OSA

Applicable to version(s): LP

Installation of utility power outlets for equipment working by AC100V/60Hz to be available inside cabin.

Installation of two AC inverters (SS100A) on lower section of ELECTRICAL CABINET and CARGO UNDER SHELF RH WALL to convert AC100V/60Hz as well as two power outlets on FWD CABIN CEILING RH and RECEPTACLE PANEL located at CABIN LH WALL near SLIDE DOOR.

A circuit breaker is installed on 3PP C/B PNANEL. Additionally, two circuit breakers supplying DC28V for each AC inverter are installed on lower section of ELECTRICAL CABINET and two circuit breakers for AC100V output are near each power outlet. Equip instrument panel (below LH MFD) with two annunciator switches for "UTL1-ON/FAIL" and "UTL2-ON/FAIL".

The power outlet at CABIN LH WALL is available via the AC inverter at ELECTRICAL CABINET by switching "UTL1-ON/FAIL" on, and the power outlet at FWD CABIN CEILING RH is available via the AC inverter at CARGO UNDER SHELF by switching "UTL2-ON/FAIL" on.

The maximum capacity is 7.5A for each outlet (UTL1 and UTL2)

A voltage sensor unit is installed on lower section of ELECTRICAL CABINET to monitor the output voltage from each AC inverter.

If the output voltage is less than 80V, "FAIL" is lighted on each annunciator.

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 | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|---|-----------|-----------|-------------|-------------|
| +8.28 kg | LONGITUDINAL: +5.25m. kg LATERAL (RH+): +0.03m.kg | 22 Day(s) | 90 Days | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 509 Hour(s) |



COCKPIT & AVIONICS OPTIONS



Aviation Clock Installation

Reference: STC-295-OSA

Applicable to version(s): LP

Installation of two aviation clocks, TOKYO AIRCRAFT INSTRUMENT AC-1-2A on both sides (pilot and co-pilot) of instrument panel.

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.



| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|-----------|----------------------------------|-------------|
| + 0.54 kg | + 0.378m.kg | 9 Day(s) | 121 Days | from 21330 EUR (e.c. 2018) | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

135,5 Hour(s)

Dual Garmin GNS 530W NAV/COMM/GPS/ HTAWS

Reference: VAHS-GNS-SR02399AK-001

Applicable to version(s): C, L, L1

Upgrade your cockpit communication and navigation technology with the Dual Garmin GNS 530W system, including HTAWS.

This retrofit includes installation of a Dual Garmin GNS 530W system on an AS332 helicopter capable of Navigation, GPS, VHF AM Communications and HTAWS.

Aircraft survey to be provided by StandardAero and completed by customer prior to confirmation of compatibility. Installation by StandardAero is required and installation cost will be quoted following aircraft survey completion and review.

STC from StandardAero



> BENEFITS

- Eliminates need for multiple remote boxes to save space and reduce weight
- Approved for IFR operations and for LPV approaches
- Enhances situational awareness
- Meets FAA TSO C146a standards for WAAS "sole means" navigation
- Class-B TAWS capable
- Capable of displaying XM weather information, NEXRAD weather graphics and METARs
- Capable of integration with TCAD, WX Radar, Transponder and XM Satellite Data-link

> PRE-POST REQUISITE / EFFECTIVITY

Aircraft to be equipped with Nav Switching Box PN: CRN6-83-1. StandardAero aircraft survey to be completed by customer and returned to confirm compatibility.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------|-----------|-----------|-----------------------------|-------------|
| 12.1 kg | 688.61 | 4 Week(s) | 6 weeks | from 134000 USD (e.c. 2022) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 280 Hour(s) |
| Airframe, Cabin | 24 Hour(s) |
| Avionics | 660 Hour(s) |

EMI filter on AVCS

Reference: EC225-23-020 (R0)

Applicable to version(s): LP

Installation filter to improve communication.

The modification consists in inserting a GLENAIR type filter connecto on connector "2MVB" of the AVCPA (Active Vibration Control Power Amplifier).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to reduce interference and improve VHF (Very High Frequency) reception.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|---------------------------------|-------------------------------|-------------|
| + 0.120 kg | + 0.750 m.kg | 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 :

- AVCS (Active Vibration Control System)
- And not equipped with:
- MOD OP28186 (EMI filter on AVCS)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Esterline Electronic Instrument Display (EID)

Reference: AS332-31.00.25 (R0)

Applicable to version(s): C1, L1

The purpose of this Service Bulletin is to replace the current Old Generation (OG) Electronic Instrument Display (EID) P/N V9519353A00 with a new version.

This modification consist in :

- removing the OG EID
- installing the NG EID

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD equipment items are not interchangeable. Mixing between PRE MOD and POST MOD equipment is authorized.



> BENEFITS

- To cope with hardware obsolescence.
- As a visual improvement, the New Generation (NG) EID P/N K9321300A20 has an increased display resolution.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--|------------|------------|-----------------------|-------------|
| -2,0 kg | -1,03 m.kg or -2,54 m.kg depending on aircraft configuration | 0,5 Day(s) | 32 Week(s) | 88906 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 equipped with :

- MOD 0726641 (Installation VMS AHCAS on MK1)
- MOD 0726775 (Vehicle Management System - New EID Displays due to obsolescence)

and not equipped with :

- MOD 0728147 (Obsolescence EID Barco/Esterline)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Esterline New Generation Electronic Instrument Display (EID)

Reference: EC225-31-014 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the current Old Generation (OG) Electronic Instrument Display (EID) P/N V9519353A00 with a new version, developed to cope with hardware obsolescence.

This modification consists in :

- removing the OG EID
- installing the NG EID

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD equipment items are not interchangeable. Mixing between PRE MOD and POST MOD equipment is authorized.

> BENEFITS

- As a visual improvement, the New Generation (NG) EID P/N K9321300A20 has an increased display resolution.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------------------|------------|------------|------------|-----------------------|-------------|
| -2,0 kg for 2 EIDs | -1,03 m.kg | 0,5 Day(s) | 32 Week(s) | 88906 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 equipped with :

- Electronic Instrument Display (EID)
- MOD 0726775 (Vehicle Management System - New EID Displays due to obsolescence)

and not equipped with :

- MOD 0728147 (Obsolescence EID Barco/Esterline)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GONG audio warning generation

Reference: EC225-31-009 (R2)

Applicable to version(s): LP

Modification of GONG audio warning generation.

The "DIFF PWR" alarm from FADEC No. 2 no longer passes through PCB X6 but goes through PCB Y6 via failure warning panel. Only PCB Y6 will generate a GONG. When the helicopter is equipped with optional FDRS, the "DIFF PWR" data from FADEC No. 2 for the Flight Data Recorder (FDR) recording is taken outside PCB X6.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Guarantee an acceptable aural signal at all times for GONG warning.

| 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 | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs 0728028 and 332P083951.00 : GONG audio warning generation

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

- FDRS + HUMS or FDRS

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GPS 3024 replacement by GPS 5024 for ADS-B Out Compliance (post 2010 configuration)

Reference: EC225-34-20-Mas (RO)

Applicable to version(s): LP

Ensure conformity with ADS-B Out standard DO-260-B by replacing the GPS's receptor (Global Positioning System) CMA 3024 by the receptor GPS CMA 5024.

The ADS-B Out is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out transmits periodically the helicopters parameters, supplied by the airborne equipment to the ATC (Air Traffic Control) ground stations without any pilot action. The message transmitted by the ADS-B Out includes parameters such as the position (latitude, longitude, altitude), the speed (horizontal and vertical) and the heading.

The CMA 3024 GPS receiver pre-MOD, P/N 100601944100SW001, and the CMA 5024 GPS receiver post-MOD, P/N 100601967100, are not interchangeable

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Weather radar through flight information service-broadcast (FIS-B).
- Broadcast terrain overlay.
- ADS-B ground stations cheaper to install and operate compared to primary and secondary radar systems

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|--------------------------|-------------|
| Negligible | Negligible | 3 Hour(s) | 32 Week(s) | 40039 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- CMA 3024 GPS receiver (P/N 100601944100SW001) and not equipped with :
- MOD 332P083899.00 (REPLACEMENT OF THE 3024 GPS BY A POST 2010 STANDARD 5024 GPS)

The aircraft Serial Number also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GPS 3024 replacement by GPS 5024 for ADS-B Out Compliance (pre 2010 configuration)

Reference: EC225-34C040 (R3)

Applicable to version(s): LP

Ensure conformity with ADS-B Out standard DO-260-B by replacing the GPS's receptor (Global Positioning System) CMA 3024 by the receptor GPS CMA 5024, and make them compatible with the ADS-B Out installation.

The ADS-B Out is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out transmits periodically the helicopters parameters, supplied by the airborne equipment to the ATC (Air Traffic Control) ground stations without any pilot action. The message transmitted by the ADS-B Out includes parameters such as the position (latitude, longitude, altitude), the speed (horizontal and vertical) and the heading.

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

- Position reports by voice no longer required for identified ADS-B aircraft.
- Weather radar through flight information service-broadcast (FIS-B).
- Broadcast terrain overlay.
- ADS-B ground stations cheaper to install and operate compared to primary and secondary radar systems.

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------------|-------------|
| On request | On request | 0.5 Day(s) | 32 Week(s) | 371 18 EUR (e.c. 2020) | eRFQ |

Modification of VMS software version V3.05 for AMC+

Reference: EC225-31-017 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to upgrade the software installed in the AMC+ computer (Aircraft Management Computer), P/N MB0807D-08 or MB0807D-22, from version V2.05 to version V3.05.

This Service Bulletin consists in:

- removing the AMC+ computer
- updating the AMC+ computer VMS software by equipment return shipment to AH, in the approved Service Centers or by loading on the Customer's site, by approved Airbus Helicopters personnel
- installing the AMC+ computer with the updated VMS software

SB from Airbus Helicopters France (AHF)

The AMC+ computer P/N MB0807D-08 or MB0807D-22 with the VMS software V2.05 (P/N 707A49439040) and the AMC+ computer P/N MB0807D-08 or MB0807D-22 with the VMS software V3.05 (P/N 707A49439156) are interchangeable mechanically but not functionally.

> BENEFITS

- Correction of the acquisition logic for information from the ADC
- Improvement of the monitoring of failures
- Inclusion of the SLING equipment on the screens with an identical display to version VMS V2.4.7 of the AMC GE
- Improvement of NR monitoring during the energizing of the system to reduce the number of failures registered at AO

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | 3 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |
| Avionics | 2 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Computer AMC+ P/N MB0807D-08 or MB0807D-22 with VMS (Vehicle Management System) software V2.05 P/N 707A49439040
- MOD 0728232 (Capability of EUROCAE ED-112 Standard for VMS system)

and not equipped with:

- MOD 0728566 (AMC+ VMS SW version V3.05 on EC225 LP)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Radio Installation HF 9000™

Reference: EC225-23-50-Mas (R0)

Applicable to version(s): LP

This upgrade allows Radio HF 9000 (COLLINS) installation.

- The HF 9000 system comprises the following main equipment :
- A HF antenna coupler, typically installed in the tail boom (HF9040F)
 - A HF transmitter/receiver, typically installed in the tail boom (HF9030)
 - Depending on the selected option:
 - No control box (if controlled through Radio Management unit)
 - One control unit (HF9010)
 - Two control units (HF9010)
 - Modular printed circuit design.
 - SSB operation: upper and lower side bands. Compatible A.M.
 - 15 preselected frequencies stored on Radio Management System.
 - AN2718AN2720 ARINC 429 linkage between Radio Management System and transceiver.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Operating throughout the standard HF radio spectrum, the HF 9000 system provides voice communications capability anywhere in the world

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|---------------------------------|-------------|
| Negligible | Negligible | 3 Day(s) | 34 Week(s) | 113460 - 163644 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | 24 Hour(s) |
| Airframe, Structure | 48 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Please identify in which configuration is your aircraft Serial Number (will be selected in the CONFIGURATION ASSISTANT) :

- CONF 001 (S/N: 2832, 2835, 2838, 2839, 2841, 2842, 2849, 2862, 2878, 2899, 2902, 2905, 2907, 2909, 2911, 2918, 2919, 2922, 2924, 2937, 2942, 2943, 2949, 2955, 2957, 2972, 2978, 2982)
- CONF 002 (S/N: 2699, 2701, 2707, 2708, 2714, 2715, 2716, 2721, 2723, 2732, 2734, 2745, 2747, 2760, 2773, 2777, 2809, 2818, 2822, 2825)
- CONF 003 (S/N: 2798, 2801)
- CONF 004 (S/N: 2725, 2739, 2744)
- CONF 005 (S/N: 2730, 2735)
- CONF 006 (S/N: 2603, 2615, 2654, 2658, 2660, 2662, 2674, 2675, 2678, 2679, 2681, 2688)
- CONF 007 (S/N: 2885, 2901)
- CONF 008 (S/N: 2650, 2651, 2653)
- CONF 009 (S/N: 2600, 2623, 2685, 2691, 2692)
- CONF 010 (S/N: 2680, 2690, 2755, 2759)
- CONF 011 (S/N: 2930)
- CONF 012 (S/N: 2797, 2824)
- CONF 013 (S/N: 2935)
- CONF 014 (S/N: 2722, 2729)
- CONF 015 (S/N: 2740)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

RC VHF4000 8,33 kHz Upgrade

Reference: SB-AS332-No-KAS-23-192

Applicable to version(s): L2

Exchange of the previously installed Rockwell Collins VHF-422A transceivers and the two CTL-22A communication controls by two VHF4000F transceivers and CTL-22D controls.

The Rockwell Collins VHF-4000F transceiver is a remote-mounted, multichannel VHF voice transceiver providing AM voice communications, operating in the frequency range from 118.000 through 152.000 MHz in either 8,33- or 25-kHz increments. The VHF-4000F transceiver is controlled by a CTL-22D control unit.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

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

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|----------|------------|-------------|-------------|
| - 0,868 kg | -4,431 m.Kg | 2 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

2 Day(s)



> PRE-POST REQUISITE / EFFECTIVITY

According to the Service Bulletin, the H/C has to be equipped with 2 VHF-422 transceivers (Pilot and Co-pilot) and two CTL-22A control units (Pilot and Co-pilot)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of instrument Panels Dampers

Reference: AS332-39.00.14 (R0)

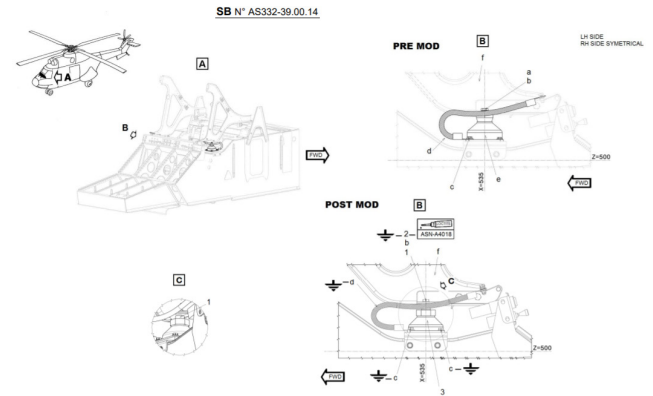
Applicable to version(s): C1, L1

The purpose of this Service Bulletin is to replace the instrument panel front dampers located on both the pilot's and copilot's seat sides, to add spacers in order to optimize the setting of the ISIS indicator and to ensure a 15° tilting angle of the instrument panel .

This Service Bulletin consists :

- removing the instrument panel,
- removing front dampers, positioned on the pilot's and copilot's seat sides
- installing new front dampers
- installing spacers between the front dampers and the instrument panel.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Have a higher maximum load, and in adding a spacer between the dampers and the instrument panel.
- This enables the setting of the ISIS indicator to be improved and ensures a 15° tilting angle of the instrument panel



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

13 Hour(s)



LEAD TIME

Week(s)



PRICE RANGE

395 EUR (e.c. eOrdering 2023)



ONLINE CAT.

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Post Mod 0726645

Pre Mod 0728039

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the VHF/FM antenna on the fin top

Reference: EC225-23-010 (R0)

Applicable to version(s): LP

Replace the VHF/FM antenna on the fin top of aircraft operating in icing conditions.

This modification consists of:

- Removing VHF/FM antenna P/N 18-13 (704A35332054)
- Installing as a replacement, VHF/FM antenna P/N 18-13SR (704A35333064)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Replace, on helicopters operating in icing conditions, the VHF/FM antenna located on the fin top by an antenna with reinforced whip.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 3 Hour(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 operating in icing conditions, and not equipped with :

- VHF/FM antenna P/N 704A35333064 (18-13SR) on the fin top.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the VHF/FM antenna on the fin top

Reference: AS332-23.00.29 (R0)

Applicable to version(s): C1, L2

Replace the VHF/FM antenna on the fin top of aircraft operating in icing conditions.

This modification consists of:

- Removing VHF/FM antenna P/N 18-13 or 18-13P4
- Installing as a replacement, VHF/FM antenna P/N 18-13SR

SB from Airbus Helicopters France (AHF)

Interchangeability: New antenna P/N 18-13SR (704A35333064) is interchangeable with former antennas P/N 18-13 (704A35332054) and 18-13P4 (704A35332067)



> BENEFITS

- Replace, on helicopters operating in icing conditions, the VHF/FM antenna located on the fin top by an antenna with reinforced whip.
- Compliance with this Service Bulletin allows the periodic inspection of the antenna to be avoided.
- This periodic inspection was requested in MET Word Card 05.21.00.604 (for aircraft operating in icing conditions).

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on helicopters operating in icing conditions. And not equipped with :

- Drawing 332P083608.00
- VHF/FM antenna P/N 704A35333064 (18-13SR)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| KG | | | | | |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| Negligible | Negligible | 3 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 3 Hour(s) |

Replacement of VHF 422A by VHF 422D

Reference: EC225-23C018 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to tune the VHF/AM frequency to 8.33 kHz instead of 25 kHz

This modification consists in :

- replacing the VHF transceiver 422A by a VHF transceiver 422D
- modifying the control panel CTL22A by compliance with Rockwell Collins Service Bulletin 31
- modifying the wiring of the control panel CTL22

Equipment items PRE and POST MOD are not interchangeable.

Mixability of set of equipment PRE MOD (VHF transceiver 422A + Control panel CTL22 with non-modified wiring) and POST MOD (VHF transceiver 422D + Control panel CTL22C/D with modified wiring) is authorized.

It is possible to modify the set of equipment (VHF transceiver + Control panel CTL22 and wiring) on pilot side only or on copilot side only. The installation can be done with the help of or by the Airbus Helicopters repair network.

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

- Be in accordance with the new European regulations.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 1,5 Hour(s) |

SAR Modes and 2nd radio-alti

Reference: EC225-34-059 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install the mode SAR complement and a second radio-altimeter.

This modification consists in :

- replacing the control unit FMS/RA
- removing the MP3 player
- installing the hoist console
- installing the hoist mini-stick, the drift doppler control units, the joystick 2 MFD AHCAS and the hoist CTL interphone
- relocating the 4th Inter communication System (ICS)
- installing new wiring, harnesses and electrical components
- installing the second RA (antennas, ERT1 60 transceiver and harness (coaxial cable))
- adapting the cabin upholsteries
- adapting the Flight Control Panel (FCP)
- updating the configuration of the computer PUs

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 safety and navigation.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------|-------------|
| On request | On request | 17 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 10 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |
| Avionics | 2 Hour(s) |
| Airframe | 55 Hour(s) |
| Electrical systems | 40 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

Reference: EC225-23-20-Mas (RO)

Applicable to version(s): LP

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. The purpose of the present Service Bulletin is to replace the VHF (Very High Frequency) 422 pilot and co-pilot installation with the VHF 4000 installation for 8.33-kHz capability.

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

This Service Bulletin consists in:

- Removing the old pilot and copilot VHF's,
- Installing the new pilot and copilot VHF's,
- Adapting the wiring.

The applicability of this service bulletin depends on the serial number

SB from Airbus Helicopters France (AHF)

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- VHF 422A transceiver P/N 6227292123 and not equipped with :
- MOD 332R001188.00 and 332R001189.00 (Installation of VHF 4000 for 8.33-kHz capability)

The applicability of this service bulletin depend on aircraft serial number, please check in which configuration is your aircraft serial number or contact Airbus helicopter.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Compliance with 8.33Khz frequency requirements
- In line with European Commission regulations
- provides clear voice communication

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|------------|------------|------------|-------------------------------|-------------|
| - 0.82 kg to - 0.04 kg depending on aircraft configuration | Negligible | 2.5 Day(s) | 44 Week(s) | 36646 - 80154 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

VIP Interphone System

Reference: SK-MIC-135-E0-E-597

Applicable to version(s): L2

The Interphone System for communication between Flight Crew and Cabin Crew.

Installation of VIP Interphone System which enables communication between Flight Crew and Cabin Crew by using a Headset or a Handset.
In addition a request from VIP passenger seat for calling the Steward is arranged. The request from Cockpit Crew and from VIP passenger seat to the Cabin Crew will be advised by a blinking indicator supported by a audio ring tone. The audio ring tone can be configured by customer. The Cabin Crew has to acknowledge this request to quit ringtone and indication blinking light.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- establish communication between Cockpit- and Cabin Crew in normal and emergency operation
- provide more comfort to VIP or passengers by using the "Service" call Push Button

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-----------|-----------|------------|-------------|-------------|
| +3.9 kg | +5.0 m.kg | 12 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Airframe, Systems | 5 Day(s) |
| Avionics | 5 Day(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional. The Aircraft must be equipped with 3.rd ICS.

> CERTIFICATION ORGANIZATION(S)

EASA Europe





Please visit the Upgrades catalogue on AirbusWorld/Ordering for online eOrdering and eRFQ.

INTERIOR OPTIONS



19-PAX cabin layout with improved comfort

Reference: EC225-25-164 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the cabin comfort of the 19-passenger staggered layout, to reduce the number of face-to-face seats and to optimize the rear area of the helicopter.

Removing and installing the Fischer H160 seats. Removing and installing the first aid kit support assembly adding the installation its new kit support. Removing and installing the fire extinguisher and adding its support at their new location. Removing the multipurpose floor mat and the LH front instruction box. Modifying the floor and the RH door closing plate. Relocating the window flanges, Replacing the reinforcement plate on the floor, Modifying the RH door closing plate, Relocating the window flanges,

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

SB from Airbus Helicopters France (AHF)

Interchangeability: Pre- and post-MOD parts are not interchangeable.

> BENEFITS

- The purpose this Service Bulletin is to complement the 19-passenger cabin layout.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|-----------------------------|-------------|
| Negligible | Negligible | 0.5 Day(s) or 3 Day(s) depending on aircraft configuration | 18 Week(s) | 453 - 19693 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|---|
| Airframe, Structure | 5 or 22 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26675 (Fischer H160 19-PAX installation for multipurpose floor)
- MOD OP26604 (EC225 cabin lateral panel upholstery)
- MOD OP26658 (Definition of new multipurpose cabin floors)

And not equipped with :

- MOD 0728356 (Displacement of windows jettisoning handle and reinforcement plate modification)

The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) : Revision 0 of this Service Bulletin was complied with

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Advanced Rescue Litter Installation

Reference: 2018S03-01

Applicable to version(s): LP

The installation provides the customer a secure way of transport a person in the cabin (using the advanced litter installation).

The installation provides the customer a secure way of transport a person in the cabin (using the advanced litter installation).

The installation use the existing rails on the floor, already used to the seats attachment.

The method of quick attachment is used.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- This portable litter installation allows the transportation of an injured person.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|---------------------------------|-----------|------------|-------------|-------------|
| 118 Kg | X.M: 627 Kg.m Y.M: 23,8 Kg.m | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 4 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

First Aid Kit Installation

Reference: STC-334-OSA

Applicable to version(s): LP

Installation of a water proof mobile light on COCKPIT AFT WALL and case ASSY containing first aid kit.

In compliance with Article 150, Ordinance for Enforcement of the Civil Aeronautics Act, installation of a water proof mobile light on COCKPIT AFT WALL and case ASSY containing first aid kit (first aid kit, water proof mobile light and emergency signal light) inside the storage box located on CABIN AFT BULKHEAD. This installation can be applied only to aircraft equipped with the storage box.

No part number specification of equipment which can be stored in the case ASSY. The weight including the case ASSY is less than 5.0 kg. (However, the emergency signal light shall be certified)

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. |
|---------|--|-----------|-----------|-------------|-------------|
| +2.3 kg | LONGI-TUDINAL: +17.25m.kg LATERAL (RH+): -1.03m.kg | 6 Day(s) | 60 Days | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | On request |

Hand Rail Installation

Reference: STC-333-OSA

Applicable to version(s): LP

To ensure safety of crews in hoist and rappelling missions.

Installation of two hand rails on upper side of each slide door with three fittings. The rail can be removed when not needed, and has roping hook on each end of the rail. The maximum load is 250 kg.

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. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| +9.2 kg | +41.96m.kg | 16 Day(s) | 52 Day(s) | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | On request |

In-Flight Entertainment (IFE) installation

Reference: EC225-23-30-Mas (RO)

Applicable to version(s): LP

Installation of a new IFE 2.4 GHz system.

This Service Bulletin consists in (depending on the configuration):

- Removing the transmitter and wireless headset chargers
- Installing the IFE unit
- Adapting/installing the electrical wiring
- Installing the transmitter
- Installing the ground connection "577VN"
- Installing the strips
- Installing the power cutoff connector "911VC"
- Installing the control unit and the engraved nameplate

Depending on the configuration, the purpose of this Service Bulletin is:

- To replace, for the passengers, the 0.9-GHz IFE (In-Flight Entertainment installation) sound system for broadcasting the contents of a memory stick in MP3 format, by a 2.4-GHz IFE.
- Or to replace, for the passengers, the 2.4-GHz IFE (In-Flight Entertainment installation) sound system for broadcasting the contents of a memory stick in MP3 format.

SB from Airbus Helicopters France (AHF)

The IFE control unit is to order according to custo.



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 332R001179.00 (2.4 GHz wireless headphones installation)
- MOD 332R000119.01 (equipped with the 0.9-GHz IFE installation)
- MOD 332R001179.02 (2.4 GHz wireless headphones installation)

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

- CONF 1 : 2913, 2915, 2916, 2944, 2959, 2977, 2989
- CONF 2 : 2827, 2848, 2890, 2898
- CONF 3 : 2768, 2775, 2779, 2794, 2851, 2876, 2900
- CONF 4 : 2695, 2709, 2724, 2728, 2740, 2743, 2746, 2785, 2790, 2792
- CONF 5 : 2668, 2677, 2697, 2703, 2818, 2823, 2826
- CONF 6 : 2951
- CONF 7 : 2907, 2911, 2919, 2927, 2928, 2931, 2937, 2942, 2943, 2949, 2955, 2957, 2963, 2972, 2978, 2982, 2984, 2990, 2992, 2993, 2994, 2996, 3000
- CONF 8 : 3001
- CONF 9 : 2760, 2769, 2773, 2777, 2782, 2803, 2804, 2815, 2821, 2822, 2832, 2835, 2838, 2839, 2841, 2842, 2849, 2852, 2855, 2857, 2866, 2868, 2870, 2872, 2878, 2895, 2897, 2899, 2902, 2905, 2909, 2932, 2934
- CONF 10 : 2680, 2685, 2690, 2691, 2699, 2701, 2707, 2708, 2714, 2715, 2716, 2721, 2722, 2723, 2729, 2730, 2732, 2734, 2735, 2736, 2745, 2747
- CONF 11 : 2783, 2784

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Improved sound quality

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|-----------|------------|--------------------------------|-------------|
| Available in Section 6 of the Flight Manual (PMV) | Available in Section 6 of the Flight Manual (PMV) | 1 Day(s) | 25 Week(s) | 14481 - 236190 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 2 Hour(s) |
| Electrical systems | 5 Hour(s) |

Installation of seats rails and Comfort seats

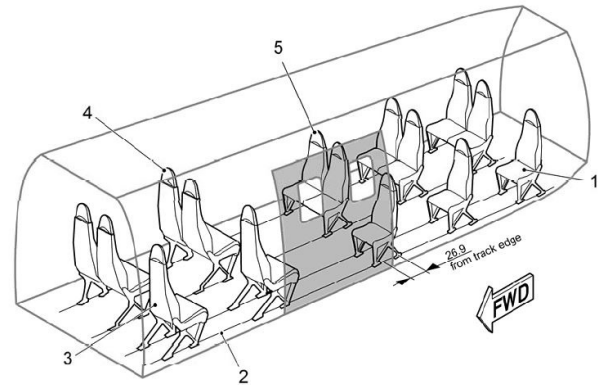
Reference: AS332_25.02.01-AHE

Applicable to version(s): C1e

Installation of the SICMA 179 seats in 15-passenger configuration.

Generic SB for the installation of rails and 15pax SICMA 179 comfort seats applicable to all aircrafts AS332C1e when neither any type of seats nor left utility bar for troop seats are currently installed.

STC from Airbus Helicopters España SA (AHE)



| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|-----------|------------|-----------------------------|-------------|
| +127,5 kg | On request | 2 Day(s) | On request | from 137025 EUR (e.c. 2019) | eRFQ |

> CERTIFICATION ORGANIZATION(S)

EASA Europe

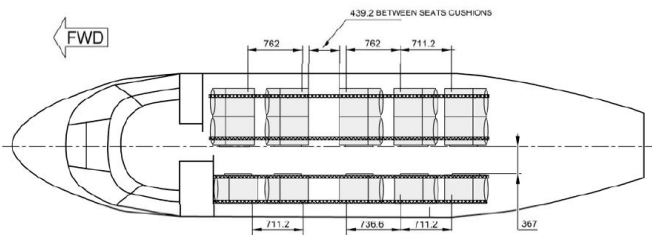
> INSTALLATION TIME

QUALIFICATION

Airframe, Cabin

INSTALLATION DURATION

16 Hour(s)



Load net – Cargo system

Reference: 2014S09-09

Applicable to version(s): LP

The Load Net – Cargo system installation consists of net of retention and fixation rings that are used to secure the internal load.

The Load Net – Cargo system installation consists of net of retention and fixation rings that are used to secure the internal load. The installation also provides two fire extinguishers and breathing apparatus used by the crew in case of internal fire that consists of a single oxygen cylinder and a protective goggle.

Maximum Load of the Net: 362kg Maximum Height Load: 1,2m Maximum Load Volume: 1500L

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased Mission security.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|----------|------------|-------------|-------------|
| 27.7 kg | 116,978(N) | 2 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 14 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

Night Vision Imaging System (NVIS-NVG) Compatible Cockpit

Reference: VAHS-NVG-SR02405AK-001

Applicable to version(s): C, L, L1

The NVIS compatible cockpit enables you to use NVG technology in your aircraft.

This NVIS compatible aircraft lighting system replaces existing cockpit internal lighting with a circumferential bezel floodlight, external lighting with covert lighting and cabin lighting with NVG compliant lighting.

Aircraft survey to be provided by StandardAero and completed by customer prior to confirmation of compatibility. Installation by StandardAero is required and installation cost will be quoted following aircraft survey completion and review.

STC from StandardAero



> BENEFITS

- Compatible with NVGs which allow aircrews to view terrain, avoid obstacles and observe changing weather conditions often hidden by darkness
- The lighting system is day/night readable without the use of NVG goggles
- Compatible with ITT 4949 series and L3 M949 series NVG goggles meeting class B operational requirements
- STC meets commercial standards of RTCA/DO-275/268, TSO-C164 and meets the military specifications MIL-L-85762A and MIL-STD-3009

> PRE-POST REQUISITE / EFFECTIVITY

StandardAero aircraft survey to be completed by customer and returned to confirm compatibility.

> CERTIFICATION ORGANIZATION(S)

FAA USA

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------|-----------|------------|-----------------------------|-------------|
| 2.27 kg | 1.24 | 14 Day(s) | On request | from 355000 USD (e.c. 2022) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Avionics | 486 Hour(s) |
| Airframe, Cabin | 16 Hour(s) |
| Airframe, Electrical | 150 Hour(s) |

Pilot and copilot door and seat protection installation

Reference: AS332-25.03.11 (R3)

Applicable to version(s): C, C1, L, L1, L2

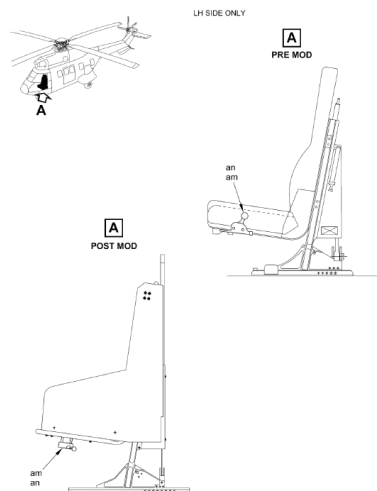
The purpose of this Service Bulletin is to install protections on the pilot and copilot doors and seats.

This Service Bulletin consists in:

(for helicopters equipped with armor panels)

- Removing the existing pilot and copilot door and seat armor panels
 - Installing the protections on the pilot and copilot doors
 - Installing the protections on the pilot and copilot seats
- (for helicopters not equipped with armor panels)
- Installing the protections on the pilot and copilot doors
 - Installing the dampers on the pilot and copilot seats
 - Installing the protections on the pilot and copilot seats

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provide security by installing protections on the doors and pilot and co-pilot seats .

> PRE-POST REQUISITE / EFFECTIVITY

Pre-Mod: 0728040

Post-Mod: OP22879

Post-Mod: OP22979

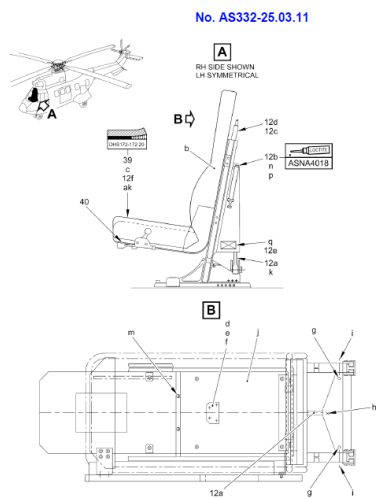
> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|------------------------------|-------------|-----------|---------------------------------|-------------|
| -2.25 kg to +70.416 kg | -3.197 m.kg to +103.512 m.kg | 1.5 Week(s) | Week(s) | 133646 - 148468 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 45 Hour(s) |



Storage Box Installation

Reference: STC-311-OSA

Applicable to version(s): LP

To store first aid kit on X8180 CABIN AFT WALL.

Installation of a storage box on X8180 CABIN AFT WALL for storing first aid kit. Storage weight is maximum 5.0kg.

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. |
|---------|------------|-----------|-----------|-------------|-------------|
| +2.5 kg | +20.93m.kg | 8 Day(s) | 95 Day(s) | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION
Airframe

INSTALLATION DURATION
On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Utility Box Installation

Reference: STC-339-OSA

Applicable to version(s): LP

To store "Signal Smoke and Illumination" and "Sea Markers".

Installation of a aluminum made utility box to store "Signal Smoke and Illumination" (marine marker, Model: KS-1) and "Sea markers" (Model: MSA) (Maximum capacity: 28.5 kg).

The box is fixed on the seat rails located on FWD CABIN LH or AFT CABIN LH. The box direction can be changed to vertical or horizontal by changing the direction of the QC single stud fittings fixed on the seat rails.

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. |
|---------|---------------------------------|-----------|------------|-------------|-------------|
| +7.4 kg | Depending on installation place | 3 Day(s) | 125 Day(s) | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

VIP Cabinet Interior

Reference: SK-MIC-135-E0-E-597

Applicable to version(s): L2

VIP Cabinet Interior - Travelling on a high level comfort!

The spacious Cabin will be fitted with a number of Cabinets for different purposes. The Cabinets can be adapted in their design as well as in their layout due to customer needs. The shown layout contains a Lavatory with Toilet, a Coffeemaker Cabinet, a Refrigerator Cabinet and an Atlas Container Storage Cabinet. These Cabinets are installed in the rear of the cabin. In the front section of the cabin a Sliding Door and two VIP tables are installed.

STC from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Travelling on a high level of comfort
- No need to obtain of drinking fresh coffee or well cooled drinks
- Possibility of using the comfort installations of a Lavatory with a toilet and water basin

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|-----------|------------|-------------|-------------|
| +265 kg | +1760 m.kg | 60 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Mechanics | On request |
| Airframe, Electrical | On request |
| Avionics | On request |
| Avionics | On request |
| Airframe, Systems | On request |

> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional. The Aircraft should be equipped already with a VIP Seat Configuration. Otherwise the adaption and quotation for VIP Seats must be offered separately.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



MAINTENANCE IMPROVEMENT



Detailed storage conditions for parking, immobilization and maintenance operations

Reference: EC225-20-001 (R0)

Applicable to version(s): LP

This Service Bulletin is to introduce Parking and Immobilization procedures, conditions, reactivations 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: AS332-20.00.01 (R0)

Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin is to give the helicopter parking and immobilization procedures, describe the related conditions, define the related reactivation procedure and provide a reminder of the storage rules.

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

Increased TBO of the de-icing system slip-ring of tail rotor hub

Reference: AS332-05.00.88 (R1)

Applicable to version(s): C, C1, L, L1

Airbus Helicopter adds a 6-year calendar interval to the Time Between Overhaul (TBO) of 3,000 flying hours of the de-icing system slip-ring of the Tail Rotor Hub.

- Remove the tail rotor power transmission system.
 - Send the tail rotor power transmission system to a repair station approved for level 3 (D-level) maintenance.
- Or
- Replace the de-icing system slip-ring with the assistance of a AIRBUS specialist.
 - Install the tail rotor power transmission system

SB from Airbus Helicopters France (AHF)

The tail rotor power transmission system have to be returned to a repair station approved for level 3 (D-level) maintenance if the assistance of a EUROCOPTER specialist is not use.



> BENEFITS

- This Service Bulletin is an amendment to instructions for continued airworthiness.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to helicopters whose de-iced tail rotor power transmission system is equipped with a rear de-icing system slip-ring with part number (MP/N) APCL1 10-265-201 or 107-550

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of two access doors on tail boom

Reference: AS332-53.91.81 (R0)

Applicable to version(s): L1

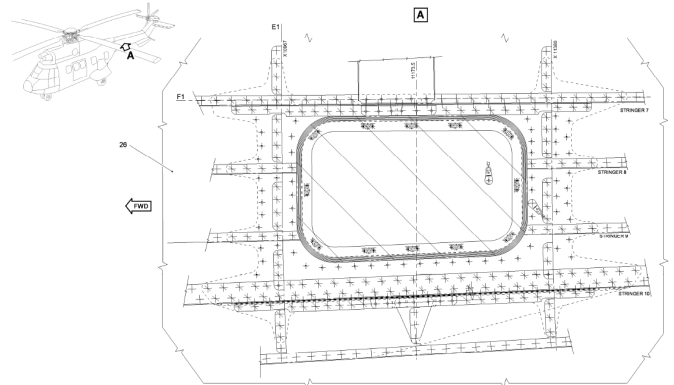
The purpose of this Service Bulletin is to install two access doors on the tail boom.

This upgrade consists in :

- Trimming the tail boom between frames X10967 and X11380 and between frames X11793 and X12206.
- Installing the front and rear access doors.

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

This service bulletin is applicable on aircraft with serial numbers 2234, 2268 not equipped with :
 • MOD 332R000098.15

CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------|-------------|
| Negligible | Negligible | 7 Day(s) | On request | On request | eRFQ |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 53 Hour(s) |

Replacement of oil pressure transmitters

Reference: AS332-63.00.77 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace existing oil pressure transmitters on the main and standby lubrication system with new oil pressure transmitters that have better reliability and supportability.

This Service Bulletin consists in replacing the oil pressure transmitter of the main and standby lubrication system and modify the existing electrical harnesses for main and standby lubrication system circuits.
Choice of either Esterline or Kulite oil pressure transmitters can be used.

For replacement of oil pressure transmitter on the standby lubrication system, the previous compliance with Service Bulletin 63.00.69 or MOD 0726744 (MGB emergency lubrication system: electrical adaptation for replacement of 2-threshold pressure switch) and 0752521 (MGB emergency lubrication system: replacement of two-threshold pressure switch with a transmitter/electronic unit assembly) is required.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD oil pressure transmitters and harnesses are not interchangeable. The Esterline oil pressure transmitter is interchangeable with the Kulite oil pressure transmitter. Both are mixable on the main and standby lubrication system.

> BENEFITS

- Manage the existing oil pressure transmitter (Airbus Helicopters P/N: 704A47640015) obsolescence, which is highly sensitive to temperature, moisture ingress and high fluctuations in pressure.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|---------------------|-------------|
| + 0.111 or + 0.141 kg depending on aircraft configuration. | + 0.495 to + 0.705 m.kg depending on aircraft configuration. | 0.5 Day(s) | 12 Week(s) | 423 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 2,5 Hour(s) |

| Sensor Supplier: | Esterline Oil Pressure Transmitter | Kulite Oil Pressure Transmitter |
|------------------------------------|--|--|
| Weight: | 220 g | 250 g |
| Technology: | Duplex, SOI (Silicon On Insulator: piezoresistivity) | Duplex, SOI (Silicon On Insulator: piezoresistivity) |
| Operating pressure range: | 0 to 7 bar | 0 to 7 bar |
| Proof pressure: | 16 bar | 16 bar |
| Burst pressure: | 20 bar, pressure peak: 60 bar | 60 bar |
| Operating fluid temperature range: | -55°C to +150°C (+210°C on emergency) | -55°C to +150°C (+180°C on emergency) |
| Accuracy: | +/- 2% on operational range [-55°C, -15°C] +/- 1% on operational range [-15°C, 85°C] +/- 2% on operational range [-85°C, 150°C] +/- 5% on operational range [-150°C, 210°C] | +/- 2% on operational range [-55°C, +110°C] Linear increase of 110°C to 180°C with +/- 2% at 110°C and +/- 10% at 180°C |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Oil pressure transmitter part number (MP/N): 64279-508-2 (Airbus Helicopters P/N: 704A47640015)
- and not equipped with :
- MOD 0728117 (Electrical integration of the new MGB oil pressure transmitters)
- MOD 0753041 (Esterline (ex Auxitrol) oil duplex pressure sensor)
- MOD 0753043 (Kulite oil pressure sensor as alternate reference to Esterline)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of oil pressure transmitters

Reference: EC225-63-020 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace existing oil pressure transmitters on the main and standby lubrication system.

This Service Bulletin consists of :

- Replacement of oil pressure transmitter of the main lubrication system
- Replacement of oil pressure transmitter of the standby lubrication system (located on the MGB filter unit)
- Modification of existing electrical harnesses for main and standby lubrication system circuits

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New oil pressure transmitters have better reliability and supportability.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|---------------------|-------------|
| + 0,211 to 0,504 kg depending on aircraft configuration. | + 252 to 2384 m.kg depending on aircraft configuration. | 12 Hour(s) | 12 Week(s) | 211 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 2,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Oil pressure transmitter part number (MP/N): 64279-508-2 (Airbus Helicopters P/N: 704A47640015)
- and not equipped with:
- MOD 0728117 (Electrical integration of the new MGB oil pressure transmitters)
 - MOD 0753041 (Esterline (ex Auxitrol) oil duplex pressure sensor)
 - MOD 0753043 (Kulite oil pressure sensor as alternate reference to Esterline)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of EuroARMS ground station-MGS

Reference: AS332-45.00.49 (R5)

Applicable to version(s): L2

The purpose of this Service Bulletin is to upgrade the EuroARMS (Eurocopter Aircraft Recording and Monitoring System) ground station.

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 EuroARMS ground station MGS V1.8 B and the old EuroARMS ground stations are not interchangeable.

SB from Airbus Helicopters France (AHF)

Operating instructions:

Refer the MGS software HB X1 35P11S0108 "Handbook Software User Manual"



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod: AS332-45.00.49

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The ground station available and allows access to the latest upgrades, contributing to an improved functional performance
- Security level improvement.

| 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, HUMS Specialist | 4 Hour(s) |

Retrofit of M'ARMS ground station - MGS

Reference: EC225-45-030 (R5)

Applicable to version(s): LP

The purpose of this Service Bulletin is to upgrade the EuroARMS (Eurocopter Aircraft Recording and Monitoring System) ground station.

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.

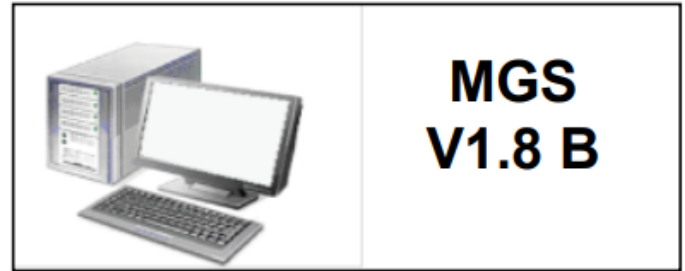
Interchangeability:

The new EuroARMS ground station MGS V1.8 B and the old EuroARMS 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:EC225-45-030

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The ground station available and allows access to the latest upgrades, contributing to an improved functional performance
- Security level improvement.

| 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, HUMS Specialist | 4 Hour(s) |



MISSION & EXTERNAL EQUIPMENT



4,5 tonne sling (mobile parts)

Reference: AS332-25.93.64 (R0)

Applicable to version(s): L1

The purpose of this Service Bulletin is to install the removable parts of the 4.5-T sling for lifting operations.

This Service Bulletin consists of:

- Removal of central fuel tank (6th fuel tank),
- Installation of fitting and support assembly on floor panel assembly,
- Installation of the clevis under the MGB oil sump,
- Installation of labels,
- Installation of upper tube assembly on clevis of MGB oil sump through support assembly,
- Installation of upper joint assembly and lower tube assembly,
- Installation of cargo hook 5T,
- Installation of protector assembly,
- Installation of jettison system control,
- Installation of external electrical harnesses.

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

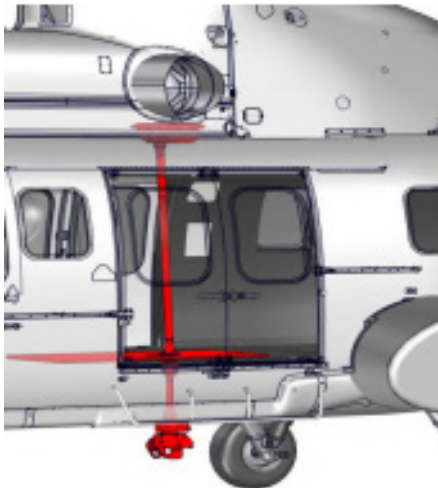
| KG | | | | | |
|------------|------------|------------|------------|-------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| On request | On request | On request | On request | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



75m hydraulic hoist with variable speed

Reference: AS332-25.03.10 (R0)

Applicable to version(s): C1

The purpose of this Service Bulletin is to install the 75-m hydraulic hoist Removable Part (P/N 76368240D).

This Service Bulletin consists in:

- Installing the 75-m hydraulic hoist
- Installing the hoist grip harness
- Installing the hoist external harness
- Installing the cutter and squib

No cycle limitation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provides for hoisting up or down, in hovering flight, people or loads up to 272 kg (600 lbs) over a height up to 75 m.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------------|------------|------------|---------------------------|-------------|
| + 43 kg | + 181.9 m.kg | 1.5 Day(s) | 91 Week(s) | 357837 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 6 Hour(s) |
| Electrical systems | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0723840 (Hoist cutter - Fixed Part of hoist cutter)
 - MOD 0726852 (Upgrade of MK1 optional equipment for MK1E - version. CTE)
- and not equipped with :
- MOD 332P001088.02 (Validation of Mobile parts of the Goodrich Hoist)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo sling 3.8T Removable Parts

Reference: EC225-25-60-Mas (RO)

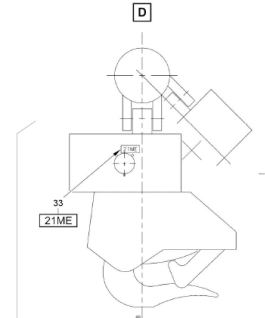
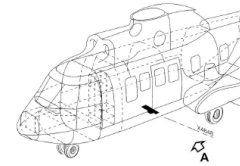
Applicable to version(s): LP

The purpose of this Service Bulletin is to install the removable parts of the 3.8-ton sling, including a load measuring system, to allow the transportation of external loads with a maximum weight of 3.8 tons (8377 lb.), without restricting the volume of the cargo.

This Service Bulletin consists in:

- modifying the 6th tank panel,
- installing the 3.8T beam assy,
- installing the 5T cargo hook,
- installing the elastic cord,
- installing the release control,
- installing the sling harness,
- installing the sling labels.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To allow the transportation of external loads with a maximum weight of 3.8 tons (8377 lb.), without restricting the volume of the cargo.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|---------------|------------|-----------|-----------------------|-------------|
| +21,882 kg | +106,291 m.kg | 2,5 Day(s) | Week(s) | 57814 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe | 16 Hour(s) |
| Airframe, Electrical | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on aircraft equipped with

- a homing antenna DF931 or DF935 at X2950
- MOD 332A827241.13 (3T sling complementary Fixed Parts),
- MOD 332A827243.01 (MK2 3/4.5T sling common Fixed Parts),
- MOD 332P679861.00 (115M/276VC connector installation adaptation), but not equipped with :
 - MOD 332R001254.00 (EC225-LP - MASTER SB 3,8T Sling MP installation)
 - 6th tank panel MP/N 32A21-1037-10.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fire Attack System (Model 316) Provision

Reference: STC-297-OSA

Applicable to version(s): LP

Implementation of provision work to install fire attack system (Model 316, SIMPLEX).

Installation of bracket ASSY with an existing hole and a screw on a place where pilot can easily recognize it. And drill a hole on bulkheads on both sides of pedestal for putting through an electric wire.

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

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|-----------|-------------|-------------|
| WEIGHT | | | | | |
| +0.02 kg | +0.0154m.kg | 6 Day(s) | 60 Days | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | On request |

Fixed Landing Light

Reference: 332SEA 07 2676.00

Applicable to version(s): All

The fixed landing light enhances the external lighting provisions available to the pilot.

Modification comprises: Fixed landing lights, Console controls.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide illumination and improve visibility during night landings.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|------------|-----------------------------------|-------------|
| +3.02 kg | +16.38 m.kg | 12 Day(s) | On request | up to 16887 EUR (e.c. 2018) | eRFQ |

> INSTALLATION TIME

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

Fixed LED-type landing lights in sponsons

Reference: EC225-33-008 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install new LED-type lights for the fixed landing lights in sponsons as a replacement of the existing halogen lights to provide longer operating time.

Reason for last revision:

The purpose of Revision 1 of this Service Bulletin is to update the installation procedure and the wiring shown in Figure 4.

This Service Bulletin consists of installing in the fixed landing lights of the LH and RH sponsons LED-type lights as a replacement of existing halogen lights and replacing the 15-A fuses of circuit-breaker panels "2PP" and "3PP" by 5-A fuses.

SB from Airbus Helicopters France (AHF)

The halogen lights pre-MOD and LED-type lights post-MOD are not interchangeable. Mixability of a halogen light pre-MOD with a LED-type light post-MOD is prohibited.



> BENEFITS

- To provide longer operating time

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|-----------|------------|-------------------------|-------------|
| + 0.080 kg | + 0.45 m.kg | 4 Hour(s) | 14 Week(s) | 2795 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26412 (Anti-collision light at Y464)
 - Halogen lights P/N 706A36820005
- and not equipped with :
- MOD 332P083779.00/01 (Fixed LED-type landing lights in sponsons)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed LED-type landing lights in sponsons

Reference: AS332-33.00.31 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to install new LED-type lights for the fixed landing lights in sponsons as a replacement of the existing halogen lights to provide longer operating time.

This Service Bulletin consists of installing in the fixed landing lights of the LH and RH sponsons LED-type lights as a replacement of existing halogen lights and replacing the 15-A fuses of circuit-breaker panels "2PP" and "3PP" by 5-A fuses.

SB from Airbus Helicopters France (AHF)

The halogen lights pre-MOD and LED-type lights post-MOD are not interchangeable. Mixability of a halogen light pre-MOD with a LED-type light post-MOD is prohibited.



> BENEFITS

- To provide longer operating time.

| KG | M | Hour(s) | Week(s) | EUR | ONLINE CAT. |
|-------------|--------------|-----------|------------|-------------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| + 0.080 kg. | + 0.45 m.kg. | 4 Hour(s) | 14 Week(s) | 2795 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP23699 (connection of lights in multi-purpose sponsons),
 - Halogen lights P/N 706A36820005
- and not equipped with :
- MOD 332P083779.00 (Fixed LED-type landing lights in sponsons on EC225 LP and AS332 L2)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed LED-type lights in sponsons

Reference: AS332-33.00.34 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace the halogen lamps of the fixed lights, installed in the sponsons, with LED taxi and identification lights.

This Service Bulletin consists in:

- Removing the halogen lights
- Removing the fixed light units from the fairings
- Installing new electrical harnesses for the LED lights
- Replacing the 15-A fuses of circuit-breaker panels "2PP" and "3PP" with 5-A fuses
- Installing fixed light units equipped with the new light supports
- Installing the fixed LED lights in the units

SB from Airbus Helicopters France (AHF)

The halogen lamps PRE MOD 0728047 and LED lamps POST MOD 0728047 are not interchangeable. Mixability of a halogen lamp PRE MOD 0728047 with a LED lamp POST MOD 0728047 is prohibited.

> BENEFITS

- Improve the reliability and reduce electrical consumption, while maintaining comparable performance.
- This modification also removes the gasket seal of the scratch panel to reduce the work time during the lamp replacement or the cleaning of the panel.

| KG | ✈️ | 🕒 | 📦 | 💰 | 📄 |
|---------------------------------|-------------|-----------|------------|-----------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| + 0.9 kg (+ 0.450 kg per light) | + 5.11 m.kg | 2 Day(s) | 46 Week(s) | 11114 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|-----------------------|
| Airframe, Cabin | 1 Day(s) |
| Aircraft Maintenance Engineer | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Halogen lamp units P/N 706A36820005
 - MOD OP22572 (multipurpose sponson Version 1) or OP23699 (lights connected in multipurpose sponsons)
- and not equipped with :
- MOD 0728047 (fixed LED lights in multipurpose sponsons)
 - Service Bulletin No. 33.00.31 (Installation of fixed LED landing lights in sponsons LED lights P/N 706A36821002) or MOD 332P083779.00/01.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed LED-type taxi and identification in sponsons

Reference: EC225-33-010 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the halogen lamps of the fixed lights, installed in the sponsons, with LED taxi and identification lights.

This Service Bulletin consists in:

- Removing the halogen lights, and removing the fixed light units from the fairings,
- Installing new electrical harnesses for the LED lights,
- Replacing the 15-A fuses of circuit-breaker panels "2PP" and "3PP" with 5-A fuses.
- Installing fixed light units equipped with the new light supports, and installing the fixed LED lights in the units

SB from Airbus Helicopters France (AHF)

Interchangeability: The halogen lamps PRE MOD 0728047 and LED lamps POST MOD 0728047 are not interchangeable. Mixability: Mixability of a halogen lamp PRE MOD 0728047 with a LED lamp POST MOD 0728047 is prohibited.



> BENEFITS

- In order to improve reliability and reduce electrical consumption, while maintaining comparable performance. This modification also removes the gasket seal of the scratch panel to reduce the work time during the lamp replacement or the cleaning of the panel

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|------------|------------------------------|-------------|
| + 0.9 kg | + 5.11 m.kg | 2 Day(s) | 46 Week(s) | 5540 - 11114 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 1 Day(s) |
| Electrical systems | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Halogen lamp units P/N 706A36820005
- MOD OP26412 (Fixed landing lights in multipurpose sponsons)
- MOD 332P083779.00/01 (installation of LED lights P/N706A36821002) and not equipped with :
- MOD 0728047 (fixed LED lights in multipurpose sponsons)

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

- RH LED fixed taxi light
- LH LED fixed taxi light

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Helicopter roping installation with double roping beam

Reference: EC225-25C236 (R0)

Applicable to version(s): LP

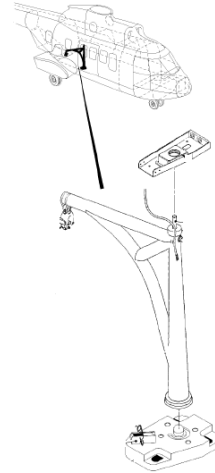
The purpose of this Service Bulletin is to install roping beams on the LH and RH sides of the helicopter.

This Service Bulletin consists in:

- Reinforcing the upper structure of the right and left sides
- Modifying the cabin floor
- Modifying the cabin door frames
- Installing the roping beams

The installation of roping beams is not compatible with the ambulance installation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Roping installation makes it possible for a trained crew member to rappel from the side doors of a helicopter in hovering flight.
- The installation authorizes closing of the doors

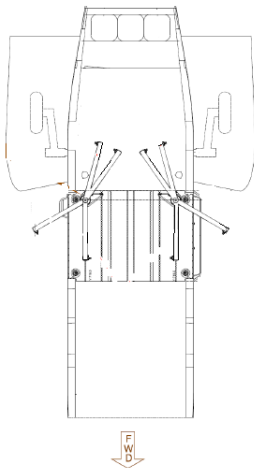
> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|---------------------------------------|------------------|------------------|--------------------|--------------------|
| Complete Installation +5,504 kg | Complete Installation +28,621 m.kg | 6 Week(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 260 Hour(s) |



Heliropping reinforcement fittings installation

Reference: EC225-25C178 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install reinforcement fittings for later installation of the heliropping installation.

This Service Bulletin consists of installing reinforcements on the LH side of the airframe.

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 reinforce fittings for later installation of the heliropping installation.

| 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 |
|---------------|-----------------------|
| Airframe | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hoist bracket installation

Reference: AS332-25.93.71 (R0)

Applicable to version(s): L1

The purpose of this Service Bulletin is to perform the retrofit operations.

This Service Bulletin consists in:

- Front hoist bracket installation
- Back hoist bracket installation
- Structural repercussion
- Remove hoist fitting
- Remove hoist bracket

PRE MOD and POST MOD equipment items are not interchangeable. Mixing between PRE MOD and POST MOD components is prohibited.

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 | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|------------|-------------|-------------|
| +1,072 kg | -2,238 m.kg | 1 Week(s) | On request | On request | eRFQ |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | 32 Hour(s) |



PRE-POST REQUISITE / EFFECTIVITY

On request

CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of GOODRICH™ hoist

Reference: AS332-25.02.82 (R1)

Applicable to version(s): L2

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) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Hoist 42325-16-4 with S/N 00020 trough 00024, 00031 trough 00035, 00040 trough 00045, 00051 trough 00055, 00057, 00058, 00061, 00064 trough 00068

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of hoist

Reference: EC225-25-148 (R1)

Applicable to version(s): LP

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 :
- Replacing 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.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| WEIGHT | | | | | |
| Negligible | Negligible | On request | 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 :
- 42325-16-1, with S/N 00001 trough 00008, 00010 trough 00012, 00022
 - 42325-16-2, with S/N 00009, 00013 trough 00019, 00026 trough 00029, 00036, 00037
 - 42325-16-3, with S/N 00030
 - 42325-16-4, with S/N 00020 trough 00024, 00031 trough 00035, 00040 trough 00045, 00051 trough 00055, 00057, 00058, 00061, 00064 trough 00068
 - 42325-16-5, with S/N 00025, 00038, 00039, 00046, 00047, 00048, 00049, 00050, 00056, 00059, 00062, 00063

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of Heliroping hook on hoist arm

Reference: EC225-25C175 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a heliroping hook on the helicopter hoist arm.

This Service Bulletin consists in:

- Preparing the heliroping hook for installation,
- Installing the heliroping hook on the hoist arm,
- Carrying out the installation check tests.

The products can be ordered separately, from the INTERTURBINE AVIATION LOGIS-TICS company

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Fast roping operations

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------------------------------|---|------------------|------------------|--------------------|--------------------|
| Complete Installation +1.9 kg | Complete Installation +2.58 m.kg to +8.5 m.kg | 2 Hour(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 1 to 2 Hour(s) |

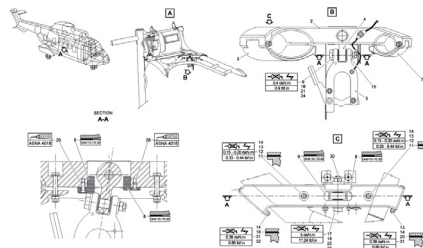


> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 332R001 13900
 Post Mod OP26311

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Modification of the hydraulic hoist cowl on the dual hoist installation

Reference: AS332-25.02.41 (R0)

Applicable to version(s): C1, L1, L2

Improve the closing system of the hydraulic hoist fairing assembly.

Modification consists of :

- Replacing the two toggle latches of the hoist fairing by a quick-release pin
- Modifying the shape and cutout of the fairing and positioning a squib wiring protection on it

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Avoid friction of the squib electrical harness on the hoist fairing.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 53 Week(s) | 3388 EUR (e.c. 2023) | eOrdering |

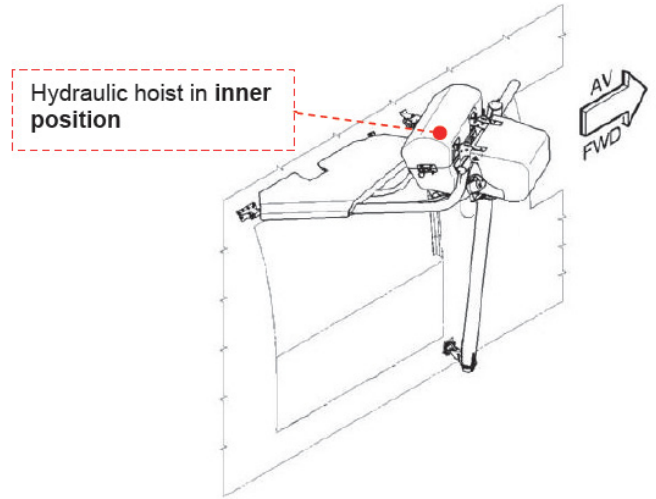
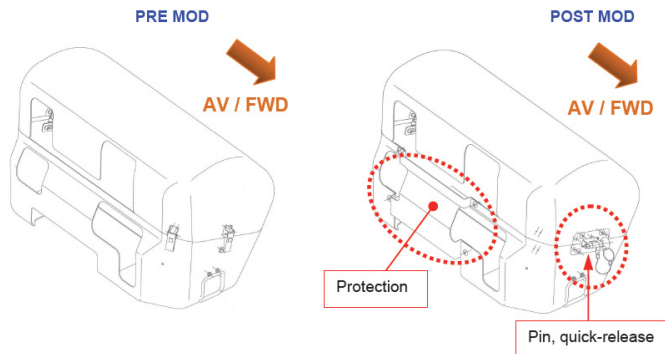
> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26111 (Removable parts of the hydraulic and electrical dual hoist installation)
- and not equipped with :
- MOD 0726729 (Modification of the hydraulic hoist cowl on the dual hoist installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rear View Mirror Installation

Reference: STC-226-OSA

Applicable to version(s): L1

Fixed-type REAR VIEW MIRRORS with shattering prevention are installed on AS332L1 to monitor rear and lower view during logging. The components such as BEAM ASSY, BRACE ASSY and STRUT are attached on AH original support parts via the fitting.

This STC is not certified on aircraft equipped with flotation gear. This STC is not certified for flight under icing conditions. Certification extension on request.

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. |
|----------|----------|-----------|-----------|-------------|-------------|
| +15.2 kg | -2.45 kg | 11 Day(s) | 90 Days | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

Removable parts of the 4.75T cargo sling

Reference: EC225-25-80-Mas (R1)

Applicable to version(s): LP

Installing the removable parts of the 4.75T (10,472 lb) sling.

This Service Bulletin consists in :

- modifying the ceiling linings
- removing the 6th fuel tank floor and installation
- installing the yoke for the sling boom under the MGB
- installing the 4.75T sling boom
- installing the cargo sling hook
- installing the sling protections
- installing the mechanical release control
- installing the removable part of the sling harness
- installing the sling markings
- installing the sling support blanket under the MGB

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Make it possible to transport external loads with a maximum weight of 4.75 tons (10,472 lb) without limiting the volume of the cargo bay.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|---------------|-------------------------------|-------------|
| +39,72 kg | +188,8 m.kg | 4 Day(s) | 64 On Request | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---|-----------------------|
| Electrical systems | 1 Hour(s) |
| Technician specialized in internal furnishing | 30 Hour(s) |
| Airframe | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This modification is applicable on aircraft already equipped with the 3.8T sling fixed parts installation

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the existing hook with a D'LOK type hook with sight

Reference: AS332-25.02.44 (R0)

Applicable to version(s): C, C1, L, L1

To prevent the occurrence of uncommanded unlocking (roll-out phenomenon) of standard hoist hooks by replacing them with D LOK type hooks with sight.

This modification consists in replacing the standard hook with a D LOK type fail-safe tongue hook. This type of hook comprises a double lock latch gate system designed to prevent untimely load release due to uncommanded unlocking (roll-out phenomenon).

Refer to GOODRICH ACTUATION SYSTEMS Service Bulletin No. 76360-210-25-1 for more informations about material to be purchased.

SB from Airbus Helicopters France (AHF)

Interchangeability - The electric hoist MP/N 76360-210-00 is interchangeable with the electric hoist MP/N 76360-210-0D. - The electric hoist MP/N 76360-210-01 is interchangeable with the electric hoist MP/N 76360-210-1D.

> BENEFITS

- To improve the use of the hook through the use of:
- A double lock latch gate system preventing any accidental opening.
- A shape preventing the hook from catching on protruding parts.
- To provide a larger capacity inside the hook eye and the use of a sight.
- To ensure better corrosion resistance through the use of nickel chrome stainless steel hooks with very high mechanical characteristics.

| 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 | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with 50-meter variable speed hydraulic hoists MP/N :

- 76360-210-00 (704A41815058)
- or
- 76360-210-01 (704A41815059)

and not equipped with :

- MOD 0726432 : Modification to the bottom section of the hoist hook assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reversing the sling hook

Reference: AS332-25.02.57 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to prevent interference between the bottom structure of the helicopter and the sling release unit.

This Service Bulletin consists in :

- modifying the installation of the release unit (by turning it 180°)
- replacing the fitting assemblies to limit forward travel and improve strength when in the stop position
- installing 2 inserts on the 6th standard fuel tank panel or the 6th operational fuel tank panel
- replacing the release control cable and sling power supply harness
- modifying the routing of the release control cable and the sling power supply harness

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable.

> BENEFITS

- This modification avoid trouble interference.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|------------|--------------------------|-------------|
| +0,53 kg | +0,44 m.kg | 2 Day(s) | 33 Week(s) | 12180 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 4 Hour(s) |
| Electrical systems | 2 Hour(s) |
| Mechanics | 8 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP 25406 (MK2)
- or
- MOD OP 22187 (MK1)

and not equipped with :

- MOD 0726843
- MOD 0726874
- MOD 0728274

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

Helicopter S/Nos. 02464, 02500, 02509, 02519, 02520, 02535, 02540, 02543, 02547, 02574, 02575, 02576, 02584, 02589, 02667, 02696, 02700, 02705, 02706, 02720 are not concerned by compliance with this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Spectrolab SX16 searchlight fixed parts installation

Reference: AS332-33.90.44 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to install the searchlight (SX16) on the RH side of the helicopter.

This Service Bulletin consists in installing only the RH side fixed parts.

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 install the searchlight (SX16)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|------------|-------------|-------------|
| +0,17 kg | +0,422 m.kg | 2 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 13 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

OBSOLESCENCE MANAGEMENT



DSP replacement by VPU

Reference: AS332-45.00.43 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to remedy the obsolescence of DSP board of EuroARMS computer.

This Service Bulletin replaces ITE No. 45.90.38 Revision 0 without superseding its compliance.

Service Bulletin 45.00.37 (Software version V5-1) must previously be embodied in ground station to allow data analysis.

SB from Airbus Helicopters France (AHF)

The new assembly (VPU, load amplifiers RCC1A, RCC2A and software V 3.2) is not functionally interchangeable with pre-MOD assembly (DSP, load amplifier RCC237 and software version V3.1). Installation of items from different assemblies is not authorized on same aircraft.



> BENEFITS

- Remedy the obsolescence of DSP board by VPU

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------|---------------|-----------|------------|------------------------|-------------|
| + 3.438 kg. | + 27.18 m.kg. | 2 week(s) | 27 Week(s) | 123147 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Avionics | 160 Hour(s) |
| Avionics | 160 Hour(s) |
| Airframe, Electrical | 12 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- EuroARMS installation and not equipped with :
- VPU and for which Technical Directive (ITE) No. 45.90.38 Revision 0 has not been embodied

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hydraulic Pressure Measurement System Modification

Reference: AS332-29.00.09 (R1)

Applicable to version(s): C, C1, L, L1

Replacement of former pressure transmitter by new pressure transmitter requires replacement of associated hydraulic pressure indicators.

This Service Bulletin consists of:

- Replacing pressure transmitter P/N 978970-200 or 64250-033-2 by pressure transmitter P/N D90ST1502-100
- Replacing pressure indicator by a suitable hydraulic pressure indicator

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

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Replace LH and RH side hydraulic generators which has become obsolete.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------|------------|-----------|------------|-------------------------------|-------------|
| + 0.600 kg. | + 3.2 m.kg | 2 Hour(s) | 26 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Mechanics | 1 Hour(s) |
| Airframe, Structure | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726045 : Replacing hydraulic pressure sensor on hydraulic generator and/or
- MOD 0726076 : Replacing hydraulic pressure sensor on hydraulic generator

> CERTIFICATION ORGANIZATION(S)

EASA Europe

NOVINTEC™ new-generation hydraulic reservoirs

Reference: EC225-29-003 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to allow for replacement of GOODRICH LH and RH hydraulic units by LH hydraulic units NOVINTEC.

Install a new-generation hydraulic units and modifying the existing wiring.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve reability of hydraulic units.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|---|------------|-------------------------------------|-------------|
| - 0.05 kg | - 0.28 m.kg | 1 Day(s) or 2 Day(s) depending on aircraft configuration. | 24 Week(s) | Ref to detailed price online. | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- LH hydraulic units P/N CH100 or CH100-1AMDTB or CH100-2AMDTB or CH100-3AMDTB or CH100-4AMDTB or CH100-5 or CH100-6 or CH100-7
- RH hydraulic units P/N CH110 or CH110-1AMDTB or CH110-2AMDTB or CH110-3AMDTB or CH110-4AMDTB or CH110-5 or CH110-6

and not equipped with :

- MOD 0726562 : NOVINTEC new-generation hydraulic reservoirs

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of cabin/cockpit partition curtain fabric

Reference: AS332-25.03.37 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to install a new partition curtain between the cabin and the cockpit further to obsolescence of the fabric and to modify the installation of the curtain.

This Service Bulletin consists in removing the partition curtain, adapting the upholstery support and the curtain (For helicopters Versions C, C1, L, L1) and installing the new partition curtain.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable.



> BENEFITS

- New partition curtain between the cabin and the cockpit.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 44 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|--|
| Airframe, Systems | 2 or 3 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 0728261 (New cabin/cockpit partition curtain definition)
- According to aircraft configuration, MODs impacting this SB/kit are:

- Helicopters versions C, C1, L and L1 equipped with a curtain P/N 332A87-1079-0001 or 332A87-1079-0201
- Helicopters version L2 equipped with a curtain P/N 332A87-0166-00 or 332A87-0166-0051

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of cabin/cockpit partition curtain fabric

Reference: EC225-25-200 (R0)

Applicable to version(s): LP

Airbus Helicopter offers to change a new partition curtain.

- This Service Bulletin consists in :
- Removing the partition curtain
 - Installing the new partition curtain

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to install a new partition curtain between the cabin and the cockpit further to obsolescence of the fabric and to modify the installation of the curtain.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|-------------------------------|--------------------|
| Negligible | Negligible | 0.5 Day(s) | 44 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Curtain P/N 332A87-0166-00 or 332A87-0166-0051.
- and not equipped with :
- MOD 0728261 (New cabin/cockpit partition curtain definition)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of cockpit fire extinguisher cylinder and change in support

Reference: AS332-26.00.39 (R0)

Applicable to version(s): C, C1, L, L1, L2

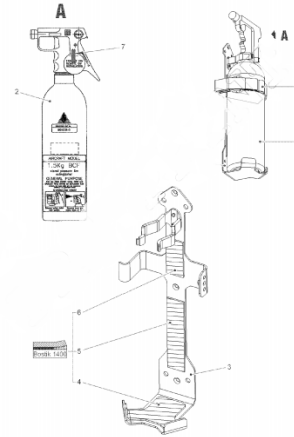
The purpose of this modification is to replace the fire extinguishers P/N BA51015R-3 or BA51012R-3 which are no longer manufactured, by fire extinguishers P/N BA51015R-5 (helicopters versions C, C1, L, L1) or BA51012R-5 (helicopters version L2) and to remove any interference between the fire extinguisher and the seat P/N 2510102-XX.

This amendment consists in:

- Removing the fire extinguisher and its support,
- Installing a fire extinguisher support shifting assembly,
- Installing the new fire extinguisher and its support.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable.



> BENEFITS

- To manage the fire extinguishers obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|--------------------|-------------|
| + 0.195 kg | + 0.091 m.kg | 0.5 Day(s) | 15 Week(s) | 37 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Airframe, Systems | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Seats P/N 2510102-XX in the cockpit
- Fire extinguisher P/N BA51015R-3 (helicopters versions C, C1, L, L1)
- Fire extinguisher P/N BA51012R-3 (helicopters version L2)
- Fire extinguisher support P/N 332A87-1191-01

and not equipped with:

- MOD 0728130 (Obsolescence of fire extinguisher cylinder/modification of support in cockpit)
- MOD AL28151 (Optimization of hand fire extinguisher holding straps in cockpit and cabin)
- MOD 0728140 (Removal of interference between cockpit fire extinguisher support and seat ST102)

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of fire extinguisher cylinder in cockpit and change of support

Reference: EC225-26-013 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to propose the replacement of the fire extinguishers P/N BA51012R-3, which are not manufactured anymore, by fire extinguishers P/N BA51012R-5.

This Service Bulletin consists in :

- removing fire extinguisher P/N BA51012R-3 and associated support
- installing a new fire extinguisher support P/N 332A87-0692-01
- installing the new fire extinguisher P/N BA51012R-5

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable, a post-MOD fire extinguisher cannot be installed on a pre-MOD support.



> BENEFITS

- Manage the fire extinguisher obsolescence.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|---------------------------------|-------------------------------|-------------|
| -0,05 kg | +0,095 m.kg | 0,5 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728130 (Obsolescence of hand fire extinguisher cylinder in cockpit and change of support)
- MOD AL28151 (Optimization of hand fire extinguisher holding straps in cockpit and cabin)

Compliance with this Service Bulletin is incompatible with helicopters equipped with the pilot seat installation P/N 2510102-XX.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of the central windshield wiper

Reference: AS332-30.00.89 (R1)

Applicable to version(s): C, C1, L, L1

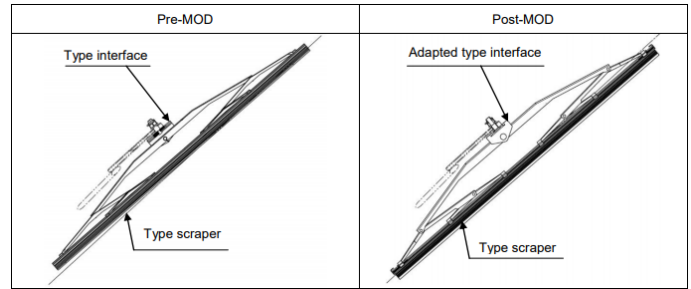
The aim of this Service Bulletin is to adapt the definition of the central windshield wiper to compensate for the obsolescence of the current central scraper.

This modification consists in replacing the central scraper of the windshield wiper.

Helicopters which have already complied with revision 0 of this Service Bulletin are concerned by revision 1 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.



> BENEFITS

- Manage the obsolescence of the current central scraper.

| 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 |
|---------------|-----------------------|
| Airframe | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728489 (Obsolescence of the central windshield wiper)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence: Replacement of SARQUIP external hoist operator harness by a LITE FLITE harness

Reference: EC225-25-153 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace, further to obsolescence, the Removable Part of the SARQUIP harness assembly by the Removable Part of the LITE FLITE rescue operator assembly. The hoisting harness is available in size S/M or M/L.

This Service Bulletin consists in :

Removing :

- the hoist operator harness P/N RH1040
- the release system P/N RH10403
- the hoist operator lanyard P/N WL1372

Installing :

- the hoisting harness (S/M) P/N 60081443E or the hoisting harness (M/L) P/N 60081453E
- the quick-release system assembly with strap P/N 80049010
- the 2.5-m adjustable lanyard P/N 60081627
- the lanyard connector P/N 60081629

- The SARQUIP harness assemblies (pre-MOD OP26910 and OP28141) and LITE FLITE harness assemblies (post-MOD OP26910 and OP28141) are interchangeable.
- Mixability of the SARQUIP harness assemblies (pre-MOD OP26910 and OP28141) and LITE FLITE harness assemblies (post-MOD OP26910 and OP28141) is prohibited.

SB from Airbus Helicopters France (AHF)

- For helicopters pre-MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability), comply with Service Bulletin No. 25-144 (Replacement of forward hoist operator fitting for LITE FLITE harness).
- For helicopters equipped with the 'hoist operator assistant' optional equipment and pre-MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability), comply with Service Bulletin No. 25-143 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

> BENEFITS

- Manage the SARQUIP external hoist operator harness obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|------------|-----------|------------------------------|-------------|
| -0,09 kg | -0,47 m.kg | 0,5 Day(s) | 6 Week(s) | 9497 - 10643 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- All hoists installation Removable Part
- MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability)
- MOD 0728037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability) if the 'hoist operator assistant' optional equipment is called on in the customer's card

and not equipped with :

- MOD OP26910 (Creation of LITE FLITE rescue operator harness RP)
- MOD OP28141 (Avail. of hoist operator / rescue operator LITE FLITE equipment)

The hoisting harness size impact the items ordered (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence: Replacement of SARQUIP internal hoist operator harness by a LITE FLITE harness

Reference: EC225-25-152 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace, further to obsolescence, the Removable Part of the SARQUIP harness assembly by the Removable Part of the LITE FLITE hoist operator assembly.

This Service Bulletin consists in :

Removing :

- The hoist operator harness P/N RH1040
- The hoist operator lanyard P/N WL1372

Installing :

- The hoisting harness (S/M) P/N 60081443E or the hoisting harness (M/L) P/N 60081453E
- The 2.5-m adjustable lanyard P/N 60081627, the lanyard connector P/N 60081629

- The SARQUIP harness assemblies (pre-MOD OP28091 and OP28141) and LITE FLITE harness assemblies (post-MOD OP28091 and OP28141) are interchangeable.
- Mixability of the SARQUIP harness assemblies (pre-MOD OP28091 and OP28141) and LITE FLITE harness assemblies (post-MOD OP28091 and OP28141) is prohibited.

SB from Airbus Helicopters France (AHF)

- For helicopters pre-MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability), comply with Service Bulletin No. 25-144 (Replacement of forward hoist operator fitting for LITE FLITE harness).
- For helicopters equipped with the "hoist operator assistant" optional equipment and pre-MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability), comply with Service Bulletin No. 25-143 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

> BENEFITS

- Offering a variant with the hoisting harness size M/L.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|-----------------------------|-------------|
| -0,16 kg | -0,834 m.kg | 0,5 Day(s) | 6 Week(s) | 2532 - 3202 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 already equipped with :

- MOD OP26513 (Hoist operator harness Removable Part (RP))
- MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability)
- MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability)

and not equipped with :

- MOD OP28091 (Creation of LITE FLITE hoist operator harness RP) for the hoisting harness P/N 60081443E.
- or
- MOD OP28141 (Avail. of hoist operator / rescue operator LITE FLITE equipment) for the hoisting harness P/N 60081453E.

The size of hoisting harness also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Radio Altimeter Antenna exchange

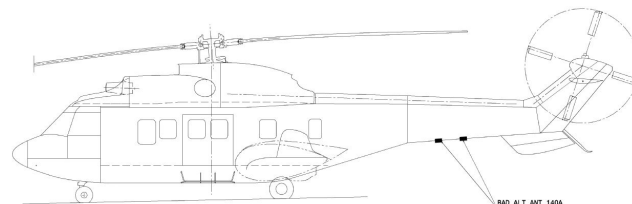
Reference: SB-AS332-N°-KAS-34-239-A

Applicable to version(s): all (with installed AHV-16 or AHV-1600)

Exchange of the obsolete radio altimeter antenna ANT 140 (P/N 959960712333/ 704A35334007) by the direct successor ANT 140A (P/N 959960712352/704A35334008)

This design change contains the replacement of the obsolete radio altimeter antenna ANT 140 (P/N 959960712333/ 704A35334007) by the direct successor ANT 140A (P/N 959960712352/704A35334008). The Radio Altimeters AHV-16 and AHV-1600 are compatible with the antenna ANT 140A.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> PRE-POST REQUISITE / EFFECTIVITY

Pre-installed equipment:
- Radio altimeter antennas ANT 140 P/N 704A35334007
- Radio altimeter AHV16 or AHV1600

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Easy replacement of the obsolete radio altimeter antenna ANT 140

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------|-------------|
| Negligible | Negligible | 1 Day(s) | 2 Month(s) | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 4 Hour(s) |

Replacement of 5th fuel tank

Reference: EC225-28-017 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to allow replacement of the 5th fuel tank bladder P/N 200004-1, the manufacturing of which will eventually be stopped, by a fuel tank P/N 200004-2 incorporating an interface closed by a plug on the lateral face.

This Service Bulletin consists in installing the 5th crashworthy fuel tank P/N 200004-2.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are interchangeable if the 5th crashworthy fuel tank P/N 200004-2 is equipped with a blanking plug and two tightening clamps.



> BENEFITS

- New fuel tank because the manufacturing will eventually be stopped.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|----------|------------|-------------------------|-------------|
| + 0.200 kg | + 1.292 m.kg | 1 Day(s) | 17 Week(s) | 9996 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :
 MOD 0725806 (Standardization of crashworthy fuel tanks)
 and not equipped with :
 MOD 0728018 (Uniformization of 5th fuel tank bladder manufacturing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of 5th fuel tank

Reference: AS332-28.00.69 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to allow replacement of the 5th fuel tank bladder P/N 200004-1, 200004, 503814, 503299, 332A55-0144-00 or 332P55-1006-04, the manufacturing of which will eventually be stopped, by a fuel tank P/N 200004-2 incorporating an interface closed by a plug on the lateral face.

This Service Bulletin consists in removing the 5th crashworthy fuel tank and installing the 5th crashworthy fuel tank P/N 200004-2.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are interchangeable if the 5th crashworthy fuel tank P/N 200004-2 is equipped with a blanking plug and two tightening clamps.



> BENEFITS

- New fuel tank P/N 200004-2 incorporating an interface closed by a plug on the lateral face.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|----------|------------|-------------------------|-------------|
| +0.2 kg | +1.292 m.kg | 1 Day(s) | 17 Week(s) | 9996 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable to aircraft equipped with :

- MOD 0725806 (Standardization of crashworthy fuel tanks)

and not equipped with :

- MOD 0728018 (Uniformization of 5th fuel tank bladder manufacturing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of aft hoist operator assistant fitting for LITE FLITE™ harnesses

Reference: AS332-25.02.77 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace the hoist operator hook support by a hoist operator attachment fitting and backfitting at frame X5295 so as to be compatible with the new LITE FLITE rescue operator harness (POST-MOD OP26910) further to SARQUIP harness obsolescence.

This Service Bulletin consists in replacing the existing 2nd hoist operator fitting in cabin on frame X5295 by a backfitting, replacing the hoist operator hook support in cabin on frame X5295 by a hoist operator attachment fitting and installing an anti-friction part on frame X5295 so as to limit the damages due to lanyard snap hook attachment plate movements.

For helicopters pre-MODs 0728036 and 0728092, jointly comply with Service Bulletin No. 25.02.78 (Replacement of forward hoist operator fitting for LITE FLITE harness).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.

> BENEFITS

- To be compatible with the new LITE FLITE rescue operator harness.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|----------------------|-------------|
| Negligible or + 0.160 kg depending on aircraft configuration. | Negligible or + 0.839 m.kg depending on aircraft configuration. | 2,5 Day(s) | 25 Week(s) | 4004 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 18 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP28037 (Reinforcement and rear hoist man fitting (X5295) - Lite Flite harness) and 332P083875.00 (Retrofit of reinforcement bracket for hoist man safety harness attachment).

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

- Hoist operator assistant optional equipment,
- MODs 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability) and 0728092 (Reinforcement of forward hoist operator fitting at X3855)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of CPI beacon

Reference: AS332-25.02.50 (R1)

Applicable to version(s): L1, L2

The purpose of this modification is to replace, as required, the CPI beacon 503-16 by a CPI beacon 503-16-25, further to obsolescence of former P/N and end of procurement.

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

The CPI 503-16 have to be returned to Airbus for CPI 503-16-25 delivery. (as per procedure in Service Letter 1567-00-02)

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable.



> BENEFITS

- To manage obsolescence of former beacon

| 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 | 1 Hour(s) |
| Airframe, Structure | 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 332P083662.00/.04

Compliance with this Service Bulletin is incompatible with helicopters which complied with the installation of outer cowling P/N 332P65-2646-08.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of CPI beacon

Reference: EC225-25-099 (R1)

Applicable to version(s): LP

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

SB from Airbus Helicopters France (AHF)

CPI beacon P/N 503 must be returned to AH for retrofitting.



> BENEFITS

- Increase of reability for beacon light.

| 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 :

- CPI beacon P/N 503-16.
- and not equipped with :
- MOD 332P083662.00/.04 : Replacement of CPI beacon P/N 503-16 by CPI beacon P/N 503-16-25

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of double threshold pressure switch by a transmitter: MGB standby lubrication system

Reference: EC225-63-007 (R3)

Applicable to version(s): LP

The purpose of this Service Bulletin is to cover change in supplier of MGB (Main Gear Box) standby lubrication system double threshold pressure switch.

This Service Bulletin consists of:

- replacing the double threshold pressure switch, for the MGB standby lubrication system low pressure warning, by a pressure transmitter (probe) (MOD 0752521)
- installing an electronic unit for recreating the double threshold function (MOD 0726744)

Pre- and post-MOD parts are not interchangeable.

Mixability between former harness and oil pressure transmitter is prohibited.
Mixability between double threshold pressure switch and new harness is prohibited.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Manage the MGB standby lubrication system double threshold pressure switch obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|---|------------|----------------------|-------------|
| Negligible or +0,18 kg depending on aircraft configuration | Negligible or +0,366 m.kg depending on aircraft configuration | 2 Hour(s) or 6 Day(s) depending on aircraft configuration | 33 Week(s) | 5599 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|---|
| Electrical systems | 1 to 30 Hour(s) depending on aircraft configuration |
| Airframe | 0 to 20 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with a double threshold pressure switch (P/N MA161-00) and not equipped with :

- MODs 0726744 and 0752521 (Replacement of double threshold pressure switch by a transmitter: MGB standby lubrication system)

Compliance with previous revisions also impact the components ordered (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of forward hoist operator fitting for LITE FLITE™ harnesses

Reference: AS332-25.02.78 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace the hoist operator hook support by a hoist operator attachment fitting and backfitting at frame X3855 so as to be compatible with the new LITE FLITE hoist operator harness (POST-MOD OP28091) further to SARQUIP harness obsolescence.

This Service Bulletin consists of replacing the existing fitting in cabin on frame X3855 by a backfitting, replacing the forward hoist operator hook support in cabin on frame X3855 by a hoist operator attachment fitting and installing an anti-friction part on frame X3855 so as to limit the damages due to lanyard snap hook attachment plate movements.

For helicopters equipped with "Hoist operator aid" optional equipment, comply with jointly with Service Bulletin No. 25.02.77 (Replacement of aft hoist operator fitting for LITE FLITE harnesses) (MOD OP28037).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.

> BENEFITS

- To be compatible with the new LITE FLITE hoist operator harness

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|-------------------------|-------------|
| +0.16 kg depending on aircraft configuration. | +0.625 m.kg depending on aircraft configuration. | 2.5 Day(s) | 25 Week(s) | 4207 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 18 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0725523 (MK2 Hoist - Fixed Part) or OP26310 (Dual hoist installation Fixed Part)

and not equipped with :

- MODs 0728092 (Front hoist man reinforcement fitting (X3855) LITE FLITE harness) and 0728036 (Front hoist man fitting (X3855) LITE FLITE harness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of forward hoist operator fitting for LITE FLITE™ harnesses

Reference: EC225-25-144 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the hoist operator hook support by a hoist operator attachment fitting and backfitting at frame X3855 so as to be compatible with the new LITE FLITE hoist operator harness (POST-MOD OP28091) further to SARQUIP harness obsolescence.

This Service Bulletin consists of replacing the existing fitting in cabin on frame X3855 by a backfitting, replacing the forward hoist operator hook support in cabin on frame X3855 by a hoist operator attachment fitting and installing an anti-friction part on frame X3855 so as to limit the damages due to lanyard snap hook attachment plate movements.

For helicopters equipped with "Hoist operator aid" optional equipment, comply with jointly with Service Bulletin No. 25-143 (Replacement of aft hoist operator fitting for LITE FLITE harnesses) (MOD OP28037).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.

> BENEFITS

- To be compatible with the new LITE FLITE hoist operator harness.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|-------------------------|-------------|
| + 0.160 kg | + 0.625 m.kg | 2,5 Day(s) | 25 Week(s) | 4207 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 18 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable to aircraft not equipped with :
- MOD OP26805 (Creation of hoist installation common Fixed Part) or OP26310 (Dual hoist installation Fixed Part)
 - MODs 0728092 (Front hoist man reinforcement fitting (X3855) LITE FLITE harness) and 0728036 (Front hoist man fitting (X3855) LITE FLITE harness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of IN-LHC solenoid valve by an OMA solenoid valve in Hydraulic hoist installation

Reference: AS332-25.02.51 (R1)

Applicable to version(s): C, C1, L, L1, L2

Airbus Helicopters had to replace the IN-LHC solenoid valve P/N AC65150 or 1353800 of the hydraulic hoist installation by an OMA solenoid valve P/N M290A00A0002.

At hydraulic hoist (Removable Part), remove solenoid valve "52M" (Versions B, B1, C, C1, F1, L, L1, M and M1) or "7ME" (Version L2) equipped or not with a cover and install as replacement a new solenoid valve equipped or not with a new cover, if there was one during removal.

SB from Airbus Helicopters France (AHF)

The former solenoid valve (3-way distributor) P/N AC65150 is not interchangeable with the new solenoid valve P/N M290A00A0002. The former solenoid valve (3/2 solenoid valve) P/N 1353800 is not interchangeable with the new solenoid valve P/N M290A00A0002. The former cover P/N 332A75-2996-00 or 332A75-2996-00XX is not interchangeable with the new cover P/N 332A75-2996-01.



> BENEFITS

- This Service Bulletin is used to replace, in case of failure, the IN-LHC valve by the OMA valve.

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

- Hydraulic hoist and 3/2 solenoid valve P/N 1353800 (modification 0726198: Creation of an IN-LHC variant of solenoid valve) or 3-way distributor P/N AC65150 and not equipped with :
- MOD 0726705 (Hydraulic hoist installation Replacement of IN-LHC solenoid valve by an OMA solenoid valve further to obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of ISIS (Integrated Standby Instrument System) Obsolescence of the current ISIS

Reference: AS332-34.00.59 (R0)

Applicable to version(s): C1, L1

This Service Bulletin has the objective to replace the current Integrated Standby Instrument System (ISIS) with a new version .

This Service Bulletin includes the work steps that follow:

- Removal of ISIS MP/N 322MFD11 (P/N 704A47330103)
- Installation of the new ISIS MP/N 1154MFSD1-1 (P/N 704A47330105).

- Interchangeability : Pre Mod and Post Mod are not interchangeable
- must comply with Service Bulletin N° 39.00.14 (Modification 0728039) before to comply with this SB

SB from Airbus Helicopters France (AHF)

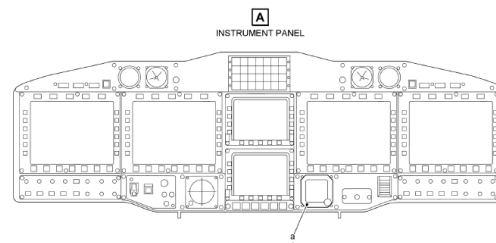
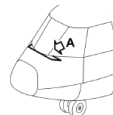
> BENEFITS

- Product improvement: the display resolution has been increased for visual improvement.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|--|-----------|-----------|--------------------------|-------------|
| Fixed Part -0,36 kg | Fixed Part -0,05 m.kg to -0,21 m.kg | 4 Hour(s) | Week(s) | 81521 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Related to modification 0726907 (pre-mod)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of SARQUIP™ external hoist operator harness by a LITE FLITE™ harness

Reference: AS332-25.02.85 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace, further to obsolescence, the Removable Part of the SARQUIP harness assembly by the Removable Part of the LITE FLITE rescue operator assembly.

The purpose of this Service Bulletin is to replace, further to obsolescence, the Removable Part of the SARQUIP harness assembly (post-MOD OP26513 (Hoist operator harness Removable Part (RP)) by the Removable Part of the LITE FLITE rescue operator assembly (post-MOD OP26910 (Creation of LITE FLITE rescue operator harness RP)) or the hoisting harness P/N 60081453E (size M/L) (modification OP28141).

For helicopters pre-MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability), comply with Service Bulletin No. 25.02.78 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

For helicopters equipped with the "hoist operator assistant" optional equipment and pre-MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability), comply with Service Bulletin No. 25.02.77 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

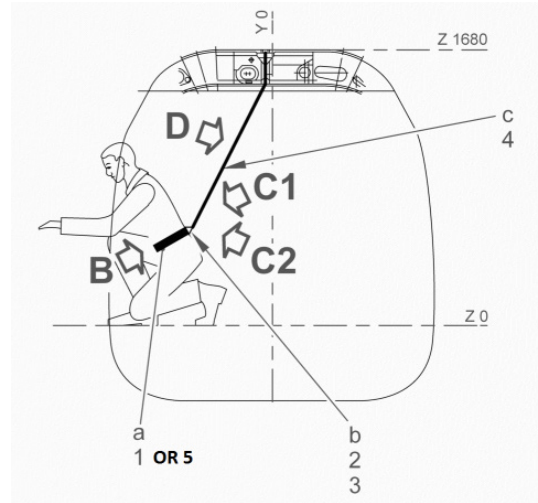
SB from Airbus Helicopters France (AHF)

The SARQUIP harness assemblies (pre-MOD OP26910 and OP28141) and LITE FLITE harness assemblies (post-MOD OP26910 and OP28141) are interchangeable. Mixability of the SARQUIP harness assemblies (pre-MOD OP26910 and OP28141) and LITE FLITE harness assemblies (post-MOD OP26910 and OP28141) is prohibited.

BENEFITS

- New removable Part of the harness assembly further to obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|-----------|------------------------------|-------------|
| - 0.090 kg | - 0.470 m.kg | 0,5 Day(s) | 6 Week(s) | 9497 - 10643 EUR (e.c. 2023) | eOrdering |



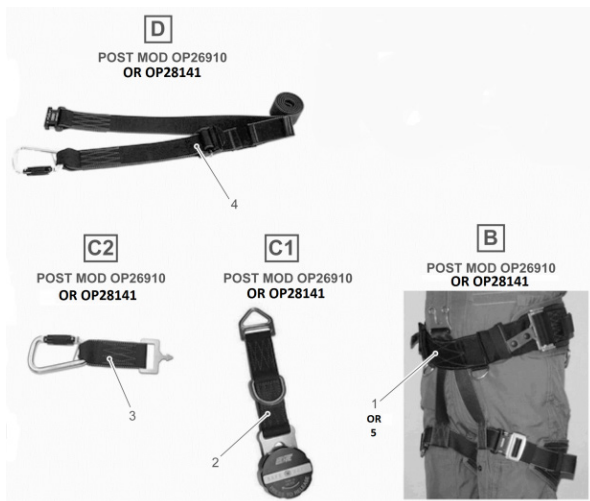
PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Hoists installation Removable Part
 - MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability),
 - MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability) if the "hoist operator assistant" optional equipment is installed
 - MOD 0726432 (Validation of D'LOK hook on hoists)
- and not equipped with :
- MOD OP26910 (Creation of LITE FLITE rescue operator harness RP)
 - MOD OP28141 (Avail. of hoist operator / rescue operator LITE FLITE equipment)

CERTIFICATION ORGANIZATION(S)

EASA Europe



Replacement of SARQUIP™ internal hoist operator harness by a LITE FLITE™ harness

Reference: AS332-25.02.84 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace, further to obsolescence, the Removable Part of the SARQUIP harness assembly by the Removable Part of the LITE FLITE hoist operator assembly.

This Service Bulletin consists in:

- Removing the hoist operator harness and lanyard
- Installing the hoisting harness (S/M) or (M/L), the 2.5-m adjustable lanyard and the lanyard connector.

The last revision integrate a variant with the hoisting harness size M/L. For helicopters pre-MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability), comply with Service Bulletin No. 25.02.78 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

For helicopters equipped with the "hoist operator assistant" optional equipment and pre-MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability), comply with Service Bulletin No. 25.02.77 (Replacement of forward hoist operator fitting for LITE FLITE harnesses).

SB from Airbus Helicopters France (AHF)

The SARQUIP harness assemblies (pre-MOD OP28091 and OP28141) and LITE FLITE harness assemblies (post-MOD OP28091 and OP28141) are interchangeable. Mixability of the SARQUIP harness assemblies (pre-MOD OP28091 and OP28141) and LITE FLITE harness assemblies (post-MOD OP28091 and OP28141) is prohibited.

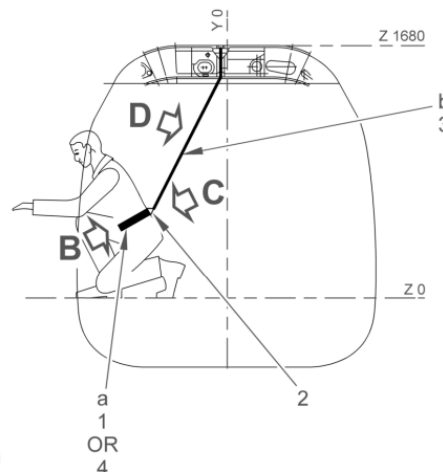
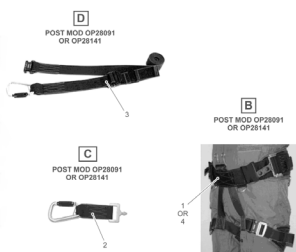
> BENEFITS

- To manage the hoisting harness obsolescence, and to propose different sizes.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|-----------|-----------------------------|-------------|
| - 0.160 kg | - 0.834 m.kg | 0.5 Day(s) | 6 Week(s) | 2532 - 6404 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 already equipped with :

- MOD OP26513 (Hoist operator harness Removable Part (RP))
- MOD 0728036 (Forward hoist operator fitting (X3855) with LITE FLITE harness capability)
- MOD OP28037 (Reinforcement fitting and aft hoist operator fitting (X5295) with LITE FLITE harness capability) if the "hoist operator assistant" optional equipment is installed
- MOD 0726432 (Validation of D'LOK hook on hoist) for the hoisting harness (M/L) installation

and not equipped with :

- MOD OP28091 (hoisting harness (S/M))
- MOD OP28141 (hoisting harness (M/L))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the AHRS primary reference systems

Reference: AS332-34.00.47 (R0)

Applicable to version(s): C1, L1

Changement of Attitude Heading Reference System.

This Service Bulletin consists of :

- Removing the AHRS P/N 420-00332-460
- Installing the new AHRS NG P/N 261500123-0460

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD systems are not interchangeable.
 Mixability of pre- and post-MOD equipment is authorized.



> BENEFITS

- The purpose of this Service Bulletin is to replace the AHRS (Attitude Heading Reference System) by new AHRS NG further to obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|--------------------|-------------|
| Negligible | Negligible | 0.5 Day(s) | 0 Week(s) | 39 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 :

- AHRS systems P/N 420-00332-460
- MOD 0726644 (Installation of air data ISIS and primary reference "AHCAS" on MK1)

and not equipped with :

- MOD 0726818 (Obsolescence of "AHRS" primary reference systems)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the AHRS primary reference systems

Reference: EC225-34-022 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the AHRS (Attitude Heading Reference System) by new AHRS NG further to obsolescence.

This Service Bulletin consists of :

- removing the AHRS systems P/N 420-00332-460
- installing the new AHRS NG systems P/N 261500123-0460

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD systems are not interchangeable.
Mixability of pre- and post-MOD equipment is authorized.



> BENEFITS

- Manage the AHRS systems obsolescence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|--------------------|-------------|
| On request | On request | 0,5 Day(s) | 0 Week(s) | 39 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 equipped with :

- AHRS systems P/N 420-00332-460
- and not equipped with :
- MOD 0726818 (Obsolescence of AHRS primary reference systems)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the clear- vision window seal on pilot and copilot doors.

Reference: AS332-52.00.41 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this amendment is to allow the replacement of the clear-vision window slip joint of pilot and copilot doors as it became obsolete through a new joint.

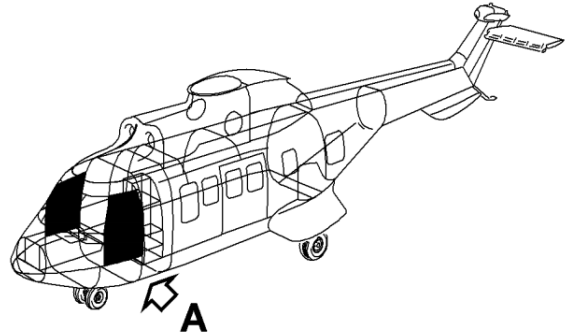
This modification consists of:

- Replacing the clear-vision window seal of pilot and copilot doors,
- Adding a drain hole at the bottom of the lower slide,
- Adding baize bonded to the four angles of the sliding window in order to limit rubbing and wear of the slip joint.

It may be performed on one door only, according to needs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD window seals are not interchangeable, mixability of pilot and copilot doors pre- and post-MOD is authorized.



> BENEFITS

- To manage the obsolescence of the clear-vision window slip joint

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|---------------------------------|-------------------------------|-------------|
| - 0.1 to - 0.2 kg depending on aircraft configuration | - 0.1275 to - 0.41 m.kg depending on aircraft configuration | 1.5 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 2 Hour(s) |
| Airframe, Cabin | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- sliding window seals P/N 706A39821141 or formed section P/N 104-414 and not equipped with :
- MOD 0726850 (Replacement of the clear-vision window seal on pilot and copilot doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the clear-vision window seal on pilot and copilot doors further to obsolescence

Reference: EC225-52-006 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to allow the replacement of the clear-vision window slip joint of pilot and copilot doors as it became obsolete through a new joint.

This Service Bulletin consists of :

- replacing the clear-vision window seal of pilot and copilot doors
- adding a drain hole at the bottom of the lower slide
- adding baize bonded to the four angles of the sliding window in order to limit rubbing and wear of the slip joint

This modification may be performed on one door only, according to needs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD window seals are not interchangeable.
 Mixability of pilot and copilot doors pre- and post-MOD is authorized.

> BENEFITS

- Manage the obsolescence of the clear-vision window slip joint of pilot and copilot doors.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------|-----------------------|------------|---------------------------------|-------------|-------------|
| -0,1 kg per doors | -0,128 m.kg per doors | 1,5 Day(s) | Depending on Spare Parts needed | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 2 Hour(s) |
| Airframe | 2 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This modification is applicable on aircraft equipped with sliding window seals P/N 706A39821141 or formed section P/N 104-414, and not equipped with :

- MOD 0726850 (Replacement of the clear-vision window seal on pilot and copilot doors further to obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the obsolete ventilation ducts

Reference: AS332-29.00.24 (R0)

Applicable to version(s): C, C1, L, L1

Replacement of the obsolete ventilation ducts

This Service Bulletin consists in replacing the sets of ventilation ducts and sleeves by two ventilation ducts.

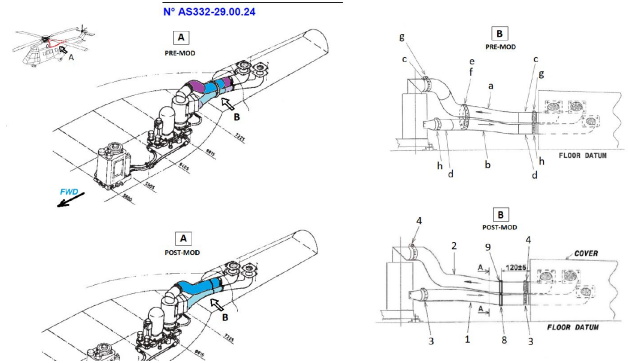
Interchangeability:

PRE MOD and POST MOD components are not interchangeable.

Mixability:

Mixing between PRE MOD and POST MOD components is prohibited.

SB from Airbus Helicopters France (AHF)



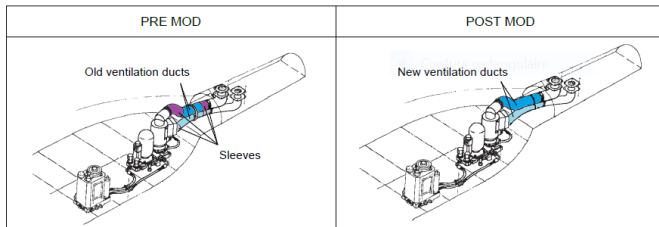
> BENEFITS

- New supplier + New product

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------------------------------|--------------------------------------|-----------|-----------|---------------------|-------------|
| Complete Installation -0,5 kg | Complete Installation -3,613 m.kg | 4 Hour(s) | Week(s) | 196 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters with ventilation ducts P/Ns 332A75-2027-20 and 332A75-2027-21 and PRE MOD 0728929.

Non-installed equipment or parts :

Sleeves P/N IHK200-80AF

Sleeves P/N IHK250-80AFO

Ventilation duct P/N 332A75-2027-20

Ventilation duct P/N 332A75-2027-21

Binding plugs P/N 984603-028-055

Flange P/N 984602-020

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Replacing air data unit ADU3000 by air data unit ADU3200

Reference: EC225-34-007 (R0)

Applicable to version(s): LP

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 |
|---------------|-----------------------|
| Avionics | 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 0726614 : Replacing air data unit ADU3000 by air data unit ADU3200.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacing PDU (Power De-icing Unit)

Reference: EC225-30-004 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin fix the obsolescence of Power De-icing Units (PDU).

This Service Bulletin replace both Power De-icing Units (PDU).

Two PDU versions cannot be mixed on a same aircraft.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Restores optimal operation IPS (Ice protection system)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| Negligible | Negligible | 12 Hour(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Avionics | 3 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726527 : Main rotor de-icing and rear rotor anti-icing optional .

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sling load indicator exchange

Reference: SB-AS332-N°-KAS-85-232-D

Applicable to version(s): L1, L2 (already equipped with Sling Load Ind)

Exchange of the obsolete Sling Load Indicator (affected P/N: D00448-0001, D00448-0007, D004480010, D00448-0011 and D00448-0014) by the successor (P/N 503052-0004).

This design change contains the exchange of the Sling Load Indicator from MSI by the successor. The cut-out in the instrument panel remains unchanged due to the fact that the two indicators only show a difference in the depth (the new one is shorter than the old one). The electrical integration is done by implementing an adapter cable.

The function of the Sling Load indicator remains unchanged.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Continued availability of the H/C fleet
- Easy replacement of the obsolete Sling Load Indicator

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|--------------------------------------|----------|------------|-------------|-------------|
| Complete Installation +0,188 kg | Complete Installation +0,495 m.kg | 1 Day(s) | 2 Month(s) | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Day(s) |
| Avionics | 1 Day(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Pre-Requisite: H/C has to be equipped with the Sling Load Indicator (affected P/N: D00448-0001, D00448-0007, D004480010, D00448-0011 and D00448-0014).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

THALES auxiliary warning unit obsolescence

Reference: AS332-31.00.29 (R0)

Applicable to version(s): C, C1, L, L1

Replacement of the auxiliary warning PCB following obsolescence. Installation of a relay enabling the LH hydraulic circuit to continue operating even if the warning PCB fails.

This modification consist in :

- Installing the relay support or replacing the warning test connectors
- Adapting the hydraulic wiring system
- Replacing the auxiliary warning PCB

SB from Airbus Helicopters France (AHF)

PRE and POST MOD auxiliary warning PCBs are not interchangeable.



> BENEFITS

- To manage the auxiliary warning PC board obsolescence and enabling the LH hydraulic circuit to continue operating even if the warning PCB fails.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|---|----------|------------|-------------------------------------|-------------|
| +0,093 kg | +0,134 m.kg +0,334 m.kg depending on aircraft configuration | 1 Day(s) | 37 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Airframe | 2 Hour(s) |
| Electrical systems | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with an auxiliary warning PCB P/N 6864035500 or 6864035501.

and not equipped with :

- MOD 0728402 (New THALES Auxiliary Alarm Unit further to obsolescence)
- MOD 0728488 (Adding protection relay to maintain the left hydraulic system functional)

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

- MOD 0726650

> CERTIFICATION ORGANIZATION(S)

EASA Europe

V/UHF Antenna Exchange

Reference: SB-AS532-No-KAS-23-230

Applicable to version(s): L2

Exchange of obsolete V/UHF Antenna by the successor (P/N S65-8282-831)

The design change contains the exchange of the obsolete V/UHF Antenna by the successor P/N S65-8282-831.

The main tasks of the modification are:

- Exchange of V/UHF Antenna installed on the lower side of the tail boom
- Adaptation of respective antenna support
- Installation of the antenna connector

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Continued availability of the H/C fleet
- Easy replacement of the obsolete Antenna

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|--------------------------------------|-----------|------------|-------------|-------------|
| Complete Installation +0,261 kg | Complete Installation +2,979 m.kg | 3 Day(s) | 2 Month(s) | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 2 Day(s) |
| Avionics | 2 Day(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Pre-installed equipment:
Digitally tuned V/UHF antenna 30-400MHz; S65-8282-810

> CERTIFICATION ORGANIZATION(S)

EASA Europe

OPERATIONAL PROTECTION



Pilot and copilot door protection

Reference: EC225-25-198 (R0)

Applicable to version(s): LP

Installation of protections on the pilot and copilot doors.

This Service Bulletin consists in:

- removing the existing pilot and copilot door and seat armor panels (for helicopters equipped with)
- installing the protections on the pilot and copilot doors.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The doors on pilot and copilot side are more robust.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|-----------|------------|-----------------------|-------------|
| - 0.67 kg or + 17.66 kg depending on aircraft configuration. | - 0.98 m.kg or + 25.96 m.kg depending on aircraft configuration. | 1 Day | 26 Week(s) | 30411 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Airframe, Systems | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Pilot and copilot door protection Fixed Part
- MOD OP22979 (Armoring of pilot and copilot doors)

and not equipped with :

- MOD 332A081670.00 and 332A081670.01 (Installation of armor panels TENCATE on RH doors)

The pilot and copilot seat door protection installation (0728040) is incompatible with the new all-option collective pitch grip installation (OP26814).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

POWER PLANT RELATED OPTIONS



6th Fuel Tank

Reference: AS332-28.00.76 (R0)

Applicable to version(s): C1

The modification consist in the installation of the 6th fuel tank (center tank).

This upgrade consists in:

- Removing the 6th fuel tank panel,
- Installing the 6th fuel tank, box structure upholstery, closing strips, protection web, vent lines, drain and transmitter,
- Installing the center channel underneath bottom structure, the SHUNT connector "75Q-J1", the fuel system,
- Adapting the crossfeed tube between the 6th and the front transverse fuel tanks,
- Adapting the fuel system of the front transverse fuel tank,
- Defining the operations to be performed for installation of the 4.5-T cargo swing

SB from Airbus Helicopters France (AHF)

Pre-MOD (P/N 332A61-2271-22) and post-MOD (P/N 332A61-2279-2001) channels are not interchangeable. Pre-MOD (P/N 332A21-1040-03) and post-MOD (P/N 332A21-1037-11) 6th fuel tank panel assemblies are not interchangeable. Pre-MOD (P/N 332A52-1035-00 or 332A52-1035-02 or 332A52-1161-00) and post-MOD (P/N 332A52-1161-0101) jet pump assemblies are interchangeable.



> BENEFITS

- Improve aircraft endurance

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|--------------------------|-------------|
| On request | On request | 10 Day(s) | 38 Week(s) | 54743 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 80 Hour(s) |
| Mechanics | 80 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0722909 (Lower airframe modification for new-generation crashworthy tanks)
 - MOD 0725447 (Modification of material of basic tanks)
 - MOD 0725870 (Standardization of aircraft tank vents)
 - MOD 0726842 (Rigging of MK1 pressure refueling tightness) or OP23982 (Improvement of fuel filter maintenance)
 - MOD OP22657 (Additional KIT for pressure refueling at 3.5 bar)
 - MOD 0723587 (Creation of PT10 electrical optional equipment installation)
 - MOD 0726782 (Upgrading of MK1 optional equipment for MK1 E)
 - MOD 0722820 (New-generation crashworthy tanks)
- and not equipped with :
- MOD 332P001088.03 (Retrofit of optional center auxiliary fuel tank)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Check of POD fuel tanks corrosion

Reference: EC225-28-020 (R0)

Applicable to version(s): LP

This Service bulletin consist in check that the metal components attached to the fuel bladder are not corroded.

- If there is corrosion :
Repair and protect the corroded areas as per Repair Card 4122S117_11 Appended to AERAZUR equipment manufacturer Service Bulletin No. 508821-28-009.
- If there is no corrosion :
Protect the areas sensitive to corrosion as per Repair Card 4122S117_11 Appended to AERAZUR equipment manufacturer Service Bulletin No. 508821-28-009.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid corrosion on some metal components attached to the fuel bladders of the front external fuel tanks.

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
External fuel tanks P/N :
704A44500132, 704A44500142, 704A44500132, 704A44500141,
704A44500131, 704A44500144, 704A44500131, 704A44500143,
704A44500134, 704A44500146, 704A44500134, 704A44500145,
704A44500133 or 704A44500133
not repaired with :
Repair Card 4122S117_11
and not equipped with :
MOD 0726883 : Additional POD fuel tanks

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvements to 300L front external fuel tanks

Reference: EC225-28-012 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the front external fuel tanks.

This modification consist of :

- increasing the distance between the gage head and the internal/external tubes in order to prevent interfering with measurements in the event of water in the bottom of the fuel tank
- adding epoxy resin to make the gage head leak-tight
- modifying the sheath on the electrical wire of the fuel gage
- adding a Viton heat-shrink sheath on the gage tubes
- improving the leak-tightness of the casing by adding a bead of PR AS-NA4168BF17 sealant around the lower blanking plate of the casing
- ventilating the casing through a hole drilled on its upper part
- draining the casing through holes drilled on its lower part
- adding a corrosion inhibitor to the attachment bracket screws, washers and studs
- adding a corrosion inhibitor to the screws and washers of the sump plate, transfer pump, fuel gage, pressure switch cartridge and the manual bleed valve

SB from Airbus Helicopters France (AHF)

The modification of the front external fuel tanks will be performed by AERAZUR specialists.

Please contact your usual EUROCOPTER point of contact for material Repair and Overhaul.

When organizing compliance with this Service Bulletin, please specify the following information :

- Customer contact details
- Aircraft number
- Part number (P/N) and Serial number (S/N) of the front external fuel tanks

> BENEFITS

- Modification consists in improving the reliability of the gage system as well as the leak-tightness of the casing and eliminating contamination retention areas in the fuel cell.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|---|------------|-------------|-------------|
| + 0.32 kg to + 0.82 kg depending on aircraft configuration | + 0.88 m.kg to + 2.29 m.kg depending on aircraft configuration | 2 Day(s) to 11 Day(s) depending on aircraft configuration | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 6 to 11 Day(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with front external fuel tanks P/N :

- 704A44500132
- 704A44500131
- 704A44500134

or

- 704A44500133

and not equipped with :

- MOD 0726883 (mproving the front external fuel tanks)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the interface between the inlet barrier filter and the air intake

Reference: AS332-49.00.06 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to modify the Inlet Barrier Filter (IBF) and the air intake of the Auxiliary Power Unit (APU) through modification 0728423. This modification prevents interference between the air intake seal of the secondary cooling unit and the APU air intake.

This Service Bulletin consists in replacing the inlet barrier filter and the lower air intake of the APU with new POST MOD 0728423 components.

SB from Airbus Helicopters France (AHF)

PRE MOD 0728423 and POST MOD 0728423 components are not interchangeable.
Mixing between PRE MOD 0728423 and POST MOD 0728423 components is prohibited.



> BENEFITS

- Prevents interference between the air intake seal of the secondary cooling unit and the APU air intake.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-----------------------|-------------|
| On request | On request | 1 Day(s) | 27 Week(s) | 19819 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP25812 (Filtre anti-sable groupe de puissance auxiliaire - APU)
- MOD OP26149 (Groupe auxiliaire de puissance - APU)

and not equipped with:

MOD 0728423 (Interface modification between APU sand filter and APU air inlet)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the interface between the inlet barrier filter and the air intake

Reference: EC225-49-002 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to modify the Inlet Barrier Filter (IBF) and the air intake of the Auxiliary Power Unit (APU) through modification 0728423. This modification prevents interference between the air intake seal of the secondary cooling unit and the APU air intake.

This Service Bulletin consists in replacing the inlet barrier filter and the lower air intake of the APU with new POST MOD 0728423 components.

SB from Airbus Helicopters France (AHF)

PRE MOD 0728423 and POST MOD 0728423 components are not interchangeable.
Mixing between PRE MOD 0728423 and POST MOD 0728423 components is prohibited.



> BENEFITS

- Prevents interference between the air intake seal of the secondary cooling unit and the APU air intake

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-----------------------|-------------|
| On request | On request | 1 Day(s) | 27 Week(s) | 19819 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP25812 (Filtre anti-sable groupe de puissance auxiliaire - APU)
- MOD OP26149 (Groupe auxiliaire de puissance - APU)

and not equipped with:

- MOD 0728423 (Interface modification between APU sand filter and APU air inlet)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Multi-Purpose Air Intakes (MPAI)

Reference: EC225-30-012 (R0)

Applicable to version(s): LP

This installation upgrades the pre-existing aircraft configuration (post MOD 0726567) from GAI installation (Grid air intakes) (MOD 0726565) to MPAI (Multi-purpose air intakes) (MOD 0726566).

This upgrade consists of :

- removing the Removable Part (RP) of the GAI air intakes (MOD 0726565):
 - air intake assemblies (comprised of GAI air intake grids and harnesses),
 - power boxes,
 - control panel,
- installing the RP of the MPAI air intakes (MOD 0726566) :
 - air intakes assemblies (comprised of MPAI Inlets and harnesses),
 - power boxes,
 - control panel.

MPAI installation is incompatible with GAI installation

SB from Airbus Helicopters France (AHF)

- GAI air intake assemblies (pre-MOD) and MPAI (post-MOD) are not interchangeable.
- GAI (pre-MOD) and MPAI (post-MOD) power boxes are interchangeable mechanically but not functionally
- GAI (pre-MOD) and MPAI (post-MOD) control panels are interchangeable mechanically but not functionally.
- Mixing pre and post-MOD equipment is prohibited



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft whose serial number is 2685, 2691 and equipped with :

- Fixed Part (FP) common to grid air intakes (GAI) and Multi-Purpose Air Intakes (MPAI) (MOD 0726564),
- Removal Part (RP) GAI (MOD 0726565),
- MOD 0726567 (MPAI FP complement, compatible with GAI),
- MOD 0726540 (Improved heater mat harness routes on air intake stubframe).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|---|------------|-------------|-------------|
| On request | On request | 7 Day(s) (1-7 days depending on curing method) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe | 6 Hour(s) |
| Airframe, Electrical | 4 Hour(s) |



PRODUCT IMPROVEMENT



Addition of a magnetic plug between the MGB and the oil cooler

Reference: AS332-63.00.84 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to add a new magnetic plug called FFMP (Full Flow Magnetic Plug) between the MGB and the oil cooler and to cancel the inspection of the oil filter and oil cooler.

This Service Bulletin consists in :

- removing the walkway, if necessary
- modifying the walkway to install the FFMP (Full Flow Magnetic Plug) manifold assembly support
- replacing the hydraulic hose which connects the MGB to the oil cooler
- installing a magnetic plug
- or modifying the installation performed in compliance with the previous revision.

Compliance with this Service Bulletin is conditioned by compliance with ALERT SERVICE BULLETIN No.05.01.07

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD parts are not interchangeable.

> BENEFITS

- Add a new magnetic plug
- Cancel the inspection of the oil filter and oil cooler

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|----------|------------|-------------------------------------|-------------|
| +0,047 kg +3,9 kg de- pending on configuration aircraft | +0,26 m.kg to +21,65 m.kg de- pending on configuration aircraft | 1 Day(s) | 31 Week(s) | 10257 - 22835 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Pilot, Functional Check | 0,25 Hour(s) |
| Mechanics | 8 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on Helicopters AS332 version L2 not equipped with :

- MOD 0753054 (Addition of a magnetic plug between the MGB and the oil cooler)

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

- MOD 0753049 (Addition of a magnetic plug between the MGB and the oil cooler (R0))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Addition of the anchoring zone on MRH sleeves for work at height

Reference: EC225-62-015 (R0)

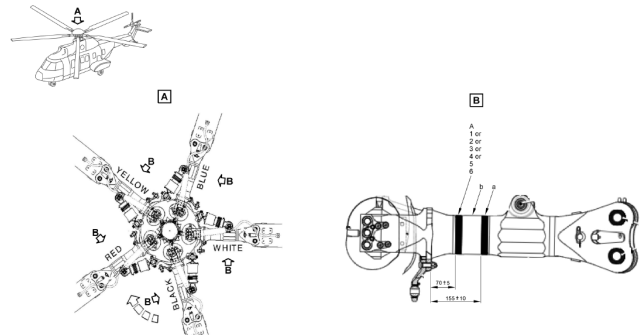
Applicable to version(s): LP

The function of this Service Bulletin is to delimit the anchoring zone on the MRH sleeves for work at height on the helicopter. This prevents an incorrect strap position on the Main Rotor, which can cause main rotor degradation.

This Service Bulletin gives the procedure for the installation of the adhesive tape on the MRH sleeves.

SB from Airbus Helicopters France (AHF)

N° EC225-62-015



> BENEFITS

- Improves the anchoring Zone on the sleeves thanks to the delimited zones for the placement of the strap.
- Avoids degradation, improves the quality of the product.

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0728883

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 1 Hour(s) |

AFCB unit: Improvement of fail light logic on clogging detection on LH filter

Reference: EC225-28-015 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to prevent the illumination of the 2 FAIL lights at the AFCB fuel unit detection of LH side fuel filter clogging.

This Service Bulletin consists in:

- Installing a failure warning repeater unit (relay "105QN") in the electrical cabinet
- Modifying the wiring
- Checking for the correct operation of the failure warning repeater unit (relay "105QN")

It has been reported that, on a helicopter equipped with additional external fuel tanks (EFT), in case of a FAIL warning on the AFCB (Auxiliary Fuel Control Box), the acknowledgment of the FUEL light at the warning panel (CAUT button) disables the FILT warning for the LH side.

In the same way, in case of a FILT warning on the LH side, the FAIL warning of the EFT installation is no longer transmitted to the warning panel after the first acknowledgment of the FUEL light.

In case of detection of LH fuel filter clogging, the FAIL output of the AFCB is at the potential of the helicopter's ground which, due to the design of the AFCB, will cause the 2 FAIL lights to come on and they will remain on until the +28 V DC power supplies are reset.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26535 (Removable Part of additional external fuel tanks on heavy load carrying fitting)

and not equipped with :

- MOD 0726887 (AFCB unit: prohibition of FAIL illumination on LH filter clogging)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Avoid inhibitions and to prevent the illumination of the 2 FAIL lights of the AFCB fuel unit in case of detection of LH fuel filter clogging, while complying with the operating logic of the visual warnings.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-----------|-----------|------------|-------------------------|-------------|
| +0,1 kg | +0,2 m.kg | 1 Day(s) | 34 Week(s) | 4364 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Airframe | 2 Hour(s) |
| Electrical systems | 1 Day(s) |

Alternating current electrical master boxes (fuse circuit boards)

Reference: EC225-24-007 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to modify the fuse circuit boards.

The fuse circuit board 895CE03Y03 becomes 895CE03Y04 :

- reverse voltage threshold increases from 110V to 600V
- replacement of 1A fuse with a 1.5A time-delay fuse
- with the new circuit board 895CE03Y04, the replacement of fuses will be possible and described in the respective CMM

The alternating current electrical master box MP/N 791GA01Y01 becomes MP/N 791GA01Y01 amendment A

The alternating current electrical master box MP/N 792GA01Y04 becomes MP/N 792GA01Y04 amendment A

The alternating current electrical master box MP/N 794GA01Y05 becomes MP/N 794GA01Y05 amendment A

Fuse circuit boards 895CE03Y03 and fuse circuit boards 895CE03Y04 are not interchangeable.

Fuse circuit boards 895CE03Y03 and fuse circuit boards 895CE03Y04 are not mixable.

SB from Airbus Helicopters France (AHF)

The kit have to be ordered thru ZODIAC AEROSPACE, please contact Airbus helicopters to place order.

> BENEFITS

- Allow to replace the fuses if necessary
- Improve the reliability of the power supply fuses between the electrical master box and the AC ground power unit
- improve the reverse voltage resistance of the protective diodes

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with an alternating current electrical master box MP/N :

- 791GA01Y01 (704A46570184)
- 792GA01Y04 (704A46570185)
- 794GA01Y05 (704A46570154)

which does not embody amendment A.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

AMC configuration file loading procedure

Reference: EC225-31-002 (R3)

Applicable to version(s): LP

This Service Bulletin consists of specifying the procedure for loading the files into the AMC computer.

This procedure includes in particular :

- the equipment used
- the specific tools
- the connections between the various equipment items
- the operational procedure
- AS330 OFP for loading of EC225 OFP into non-installed AMC computers

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable the approved personnel to load the files into the AMC computers avowed or nonavowed.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with an AMC (Aircraft Management Computer) P/N 4283XX.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Assembly of reinforced duct

Reference: EC225-21-017 (R2)

Applicable to version(s): LP

Replacement of ventilation front upper ducts by reinforced ducts.

This Service Bulletin consists of :

- Removing both (RH and LH) cabin ventilation front ducts
- Replacing the upper duct of each front duct by a reinforced upper duct
- Replacing, on frames X3550, X4555 and X5015, the securing strap hooks of each front duct
- Re-installing both modified ducts on the aircraft

SB from Airbus Helicopters France (AHF)

Pre- and post-modification parts are not interchangeable.
Part mixability pre- and post-modification is forbidden.



> BENEFITS

- Reinforce the upper part of the RH and LH front ventilation ducts and their attachments.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|----------|------------|--------------------------|-------------|
| +1,6 kg | +5,88 m.kg | 4 Day(s) | 28 Week(s) | 59170 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 30 Hour(s) |
| Airframe | 30 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 332A081145.00 and 332A081401.00 (Assembly of reinforced duct)

and equipped with :

- MOD 0726539

or :

- Aircraft S/N 2708, 2714, 2715, 2716, 2719, 2721, 2722, 2723, 2724, 2725, 2728, 2729, 2730, 2732, 2734, 2735, 2736, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2749, 2750, 2752, 2753, 2755, 2756, 2759, 2760, 2767, 2768, 2769, 2773, 2775, 2777, 2779, 2781, 2782, 2783, 2784, 2785, 2786, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2801, 2803, 2804, having received MOD 332P720125.05 or 332P720125.06.

or :

- Aircraft S/N 2680, 2685, 2691, 2692, 2693, 2695, 2697, 2699, 2701, 2702, 2703, 2707, 2709, 2711, compliance with Service Bulletin No. 21-010.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

BEHR™ air conditioning automatic load shedding improvement

Reference: EC225-21-014 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to enable the 2 air conditioning units to operate at full power on the AC ground power unit (GPU) whatever the position of the AC generators switches.

This Service Bulletin consists of :

- replacing (in the sponsons) the existing air conditioning computers (ACU) "18HU" and "19HU" by new computers, retrofit of ACUs through rolling shuttle exchange program
- installing a relay "32HU" in electrical cabinet, powered on connection to ground power receptacle
- modifying the electrical wiring for correct operation of relay "32HU"

The computer air conditioning P/N 070217E100002 is to be returned for modification by rolling shuttle exchange program.

SB from Airbus Helicopters France (AHF)

- The air conditioning computers P/N 070217E100001 (pre-MOD) and air conditioning computers P/N 070217E100002 (post-MOD) are interchangeable mechanically but not functionally.
- Mixability of pre-MOD air conditioning computers P/N 070217E100001 and post-MOD air conditioning computers P/N 070217E100002 is authorized.

> BENEFITS

- To improve the software of the air conditioning computers (ACU).

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|-----------|------------|---------------------------|-------------|
| + 0.1 kg | + 0.176 m.kg | 1 Day(s) | 26 Week(s) | 370 - 496 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 10 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726600 (New BEHR air conditioning HP unit) and not equipped with :
 - MOD 0726719 (air conditioning automatic load shedding improvement)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 0726681 (Automatic loading shedding of BEHR air conditioning unit) for Helicopters S/Ns 2680, 2685, 2721, 2723, 2724, 2725, 2728, 2734, 2739, 2740, 2744, 2747 and 2749

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cabin and cockpit HMV wiring pre-arrangement

Reference: EC225-21-033 (R1)

Applicable to version(s): LP

Prewiring of the system that anticipates possible overheating in hot air ducts.

This modification consists in :

- pre-wiring both discrete signals 'FC closed'
- pre-arranging wiring to control relay 26HC in MANUAL mode
- installing two diode modules and pre-arranging wiring to control relay 28HC in MANUAL mode

As per helicopter configuration :

- installing a time-delay module
- installing a relay and a strip
- pre-arranging their wiring

Airbus Helicopters was notified of several cases of overheating of hot air distribution ducts installed on the cabin ceiling, which caused smells in the cabin and RTBs (Return To Base).

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726922 and 0728085 (Cabin and cockpit HMV wiring pre-arrangement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Allow the operator to access the area in order to prepare helicopters for the arrival of this new card.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|---------------------------------|-------------------------------|-------------|
| +0,107 kg | +0,18 m.kg | 1,5 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 6 Hour(s) |
| Airframe | 2 Hour(s) |

Capability of new MITS air conditioning unit

Reference: EC225-53-051 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install new inserts on tank box assemblies in order to make the installation of the new MITS air conditioning system capable.

Removing, if necessary, the installed air conditioning system and the air conditioning system attachment fittings.
 Installing the new inserts and new bolts on the tank box assembly, the air conditioning system attachment fittings and installing if necessary, the air conditioning system.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD tank box assemblies are mixable.



> BENEFITS

- This modification allows BEHR/MITS air conditioning unit P/N 704A42110153 to be re-installed.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|----------|---------------------------------|-------------------------------|-------------|
| + 0.15 kg | + 1.15 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) |
| Mechanics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 0728185 (Installation of the new MITS air conditioning system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change in the VPU (Vibration Processing Unit) software

Reference: EC225-45-023 (R0)

Applicable to version(s): LP

Airbus Helicopters propose a retrofit for the VPU (Vibration Processing Unit).

This operation is performed using a laptop with the CMT V6.0.0 software pack.

Compliance with this Service Bulletin is left to the Operator's initiative.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable freewheel bearing vibration data to be acquired in the framework of optimized monitoring evaluation and to enable signals from the fan and LH MGB inputs to be acquired during maintenance operations.

| 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 |
|---------------|-----------------------|
| Avionics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- MOD 0728086 : Removal of MOD45 monitoring after implementation of new wheel or on which Service Bulletin No. 45-021 has been complied with and:
 - With a configuration file 707A49-438-670 or 707A49-439-074 or 707A49-439-189 or 707A49-439-242 or 707A49-439-241
- and not equipped with :
- MOD 332P673912.00 (VPU configurations files STD compatible V1.X)
 - or
 - MOD 332P673912.01 (VPU configurations files NTL2 compatible V1.X)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of accelerometers attachment washer

Reference: EC225-45-009 (R0)

Applicable to version(s): LP

To improve accelerometers attachment and prevent interferences between lockwire and washer.

The new washers are installed on all accelerometers secured by bolt/nut, except for the accelerometer monitoring the MOD45, for which the same washer will be introduced by revision of the SB after a longer certification circuit.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To prevent crushing of plastic washer after torquing, and to thus reduce the number of vibratory alarms reported by the monitoring system, caused by loss of tightening torque of accelerometer linked to crushing of the washer.

| 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 |
|---------------|-----------------------|
| Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26216 (Health Usage Monitoring System (HUMS) MK2+)

and not equipped with :

- MOD 0726976 (Installation of metallic washers in addition to plastic washer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of HUMS accelerometer 11RK8 attachment washer

Reference: EC225-45-020 (R0)

Applicable to version(s): LP

The new washer is installed on the "HUMS" accelerometer 11RK8, which monitors the MOD45, excluded during embodiment of modification 0726976 (SB 45-009).

Installation of a metallic washer in addition to plastic washer, to prevent crushing of plastic washer after torquing, and to thus reduce the number of vibratory alarms reported by the monitoring system, caused by loss of tightening torque of accelerometer linked to crushing of the washer.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the attachment of the HUMS (Health and Usage Monitoring System) accelerometer 11RK8 and prevent interferences between the lockwire and the washer.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Main Gear Box (MGB) P/N 332A32-5002-01M or 332A32-5003-01M
- MOD OP26216 (Health and Usage Monitoring System (HUMS) MK2+)
- MOD 0752525 (Redefining the nitrided bevel gear of the MGB)

and not equipped with :

- MOD 0728113 (Change of ":HUMS": accelerometer 11RK8 attachment washer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of riveted assembly on rear servo-control yaw bellcrank

Reference: EC225-67-015 (R1)

Applicable to version(s): LP

Airbus Helicopter offers retrofit of riveted assembly on rear servo-control yaw bellcrank.

The Service Bulletin consists of replacing the rivets of the rear servo-control yaw control bellcrank linkage.

The installation tip SB06-752A-430S and gun GB752 tools are available for rental. The conditions will be indicated upon request. For information, contact the Sales and Customer Relations Department.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to improve the riveted coupling of rear servo-control yaw control bellcrank.

| 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 | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Rear servo-control bellcrank input assembly P/N 332A27-3621-0001 and not equipped with :
- MOD 0728081 (Change of riveted assembly on rear servo-control yaw control bellcrank)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of riveted assembly on rear servo-control yaw bellcrank

Reference: AS332-67.00.51 (R1)

Applicable to version(s): C, C1, L, L1, L2

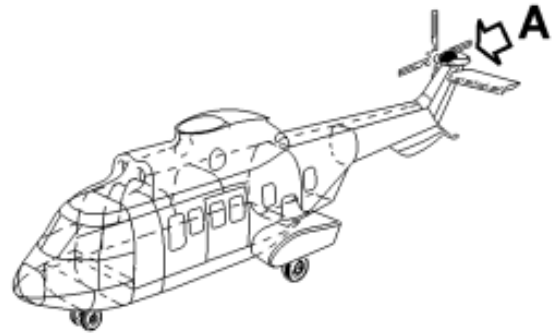
Improvement of the riveted coupling of rear servo-control yaw control bellcrank.

This Service Bulletin consists of replacing the rivets of the rear servo-control yaw control bellcrank linkage.

The purpose of the last revision is to make the tools enabling this Service Bulletin to be complied with available.

SB from Airbus Helicopters France (AHF)

Helicopters version C, C1, L, L1 Rear servo-control bellcrank input parts pre-MOD P/N 332A27-2670-0001 and post-MOD P/N 332A27-2670-0101 are not interchangeable. Helicopters version L2 Rear servo-control bellcrank input parts pre-MOD P/N 332A27-3621-0001 and post-MOD P/N 332A27-3621-0101 are not interchangeable.



> BENEFITS

- Improve fixing of the rear servo-control yaw bellcrank

| KG | | | | | |
|------------|------------|------------|---------------------------------|-------------------------------|-------------|
| 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 |
|---------------------|-----------------------|
| Airframe, Structure | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Rear servo-control bellcrank input P/N 332A27-2670-0001 (Helicopters version C, C1, L, L1) or 332A27-3621-0001 (Helicopters version L2)

and not equipped with :

- MOD 0728081 (Change of riveted assembly on rear servo-control yaw control bellcrank)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Changes in cabin and cockpit heating/ventilation control protections on new ECCU PCB

Reference: EC225-21-036 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to secure cabin and cockpit heating operation.

This modification consist in :

- Connect all cables previously installed during compliance with MOD 0726922
- Disconnect relay 61HC
- Remove relay 61HC support
- Replace the ECCU PCB positioned in Y5 in rack 16WW by a new ECCU PCB

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Secure cabin and cockpit heating operation integrating 2 new discrete signals FC HMV closed End of travel of Heating Modulating Valve in order to limit and detect overheating in hot air ducts.
- Force HMV automatic closing further to a failure of the heating system in manual mode.
- Prevent an anomaly from being recorded by the ECCU (Environment Control and Command Unit) PCB when the helicopter is energized by the battery.
- Clarify failure acknowledgment logic.AI2950

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726922 (wiring both discrete signals of both HMVs (Heating Modulating Valve))
 - MOD 0728085 (forcing HMV closing, inhibiting failure raising when the battery is being energized, if AMS 0726710 is complied with)
- and not equipped with :
- MOD 0726923 (Changes in cabin and cockpit heating/ventilation control protections on new ECCU PCB)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWNTIME | 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 |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) |
| Avionics | 8 Hour(s) |

Changes to the maintenance intervals of transformer-rectifiers

Reference: AS332-05.00.90 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to ease the introduction of this measure by defining a return schedule for the maintenance of transformer-rectifiers.

This Service Bulletin consists in defining a schedule for returning transformer-rectifiers for maintenance.

Revision 1 of this Service Bulletin does not affect compliance with Revision 0.

SB from Airbus Helicopters France (AHF)

Send back the transformer-rectifier to an approved repair station.



> BENEFITS

- The maintenance time limits of the transformer-rectifiers by adding a 3500-flying hour limit or 6-year limit.

| 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

- Transformer-rectifiers MP/N 684-1009-200

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Changes to the maintenance intervals of transformer-rectifiers MP/N 684-1009-200

Reference: EC225-05-025 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to ease the introduction of this measure by defining a return schedule for the maintenance of transformer-rectifiers.

Compliance with this Service Bulletin consists in defining a schedule for returning transformer-rectifiers for maintenance following the introduction of the new maintenance time limits.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopter decided to add a 3500-flying hour time limit in addition to the 6-year time limit, already in place.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Transformer-rectifiers MP/N 684-1009-200

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Clarification concerning the weighing method for the inflation cylinder

Reference: EC225-05-041 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to clarify the weighing method for inflation cylinders installed on RFD Type 18R Mk3 life rafts.

This Service Bulletin consist in :

- Replacing the current identification label of the cylinder with a new label, which indicates the weight of the inflation cylinder including all the dust and safety caps
- Weighing the inflation cylinder and checking the measured weight

Comply with this Service Bulletin as part of each weighing operation performed in accordance with the Master Servicing Manual (MSM).

SB from Airbus Helicopters France (AHF)

The components have to be ordered from Survitec Group.



> BENEFITS

- Correct the inflation cylinder label.

| 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 | 2 Hour(s) per life rat |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircrafts equipped with life rafts part number :

- 00051047 (704A42691031) and 00051048 (704A42691033)

or

- 00051317 (704A42691062) and 00051318 (704A42691063)

with inflation cylinder (MP/N) 41918001 or 41918002.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cockpit door closing/opening detection reliability improvement

Reference: EC225-52-012 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the pilot and copilot door closing detection system.

This modification consists in installing new strikes and safety stop to have a better pilot and copilot door closing detection system.

SB from Airbus Helicopters France (AHF)

Doors PRE and POST MOD 0728016 are interchangeable. Mixability of PRE and post-MOD 0728016 LH and RH doors is authorized.



> BENEFITS

- Better pilot and copilot door closing detection system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|-----------|------------|------------------------------|-------------|
| + 0.076 kg | + 0.13 m.kg | 1 Day(s) | 43 Week(s) | 5083 - 10190 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with:

- A RH center catch P/N 332A25-1368-21,
- A LH center catch P/N 332A25-1368-20,

And pre-MOD 0728016 (Cockpit door closing/opening detection reliability improvement).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cockpit door closing/opening detection reliability improvement

Reference: AS332-52.00.47 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to improve the pilot and copilot door closing detection system.

This Service Bulletin consists of removing old spoilers, removing old safety stops, adapting the structure, installing new spoilers and installing new safety stops.

SB from Airbus Helicopters France (AHF)

Doors before modification 0728016 and after modification 0728016 are interchangeable.

Right and left doors can be mixed before modification 0728016 and after modification 0728016.



> BENEFITS

- Improve the pilot and copilot door closing detection system.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|----------|------------|-------------------------|-------------|
| +0,076 kg | +0,13 m.kg | 1 Day(s) | 43 Week(s) | 5107 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Right rear centre trigger 332A25-1055-20
- Left rear centre spoiler of reference 332A25-1056-20
- Right rear centre trigger 332A25-1368-21
- Left rear centre spoiler of reference 332A25-1368-20

and not equipped with :

- MOD 0728016 (Cockpit door closing/opening detection reliability improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Connection of MGB epicyclic module chip detector to MGB chip indicator

Reference: AS332-63.00.78 (R2)

Applicable to version(s): L2

The purpose of this Service Bulletin is to connect the MGB epicyclic module chip detector to the MGB chip indication and warning system, so as to provide a warning on the instrument panel in the event of one or more particles collected on the chip detector.

A chip detector is installed on the epicyclic module but it is not connected to the MGB CHIP indicator on the instrument panel.

Airbus Helicopters introduces a wiring modification to enable the chip detector of the epicyclic module to provide warning on the instrument panel in the event of one or more particles collected on the chip detector.

The last revision introduce a KIT for aircrafts equipped with HUMS or A.R.M.S Helicopters not equipped with HUMS or A.R.M.S and which have already complied with last revisions of this Service Bulletin are not concerned by revision 2 of this Service Bulletin.

Helicopters equipped with HUMS or A.R.M.S., and which have already complied with revision 1 of this Service Bulletin are not concerned by revision 2 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD harnesses are not interchangeable.

> BENEFITS

- This modification allows the maintenance interval of the chip detector on the epicyclic module to be extended from 25 FH to 50 FH.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|---------------------------|-------------|
| Negligible | Negligible | 1 Day | 12 Week(s) | 140 - 323 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 4 Hour(s) |
| Mechanics | 2 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
• MOD 0728123 (Connection of MGB epicyclic module chip detector to MGB chip indicator)

For helicopters equipped or not with HUMS or A.R.M.S

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cut-out of hydraulic spouts

Reference: EC225-21-022 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to modify the hydraulic spouts so as to facilitate maintenance of air conditioning piping.

This Service Bulletin consists of removing and cutting out the RH and LH front troughs, modifying the ends of the troughs after cut-out, installing the modified troughs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD spouts are interchangeable. Mixability of spouts pre- and post-MOD is authorized.



> BENEFITS

- To facilitate maintenance of air conditioning piping.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|----------|---------------------------------|-------------------------------|-------------|
| + 0,06 kg | + 0,114 m.kg | 1 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Airframe, Systems | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- AMS 0726615 (Relocation of nut plates on hydraulic troughs)

or

- Service Bulletin No. 53-013 Revision 0

and not equipped with :

- MOD 332A081398.00 (Cut-out of hydraulic spouts)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

DECU (FADEC) EMC101 software upgrade to V6 (TU82)

Reference: EC225-77-013 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install the new V6 version on both DECU (Digital Engine Control Unit) EMC101 digital computers.

This modification upgrade the software of the RH and LH DECU EMC101 digital computers to version V6.
 The main upgrade included in this version is the optimization of the bleed valve control laws in the offset mode.

DECU EMC101 digital computers P/N 70CMK11000 are no longer delivered.
 It is prohibited to mix PRE and POST MOD DECU digital computers on the LH and RH sides.

SB from Airbus Helicopters France (AHF)

The digital computer must be returned to SAFRAN helicopter engines for modification.

> BENEFITS

- Increases the engine's margin with respect to 'popping' events.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| Negligible | Negligible | On request | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---|-----------------------|
| Avionics | 1 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |
| Safran Helicopter Engines approved technician | 4 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726592 (MAKILA 2A1 engines)
- MOD 0726939 (DECU (FADEC) EMC101 digital computers P/N 70CMK11000)

and not equipped with :

- MOD 0728401 (DECU EMC101 software V6)

For helicopters on which modification OP23554 (Multi-purpose air intake) was embodied and on which modifications 0726845 (AMC GE replaced with AMC +) and 0728460 (VMS software 2.5 modified for the AMC GE) were not embodied, comply with Service Bulletin No. EC225-31-015 first.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Electrical connection of the hoist squib

Reference: AS332-25.02.27 (R0)

Applicable to version(s): C, C1, L, L1

The purpose of this Service Bulletin is to improve the electrical connection of the hoist squib.

To prevent damage to the squib connector strips when connecting/disconnecting the said connector, which would require the hoist to be returned to an approved Repair Station, we recommend two solutions :

- A temporary solution, consisting in adding an insulating component to the squib connector. The temporary solution introduces an additional maintenance operation every time the squib connector is connected/disconnected. This solution can be carried out by the operator pending application of the final solution.
- A final solution, consisting in having a repair station replace and modify the squib connector components.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To prevent damage to the squib connector strips when connecting/disconnecting the said connector.

| 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 | 0,5 Hour(s) |
| Electrical systems | 0,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with Fixed-speed hydraulic hoists MP/N 76363-200-A and with a serial number below 730.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Ergonomic windows release handles

Reference: AS332-56.00.08 (R2)

Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin enhances the window release by introducing an optimized release handle (ergonomics and color) as a replacement for the current red extraction tape. This new release handle has a maintenance interval during Additional Inspection (S) or at 1 year, whichever earlier.

This Service Bulletin consists of replacement of extraction tape by window release handle at each jettisonable window and replacement of interior markings.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD panels and door assemblies are not interchangeable. Mixing between PRE MOD and POST MOD components is prohibited.



> BENEFITS

- The modification on in-service helicopters consists in replacing the current red extraction tape on the internal part of the jettisonable window with an optimized release handle.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|---------------------------------|-------------------------------|-------------|
| + 0.280 kg | + 1.331 m.kg | 3 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 not equipped with :

- MOD 0728136 (New ergonomics of window release handle)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- (will be selected in the CONFIGURATION ASSISTANT)
 - MOD 0728212 (Outside jettisoning window straps replacement).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Ergonomic windows release handles

Reference: EC225-56-006 (R2)

Applicable to version(s): LP

Airbus Helicopters offers the retrofit of ergonomic window release handles.

The modification on in-service helicopters consists in replacing the current red extraction tape on the internal part of the jettisonable window with an optimized release handle.

The kits associated to the configurations have to be ordered for each jettisonable windows

SB from Airbus Helicopters France (AHF)

Helicopters, which have already complied with revision 0 of this Service Bulletin and are not equipped with any of the following door part numbers, are not concerned by revision 1 of this Service Bulletin: - 332A22-1301-0658 - 332A22-1301-0760 Compliance with this Service Bulletin is not compatible with helicopters equipped with bubble windows (MOD OP26003).

> BENEFITS

- The optimization includes:
- Ergonomic change: from extraction tape type to a release handle (release possible even when wearing gloves)
- Enhanced visualization in dark conditions by adding a yellow/black-striped sleeve to the new window release handle
- Also, markings / placards are modified to display the instruction "pull handle"
- The new release handle has a maintenance interval at Additional Inspection (S) or 1 year, whichever earlier



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Jettisonable windows, except with configuration 332V87-1013-XX \ VIP manual blinds installation or 332V87-3125-XX \ VVIP electrical blinds installation and not equipped with :
- MOD 0728136 (New ergonomics of window release handle)
- MOD 0728212 (Outside jettisoning window straps replacement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|---------------------------------|-------------------------------|-------------|
| + 0.280 kg | + 1.331 m.kg | 3 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---------------------------|
| Mechanics | 3 Hour(s) For each window |

FCP (Flight Control Panel) configuration procedure

Reference: EC225-31-005 (R2)

Applicable to version(s): LP

Airbus Helicopters offers the possibility to blank some parts Flight Control Panel.

This Service Bulletin consists in installing blanking caps on the front panel of the FCPs according to the equipment configuration on the helicopter.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to blank the functions not used on the front panel of the FCPs (Flight Control Panels) P/N 416-00323-000 according to the equipment configuration on the helicopter.

| 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 :

- Flight Control Panel P/N 416-00323-000

> CERTIFICATION ORGANIZATION(S)

EASA Europe

FDRS/ACMS software upgrade for MFDAU board Version 1.4 to 1.5

Reference: EC225-45-007 (R1)

Applicable to version(s): LP

Upgrade FDRS/ACMS (Flight Data Recorder System/Aircraft Condition Monitoring System) onboard software of MFDAUs (Miscellaneous Flight Data Acquisition Unit) V1.4 to V1.5 and Ground Station Software V5.1.

On helicopter this modification consists in taking into account the upgrade of FDRS/ACMS onboard software of the MFDAU.

These modifications :

- give rise to a new P/N for the MFDAU and new configuration files
- are embodied by returning the hardware equipment to EUROCOPTER

On ground station this modification consists in upgrading the version of ACMS software P/N 707A49-438-267 in the Ground Station V5.1.

The P/N and version of the ACMS software of Ground Station V5.1 do not change further to this modification.

Pre- and post-MOD MFDAUs are interchangeable.
Mixability of MFDAUs P/Ns 360-00700-203 and 360-00700-204 is authorized.

SB from Airbus Helicopters France (AHF)

The data acquisition unit (MFDAU) must be returned to Airbus helicopters for modification.

> BENEFITS

- This modification consists of :
 - reducing or canceling the operating and vibration data losses
 - improving the recording of some parameters during helicopter flight
- The main changes to FDRS/ACMS software of MFDAUs involve the modification of the following functions :
 - correction of data losses related to 'No Data From HUMS' and automatic restart of ACMS software in case of cycle interruption
 - USLM (Usage Surveillance Limitation Moteur - Engine Limitation Monitoring Usage) : modification to gas turbine (NG) and temperature probe (T4) inspection monitoring in OEI (One Engine Inoperated) mode as per FADEC (Full Authority Digital Engine Control)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------|-------------|
| Negligible | Negligible | 3 Hour(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------------|-----------------------|
| Avionics | 0,5 Hour(s) |
| Avionics, HUMS Specialist | 1 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- FDRS/ACMS data acquisition units (MFDAU) 360-00700-203
- FDRS/ACMS software 707A49-438-446 (V1.4)

and not equipped with :

- MOD 0726726 (FDRS/ACMS software upgrade for MFDAU board Version 1.4 to 1.5)

Customers operating helicopters with data acquisition units (MFDAU) P/N 360-00700-202 may upgrade their MFDAU P/N 360-00700-202 to P/N 360-00700-204 by jointly complying with Service Bulletin No. 45-004 (MOD 0726593) and this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Filler plug of the Intermediate Gearbox: Design screwed with baffle vents

Reference: EC225-65-007 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the filler plug of the Intermediate Gearbox (IGB) with a plug whose definition is more robust.

The design of the existing filler plug is not sufficiently robust to ensure a perfect sealing in the specific case of the IGB. This filler plug is installed on top of the IGB, outside (without cover), at the end of the tail boom and is subjected to all weather conditions and aerodynamic flows. This modification consists in replacing it with a new plug which has a 'quarter turn' type opening and fully integrates a vent used to balance the IGB internal pressure with the outside.

SB from Airbus Helicopters France (AHF)

The PRE and POST MOD filler plugs are not interchangeable.



> BENEFITS

- Guarantee the IGB total sealing.

| 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 | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0761056 (Filler plug of the Intermediate Gearbox, design screwed with baffle vents)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Filler plug of the Intermediate Gearbox: Design screwed with baffle vents

Reference: AS332-65.00.20 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this modification is to replace the filler plug of the Intermediate Gearbox (IGB) with a plug whose definition is more robust.

The design of the existing filler plug is not sufficiently robust to ensure a perfect sealing in the specific case of the IGB. This filler plug is installed on top of the IGB, outside (without cover), at the end of the tail boom and is subjected to all weather conditions and aerodynamic flows.

This modification consists in replacing it with a new plug which has a "quarter turn" type opening and fully integrates a vent used to balance the IGB internal pressure with the outside.

Compliance with this Service Bulletin supersedes compliance with Service Bulletin 65.00.15.

SB from Airbus Helicopters France (AHF)

The PRE and POST MOD filler plugs are not interchangeable.



> BENEFITS

- To guarantee the IGB total sealing.

| WEIGHT | MOMENT | DOWNTIME | 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 | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0761056 (Replacement of the filler plug of the Intermediate Gearbox (IGB))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fire detection system for engine and MGB

Reference: AS332-26.00.20 (R0)

Applicable to version(s): C, C1, L, L1

Optimize the engine and MGB fire detection operation.

The principle of the fire detection is based upon the monitoring of the detection line strength.

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD detection units are mechanically but not functionally interchangeable. Pre-MOD and post-MOD detection fire boards are mechanically but not functionally interchangeable. Mixability of parts is forbidden.



> BENEFITS

- The purpose of these modifications is to indicate drifts and implement maintenance operations before false fire indications appear.

| WEIGHT | MOMENT | DOWNTIME | 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 |
|---------------|-----------------------|
| Avionics | 7 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726490 (Increasing reliability of fire detection system for engine and MGB)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Frame X5295 reinforcement

Reference: AS332-53.01.52 (R5)

Applicable to version(s): L2

The purpose of this modification is to reinforce splicing at frame X5295 on LH and RH sides, further to cracks found at frame level.

Installation of a new titanium plate underneath the fitting, to which a 4th finger was added, and of a new widened aluminium splice, reaching down below the upper corner of the door.

SB from Airbus Helicopters France (AHF)

Strong wind lashing fittings pre- and post-MOD 0726500 are not interchangeable. Titanium plates pre- and post-MOD 0726517 are not interchangeable. Components pre- and post-MOD 0726517 and MOD 0726500 are not mixable.



> BENEFITS

- This reinforcement is based on the principle of better load transfer from rotor to frame and, thereby, a reduction of the dynamic loads in the frame.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------------------------|-------------|
| On request | On request | 6 Week(s) | 34 Week(s) | 45078 - 52255 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---|-----------------------|
| Airframe, Structure | 480 Hour(s) |
| Avionics | 350 Hour(s) |
| FTI bush insertion-qualified Technician | 350 Hour(s) |
| Mechanics | 350 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726517 (modification to frame X5295 splicing)
- MOD 0726500 (Installation of new strong wind lashing fittings) for aircraft equipped with strong wind lashing fitting
- MOD 0726499

Helicopters post-FR 332 53 507 06 are not concerned by embodiment of modification 0726517

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuel management panel

Reference: AS332-28.00.66 (R0)

Applicable to version(s): C, C1, L, L1, L2

Update of the fuel management panel load impedance.

Compliance with this Service Bulletin consists in returning the fuel management panel to a ZODIAC-approved repair station, in order to embody MOD 0726890 which consists in changing the load impedance of the fuel management panel.

SB from Airbus Helicopters France (AHF)

In order to schedule the modification to the fuel management panels (MP/N) 749822 and 749823, please contact your usual ZODIAC correspondent. Your technical contact will send you a retrofit schedule proposal for your equipment. After agreement, you will return the material to a ZODIAC-approved repair station in compliance with this schedule.



> BENEFITS

- To adapt the response of the detectors to the thresholds of the panel.

| KG | | | | | |
|------------|------------|-----------|------------|-------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| Negligible | Negligible | 2 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | On Request |
| Mechanics | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Fuel management panels MP/N (P/N) : 749822 (704A47653100) or 749823 (704A47653101)
- and not equipped with :
- MOD 0726890 (Changing the load impedance of the fuel management panel)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuel management panel

Reference: EC225-28-011 (R0)

Applicable to version(s): LP

Update of the fuel management panel load impedance to adapt the response of the detectors to the thresholds of the panel.

Compliance with this Service Bulletin consists in returning the fuel management panel to a ZODIAC- approved repair station for modification.

Equipment items pre modification and post modification are interchangeable.

SB from Airbus Helicopters France (AHF)

In order to schedule the modification to the fuel management panels, please contact your usual ZODIAC correspondent. Your technical contact will send you a retrofit schedule proposal for your equipment. After agreement, you will return the material to a ZODIAC-approved repair station in compliance with this schedule.



> BENEFITS

- Some cases of overflow during pressure refueling of tanks because the "high level" was not detected, as well as a report of untimely illumination of the "low level" indicator light have been noticed.
- Consequently, Airbus Helicopter recommends the modification to the fuel management panels if overflow is encountered during pressure refueling.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Fuel management panels MP/N 749823 (704A47653101) and not equipped with :
- MOD 0726890 (changing the load impedance of the fuel management panel)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 0,5 Day(s) |
| Avionics | 2 Day(s) |

Fuel vent deflectors

Reference: AS332-28.00.74 (R1)

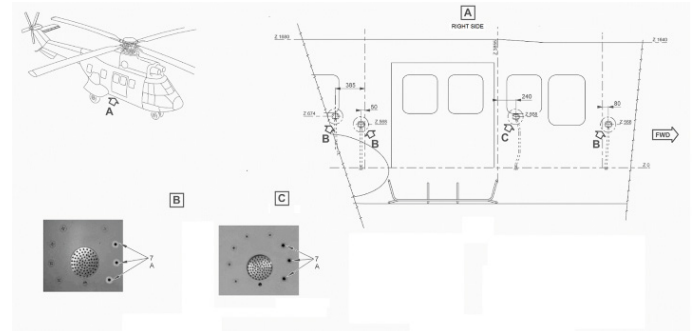
Applicable to version(s): L1

Installation deflectors on the fuel vents.

This Service Bulletin consists in :

- Removing the existing vent attachment bolts
- Installing the vent deflectors

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Create a negative pressure in the fuel tank compartment and thus prevent fuel odors in the cabin.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| + 0.150 kg | Negligible | 0.5 Day(s) | 15 Week(s) | 6048 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

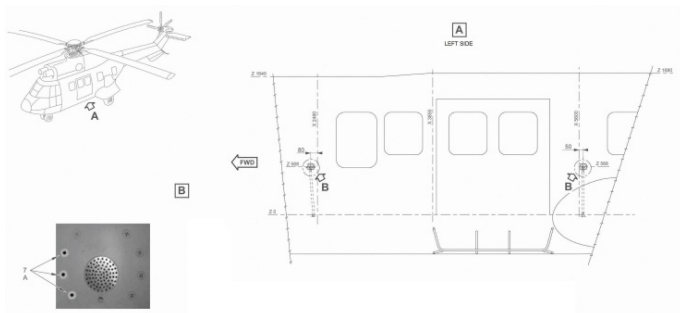
- MOD 332A081013.00 (Installation of vent deflectors)
- The revision 0 also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 2,5 Hour(s) |



Fuse-type protection of the cockpit P3 distributor power supplies

Reference: EC225-21-032 (R0)

Applicable to version(s): LP

To send the SKURKA starter-generator to an approved repair station for improvement.

This Service Bulletin consists of installing in the lower section of the electrical cabinet a fuse holder fitted with 3 fuses and to connect them to the P3 heating control unit circuit.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Protection of the three +28-V control outputs of the heating control unit, through the installation of fuses.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|------------|-------------------------|-------------|
| + 0.140 kg | + 0.306 m.kg | 4 Hour(s) | 35 Week(s) | 1883 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726938 (Fuse-type protection of the cockpit P3 distributor power supplies)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuse-type protection of the cockpit P3 distributor power supplies

Reference: AS332-21.00.35 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to protect, through the installation of fuses, the three +28-V control outputs of the heating control unit against the risks of current overload caused by a malfunction of the 3-way P3 valve in the cockpit.

This Service Bulletin consists of installing in the lower section of the electrical cabinet a fuse holder fitted with 3 fuses and to connect them to the P3 heating control unit circuit.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To protect against the risks of current overload.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|------------|-------------------------|-------------|
| + 0.140 kg | + 0.306 m.kg | 4 Hour(s) | 35 Week(s) | 1883 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726938 or 332P081442(Fuse-type protection of the cockpit P3 distributor power supplies)
- Or which did not comply with Service Bulletin No. 21.00.13 (heating and ventilation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heat insulation of ventilated probe for reliable measurement of cabin temperature

Reference: EC225-21-029 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the reliability of the cabin temperature measurements by installing a heat-insulated casing on the body of the probe.

This modification consist in :

- Removing the ventilated probe from its support
- Modifying the ventilated probe harness
- Modifying the covering for installation of the ventilated probe and its heat-insulated casing (For aircraft with rigid covering)
- Installing the ventilated probe and its heat-insulated casing on the covering

SB from Airbus Helicopters France (AHF)

Parts PRE and POST MOD are not interchangeable.



> BENEFITS

- Provide for better cabin temperature regulation.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|---|------------|-----------------------------|-------------|
| + 0,048 to 0,163 kg depending on aircraft configuration | + 0,28 to 0,95 m.kg depending on aircraft configuration | 3 Hour(s) or 1 Day(s) depending on aircraft configuration | 24 Week(s) | 3809 - 4894 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Electrical systems | 1,5 Hour(s) |
| Airframe | 0,5 or 4 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 0726283 (Improvement of cabin heating / ventilation)

and not equipped with :

- MOD 0726921 (Installation of ventilated probe for reliable measurement of cabin temperature)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heating regulation function improvement

Reference: EC225-21-013 (R2)

Applicable to version(s): LP

Heating regulation modification system.

The modification consists of :

- Segregating the +28V power supply for the heating regulation unit,
- Closing the regulation valves upon the loss of +28V on the heating regulation unit,
- Balancing and reducing the transient heating power by means of a diaphragm on the P3 line.

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

- Improvement heating regulation function.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|-----------|------------|----------------------|-------------|
| Negligible or + 0.281 kg depending on aircraft configuration | Negligible or + 0.482 m.kg depending on aircraft configuration | 10 Day(s) | 26 Week(s) | 2791 EUR (e.c. 2023) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Avionics | 80 Hour(s) |
| Airframe, Mechanics | 6 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved luggage trunk installation

Reference: EC225-25-183 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to provide for the installation of the new lateral luggage trunks.

Improved luggage trunks on the LH and RH external side of the helicopter.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improved luggage trunks on the LH and RH external side of the helicopter.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------|----------------------|----------|---------------------------------|-------------------------------|-------------|
| +31,4 kg per side | +32,25 m.kg per side | 1 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 7 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP26653 (External lateral luggage cases - Removable part)

and not equipped with :

- MOD 0726768 (External lateral luggage trunks improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SECAN™ air conditioning unit support fittings

Reference: EC225-21-007 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve SECAN air conditioning unit support fittings.

To replace the former air conditioning unit attachment lugs made of riveted plates by machined attachment lugs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD fittings are not interchangeable. Pre- and post-MOD fittings are not mixable.



> BENEFITS

- New attachment lugs.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|----------|------------|--------------------------|-------------|
| + 0.372 kg | + 2.720 m.kg | 1 Day(s) | 28 Week(s) | 15835 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopter(s) equipped with SECAN air conditioning units in sponsons (post-MOD OP25496 (Complement air conditioning with multipurpose sponsons)) and not equipped with :

- MOD 0726686 (Improved SECAN air conditioning unit support fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SECAN™ air conditioning unit support fittings

Reference: AS332-21.00.31 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to remove the air conditioning unit attachment lugs.

This Service Bulletin consists in to replace the former air conditioning unit attachment lugs made of riveted plates by machined attachment lugs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD fittings are not interchangeable Pre- and post-MOD fittings are not mixable.



> BENEFITS

- Improve the SECAN air conditioning unit support fittings

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|----------|------------|--------------------------|-------------|
| +0,372 kg | +2,72 m.kg | 1 Day(s) | 28 Week(s) | 15835 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- SECAN air conditioning units in sponsons
- MOD OP25496 (Complement air conditioning with multipurpose sponsons)

and not equipped with

- MOD 0726686 (Improved SECAN air conditioning unit support fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of draining of BEHR™ or SECAN™ model air conditioning system drain tray

Reference: EC225-21-030 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve water discharge through the LH and RH front drains.

This Service Bulletin consists of :

- adding a Y joint on the water draining systems of the ducts (on LH and RH sides)
- adding a vent pipe system (on LH and RH sides)
- securing the routing of the draining systems to the existing cleats and to new supports
- drilling and trimming a covering panel
- protect each contact area of the pipes with heat-shrink tubing

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Avoid water scavenging through the evaporator drain tray.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|------------|-------------|-------------|
| +0,11 kg | +0,254 m.kg | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Please contact Airbus helicopters to defines your aircraft configuration and to place order.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of frangible windows for life raft release installation on multipurpose sponsons

Reference: EC225-25-060 (R1)

Applicable to version(s): LP

This Service Bulletin consists of replacing the jettisonable cowling locks' frangible protection windows by new frangible windows.

These new frangible windows bring the following improvements:

- Modification of the polyurethane material and increased thickness
- Increased "frangible" drilling diameter and increased pitch between these drilled holes
- Modified shape of the frangible window to ensure better grip when tearing it off
- Replaced elastomeric tape
- Hooking of the frangible window with lockwire on an adjacent bolt head to offset the possible vibratory level

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD components are not interchangeable. Mixing between pre- and post-MOD components is authorized. It is possible to mount on same sponson a pre-MOD RH frangible window and a post-MOD LH frangible window.

> BENEFITS

- To reduce the risk of cracks on the jettisonable cowling locks' frangible protection windows and to improve sealing.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|-----------|--------------------|-------------|
| On request | On request | 1 Hour | 4 Week(s) | 70 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726384 (raft optional equipment, enlarged window compatible, with dual release control and raft area outer lighting)
- and not equipped with :
- MOD 0726613 (Improvement of frangible windows for life raft release installation on multipurpose sponsons)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of frangible windows for life raft release installation on multipurpose sponsons

Reference: AS332-25.02.24 (R0)

Applicable to version(s): L2

To reduce the risk of cracks on the jettisonable cowling locks' frangible protection windows and to improve sealing.

This Service Bulletin consists of replacing the jettisonable cowling locks' frangible protection windows by new frangible windows.

These new frangible windows bring the following improvements:

- Modification of the polyurethane material and increased thickness to reduce the risk of crack growth
- Increased "frangible" drilling diameter and increased pitch between these drilled holes to reduce the risk of cracks
- Modified shape of the frangible window to ensure better grip when tearing it off
- Replaced elastomeric tape to improve sealing and to reduce the possible vibratory level
- Hooking of the frangible window with lockwire on an adjacent bolt head to offset the possible vibratory level

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD components are not interchangeable. Mixing between pre- and post-MOD components is authorized. It is possible to mount on same sponson a pre-MOD RH frangible window and a post-MOD LH frangible window.

> BENEFITS

- Improve sealing and reduce the risk of cracks on the jettisonable cowling locks frangible protection windows.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|--------------------|-------------|
| On request | On request | 1 Hour(s) | 4 Week(s) | 17 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 1 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726316
 - MOD 0726384
- and not equipped with :
- MOD 0726613 (Improvement of frangible windows for life raft release installation on multipurpose sponsons)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of IGB and TGB temperature probes

Reference: EC225-65-006 (R0)

Applicable to version(s): LP

Reduction the risk of damage to electrical wiring at IGB (Intermediate Gear Box) and TGB (Tail Gear Box) temperature probes connectors.

This modification consist in replacing the IGB/TGB elec. inst. tail boom harness with a new IGB/TGB elec. inst. tail boom harness.

The new electrical harness P/N 332A60-1 162-00AA will be equipped with :

- Electrical cable reference MLB22 in place of cables reference TJB24
- Straight couplings on connectors "12EW-A" and "14EW-A"

Pre-MOD and post-MOD harnesses are not interchangeable.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduce the risk of damage to electrical wiring at IGB (Intermediate Gear Box) and TGB (Tail Gear Box) temperature probes connectors.



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

5 Hour(s)



LEAD TIME

13 Week(s)



PRICE RANGE

6763 EUR
(e.c. 2023)



ONLINE CAT.

eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726952 (Improvement of IGB and TGB temperature probes)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

5 Hour(s)

Improvement of IGB and TGB temperature probes

Reference: AS332-65.00.19 (R1)

Applicable to version(s): L2

To reduce the risk of damage to electrical wiring at IGB (Intermediate Gear Box) and TGB (Tail Gear Box) temperature probes connectors.

In addition to Service Bulletins 65.00.18 and 64.00.41 which introduced straight couplings on temperature probe connectors, Airbus Helicopters increased the cables section from gage 24 to gage 22 to make cables less sensitive to repeated handling. As this increase in section can only be performed on the complete harness, this Service Bulletin proposes replacing the harness when an extensive maintenance operation is to be done in the area.

SB from Airbus Helicopters France (AHF)

Pre-MOD and post-MOD harnesses are not interchangeable.



> BENEFITS

- Better IGB and TGB temperature probes

| 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 |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with : MOD 0726952 (Improvement of IGB and TGB temperature probes)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of IGB temperature probe reliability

Reference: AS332-65.00.18 (R0)

Applicable to version(s): L2

Airbus determined that the elbow of the coupling of the connector arriving at the IGB temperature probe was not adequate and might cause a malfunction of the IGB oil temperature indication system, downgrading of the sensor by unswaging and harness damage. The purpose of this modification is to improve the routing and location of the electrical wiring arriving at the IGB oil temperature probe.

The modification of this Service Bulletin consists of replacing the elbow coupling of the connector "14EW-A" of the IGB oil temperature probe "14EW" by a straight coupling.

Airbus recommends that you comply with SB AS332-64.00.41 and this Service Bulletin simultaneously, in order to minimize the helicopter downtime.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid untimely IGB oil temperature warnings, malfunction of the indication system, downgrading of the sensor and harness damage.

| 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 |
|---------------|-----------------------|
| Avionics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 332A088684.00 (Improvement of IGB temperature probe reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of IGB temperature probe reliability

Reference: EC225-65-003 (R0)

Applicable to version(s): LP

Airbus Helicopters offers retrofit the IGB temperature probe.

The modification of this Service Bulletin consists of replacing the elbow coupling of the connector "14EW-A" of the IGB oil temperature probe "14EW" by a straight coupling.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the routing and location of the electrical wiring arriving at the IGB oil temperature probe.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 332A088684.00 (Improvement of IGB temperature probe reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of mechanical interface between tail rotor blades and spherical thrust bearings

Reference: AS332-64.00.40 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to implement the improved interface between the tail rotor blades and the spherical thrust bearings.

This Service Bulletin consists of removal the tail rotor blades, install the tail rotor blades using improved fasteners and doing a tail rotor balance check.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable. Mixing between PRE MOD and POST MOD components is prohibited.



> BENEFITS

- Improve the reliability of the mechanical interface between the tail rotor blades and the spherical thrust bearings.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|--------------------------|-------------|
| Negligible | Negligible | 1 Day | 70 Week(s) | 19686 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 8 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0766313 (Improvement of mechanical interface between tail rotor blades and spherical thrust bearings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of mechanical interface between tail rotor blades and spherical thrust bearings

Reference: EC225-64-007 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to implement the improved interface between the tail rotor blades and the spherical thrust bearings.

This Service Bulletin consists of :

- removal of tail rotor blades
- installation of tail rotor blades using improved fasteners
- tail rotor balance check

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.
 Mixing between PRE MOD and POST MOD components is prohibited.



> BENEFITS

- Improve the reliability of the mechanical interface between the tail rotor blades and the spherical thrust bearings by using new fasteners with new torque values.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 78 Week(s) | 15273 - 34958 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Pilot, Flight test | 1 Hour(s) |
| Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0766313 (Improvement of mechanical interface between tail rotor blades and spherical thrust bearings)

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

- MOD OP26165 (Main and tail rotor blade deicing)
- MOD OP26871 (Creation of blades deicing anti-optional installation on MK2+)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of MGB oil pressure transmitter reliability

Reference: EC225-63-010 (R0)

Applicable to version(s): LP

Improvement the reliability of the MGB oil pressure transmitters.

The purpose consist a installing a protection on:

- The oil pressure transmitter of the main lubrication manifold, in forward position
- The oil pressure transmitter of the standby lubrication system on the MGB filter unit, in aft position

This is a temporary protective solution waiting a redesign of the sensor

SB from Airbus Helicopters France (AHF)

The modification will be integrated into the following manuals: o MMA, o PRE.
 These documents will be circulated at a later date. The updated IPC publications must be ordered by Customer.



> BENEFITS

- To prevent moisture ingress into the sensor

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|---------------------------------|-------------------------------|--------------------|
| Negligible | Negligible | 3 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 :

- Main Gearbox (MGB) and an oil pressure transmitter in forward position
 - MGB with an oil pressure transmitter in aft position
 - MOD 0752521 (MGB standby lubrication system: replacement of the pressure switch by a transmitter)
- and not equipped with :
- MOD 332A088682.00 (Improvement of MGB oil pressure transmitter reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of MGB oil pressure transmitter reliability

Reference: AS332-63.00.72 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to improve the reliability of the MGB oil pressure transmitters (main lubrication manifold in forward position and standby lubrication system located on the filter unit in aft position) by assembling a protection so as to prevent moisture ingress into the sensor. This is a temporary protection solution, pending major modification of the sensor.

This Service Bulletin consists of installing a protection on the oil pressure transmitter of the main lubrication manifold, in forward position and the oil pressure transmitter of the standby lubrication system on the MGB filter unit, in aft position.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improvement of MGB oil pressure transmitter reliability

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 3 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 332A088682.00 (Improvement of MGB oil pressure transmitter reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of plug door closing detection

Reference: EC225-52-010 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the reliability of plug door closing detection.

This Service Bulletin consists of installing the new stops, installing serrated flanges on the plug door frames, adjusting the microswitches and adjusting the new stops.

Helicopters EC225 versions LP S/N 2603 and S/N 2615, pre-MOD 0726470 (Improvement of plug doors with enlarged windows) must previously comply with this modification.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD 0726990 parts are not interchangeable. Mixability of parts pre- and post-MOD 0726990 is prohibited.



> BENEFITS

- To improve the reliability of plug door closing detection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 20 Week(s) | 3087 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Electrical systems | 30 Hour(s) |
| Airframe, Structure | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726470 (Improvement of plug doors with enlarged windows)

and not equipped with :

- MOD 0726990 (Improvement of plug door closing detection)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of plug door closing detection

Reference: AS332-52.00.45 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to improve the reliability of plug door closing detection.

This Service Bulletin consists of:

- Removing the former plug door stops,
- Installing the new stops and the serrated flanges on the plug door frames,
- Adjusting the microswitches and the new stops.

Helicopters AS332 MK1 (versions C, C1, L, L1) must previously comply with Service Bulletin 52.00.09.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD 0726990 parts are not interchangeable, mixability of parts pre- and post-MOD 0726990 is prohibited.



> BENEFITS

- To improve the reliability of plug door closing detection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------------------|-------------|
| Negligible | Negligible | 1 Day | 20 Week(s) | 6145 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|-----------------------|
| Aircraft Maintenance Engineer | 0,5 Hour(s) |
| Airframe, Electrical | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726990 (Improvement of plug door closing detection)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 0723054 (Improvement of lateral door release), (or Service Bulletin No. 52.00.09) For aircraft versions C, C1, L, L1

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of TGB temperature probe reliability

Reference: EC225-64-006 (R0)

Applicable to version(s): LP

Airbus Helicopter offers retrofit of TGB temperature probe.

The modification of this Service Bulletin consists of replacing the elbow coupling of the connector "12EW-A" of the TGB oil temperature probe "12EW" by a straight coupling.

Airbus Helicopter recommends that you comply with SB EC225-65-003 and this Service Bulletin simultaneously, in order to minimize the helicopter downtime.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this modification is to improve the routing and location of the electrical wiring arriving at the TGB oil temperature probe.

| 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 |
|---------------|-----------------------|
| Avionics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 332A088683.00 (Improvement of TGB temperature probe reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of TGB temperature probe reliability

Reference: AS332-64.00.41 (R0)

Applicable to version(s): L2

Airbus determined that the elbow of the coupling of the connector arriving at the TGB temperature probe was not adequate and might cause a malfunction of the TGB oil temperature indication system, downgrading of the sensor by unswaging and harness damage. The purpose of this modification is to improve the routing and location of the electrical wiring arriving at the TGB oil temperature probe

The modification of this Service Bulletin consists of replacing the elbow coupling of the connector "12EW-A" of the TGB oil temperature probe "12EW" by a straight coupling.

Airbus recommends that you comply with SB AS332-65.00.18 and this Service Bulletin simultaneously, in order to minimize the helicopter downtime.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid untimely TGB oil temperature warnings, malfunction of the indication system, downgrading of the sensor and harness damage.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
• MOD 332A088683.00 (Improvement of TGB temperature probe reliability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the MITS air conditioning unit

Reference: EC225-21-043 (R3)

Applicable to version(s): LP

This Service Bulletin allows installation of new attachment fittings and improvement of the BEHR/MITS air conditioning unit.

This Service Bulletin consists of :

- Removing, if necessary, the installed air conditioning unit
- Removing the 3 attachment fittings of the air conditioning unit
- Improving the air conditioning unit
- Installing the 4 new attachment fittings of the new air conditioning unit
- Installing the new BEHR/MITS air conditioning unit

Revision 3 supersedes compliance with the previous revisions of this Service Bulletin by replacing bolts and washers.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New attachment fittings and improvement of BEHR/MITS air conditioning unit.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|------------------------------|-------------|
| On request | On request | 2 Day(s) | 25 Week(s) | 9343 - 18794 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--------------------------|
| Mechanics | 8 to 14 Hour(s) per unit |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726600 (BEHR/MITS air conditioning unit)

The kit are impacted depending if the previous revisions have been applied or not (MOD 0728198).

Helicopters PRE MOD 0728185 shall previously comply with Service Bulletin No. EC225-53-051.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the sealing of the canopy upper part

Reference: AS332-56.00.09 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to improve the sealing of the canopy upper part.

The purpose of this Service Bulletin is to improve the sealing of the canopy by replacing the "Linatex" seals of upper windows and front hatch by "EPDM" seals to optimize sealing and reducing the number of cover strips to avoid too much discontinuity.

SB from Airbus Helicopters France (AHF)

Components PRE and POST MOD 0728122 are not interchangeable.



> BENEFITS

- Better sealing of the canopy upper part.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------------|-------------|
| Negligible | Negligible | 2,5 Day(s) | 25 Week(s) | 431 09 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 21 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0723323 (Installation of kevlar frame "bi-layer" windshield) and not equipped with :
- MOD 0728122 (Improvement of the sealing of the canopy upper part)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the sealing of the canopy upper part

Reference: EC225-56-007 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the sealing of the canopy upper part.

This Service Bulletin consists of :

- Removing the canopy upper windows
- Replacing and sealing the attaching parts of the canopy on the windshield fairing
- Replacing the outer seal of the flight controls maintenance hatch, the seal of the circuit-breaker maintenance front hatch and the seals of LH and RH glare shields
- Adapting and installing new seals on the canopy upper windows
- Adapting and installing new cover strip

SB from Airbus Helicopters France (AHF)

Components PRE and POST MOD 0728122 are not interchangeable.



> BENEFITS

- The purpose of this Service Bulletin is to improve the sealing of the canopy by :
- Replacing the "Linatex" seals of upper windows and front hatch by "EPDM" seals to optimize sealing
- Reducing the number of cover strips to avoid too much discontinuity

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|--------------------------|-------------|
| Negligible | Negligible | 2.5 Day(s) | 25 Week(s) | 43109 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728122 (Improvement of the sealing of the canopy upper part)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement on the horizontal stabilizer de-icing system rigid pipes

Reference: AS332-53.01.87 (R1)

Applicable to version(s): C, C1, L, L1

The purpose of this Service Bulletin is to replace and modify the pylon protection fairing and the horizontal stabilizer de-icing rigid pipes in order to improve the fatigue strength of the horizontal stabilizer de-icing rigid pipes.

This amendment consists in removing existing horizontal stabilizer de-icing rigid pipes and pylon protection fairing, configure the new pylon protection fairing, install configured pylon protection fairing and new horizontal stabilizer de-icing rigid pipes, post-installation test of the horizontal stabilizer de-icing system.

The last revision extend the application of this service bulletin to helicopters version C1, and evolve the KIT.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD pylon protection fairings are not interchangeable. PRE MOD and POST MOD horizontal stabilizer de-icing rigid pipes are not interchangeable. The application of the revision 0 also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT)

> BENEFITS

- Avoid loss of horizontal stabilizer de-icing function.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|----------------------|-------------|
| Negligible | Negligible | 2 Hour(s) to 3 Day(s) depending on aircraft configuration. | 20 Week(s) | 6790 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|---|
| Mechanics | 0 or 8 Hour(s) depending on aircraft configuration |
| Pilot, Flight test | 0 or 0,5 Hour(s) depending on aircraft configuration |
| Airframe, Electrical | 0,5 or 16 Hour(s) depending on aircraft configuration |
| Avionics | 0 or 1 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Horizontal stabilizer de-icing rigid pipes with the following part numbers (MP/N): 332A72-1212-00 and 332A72-1212-01
- MOD AMS 0726860 or Service Bulletin 53.01.80 (Pylon protection fairing strength improvement)

and not equipped with :

- MOD AL28034 (Improvement on the horizontal stabilizer de-icing system rigid pipes)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement on the horizontal stabilizer de-icing system rigid pipes

Reference: EC225-53-049 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace and modify the pylon protection fairing and the horizontal stabilizer de-icing rigid pipes.

This Service Bulletin consists of :

- Removal of existing horizontal stabilizer de-icing rigid pipes and pylon protection fairing
- Configuring of new pylon protection fairing
- Installation of configured pylon protection fairing
- Installation of new horizontal stabilizer de-icing rigid pipes
- Post-installation test of the horizontal stabilizer de-icing system

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD pylon protection fairings are not interchangeable.
PRE MOD and POST MOD horizontal stabilizer de-icing rigid pipes are not interchangeable.

> BENEFITS

- Improve the fatigue strength of the horizontal stabilizer de-icing rigid pipes.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|---|------------|----------------------|-------------|
| Negligible | Negligible | 2 Hour(s) or 3 Day(s) depending on aircraft configuration | 20 Week(s) | 6790 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|---|
| Airframe | 0,5 to 16 Hour(s) depending on aircraft configuration |
| Avionics | 1 Hour(s) |
| Mechanics | 8 Hour(s) |
| Pilot, Flight test | 0,5 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with horizontal stabilizer de-icing rigid pipes MP/N 332A72-1212-00 and 332A72-1212-01,

and not equipped with :

- MOD AL28034 (Improvement on the horizontal stabilizer de-icing system rigid pipes)

The previous compliance with Service Bulletin No. 53-043 or modification AMS 0726860 (Pylon protection fairing strength improvement) is required for compliance with this Service Bulletin.

The application or not of the previous revision also impacts the components ordered.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement to the GPU (Ground Power Unit) door closing detection

Reference: EC225-52-011 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to increase the reliability of the ground power unit door closing.

This service bulletin consist in :

- Installing a detection plate made of steel on the ground power unit door
- Adjusting the proximity sensor

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This modification improves the detection capability of the proximity sensor and preventing potential RTB (Return To Base) orders due to a false door open detection.

| 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 | 4 Hour(s) |
| Electrical systems | 0,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Ground power unit door with P/N 332A21-2107-00.
- and not equipped with :
- MOD 0728084 : Improvement to the GPU (Ground Power Unit) door closing detection

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement to the GPU (Ground Power Unit) door closing detection

Reference: AS332-52.00.46 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to increase the reliability of the ground power unit door closing detection by adding a detection plate made of steel. This modification improves the detection capability of the proximity sensor, thus preventing potential RTB (Return To Base) orders due to a false "door open" detection.

Compliance with this Service Bulletin consists in installing a detection plate made of steel on the ground power unit door and adjusting the proximity sensor.

SB from Airbus Helicopters France (AHF)

The PRE modification ground power unit door and the POST modification ground power unit door are not interchangeable.



> BENEFITS

- Increase the reliability of the ground power unit door closing detection.

| 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 |
|---------------------|-----------------------|
| Electrical systems | 0,5 Hour(s) |
| Airframe, Structure | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
Ground power unit door with P/N :

- 330A21-2118-00 or 330A21-2118-01 (AS332 helicopter versions C, C1, L, L1, B, B1, F1, M or M1)
 - 332A21-2107-00 (AS332 helicopter version L2)
- and not equipped with :
- MOD 0728084 (Improvement to the ground power unit door closing detection)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvements to the corrosion protection of the bird-strike plate on the pod fuel tanks

Reference: EC225-28-013 (R0)

Applicable to version(s): LP

Improvement of the corrosion protection on the "bird-strike" plate and elimination of the galvanic corrosion at the plate/casing interface of the front external fuel tank.

This service bulletin consists of

- Adding a Sulfuric Acid Anodizing (SAA) protection on the "bird-strike" plate
- Chromate-finishing the "bird-strike" plate's attachment lug
- Replacing the "bird-strike" plate's carbon attachment studs with glass fiber studs

When sending the front external fuel tank for modification, all of the improvements will be embodied on the fuel tank by AERAZUR.

Before sending the front external fuel tanks, it is necessary to contact Airbus Helicopters in order to organize their return.

SB from Airbus Helicopters France (AHF)

For helicopters equipped with a hoist, interchangeability between LH front external fuel tanks and interchangeability between RH front external fuel tanks shall be checked (defined for certain refs).

For helicopters without a hoist, all front external fuel tank versions are interchangeable.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with front external fuel tanks with the following part numbers:

- 509019-1 / 704A44500132
- 9019-1 Amd / 704A44500132
- 509020-1 / 704A44500131
- 9020-1 Amd / 704A44500131
- 509019-2 / 704A44500134
- 9019-2 Amd / 704A44500134
- 509020-2 / 704A44500133
- 9020-2 Amd / 704A44500133
- 509019-3 / 704A44500142
- 509020-3 / 704A44500141
- 509019-4 / 704A44500144
- 509020-4 / 704A44500143

> CERTIFICATION ORGANIZATION(S)

EASA Europe

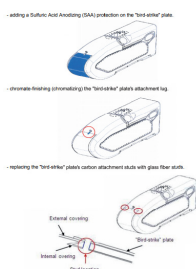
> BENEFITS

- Improving the anti-corrosion protection of the "bird-strike" plate

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|-----------|-------------------------------|-------------|
| -2,26 kg to +0,82 kg front external fuel tanks | 0,0 m.kg to +2,72 m.kg front external fuel tanks | 3 Month(s) | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 2 Day(s) for installation and tests |
| Mechanics | 2 Hour(s) per fuel tank for compliance with Repair Card |



Improving protection against corrosion at junction frame X7225

Reference: AS332-53.01.74 (R2)

Applicable to version(s): L2

The purpose of this Service Bulletin is to improve the protection against corrosion of rivets and junction frame X7225.

This Service Bulletin consists of:

- opening up a drain hole in intermediate structure,
- adding a protection against corrosion (polyurethane paint) and a sealing compound on frame X7225 base plate and junction gittings
- drilling drain holes

Helicopters which have already complied with the previous revisions of this Service Bulletin are concerned by Revision 2 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Protection against corrosion
- Improve sealing on frame X7225 base plate and junction gittings and improve draining

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|--|------------|-------------|-------------|
| Negligible to +0,266 kg depending on aircraft configuration. | Negligible to +1,92 m.kg depending on aircraft configuration. | 2 Hour(s) depending on aircraft configuration. | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|---|
| Paint | 0 to 3 Hour(s) depending on aircraft configuration. |
| Airframe, Structure | 1 to 2 Hour(s) depending on aircraft configuration. |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 332A081395 (drain hole opened up in intermediate structure and protection against corrosion of frame X7225)
- MOD 0726752 (Improvement of X7225 junction)

Compliance with the Revision 0 of this Service Bulletin impact the Kit to order (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improving protection against corrosion at junction frame X7225

Reference: EC225-53-035 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the protection against corrosion of rivets and junction frame X7225.

This Service Bulletin consists of :

- opening up a drain hole in intermediate structure
- adding a protection against corrosion (polyurethane paint) and a sealing compound on frame X7225 base plate and junction gittings

SB from Airbus Helicopters France (AHF)

For aircraft having complied with one of the previous revisions, please contact airbus helicopter.



> BENEFITS

- Improve the protection against corrosion of rivets and junction frame X7225.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|--|---------------------------------|-------------------------------|-------------|
| Negligible to + 0.266 kg depending on aircraft configuration. | Negligible to + 1.92 m.kg depending on aircraft configuration. | 2 Hour(s) or 1 Day(s) depending on aircraft configuration. | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 332A081395 (drain hole opened up in intermediate structure and protection against corrosion of frame X7225)
- MOD 0726752 (Improvement of X7225 junction)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Paint | 0 or 3 Hour(s) depending on aircraft configuration |
| Airframe | 1 or 2 Hour(s) depending on aircraft configuration |

Improving the baggage compartment door locking system

Reference: EC225-52-004 (R1)

Applicable to version(s): LP

Improve the baggage compartment door locking system.

AIRBUS thus developed modification 0726661 which consists in improving the baggage compartment door locking system by reinforcing kinematics reinforcing the lock control rods, reinforcing the lock support and removing the galvanic couples around the lock.

Revision 1 of this Service Bulletin is intended to make improvements through MOD 0726951 in addition to MOD 0726661: reinforce the locking system, improve the handle return and reduce unwanted noise from handle contact with the door.

SB from Airbus Helicopters France (AHF)

Interchangeability of pre and post MOD equipment is prohibited. Part mixability pre and post MOD is prohibited.



> BENEFITS

- Better baggage compartment door locking system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-----------------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 16 Week(s) | 1026 - 4376 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 already equipped with :

- MOD 0726951

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

- MOD 0726661

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improving the baggage compartment door locking system

Reference: AS332-52.00.40 (R1)

Applicable to version(s): L2

Improve the baggage compartment door locking system.

The purpose of this Service Bulletin consists in improving the baggage compartment door locking system by reinforcing kinematics.

SB from Airbus Helicopters France (AHF)

Interchangeability of pre and post MOD equipment is prohibited. Part mixability pre and post MOD is prohibited.



> BENEFITS

- Improvement of the baggage compartment door locking system

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-----------------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 16 Week(s) | 1026 - 4376 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 0726951 (Improving the baggage compartment door locking system)

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

- MODs 0726661 and 0726951 (Improving the baggage compartment door locking system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improving the Electrical Multi-Purpose Air Intake power unit with new control logics

Reference: EC225-30-023 (R0)

Applicable to version(s): LP

Change the Electrical Multi-Purpose Air Intake power unit.

This modification consist in remove the Multi-Purpose Air Intake power unit and re-install a modified Multi-Purpose Air Intake power unit.

SB from Airbus Helicopters France (AHF)

- The new Multi-Purpose Air Intake power unit P/N SE16851 is mechanically and electrically interchangeable with the former Multi-Purpose Air Intake power unit P/N SE13651.
- The functional interchangeability between the new Multi-Purpose Air Intake power unit P/N SE16851 and the former Multi-Purpose Air Intake power unit P/N SE13651 is affected.
- Mixability between the new Multi-Purpose Air Intake power units P/N SE16851 and the former Multi-Purpose Air Intake power units P/N SE13651 is forbidden.

> BENEFITS

- Improve the electrical controls of the actuator, inflatable seal and indicating system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------|-------------|
| On request | On request | 3 Hour(s) | Depending on Spare Parts needed | On request | eOrdering |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726566 (Removable parts of the Multi-Purpose Air Intake compatible with Fixed Parts common to Multi-Purpose Air Intake and heater mats) and not equipped with :
- MOD 0726688 (upgrading Multi-Purpose Air Intake power units with new control logics)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Inspection of the attachment elements of the front external fuel tanks and their electrical harnesses

Reference: EC225-28-019 (R1)

Applicable to version(s): LP

Inspection of the electrical harnesses and the attachment elements of the front external fuel tanks.

This Service Bulletin consists in checking the following through ZODIAC AEROSPACE equipment manufacturer Service Bulletin No. 508821-28-008:

- The P/Nos. of the attachment elements of the front external fuel tanks
- The presence of grey adhesive tape on the electrical harnesses

The purpose of Revision 1 of this Service Bulletin is to introduce Revision 1 of ZODIAC AEROSPACE equipment manufacturer Service Bulletin No. 508821-28-008, which modifies the Part Number of the kit following a change in the procurement of some parts.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Airbus Helicopters has observed on some front external fuel tanks that they were installed using incorrect P/Nos. This could lead to difficulties in the understanding of the equipment's removal/installation Task (AMM), and therefore to incorrect installation of the tanks.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| Negligible | Negligible | 60 Hour(s) | On request | On request | eOrdering |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- External fuel tanks with the following part numbers: 704A44500132 all S/N , 704A44500131 all S/N , 704A44500134 all S/N , 704A44500133 all S/N , 704A44500144 Except S/Nos. 0156 and 0158, 704A44500143 Except S/Nos. 0159, 0160 and 0163.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of a cut-off connector 651VC

Reference: EC225-53-024 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to add a cut-off connector "651VC" under the engine cowling.

This Service Bulletin consists, at unit "74VU", of :

- Installing a connector support for cut-off connector "651VC"
- Installing cut-off connector "651VC"
- Adding a connection harness between cut-off connector "651VC" and connector "74VCC"

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid removing the whole electrical harness during removal of the Main Gear-box (MGB).

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|---------------------|-------------|
| + 0.14 kg | + 0.07 m.kg | 1.5 Day(s) | 22 Week(s) | 508 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Electrical systems | 5 Hour(s) |
| Airframe, Structure | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726428
- MOD 332P083635.00 (Cut-off connector 651VC)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of a deflector in the MPAI subframe to improve cabin ventilation system watertightness

Reference: EC225-21-031 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a deflector in the MPAI (Multi-Purpose Air Intake) subframe.

This Service Bulletin consists of :

- removing the subframe air intake screen
- modifying the screen, the deflector and the subframe
- installing the screen and the deflector on the subframe

The modification in this Service Bulletin is not currently integrated to the series-production aircraft.

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable.



> BENEFITS

- Prevent water ingress into the cabin ventilation system during flights in rainy weather conditions.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|----------|------------|----------------------|-------------|
| +0,3 kg | +0,27 m.kg | 1 Day(s) | 15 Week(s) | 7911 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 332A081126.00 (Modification of MPAI subframe in order to improve cabin air distribution watertightness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of a use restriction label

Reference: EC225-25-074 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to affix a label to the third crew member seat, indicating the use restrictions.

On the EC225 helicopter the use of the third crew member seat must be limited to training, maintenance and ferry flights. This modification consist in indicating the restrictions for the use of this seat to flight crews.

SB from Airbus Helicopters France (AHF)

The pre and post modification equipment is not interchangeable.



> BENEFITS

- Comply with the certification requirements.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- third crew member seat part number (MP/N) 332A76-1230-00
- MOD 0723709

and not equipped with :

- MOD 0726750 (Installation of a use restriction label)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of software V13 on ART2 FADEC digital computers

Reference: EC225-77-012 (R1)

Applicable to version(s): LP

To install software V13 on ART2 FADEC digital computers.

This Service Bulletin consists in upgrading the software installed on ART2 FADEC digital computers to version V13.

If necessary, return FADEC digital computers P/N 70CMK01020 or 70CMK01010 as per Safran Turbomeca Service Bulletin No. 298 73 2081 (not attached to this Service Bulletin)

The software must be loaded in FADEC digital computers by a Safran Helicopter Engines approved technician.

SB from Airbus Helicopters France (AHF)

Interchangeability: PRE and POST modification FADEC digital computers are interchangeable. Mixability: It is prohibited to mix PRE and POST modification FADEC digital computers on LH and RH sides.



> BENEFITS

- With this new version, bleed valve control in the offset mode is optimized to increase the engine's margin with respect to the "popping" phenomenon.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---|-----------------------|
| Avionics | 1 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |
| Safran Helicopter Engines approved technician | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726592 (Helicopters equipped with MAKILA 2A1)
 - MOD 0726610 (ART2 FADEC digital computers)
- and not equipped with :
- MOD 0728400
 - MOD 0726939 (SAFRAN Turbomeca modification - P/N 70CMK01020 or 70CMK01010)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Integration of a Maximum Contingency Power for training

Reference: AS332-77.00.07 (R1)

Applicable to version(s): C, C1, L, L1

Integration of a Maximum Contingency Power TRAINING Electronic Card in the Engine Electronic Control Unit and Bonding of a Marked Label Near Each Governor.

This service bulletin consists to:

Mod 0725382:

- Modification of the aircraft wiring and engine electronic unit connections

Mod 0725881:

- Replacement of the LGP Card with the permanently installed MCP Training LPG Card, and modification of the interconnection module

Mod 0726028:

- Bonding a marker label above the engine governors fitted with the integrated MCP Training Card.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- The integrated MCP Training function reduces the Maintenance time required to prepare for engine failure training .
- To avoids repeated removal / installation of the computer .
- This function provides active indicating for the training mode.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|--------------------------------------|------------|-----------|---------------------|-------------|
| Complete Installation +0,044 kg | Complete Installation +0,123 m.kg | On request | Week(s) | 601 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 15 Hour(s) |
| Airframe, Structure | 15 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Pre mod:0725382 (Engine electronic unit connections)

Pre mod:0725881 (Replacement of the LPG Card)

Pre mod:0726028 (Bonding a marker label)

> CERTIFICATION ORGANIZATION(S)

DGA France

KDU (Keyboard Display Unit) configuration procedure

Reference: EC225-31-006 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to blank the functions not used on the upper part of the KDUs (Keyboard Display Unit) P/N MB265B-01 according to the equipment configuration on the helicopter.

This Service Bulletin consists of installing covers on the upper part of the KDUs.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To hide useless informations of the functions not used on the upper part of the KDUs KDU (Keyboard Display Unit).

| 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

Applicable to all models.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Left hydraulic power station: Replacement of the reservoir filling level indicating plate

Reference: EC225-29-004 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to indicate the filling level when the landing gear is extended and the auxiliary accumulator is filled up.

This Service Bulletin consists in replacing the filling level indicating plate of the left hydraulic reservoir.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid overfilling of the left hydraulic reservoir.

| 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 | 0,25 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726761 : Replacement of the reservoir filling level indicating plate

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Loading APM 2010 SOFTWARE

Reference: EC225-22-004 (R1)

Applicable to version(s): LP

Allow the approved specialists to load a new software into APM 2010 (Auto Pilot Module) computers.

This Service Bulletin consists in describing the loading procedure of the software into APM 2010 computers.

This procedure notably includes :

- the equipment used
- the specific tools
- the connections between the various hardware items
- the operational procedure

This Service Bulletin can only be complied with by approved AIRBUS helicopter specialists.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New software introduced into APM 2010 computers.

| WEIGHT | MOMENT | DOWNTIME | 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 APM 2010 computers.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Lubrication system of the Main Gear Box (MGB) and Pressure adjustment in the MGB lubrication system

Reference: EC225-63-034 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to correct a possible oil pressure drop in the MGB, which is observed under certain operating conditions and is indicated by the "M.P" indicator coming on, when this drop is linked to the tolerance dispersion in the lubrication system.

This Service Bulletin consists in installing a reducing washer in the MGB lubrication system.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.



> BENEFITS

- Locally increase the pressure in the main supply system of the MGB to prevent the "M.P" indicator from coming on before the MGB temperature reaches 128°C.
- Increase the differential pressure between the main system and the emergency system to prevent an unexpected activation of the emergency systems, leading to an increase in MGB temperature.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with:

- MOD 0752525 (Redesign of MGB nitrided main bevel wheel),
- MOD 0753023 (EC 225/725 principal and epicycloidal modules spaying help integration) issued through the ALERT SERVICE BULLETIN N° 63A016,

and not equipped with:

- MOD 0753058 (MGB lubrication adjustment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

Lubrication system of the Main Gear Box (MGB) and Pressure adjustment in the MGB lubrication system

Reference: AS332-63.00.85 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to correct a possible oil pressure drop in the MGB, which is observed under certain operating conditions and is indicated by the "M.P" indicator coming on, when this drop is linked to the tolerance dispersion in the lubrication system.

This Service Bulletin consists in installing a reducing washer in the MGB lubrication system.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.



> BENEFITS

- Locally increase the pressure in the main supply system of the MGB to prevent the "M.P" indicator from coming on before the MGB temperature reaches 125°C.
- Increase the differential pressure between the main system and the emergency system to prevent an unexpected activation of the emergency systems, leading to an increase in MGB temperature.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Pilot, Flight test | 1 Hour(s) |
| Mechanics | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on helicopters already equipped with:

- MOD 0752525 (Redesign of MGB nitrided main bevel wheel)

and not equipped with

- MOD 0753058 (MGB lubrication adjustment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Main Rotor Blade Tip Cap improvement

Reference: AS332-62.00.51 (R0)

Applicable to version(s): C, C1, L, L1

To enable the installation of blades tip caps.

Leading edge nickel protection replaced by stainless steel protection with improved erosion resistance,
 Installation of a metal mesh on the upper and lower surface skin, which conducts the electrical energy to the blade stainless steel leading edge,
 Removal of the tracking finger which has been made obsolete by current blade tracking adjustment methods.

SB from Airbus Helicopters France (AHF)

Blade tip caps P/N 332A11.1263 are interchangeable but cannot be mixed with blade tip caps P/N 332A11.1262.



> BENEFITS

- Improvement of Leading Edge Resistance to Erosion and Better Channeling of the Electrical Energy from a Lightning Strike.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------|------------|------------|---------------------------------|-------------------------------|-------------|
| + 120 g per blade | Negligible | On request | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) per blade |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- De-iced main rotor blades 332A11030

and not equipped with :

- MOD 0740645 (Main Rotor Blade Tip Cap improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Mechanical protection strips for the FCP (Flight Control Panel) control buttons

Reference: EC225-25-124 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install mechanical protection strips for the FCP control buttons.

This Service Bulletin consists of installing two protection strips under the left and right FCP.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To protect FCP control buttons against repeated contact

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 0,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726975 (mechanical protection of FCP)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MGB AGB output for alternator seal improvement

Reference: AS332-63.00.79 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to replace the dynamic seal (carbon) on the LH or RH alternator output by a dynamic sealing ring (TEFLON) to avoid a possible source of leakage due to the rotation speed.

This Service Bulletin consists in:

- removing the LH and RH alternator output dynamic seal (carbon)
- installing the LH and RH alternator output dynamic sealing ring (TEFLON)

Helicopters that have already complied with revision 0 of this Service Bulletin are concerned by revision 1 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are interchangeable.
 Mixing between PRE MOD and POST MOD components is authorized.



> BENEFITS

- To avoid a possible source of leakage due to the rotation speed

| KG | | | | | |
|------------|------------|------------|------------|-------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- LH or RH alternator output dynamic seal (carbon) P/N B1030.22

and not equipped with:

- MOD 07-52516 (MGB AGB output for alternator seal improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of engine fittings (on transmission deck side)

Reference: EC225-71-017 (R1)

Applicable to version(s): LP

Replacement of the engine fittings on the transmission deck.

This Service Bulletin consists in replacing the hardware of the engine brackets to which the tightening torques

SB from Airbus Helicopters France (AHF)

Interchangeability: Pre- and post-MOD parts are not interchangeable. Mixability: Mixability of pre- and post-MOD fittings is prohibited. Installation of the engine fittings post-MOD 0726602 must be performed on the LH and RH sides simultaneously.



> BENEFITS

- To allow the engines to be uncoupled without specific lifting equipment and to improve helicopter maintainability.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|-----------|------------|-----------------------|-------------|
| 0 or - 0,180 kg depending on aircraft configuration | 0 or - 0.61 m.kg depending on aircraft configuration | 4 Day(s) | 59 Week(s) | 26930 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Airframe, Structure | 36 Hour(s) |
| Pilot, Functional Check | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726602 (Engine fittings modification on upper deck).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of fuel tank supply pipes

Reference: AS332-28.00.81 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to modify the connection principle for pipes in longitudinal tanks and thus reduce fuel odors in the cabin.

This Service Bulletin consists of replacing the longitudinal fuel tank pipes.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Reduce fuel odors in the cabin

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 25 Week(s) | 10426 - 11708 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 already equipped with :

- MOD 0722909 (Capabilities for new-generation crashworthy fuel tanks) and not equipped with :
- MOD 0728277 (Modification of fuel tank supply pipes)

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

- MOD 0722771 (Recercussion on double ice trap provision installation options)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of software VMS 2.5 for AMC GE

Reference: EC225-31-015 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to upgrade the software installed in the AMC computer, P/N 4283-03, 4283-04, 4283-05 or 4283-06, from version V2.4.7. to version V2.5. so as to transmit the air intake configuration from the AMC GE to the FADEC.

This modification consists in :

- removing the AMC computer
- modifying the AMC computer by equipment return shipment to AH, in the approved Service Centers or by loading on the Customer's site
- installing the modified AMC computer

The AMC computer must be returned to Airbus Helicopters for modification.

SB from Airbus Helicopters France (AHF)

The AMC computer P/N 4283-03, 4283-04, 4283-05 or 4283-06 with the VMS software V2.4.7 (P/N 707A49-438-642) and the AMC computer P/N 4283-03, 4283-04, 4283-05 or 4283-06 with the VMS software V2.5. (P/N 707A49-439-237) are interchangeable.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Computer P/N 4283-03, 4283-04, 4283-05 or 4283-06
- MOD 0726779 (EC225 Vehicle Management System - software version V2.4.7.)

and not equipped with :

- MOD 0728460 (Air intake information transmitted by AMC GE VMS to FADEC)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- This information transmission is essential for the helicopters equipped with multi-purpose air intakes if they are to receive the FADEC versions V13 or further. Moreover, a new diagnosis table (No. 12) is associated with this version. It enables the FADEC failure codes to be reported to the VMS when they occur on the ground. FADEC downloading by a specialist is therefore no longer necessary.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------|-------------|
| On request | On request | 1 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Pilot, Flight test | 3 Hour(s) |
| Avionics | 1 to 2 Hour(s) |

Modification of software VMS 2.6. for AMC GE

Reference: EC225-31-028 (R0)

Applicable to version(s): LP

Modification of software VMS (Vehicle Monitoring System) 2.6. for AMC (Aircraft Monitoring Computer) GE

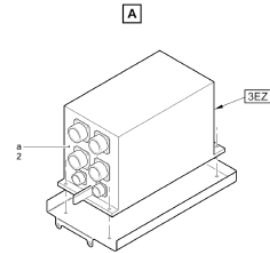
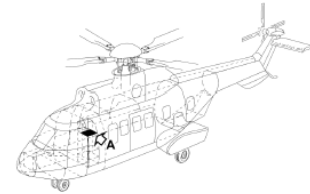
This Service Bulletin includes the modification of the AMC by equipment return shipment to Airbus Helicopter, in the approved Service Centers or by loading on the Customer's site.

ASSOCIATED REQUIREMENTS :

For helicopters PRE MOD 0728460, comply first with the Service Bulletin 31-015.

Return AMC MP/N 4283-03, 4283-04, 4283-05 or 4283-06 to Airbus Helicopter. Refer to the procedure described in Information Notice No. 2832-I-00.

SB from Airbus Helicopters France (AHF)



| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------|-------------|
| Negligible | Negligible | 1 Day(s) | On request | On Request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Avionics | 2 Hour(s) |
| Avionics | 3 Hour(s) Approved Airbus Helicopters Technician |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts

- POST MOD:
.OP26216
.0726610
.0728460.
- PRE MOD:
.0726845
.0728741.

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- DGA France

Modification of the CMA 9000 FMS navigation system by introducing application software V310J and the configuration file

Reference: EC225-34-034 (R1)

Applicable to version(s): LP

Upgrade the CMA 9000 FMS (Flight Management System) navigation calculator software to version 169-614876-310J, in order to benefit from all the improvements.

This Service Bulletin consists of :

- Removing the CMA 9000 navigation calculator
- Installing CMA 9000 navigation calculator equipped with new software version 169-614876-310J

New software version 169-614876-310J:

- makes it possible to benefit from all the improvements and harmonizes the customer fleet,
 - is mandatory for new navigation calculator P/N 704A47336084 (following obsolescence of the former navigation calculator).
- Software versions 169-614876-010 and 169-614876-022 are not compatible with new navigation calculator P/N 704A47336084.

SB from Airbus Helicopters France (AHF)

For any information concerning cost of modification kits and components or for assistance, consult the EUROCOPTER network's Customer Support Service and Sales Department.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- CMA 9000 FMS (Flight Management System) navigation systems

and not equipped with :

- MOD 332P083800 and 332P083801 (introducing application software "V310J" and the configuration file)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Upgrade the software of CMA 9000 FMS navigation calculators to version 169-614876-310J

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

Modification of the protection of the CPI 503 HR SMITH™

Reference: AS332-25.02.79 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace the inner cover and its gutter assembly of the CPI 503 HR SMITH by a new more resistant inner cover and its gutter assembly.

This Service Bulletin consists of removing the inner cover of the CPI 503 HR SMITH and its gutter assembly, installing inserts and installing the new inner cover and its gutter assembly.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.



> BENEFITS

- New more resistant inner cover and its gutter assembly.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 8 Week(s) | 1541 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Gutter assembly P/N 332P65-2646-06 and an inner cover P/N 332P65-2646-02 and not equipped with :
- MOD 332P083807.02 (Modification of the protection of the CPI 503 HR SMITH)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the protection of the CPI 503 HR SMITH™

Reference: EC225-25-137 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the inner cover and its gutter assembly of the CPI 503 HR SMITH.

This Service Bulletin consists of :

- removing the inner cover of the CPI 503 HR SMITH and its gutter assembly
- installing inserts
- installing the new inner cover and its gutter assembly

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable.



> BENEFITS

- New inner cover and its gutter assembly more resistant.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-----------------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 8 Week(s) | 1298 - 1541 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- gutter assembly P/N 332P65-2654-00 or 332P65-2646-06
- inner cover P/N 332P65-2646-09 or 332P65-2646-02

and not equipped with :

- MOD 332P083807.01 or 332P083807.02 (New cover and gutter protection of the CPI installation "":CPI 503 HR SMITH":)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modifying the firewall attachment angle

Reference: AS332-71.00.27 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to modify the assembly of the firewall attachment angle on the transmission deck.

This Service Bulletin consists of cutting the firewall attachment angle on the transmission deck and installing a reinforcement plate between both angle sections.

If cracks are already in the modification zone, contact the Customer Support Sales Department before complying with this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid cases of cracks on the central section of the angle, reduce the stress.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|----------------------------------|-------------|
| On request | On request | 3 Day(s) | 18 Week(s) | 700 - 1701 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Cabin | 10 Hour(s) |
| Airframe, Structure | 9 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726802 (Firewall attachment angle)

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

- MOD 0726674 (Modifying the firewall attachment angle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modifying the firewall attachment angle

Reference: EC225-71-011 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to modify the assembly of the firewall attachment angle on the transmission deck.

This Service Bulletin consists of:

- Cutting the firewall attachment angle on the transmission deck,
- Installing a reinforcement plate between both angle sections.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopter defined this modification which deletes the central section of the angle and replaces it by a reinforcement.
- This Service Bulletin:
- Supersedes Service Bulletin No. 71-006,
- Modifies the assembly of the firewall angle on the transmission deck.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|----------------------------------|-------------|
| Negligible | Negligible | 3 Day(s) | 18 Week(s) | 700 - 1701 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 9 Hour(s) |
| Mechanics | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726802 (Deletes the central section of the angle and replaces it by a reinforcement)

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

- MOD 0726674 (Dividing the angle into 3 sections)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MPAI switching unit cover

Reference: AS332-30.00.84 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to improve the securing of the MPAI switching boards by changing the cover of the unit which protects them.

This Modification consists in removing the PRE MOD switching unit cover equipped with the rubber strips and installing the POST MOD cover equipped with leaf springs.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the securing of these boards by replacing the rubber strips of the unit cover with leaf springs.

| 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 | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728472 (Replacement of MPAI switching unit cover)

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

- MOD OP22494
- MOD OP23157
- MOD OP23554
- MOD 0723587
- MOD 0725974

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New calibration of P3 pressure-reducing valve for use of MPAs

Reference: EC225-36-001 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the efficiency of the MPAs (Multi-Purpose Air Intakes).

This Service Bulletin consists in :

- Removing the two P3 pressure-reducing valves P/N 2416AC020101 (704A42118007)
- Installing the two new P3 pressure-reducing valves P/N 2416AD010101 (704A42118008)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This improvement is achieved by calibrating the P3 pressure-reducing valves at a higher value (+0.3 bar), which means that the MPAl inflatable seals are firmly held in position in all flight phases.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|----------------------|-------------|
| Negligible | Negligible | 0.5 Day(s) | 26 Week(s) | 7175 EUR (e.c. 2023) | 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 :

- Pressure-reducing valve P/N 2416AC020101 (704A42118007)
- and not equipped with :
- MOD 0728313 (Pressure Relief Valve New Calibration For Bullet Seal)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New damped tail boom upper plate

Reference: EC225-34-026 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install of an upper plate equipped with dampers in the tail boom.

This Service Bulletin consists in:

- Removing the equipment items, the wiring support and the tail boom upper plate routing blocks, the tail boom upper plate,
- Modifying the new tail boom upper plate for the installation of the removed equipment items,
- Weighing the new tail boom upper plate and its equipment items so as to determine the type of damper to be installed,
- Installing on the airframe the plates, dampers and new tail boom upper plate, the new tail boom upper plate the wiring support, routing blocks and equipment items,
- Carrying out the tests of the equipment items affected by this modification

The purpose of this Revision 1 of this Service Bulletin is to update the compliance data and integrate the installation procedure for a wiring support in order to correctly route electrical wires/harnesses.

SB from Airbus Helicopters France (AHF)

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726496 (tail boom plate assembly reinforcement)
- and not equipped with :
- MOD 332P083815.01/.02 (Adaptation to change in tail boom upper plate)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The installation of a damped plate is used to reduce the vibrations encountered by all the equipment items installed on it, makes the use of any individual damping system for the equipment items unnecessary and improves their reliability.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|-----------|------------|-------------------------|-------------|
| + 0.925 kg or + 1.021 kg depending on aircraft configuration | + 9.99 m.kg or + 11.02 m.kg depending on aircraft configuration | 2 Day(s) | 22 Week(s) | 9536 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | 0,5 Day(s) |
| Airframe, Structure | 1 Day(s) |
| Mechanics | 0,5 Day(s) |

New Engine Fire Extinguisher Bottle

Reference: AS332-26.00.09 (R2)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to install new stainless steel engine fire extinguisher cylinders with built-in squibs to reduce the purchase cost.

Change in design of cylinders for paint damage reasons.
Removal of visual pressure gauge, low pressure switch kept.

Reason for last Revision:

Revision 2 of this Service Bulletin consists in changing the kit in order to put the squibs (cartridges) as equipment to be ordered separately, and in presenting the Service Bulletin in the new format.

SB from Airbus Helicopters France (AHF)

Former extinguisher cylinders are interchangeable with new cylinders. Mixability is authorized for the assembly of a RH cylinder assembly, former generation with a LH cylinder assembly, new generation or vice versa. Mixability is prohibited for the assembly of new squibs with former cylinders and former squibs on new cylinders.



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable to aircraft not equipped with :
MOD 0726050 : (REDUCED COST OF NEW GENERATION FIRE EXTINGUISHER BOTTLE)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Reduction of purchase cost.
- Assembly of new stainless steel cylinders with built-in squibs.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|------------|------------|-----------|-------------------------------|-------------|
| - 1 kg | - 5,6 m.kg | 1,5 Day(s) | 2 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 10 Hour(s) |

New fuel pump

Reference: AS332-28.00.64 (R4)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to replace the current fuel pumps with TESTFUCHS new generation pumps.

This Service Bulletin consists in removing the former fuel pump (with or without canister) and installing the new pump and its canister as replacement for former design.

The last revision simplify the installation procedure of the fuel pump canister and the brushless fuel pump.

SB from Airbus Helicopters France (AHF)

Brushless fuel pump/canister assembly P/N D240930/D240910 (POST MOD) and fuel pumps P/N C11BD0012 and P94C16-608 (PRE MOD 0725645) are interchangeable. Brushless fuel pump/canister assembly P/N D240930/D240910 (POST MOD) and pump/canister assembly (POST MOD 0725645) P/N P99C16610/C93R16-602 are interchangeable. Mixability of pumps PRE and POST MOD is authorized.

> BENEFITS

- Improve the equipment reliability and remove the pump maintenance.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|-----------|------------|----------------------|-------------|
| + 0.3 to + 0.47 kg depending on aircraft configuration. | + 1.20 to + 1.88 m.kg depending on aircraft configuration. | 8 Hour(s) | 20 Week(s) | 6367 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 already equipped with :

- MOD 0722605 (BRONZAVIA pump - replacement of thrust ball bearing by carbon component)

or

- MOD 0722852 ("ZENITH" fuel pump as variant)

and not equipped with :

- MOD 0726660 (Installation of a new fuel pump)

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

- MOD 0725645 (Improvement maintenance for booster pumps) or Service Bulletin No. 28.00.57

> CERTIFICATION ORGANIZATION(S)

EASA Europe



New fuel pump installation

Reference: EC225-28-005 (R4)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install TESTFUCHS new generation pump.

removing the former fuel pump with canister and installing the new pump and its canister as replacement for former design.

SB from Airbus Helicopters France (AHF)

Brushless fuel pump/canister assembly P/N D240930/D240910 and pump/canister assembly (POST MOD 0725645) P/N P99C16-609 / C93R16-602 are interchangeable.
 Mixing between pumps PRE and POST MOD is authorized.



> BENEFITS

- Improve reliability and remove the pump maintenance.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|------------|-------------------------|-------------|
| + 0.3 kg | + 1.2 m.kg | 8 Hour(s) | 20 Week(s) | 6367 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 already equipped with :

- MOD 0725645 (improvement maintenance for booster pumps)

and not equipped with :

- MOD 0726660 (Installation of a new fuel pump)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New heating control (board, sensors and heat diffuser)

Reference: EC225-21-039 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the efficiency of the cabin thermal control.

This modification consist in replacing the P3 pipe and the heating control unit, modifying the front upper ventilation ducts, the electrical wiring and the circuit-breaker panel "2PP".

SB from Airbus Helicopters France (AHF)

- Pre-MOD RH P3 injector unit P/N 332A72-2824-02 and post-MOD equipped RH injector unit P/N 332A72-3162-02 are not interchangeable. - Pre-MOD LH P3 injector unit P/N 332A72-2825-02 and post-MOD equipped LH injector unit P/N 332A72-BC19443163-02 are not interchangeable. - Pre-MOD control unit P/N 92170B010101 and post-MOD heating unit P/N 120245E100001 are not interchangeable. - Pre-MOD T-shaped P3 pipe P/N 70434402096 and post-MOD T-shaped P3 metal hose P/N 730499 are not interchangeable. - Pre-MOD equipped front RH duct assembly P/N 332A72-2814-1301 and post-MOD front RH duct P/N 332A72-2814-0901 are not interchangeable. - Pre-MOD equipped front LH duct assembly P/N 332A72-2813-1301 and post-MOD front LH duct P/N 332A72-2813-1001 are not interchangeable. - Mixability between RH P3 injector unit P/N 332A72-2824-02 and equipped LH injector unit P/N 332A72-3163-02 is prohibited. - Mixability between LH P3 injector unit P/N 332A72-2825-02 and equipped RH injector unit P/N 332A72-3162-02 is prohibited. - Mixability between equipped front RH duct assembly P/N 332A72-2814-1301 and front LH duct P/N 332A72-2813-1001 is prohibited. - Mixability between equipped front LH duct assembly P/N 332A72-2813-1301 and front RH duct P/N 332A72-2814-0901 is prohibited.



PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726710 (Improvement of heating control logic)
- MOD 0726794 (Composite-reinforced polycarbonate air conditioning ducts)
- MOD 0726923 (Change in control protect./new ECS card)
- MOD 0726936 (Optimized soundproofed cabin recirculation compatible with 3rd crewmember) or OP26293 (Ventilation / cabin heating, recirculation removal off-shore kit installation)

and not equipped with :

- MOD 0728023 (New heating control "board, sensors, heat diffuser").

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

- MOD 0726719
- Aircraft with or without air conditioning system

CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

- The cabin thermal control is improved.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|------------|-------------------------------|-------------|
| - 0,162 kg | - 0,038 m.kg | 1 Week(s) | 24 Week(s) | 33490 - 33577 EUR (e.c. 2023) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 20 Hour(s) |
| Electrical systems | 15 Hour(s) |

New horizontal stabilizer

Reference: AS332-55.00.07 (R1)

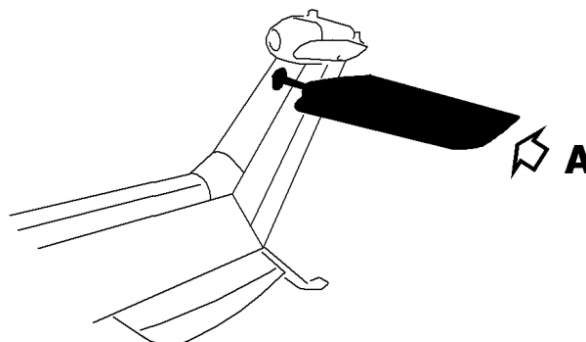
Applicable to version(s): L2

This Service Bulletin consists in allowing, as required, the replacement of the non-deiced honeycomb stabilizer and the metallic deiced stabilizer, by the metallic stabilizer developed for the EC225. It is equipped with a removable carbon attachment tube.

This Service Bulletin covers the following modifications installation of a new metallic stabilizer with carbon tube (Modification 0726233) and installation of the capability for ballast weights on stabilizer rib No.17 (Modification 0726553).

SB from Airbus Helicopters France (AHF)

New stabilizer P/N 332A13-1000-0501 is not interchangeable with the former stabilizer P/N 332A13-1500-11XX.



> BENEFITS

- Compensate for the obsolescence of the resin used for manufacturing stabilizer P/N 332A13-1500-11XX (Non-deiced stabilizer)
- Take into account a future manufacturing interruption concerning the metallic tubes which equip the other stabilizers.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|---------------|-----------|------------|----------------------|-------------|
| + 1,153 kg | + 16,703m. kg | 1 Day(s) | 22 Week(s) | 2965 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- New metallic horizontal stabilizer P/N 332A13-1000-0501

and not equipped with :

- MOD 0726233 and 0726553 (New horizontal stabilizer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New horizontal stabilizer

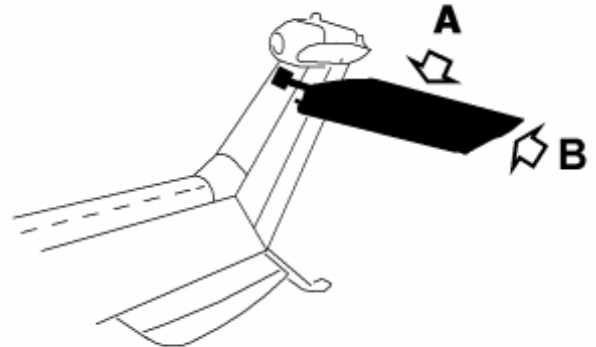
Reference: AS332-55.00.08 (R2)

Applicable to version(s): C, C1, L, L1

The replacement of the non-deiced honeycomb stabilizer and of the deiced metallic stabilizer, by the metallic stabilizer developed for the EC225.

- Installation of a new metallic stabilizer with carbon tube.
- Installation of the capability for ballast weights on stabilizer rib.
- Removal of the shackle assembly connecting the stabilizer to the pylon, as well as the associated fittings.
- Installation of additional ballast weights at stabilizer tip (1 kg and 1.5 kg), for a total weight of 2.5 kg.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This replacement capacity is introduced in order to :
- Compensate for the obsolescence of the resin used for manufacturing non-deiced stabilizer.
- Take into account a future manufacturing interruption concerning the metallic tubes which equip the other stabilizers.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|-----------|------------|----------------------|-------------|
| +2,408 kg | +34,618 m.kg | 1 Day(s) | 22 Week(s) | 3723 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 16 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

Non-deiced stabilizer :

- P/N 332A13-1000-0001 / 332A13-1000-0051 / 332A13-1000-0101 / 332A13-1000-0151 / 332A13-1000-0301 / 332A13-1000-05 and 332A13-1500-XX

or

Deiced stabilizer :

- P/N 332A13-1040-00 / 332A13-1040-0051 / 332A13-1040-0102 / 332A13-1040-02

Not equipped with :

- MOD 0726233 (Installation of a new metallic stabilizer with carbon tube)
- MOD 0726553 (Installation of the capability for ballast weights on stabilizer rib No.17)
- MOD 0726544 (Installation of additional ballast weights at stabilizer tip (1 kg and 1.5 kg), for a total weight of 2.5 kg)
- MOD 0726576 (Removal of the shackle assembly connecting the stabilizer to the pylon, as well as the associated fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New main landing gear VSAD microswitch

Reference: EC225-32-003 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace VSAD microswitches on the main landing gear by microswitches with improved sealing.

The purpose of this Service Bulletin is to replace VSAD switches of the main landing gear by a version with an improved sealing.

SB from Airbus Helicopters France (AHF)

Microswitch P/N 706A36-530-003 (PRE MOD 0726584) is not interchangeable with limit switch 3RT P/N 704A36-512-056 (POST MOD 0726584). Mixability of a switch PRE MOD 0726584 with a switch POST MOD 0726584 is prohibited.



> BENEFITS

- New version of VSAD switches of the main landing gear with an improved sealing.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|----------|------------|--------------------------|-------------|
| - 0,118 kg | - 0,70 m.kg | 1 Day(s) | 10 Week(s) | 21478 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 3 Hour(s) |
| Electrical systems | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable not equipped with :

- MOD 0726584

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New main landing gear VSAD microswitch

Reference: AS332-32.00.24 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to replace VSAD microswitches on the main landing gear by microswitches with improved sealing.

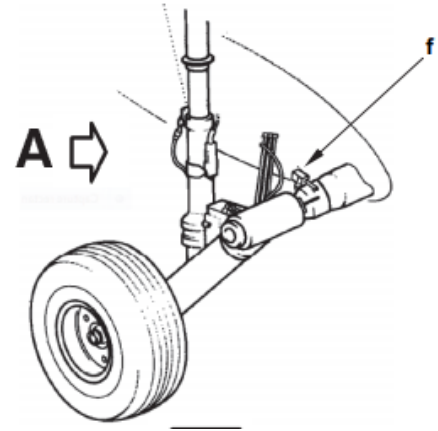
This Upgrade consists in replacing VSAD switches of the main landing gear by a version with an improved sealing.

Reason for last Revision:

The purpose of the revision of this Service Bulletin is to modify the effects of the Weight and Balance section and to replace the attachment clamps for the microswitch harnesses.

SB from Airbus Helicopters France (AHF)

Microswitch P/N 706A36-530-003 (PRE MOD 0726584) is not interchangeable with limit switch 3RT P/N 704A36-512-056 (POST MOD 0726584). Mixability of a switch PRE MOD 0726584 with a switch POST MOD 0726584 is prohibited.



> BENEFITS

- Replacement by microswitches with improved sealing.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|----------|------------|-------------------------------|-------------|
| - 0,118 kg | - 0,70 m.kg | 1 Day(s) | 10 Week(s) | 21478 - 21820 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 3 Hour(s) |
| Electrical systems | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Landing gears MOD 0723817 and not equipped with :
- MOD 0726584 (New main landing gear VSAD microswitch)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New NOVINTEC™ new-generation hydraulic reservoirs

Reference: AS332-29.00.15 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to allow for replacement of GOODRICH LH and RH hydraulic units by LH hydraulic units P/N MA6914-000 and/or RH hydraulic units P/N MA6946-000 (NOVINTEC).

This Service Bulletin consists of removing the GOODRICH LH and/or RH hydraulic units, installing the NOVINTEC LH and/or RH new-generation hydraulic units and modifying the existing wiring.

Comply with in conjunction with Service Bulletin No. 29.00.16 Revision 0 (Replacement of reservoir filling level indicating plate).

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable. Mixability of reservoir assembly and wiring pre- and post-MOD is authorized.



> BENEFITS

- Better hydraulic units

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|---|------------|-------------------------------|-------------|
| - 0.05 kg | - 0.28 m.kg | 1 Day(s) or 2 Day(s) depending on aircraft configuration. | 24 Week(s) | 24131 - 49447 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|--|
| Airframe, Cabin | 3,5 or 7 Hour(s) depending on aircraft configuration |
| Electrical systems | 2 or 4 Hour(s) depending on aircraft configuration |
| Pilot, Functional Check | 1 or 2 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- LH hydraulic units P/N CH100 or CH100-1AMDTB or CH100-2AMDTB or CH100-3AMDTB or CH100-4AMDTB or CH100-5 or CH100-6 or CH100-7
- RH hydraulic units P/N CH110 or CH110-1AMDTB or CH110-2AMDTB or CH110-3AMDTB or CH110-4AMDTB or CH110-5 or CH110-6

and not equipped with :

- MOD 0726562 (New NOVINTEC™ new-generation hydraulic reservoirs)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New placards indicating load limitations

Reference: AS332-52.00.50 (R0)

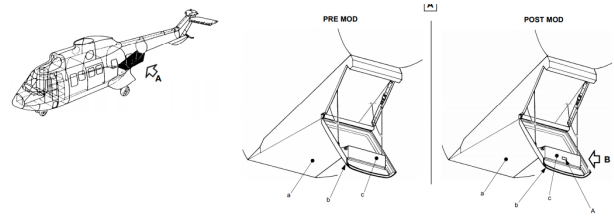
Applicable to version(s): L2

The purpose of this Service Bulletin is to install placards indicating load limitations on the step of the baggage hold installation assembly hatch.

This Service Bulletin consists of the installation of a placard (choice of language either in English or French) on the step of the baggage hold installation assembly hatch.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD baggage hold installation assemblies are not interchangeable.



> BENEFITS

- New placards to provide the end user an indication of the maximum supported load

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 0,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable to aircraft equipped with :
- MOD 0725216 (Baggage hold installation assembly (MP/N): 332A23-0606-03, or 332A23-0606-03XX)
 - and not equipped with :
 - MOD 0728204 (Placards indicating load limitations)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



New placards indicating load limitations

Reference: EC225-52-015 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install placards indicating load limitations on the step of the baggage hold installation assembly hatch.

Airbus Helicopters has created new placards to provide the end user an indication of the maximum supported load which the baggage hold installation assembly hatch can support during loading or unloading (150kg or 330lbs).

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD baggage hold installation assemblies are not interchangeable.

> BENEFITS

- Placards indicating load limitations on the step of the baggage hold installation assembly hatch.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|---------------------------------|-------------------------------|--------------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 0,5 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0725216
- Baggage hold installation assembly (MP/N): 332A23-0606-03 or 332A23-0606-03XX

and not equipped with :

- MOD 0728204 (Installation of placards indicating load limitations)

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New plug door springs

Reference: AS332-52.00.44 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to replace the former plug door springs by new springs so as to improve reliability

This Service Bulletin consists of:

- Removing the plug doors
- Removing the former springs
- Installing the new springs
- Installing the plug doors

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD springs not interchangeable, Pre- and post-MOD doors are not interchangeable. Mixability of pre- and post-MOD parts on a single door is not authorized, Mixability of pre- and post-MOD LH and RH doors is authorized.



> BENEFITS

- Improve plug door springs reliability

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 18 Week(s) | 1048 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Fitter | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- LH and/or RH lateral plug doors with springs P/Ns 332A22-1329-22 and/or 332A22-1329-23 and/or 332A22-1317-22 and/or 332A22-1317-23

and not equipped with:

- MOD 0726932 (Replacement of plug door springs)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New PTFE dynamic sealing ring

Reference: EC225-63-022 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the dynamic seal (carbon) on the LH or RH alternator output by a dynamic sealing ring (TEFLON) to avoid a possible source of leakage due to the rotation speed.

This Service Bulletin consists in:

- Removing the LH and RH alternator output dynamic seal (carbon),
- Installing the LH and RH alternator output dynamic sealing ring (TEFLON).

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are interchangeable.
 Mixing between PRE MOD and POST MOD components is authorized.



> BENEFITS

- Avoid a possible source of leakage due to the rotation speed

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with:

- LH or RH alternator output dynamic seal (carbon) P/N B1030.22

and not equipped with

- MOD 07-52516 (MGB AGB output for alternator seal improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New sealing of cabin floors

Reference: EC225-53-023 (R2)

Applicable to version(s): LP

This installation is to replace the sealing tapes of the cabin floors to improve the sealing between the floors and the structure bottom.

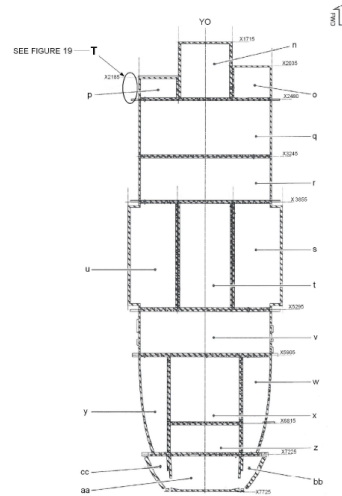
This Service Bulletin consists of:

- Replacing current sealing compounds by more suitable HI-TAK compounds (gel-type and polyurethane-type texture that penetrates in all the assembly porosities)
- Adding a blanking plug at each floor attaching screw

Any type of floors (either standard, aluminum or carbon type) can receive this sealing.

Nevertheless, floor and baseboard seals of carbon floors are not replaced.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the sealing of the cabin floors in order to prevent water from running through the floor (corrosion) or foreign matter (contamination) from inserting in the structure bottom.
- Ensure electrical bonding of the cabin floors.



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

2 Week(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eOrdering

> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

90 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726659 (New sealing of cabin floors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New sealing of cabin floors

Reference: AS332-53.01.67 (R2)

Applicable to version(s): C, C1, L, L1, L2

Replacement of sealing tapes of the cabin floors to improve the sealing between the floors and the structure bottom.

The purpose of this Service Bulletin is to improve the sealing of the cabin floors in order to prevent water from running through the floor (corrosion) or foreign matter (contamination) from inserting in the structure bottom and to ensure electrical bonding of the cabin floors.

The last revision of this Service Bulletin integrate the cutout of the protective cover.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the sealing between the floors and the structure bottom.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 90 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726659 (New sealing of cabin floors)

The aircraft version impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

Helicopters which have complied with previous revisions of this Service Bulletin are affected by revision 2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New tail rotor frequency damper with improved reliability

Reference: AS332-64.00.33 (R1)

Applicable to version(s): L2

This modification consist in replacing frequency dampers, bonding braids and cotter pins of the blade/spherical thrust bearing link pin on the tail rotor.

The news frequency dampers benefit from an improvement of the elastomer part which provides better reliability, news bonding braids are lighter than the former design and news cotter pins of the blade/spherical thrust bearing link pin are quickly connect and disconnect.

The purpose of the last revision is to extend the effectivity to aircraft on which Modification 0766124 was incorporated (frequency dampers P/N 332A33-1130-01 or 332A33-1130-02).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are interchangeable. - Mixing between frequency dampers (PRE-MOD 0766162) P/Ns 332A33-1130-00, 332A33-1130-01 and 332A33-1130-02 and frequency dampers (POST-MOD 0766162) P/Ns 332A33-3010-01 is prohibited. - Mixing between bonding braids P/Ns 332A31-2061-00 or 332A31-1959-00 (PRE-MOD 0766177) and T641A20T1151 (POST-MOD 0766177) is prohibited. - Mixing between cotter pins P/N EN2367-37050 (PRE-MOD 0766178) and pins P/N 332A31-3197-21 (POST-MOD 0766178) is prohibited.

> BENEFITS

- To improve the reliability of the "frequency damper" function and minimize the time required for inspections of the elastomer part.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|------------|--------------------------|-------------|
| - 0.832 kg | - 12.10 m.kg | 1 Day | 18 Week(s) | 67635 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 6 Hour(s) |
| Pilot, Flight test | 1 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Frequency dampers P/N 332A33-1130-00 or 332A33-1130-01 or 332A33-1130-02
- Bonding braids P/N 332A31-2061-00 or 332A31-1959-00
- Tail rotor hub (TRH) P/N 332A33-0004-00M

and not equipped with :

- MOD 0766162 (Replacement of frequency dampers)
- MOD 0766177 (Replacement of bonding braids)
- MOD 0766178 (Replacement of blade/spherical thrust bearing link pin cotter pins)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New time limits for radar antenna slaving units

Reference: AS332-34.00.40 (R1)

Applicable to version(s): C, C1, L, L1, L2

Introduction of the new maintenance time limits.

This service bulletin consist in :

- Remove the slaving unit
- Send the slaving unit
- Install the slaving unit

SB from Airbus Helicopters France (AHF)

Please contact Airbus Helicopters to place order.



> BENEFITS

- Propose to operators a timescale for carrying out the overhaul of the slaving unit.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-------------|-------------|
| + 2,379 to 6,731 kg depending of aircraft configuration | + 8783 to 24674 kg.mm depending of aircraft configuration | 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
- 4000504-0303
- or 071-01593-0100

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New TRH pitch-change bearing stack

Reference: AS332-64.00.17 (R0)

Applicable to version(s): C, L, L1, C1

New foolproof bearings are installed with new seal assembly.

The service bulletin consists of installing new bearings, new seals, nuts and tab washers for tail rotor pitch change.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve reliability of tail rotor pitch bearings
- Preventing infiltration of foreign matter (dust, sand ...)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|------------|------------|-----------------------|-------------|
| + 0,2 kg | + 2,818 m.kg | On request | 35 Week(s) | 23615 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

All AS332 version C, C1, L, L1 all S/N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

NICHOLS™ Lubrication pumps on main gearboxes

Reference: AS332-63.00.48 (R1)

Applicable to version(s): C, C1, L, L1

**The installation of "Nichols" pumps provide improved reliability of the MGB and oil cooler assembly by minimizing pressure modulations and consequently vapor effect.
The coupling between the main pump and the emergency pump is removed.**

This service bulletin consists in:

- Replacing the 2 existing MGB oil pumps with 2 new "NICHOLS" pumps
- Replacing of the existing oil sumps with new oil sumps

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve reliability and minimise vapor lock effect.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------------------------|-------------|
| On request | On request | 4 Day(s) | 18 Week(s) | 60663 - 68950 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 30 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0752369 (Replacement of the 2 existing MGB oil pumps with new 2 "NICHOLS" pumps)
 - MOD 0752448 (Replacement of the existing oil sumps with new oil sumps)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- AMS 332A07-52-327 (MGB oil sump cover with provision for the blade deicing option already installinstallation)
 - AMS 332A07-52-240 (Oil sump and cover replacement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pre-arrangement to switch from GE (General Electric) AMC (Aircraft Management Computer) to AMC+

Reference: EC225-31-007 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install the pre-arrangements for easy installation of the future AMC+ in place of the current GE AMC (P/N 704A47680004 or 704A47680005) by modifying the assembly environment and wiring.

This Service Bulletin consists in:

- Removing the GE AMC unit and its rack
- Modifying the rack
- Installing the modified rack and a plate equipped with a shunt
- Installing new harnesses
- Installing the GE AMC unit
- For configuration 2 helicopters only, modifying the soundproof covering bulkhead
- For configuration 2 helicopters only, modifying the new covering panel of the electrical cabinet
- Installing the new electrical cabinet covering panel.

PRE and POST MOD parts are not interchangeable.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Install the pre-arrangements for easy installation of the future AMC+ in place of the current GE AMC (P/N 704A47680004 or 704A47680005) by modifying the assembly environment and wiring.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|----------|------------|-------------------------------------|-------------|
| +0,21 kg | +0,46 m.kg | 2 Day(s) | 73 Week(s) | 14390 - 17582 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|---|
| Airframe | 1 to 2 Day(s) depending on the configuration aircraft |
| Airframe, Electrical | 2 Day(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- GE (General Electric) AMC

and not equipped with:

- MOD 0726796 (Pre-arrangement to switch from GE AMC to AMC+)

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

- Rigid 85-dB soundproof covering panels
- MOD OP23754

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pre-wiring for dynamic assemblies vibration monitoring

Reference: EC225-45-041 (R0)

Applicable to version(s): LP

The function of this Service Bulletin is to install the fixed part of the enhanced vibration monitoring of the dynamic assemblies.

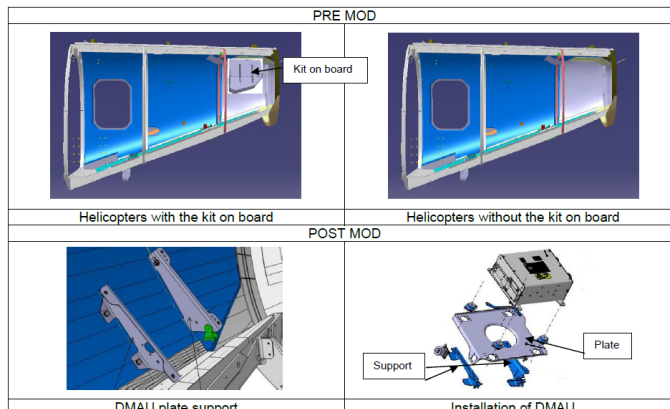
The function of this Service Bulletin is to:

- Remove the existing kit on board.
- Remove the existing covering skin.
- Modify the structure.
- Install the modified covering skin.
- Install the new kit on board.
- Install the "73VCE" connector.
- Install the DMAU (Dynamic Monitoring Acquisition Unit) box.
- Install the harness routing and modify the electrical wiring of the DMAU.
- Install the cover protective.

We invite you to carefully read Airbus Helicopters communication dedicated to the new vibration monitoring features, issued through Safety Information Notice 3800-S-63, for a better understanding of the objective of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

Please refer to the '\$4 Appendix' of the SB (link in the upper part of this description sheet) for determination of the configuration/kit associated to EC225 serial number.



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts:

Helicopters:

- POST MOD OP26216
- PRE MOD 0728692
- Without the following installations on R/H side of intermediate structure between frame X9220 and X9900:
 - TCAS installation
 - Or Kannad emergency locator
 - Or "Damien" computer

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|-------------------------------|-------------|
| +6,471 kg | +1,025 m.kg | 1 Month(s) | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--------------------------|
| Electrical systems | 80 Hour(s) 2 technicians |
| Airframe | 60 Hour(s) 2 technicians |

Procedure for downloading application software of Pus

Reference: EC225-34-014 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to enable authorized personnel to download application software of Pus (Processing Units).

This Service Bulletin consists of specifying the procedure to download the application software into the Pus, either via Ethernet or a RS232/RS422 cable.

This procedure includes in particular:

- The equipment used
- The specific tools
- The connections between the various equipment items
- The operational procedure

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable authorized personnel to download application software of PUs
- (Processing Units).

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|-------------|-------------|
| On request | On request | 1 to 6 Hour(s) depending on the download | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | 1 to 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- PUs (Processing Units) P/N MB267B-50

Helicopters on which Revision 0 of this Service Bulletin was complied with are not concerned by Revision 1.

Helicopters on which Revision 1 of this Service Bulletin was complied with are not concerned by this Revision 2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protecting liferafts against untimely percussion of the inflation bottles

Reference: AS332-25.00.35 (R3)

Applicable to version(s): C, C1, L, L1

To improve the liferaft inflation bottle percussion system reliability

All the grounding points for each circuit have been grouped on a single module ("70G1" - "70G2") each of them is connected to the battery negative terminal by a single cable. Contactors "72G1" and "72G2" are connected in series and the squib "positive" lines are shielded.

SB from Airbus Helicopters France (AHF)

PRE and POST modification 0723149 parts are not interchangeable.



> BENEFITS

- Better reliability of the liferaft inflation bottle percussion system.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|--------------------------|-------------|
| Negligible | Negligible | 2,5 Day(s) | 44 Week(s) | 17920 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 15 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Liferafts (installed in sponsons)
- and equipped with :
- MOD 0723149 (PROTECTING LIFERAFTS AGAINST UNTIMELY PERCUSSION OF THE INFLATION BOTTLES)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection against corrosion on the upper transmission deck

Reference: AS332-53.01.70 (R0)

Applicable to version(s): L2

Protection against corrosion on the upper transmission deck.

To prevent corrosion in this area, Airbus developed modification 0726815 whose aim is to improve the corrosion strength of the upper transmission deck at the firewall area.

Helicopters with signs of corrosion on the upper transmission deck are not concerned by this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improving the corrosion strength of the upper transmission deck at the firewall area.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1,5 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with : MOD 0726815 (Protection against corrosion on the upper transmission deck)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection against corrosion on the upper transmission deck

Reference: EC225-53-028 (R0)

Applicable to version(s): LP

Improvement of the corrosion strength of the aluminum finger at engine deck / MGB (Main Gearbox) deck junction.

Installing a Titanium T40 protection plate on the aluminum finger located on the transmission deck (at frame at X4345).

Helicopters with signs of corrosion on the upper transmission deck are not concerned by this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the corrosion strength of the upper transmission deck at the firewall area.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1,5 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726815 on the upper transmission deck

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 2 Hour(s) |

Protection of RH sponson tank or external luggage compartment for hoist operation compatibility and enlightening of sponson tanks

Reference: EC225-25-073 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to allow the use of the hoist when the sponson luggage compartments or front external tanks are installed (given that this use was prohibited until now as mentioned in the Flight Manual (PMV)).

RH sponson tank or front RH external luggage compartment protection Removable Part (RP) installation, for hoist operation compatibility and for lightening LH and RH sponson tanks.

The RH and LH external tank P/N 509020-2 and 509019-2 have to be returned to AH to be modified by rolling shuttle exchange program.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD external tanks are not functionally interchangeable in case of hoist operation.

Pre- and post-MOD sponson luggage compartments are not functionally interchangeable in case of hoist operation.

In case of hoist operation, only mixing between LH external tank pre-MOD 0726616 and RH external tank post-MOD 0726616 is authorized.

For helicopters not equipped with hoist :

- Mixing between LH external tank pre-MOD 0726616 and RH external tank post-MOD 0726616 is authorized.
- Mixing between RH external tank pre-MOD 0726616 and LH external tank post-MOD 0726616 is authorized.

> BENEFITS

- Prevent damage to the hoist cable by contact with the RH front external tank or the RH front luggage compartment, and lighten both front external tanks.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|---|------------|-------------------------------|-------------|
| +0,4 kg or +2,05 kg depending on aircraft configuration | +1,3 m.kg or +6,66 m.kg depending on aircraft configuration | 0,5 to 1 Day(s) depending on aircraft configuration | 14 Week(s) | 23319 - 29455 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Airframe | 4 or 7 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Hoist Fixed Part (FP) and
- External 300-l sponson tanks (MOD OP26535) or
- Sponson luggage compartments (MOD OP26653)

and not equipped with :

- MOD OP26617 (RP)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection of the rigging bands for the rear flotation gear

Reference: AS332-25.02.73 (R1)

Applicable to version(s): L1, L2

The purpose of this Service Bulletin is to reduce chafing on the rigging bands of the flotation vessels, protect them against soiling (salt water, hydrocarbons, washing water,...) and avoid premature replacement of the flotation vessels.

This modification consists in installing on each rod of the rear floats :

- a rigging band protection to prevent chafing
- a retaining ring to keep tension on the rigging bands
- a cover to protect the rigging bands from soiling

SB from Airbus Helicopters France (AHF)

Some spares/tools must be ordered from ZODIAC AEROSPACE.



> BENEFITS

- To reduce chafing on the rigging bands of the flotation vessels, protect them against soiling and avoid premature replacement of the flotation vessels.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|-------------------------|-------------|
| + 0.25 kg | + 1.61 m.kg | On request | Week(s) | 1318 EUR (e.c. 2023) | 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 OP23615 (Installation of emergency flotation gear)
- or
- MOD OP26277 (Assembly of the flotation gear removable part type AS332 L2 on long range AS332 L1)
- and not equipped with :
- MOD OP26963 (Protection of the rigging bands of the rear flotation gear)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection of the rigging bands of the rear flotation gear

Reference: EC225-25-138 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to reduce chafing on the rigging bands of the floatation balloons, protect them against soiling (salt water, hydrocarbons, washing water, etc.) and prevent premature replacement of the floatation balloons.

This Service Bulletin consists in installing on each rod of the rear floats a rigging band protection to prevent chafing, a retaining ring to keep tension on the rigging bands, a cover to protect the rigging bands from soiling.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid premature wear on the rigging bands, ensures the airworthiness of the system, prevent premature replacement of the floatation balloons.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|---------------------------------|-------------------------------|-------------|
| + 0,25 kg | + 1,61 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 not equipped with :

- MOD OP26963 (Protection of the rigging bands of the rear floatation balloons)

and equipped with :

- MOD OP23615 (Installation of emergency floatation system)
- or
- MOD OP26401 (Floatation system assembly with 11T capability, sea state 6)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pylon protection fairing improvement

Reference: AS332-53.01.80 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to improve the pylon protection fairing, thereby addressing potential contact and interference issues and allowing an increase in the periodic check interval for the pylon protection fairing.

Airbus Helicopters has been informed of cases of cracks on the support brackets and upper attachment tab of the pylon protection fairing, located on the LH side in the upper area of the pylon. Airbus Helicopters defined MOD 0726860 to address the above-mentioned issues.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD pylon protection fairing and inclined drive shaft fairing are not interchangeable.



> BENEFITS

- This modification also increases the periodic check interval of the pylon protection fairing from 150 FH to 1200 FH.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------------|---------------|---|------------|----------------------|-------------|
| + 0.0466 kg. | + 0.664 m.kg. | 3 Day(s) or 4 Day(s) depending on aircraft configuration. | 18 Week(s) | 2548 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|--|
| Pilot, Functional Check | 0 or 0,5 Hour(s) depending on aircraft configuration |
| Mechanics | 30 or 35 Hour(s) depending on aircraft configuration |
| Airframe, Structure | 30 or 32 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft not equipped with :

- MOD 0726860 (FUSELAGE - Inclined Drive Shaft Fairing Pylon protection fairing improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pylon protection fairing improvement

Reference: EC225-53-043 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve the pylon protection fairing.

This modification consist in :

- Removal of the existing pylon protection fairing assembly
- Installing of support brackets onto the transmission deck through existing rivet holes and where applicable, blank off unused rivet holes with rivets.
- Mark out and drill rivet holes for the new pylon protection fairing (P/N: 332A24-0329-0101) in accordance with the support brackets.
- Rivet new pylon protection fairing and drill attachment hole on the new pylon protection fairing in accordance with existing attachment hole in the inclined drive shaft fairing
- Modification on the inclined drive shaft fairing in accordance with new pylon protection fairing assembly
- Removal/ installation of inclined drive shaft for access purposes and its associated post-installation checks, if necessary

In addition, on helicopters with horizontal stabilizer deicing system installed :

- Modification of new pylon protection fairing to facilitate the passage of deicing rigid pipes before installation of new pylon protection fairing.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD pylon protection fairing and inclined drive shaft fairing are not interchangeable.

> BENEFITS

- address potential contact and interference issues and allowing an increase in the periodic check interval for the pylon protection fairing from 200 FH to 1200 FH.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|--|------------|----------------------|-------------|
| +0,047 kg | +0,664 m.kg | 3 or 4 Day(s) depending on aircraft configuration. | 18 Week(s) | 2548 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|---|
| Airframe | 30 to 32 Hour(s) depending on aircraft config |
| Mechanics | 30 to 35 Hour(s) depending on aircraft config |
| Pilot, Flight test | 0 to 1 Hour(s) depending on aircraft config |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726860 (Pylon protection fairing improvement)

Incompatible with the 369VT strip protection covered by modification 0726849 or Service Bulletin No. EC225-30-031.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of lower canopy transparent panels

Reference: AS332-56.00.05 (R1)

Applicable to version(s): L2

This Service Bulletin is to authorize mixability (installation of RH canopy lower glass and LH canopy lower glass) for operational reasons.

This Service Bulletin consists in:

- Removing the lower transparent panels
- Fitting the weld bead of the coil flush
- Checking the seating plane
- Installing the reinforced lower transparent panels and ensure sealing.

Interchangeability:

- Pre & Post Mod 0726827 lower transparent panels are not interchangeable.

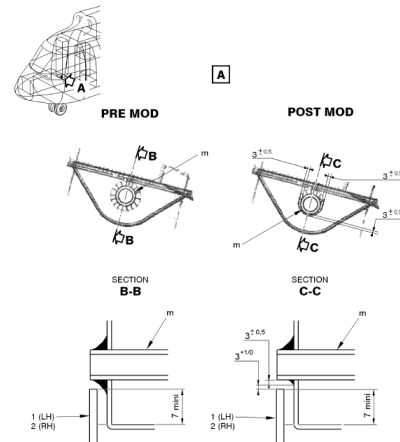
Mixability:

- Pre & Post Mod 0726827 lower transparent panels is authorized.

SB from Airbus Helicopters France (AHF)



SB N° AS332-56.00.05



> BENEFITS

- This Service Bulletin is intended to improve resistance to in-flight aerodynamic forces, and limit the risks of cracks on lower canopy transparent panels.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------------------------------|--------------------------------------|------------|------------|-------------|-------------|
| Complete Installation +1,69 kg | Complete Installation +0,747 m.kg | 15 Hour(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|----------------------------------|
| Airframe, Structure | 10 Hour(s) excluding curing time |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters PRE MOD 0726827

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of lower canopy transparent panels

Reference: AS332-56.00.03 (R1)

Applicable to version(s): C, C1, L, L1

This Service Bulletin is intended to improve resistance to in-flight aerodynamic forces and limit the risks of cracks on lower canopy transparent panels.

This Service Bulletin consists in:

- Removing the lower transparent panels
- Fitting the weld bead of the coil flush
- Checking the seating plane
- Installing the reinforced lower transparent panels and ensure sealing

In case of presence of an optional equipment item not listed in Pre/Post Requisites, and not compatible with compliance with this Service Bulletin, please contact Airbus Helicopters Customer Service Technical Support Department.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD 0726827 lower transparent panels are not interchangeable. Mixability of PRE and POST MOD 0726827 lower transparent panels is authorized.

> BENEFITS

- Improve resistance to in-flight aerodynamic forces and limit the risks of cracks on lower canopy transparent panels.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|--------------------------------|-------------|
| +1,93 kg | +0,637 m.kg | 1,5 Day(s) | Week(s) | 6522 - 7370 EUR (e.c. 2023) | eOrdering |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726827 (Reinforcement of lower canopy transparent panels)

The following optional equipment items are not compatible with compliance with this Service Bulletin:

- MILDS missile approach detector
- EWR99 Radar Warning Receiver
- Visual icing indicator

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of lower canopy transparent panels

Reference: EC225-56-001 (R1)

Applicable to version(s): LP

Cases of cracks on the lower canopy transparent panels were observed on several helicopters. The flight crews indicated no impact before appearance of these cracks.

The analyses revealed distortion of the transparent panel during high-speed flights, as well as interference of the latter with the weld bead of a coil. This Service Bulletin is intended to improve resistance to in-flight aerodynamic forces, and limit the risks of cracks on lower canopy transparent panels by increasing their thicknesses.

This Service Bulletin consists in:

- removing the lower transparent panels,
- fitting the weld bead of the coil flush,
- checking the seating plane,
- installing the reinforced lower transparent panels and ensure sealing

SB from Airbus Helicopters France (AHF)

PRE and POST MOD 0726827 lower transparent panels are not interchangeable. Mixability of PRE and POST MOD 0726827 lower transparent panels is authorized.

> BENEFITS

- Improve resistance to in-flight aerodynamic forces
- Limit the risks of cracks on lower canopy transparent panels

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|----------------------|-------------|
| +1,69 kg | +0,747 m.kg | 1,5 Day(s) | Week(s) | 7040 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 10 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726827

The following optional equipment items are not compatible with compliance with this Service Bulletin:

- MILDS missile approach detector
- EWR99 Radar Warning Receiver
- Visual icing indicator

> CERTIFICATION ORGANIZATION(S)

- DGA France
- EASA Europe

Reinforcement of tail boom at frame X13069

Reference: AS332-53.01.84 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to reinforce the RH skin panel of the tail cone at the frame X13069, in order to limit the risk of crack occurrence in this area by installing reinforcements.

This Service Bulletin consists in removing the existing rivets at the RH skin panel at the frame X13069 of the tail boom and installing the reinforcement shim and reinforcements on the tail boom.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To limit the risk of crack occurrence at the frame X13069.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|----------|------------|---------------------|-------------|
| + 0.110 kg | + 1.430 m.kg | 1 Day | 14 Week(s) | 540 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728096 (Reinforcement of tail boom at X13069)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of tail boom at frame X13069

Reference: EC225-53-046 (R1)

Applicable to version(s): LP

Installation of reinforcement on the tail cone RH skin panel of the tail cone at the frame X13069.

This Service Bulletin consists in :

- removing the existing rivets at the RH skin panel at the frame X13069 of the tail boom
- installing the reinforcement shim and reinforcements on the tail boom

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Limit the risk of crack occurrence in this area.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|----------|------------|---------------------|-------------|
| +0,11 kg | +1,43 m.kg | 1 Day(s) | 14 Week(s) | 540 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0728096 (Reinforcement of tail boom at X13069)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of tail boom finger strip at frame junction at X 9000 OR X 9900

Reference: AS332-53.01.43 (R2)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to reinforce the tail boom finger strip at frame junction at X 9000 or X 9900 (according to aircraft).

To improve tail boom reliability by reinforcing its finger strip, RH side, at its frame junction at X 9000 or X 9900 (aircraft version L2).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Better reliability of the tail boom

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|-----------|------------|-----------------------------|-------------|
| + 0.100 kg or + 0.150 kg depending on aircraft configuration. | + 0.9 m.kg or + 1.485 m.kg depending on aircraft configuration. | 8 Day(s) | 23 Week(s) | 1124 - 8485 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 100 Hour(s) |
| Airframe, Cabin | 100 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable to aircraft not equipped with :
- MOD 0726313 (Reinforcement of tail boom finger strip at frame junction at X 9000 or X 9900 (according to aircraft))
 - Not fitted with decoy launcher.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of tail boom plates

Reference: EC225-53-011 (R1)

Applicable to version(s): LP

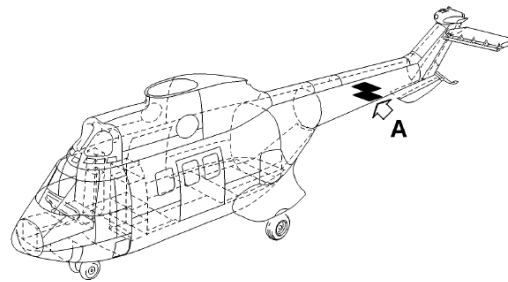
The purpose of this SB is to reduce micro-movements of plates located in tail boom in order to improve vibratory behaviour of equipment installed therein.

Reinforcing upper plate attachment by doubling the number of attachment points and installing two riveting links between plate and structure.
 Reinforcing lower plate attachment by installing riveted reinforcement between plate front support and structure and riveted reinforcement between plate rear support and structure.

Interchangeability : Pre Mod / Post Mod components are not interchangeable
 Mixability : It is prohibited to use Pre mod /Post mod components together

SB from Airbus Helicopters France (AHF)

N° EC225-53-011



> PRE-POST REQUISITE / EFFECTIVITY

Pre-MOD 0726496.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- To reduce micro-movements of plates located in tail boom.
- To improve vibratory behaviour of equipment installed therein.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|--------------------------|-----------|------------|-------------------------|-------------|
| Fixed Part +0,58 kg | Fixed Part +6,27 m.kg | 3 Day(s) | 15 Week(s) | 1416 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 25 Hour(s) |

Reinforcement of tail boom plates

Reference: AS332-53.01.57 (R2)

Applicable to version(s): C1, L1, L2

This Service Bulletin is to reduce the micro-displacements of the plates located in the tail boom, in order to improve the vibratory behavior of the equipment items installed in it.

This Service Bulletin consists in:

- Reinforcement of the fixing of the upper plate by doubling the number of fixing points
- Reinforcement the fixing of the bottom plate by installing a riveted reinforcement
- Move the LH electrical plate installation and the "7SA" relay into the tail boom S/N 2535, 2543 and 2547

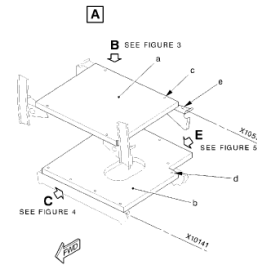
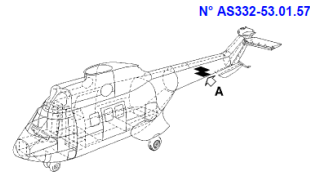
Interchangeability :

Pre Mod and Post Mod components are not interchangeable.

Mixability :

It is prohibited to use Pre Mod and Post Mod components together.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the vibratory behavior of the equipment items installed in the tail boom.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|--|------------|------------|-------------------------|-------------|
| Fixed Part +0,58 kg | Fixed Part +6,0 m.kg to +6,27 m.kg | 3,5 Day(s) | 25 Week(s) | 3503 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 25 to 29 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:332R613022.00 (for helicopters S/N 2535, 2543 and 2547)
Pre Mod:0726496

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the lower section of the bottom structure at frame X3855

Reference: EC225-53-026 (R0)

Applicable to version(s): LP

This modification consist in prevent the appearance of cracks on the lower skin of the bottom structure at frame X3855.

Riveting a reinforcement inside the bottom structure at X3855, on the stringer between Y0 and Y-150.

Aircraft that have a crack on the lower splice at Y-116 and/or on the finger strip and skin at X3855 are not affected by this Service Bulletin, please contact the Technical Support Department of Eurocopter Customer Service.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve load distribution under the bottom structure between the skin, finger strip and stringer at Y-116 and thus prevent the appearance of cracks in this zone.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|---------------------|-------------|
| Negligible | Negligible | 1,5 Day(s) | 6 Week(s) | 671 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 8 Hour(s) |
| Airframe | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726745 (Reinforcement of the lower section of the bottom structure at frame X3855)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the lower section of the bottom structure at frame X3855

Reference: AS332-53.01.69 (R0)

Applicable to version(s): L2

Prevent the appearance of cracks on the lower skin of the bottom structure at frame X3855.

To improve load distribution under the bottom structure between the skin, finger strip and stringer at Y-116 and thus prevent the appearance of cracks in this zone, Airbus defined MOD 0726745

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reinforcement of the lower section of the bottom structure.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|---------------------|--------------------|
| Negligible | Negligible | 1,5 Day(s) | 6 Week(s) | 671 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Cabin | 8 Hour(s) |
| Airframe, Electrical | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726745 (Front transversal tank housing at frame X3855)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the RH skin at X9900

Reference: EC225-53-037 (R0)

Applicable to version(s): LP

Reinforcement the RH skin on frame X9900.

This Service Bulletin consists of:

- Unriveting the upper part of the finger strip
- Cutting and removing the upper part of the finger strip
- Checking the drilling conformity
- Positioning and drilling the new finger strip
- Riveting the new finger strip

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To reinforce the RH skin on frame X9900 and thus limit the risk of crack initiation in this area by installing this new finger strip.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|-----------|---------------------------------|-------------------------------|-------------|
| negligible or + 0.252 kg depending on aircraft configuration | Negligible or 2.52 m.kg depending on aircraft configuration | 3 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 15 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726961 (Reinforcement of the RH skin at X9900)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the side sliding-plug door median fitting

Reference: EC225-52-008 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the side sliding-plug door median fittings by reinforced fittings.

The purpose of this Service Bulletin is to replace the existing median fittings by reinforced fittings on side sliding-plug doors. Modification 0726841 is embodied on doors fitted with standard or enlarged windows.

SB from Airbus Helicopters France (AHF)

Median fitting POST MOD 0726841 is not interchangeable with median fitting PRE MOD 0726841. For aircraft fitted with RH and LH side sliding-plug doors, mixability of median fittings, LH door and RH door, is not permitted.



> BENEFITS

- Better side sliding-plug door median fitting.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|----------|---------------------------------|-------------------------------|-------------|
| + 1,184 kg or + 1,194 kg depending on aircraft configuration. | + 4,72 m.kg or + 4,76 m.kg depending on aircraft configuration. | 1 Day(s) | Depending on Spare Parts needed | 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 to aircraft not equipped with :

- MOD 0726841 (Reinforcement of the side sliding-plug door median fitting)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relocation of a FUEL LOW LEVEL circuit-breaker from 1PP to 2PP6

Reference: AS332-24.00.58 (R1)

Applicable to version(s): C1, L1

Relocation of the "low fuel level" warning operative.

This Service Bulletin consists in relocating a "Fuel Low Panel" circuit-breaker from position G10 on busbar 1PP6 (sheddable) to position H14 on bus bar 2PP6 (non-sheddable) on panel "2ALP".

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to render the "low fuel level" warning operative even after the main power supply busbar has been shed.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------------|-------------|
| Negligible | Negligible | 0.5 Day(s) | 6 Week(s) | 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 :
- MOD 0726875 (Extension of non-sheddable essential busbar 2PP6) and not equipped with:
 - MOD 0728317 (Relocation of a "FUEL LOW LEVEL" circuit-breaker from 1PP to 2PP6)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of grounding strip of ground power receptacle door

Reference: EC225-52-005 (R1)

Applicable to version(s): LP

The purpose of this Service bulletin is to improve ground power receptacle bonding.

This modification consist in remove the grounding strip on the ground power receptacle.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid short-circuits resulting from a contact between the grounding strip and the +28V terminal of the ground power receptacle.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|---------------------------------|-------------------------------|--------------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 0,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726783 (Removal of grounding strip of ground power receptacle door)

Having or not complied with MOD 0726626 (modification fo grounding strip routing on ground power receptacle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of position light deflectors on sponson tip fairings

Reference: EC225-53-044 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to remove the position light reflectors from the LH and RH lateral fairings. The red and green position lights are sealed and no longer require protection.

This Service Bulletin consists in:

- Removing the deflectors from the LH and RH lateral fairings
- Removing the inserts from the LH and RH lateral fairings
- Plugging the insert and vent holes
- Touching up the paint on the LH and RH lateral fairings

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Remove the position light deflectors from the LH and RH lateral fairings

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|------------|------------|-------------|-------------|
| -0,4 kg | -2,362 m.kg | 1,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe | 9 Hour(s) |
| Airframe, Electrical | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Red position light P/N 6490811
- Green position light P/N 6490821
- MOD OP22572 (MARK 2 large sponson fuel tank)
- MOD 0726560 (Switch to light emitting diodes technology for position lights)

and not equipped with

- MOD 0726996 (Removal of position light deflectors on tip fairings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of position light deflectors on sponson tip fairings

Reference: AS332-53.01.82 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to remove the position light deflectors from the LH and RH lateral fairings. The red and green position lights are sealed and no longer require protection.

This Service Bulletin consists in:

- Removing the deflectors and the inserts from the LH and RH lateral fairings,
- Plugging the insert and vent holes,
- Touching up the paint on the LH and RH lateral fairings.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To reduce the weight of LH and RH lateral fairings.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|------------|---|-------------|-------------|
| -0,4 kg | -2,362 m.kg | 1,5 Day(s) | On request Depending on spare needed | On request | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP22572 (MARK 2 large sponson fuel tank)
- MOD 0726560 (Switch to light emitting diodes technology for position lights)
- Red position light P/N 6490811 and Green position light P/N 6490821

and not equipped with :

- MOD 0726996 (Removal of position light deflectors on tip fairings)

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 1 Hour(s) |
| Airframe | 9 Hour(s) |

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of the by-pass of the oil cooling installation

Reference: AS332-63.00.87 (R0)

Applicable to version(s): C, C1, L, L1

The purpose of this Service Bulletin is to remove the by-pass of the oil cooling installation in order to install the FFMP (Full Flow Magnetic Plug).

This Service Bulletin consists in:

- removing the by-pass of the oil cooling installation
- installing the hose and the support

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD equipment items are not interchangeable.



> BENEFITS

- install the FFMP (Full Flow Magnetic Plug)

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|------------|-------------|-------------|
| +2,067 kg | +11,6 m.kg | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0722440 (AS332 Mk1 "Very cold weather" optional kit for MGB oil)

and not equipped with:

- MOD 0753061 (MGB Oil cooling circuit - Adding of a manual ferromagnetic Particles Detection System (usually named Full Flow Magnetic Plug: FFMP)).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of CPI beacon interface unit

Reference: EC225-25-135 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the CPI beacon interface unit MP/N 503-24-6 with a system interface unit 503-24-6G25.

This Service Bulletin consists in:

- Removing interface unit 503-24-6
- Installing a new interface unit P/N 503-24-6G
- Installing a bonding braid on the interface unit

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent the risk of untimely load of the beacon.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| Negligible | Negligible | 12 Hour(s) | On request | On request | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- CPI 503 beacon system (MP/N: TYPE 15-503-134-1) including a System Interface Unit (SIU) (MP/N: 503-24-6) associated with a Beacon Release Unit (BRU) (MP/N: 503-21-1).

and not equipped with :

- MOD 332P083810.00/.03 : Replacement of CPI beacon interface unit MP/N 503-24-6 with a system interface unit 503-24-6G

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of double threshold pressure switch by a transmitter.

Reference: AS332-63.00.69 (R4)

Applicable to version(s): L2

The purpose of this Service Bulletin is to cover change in supplier of MGB (Main Gear Box) standby lubrication system double threshold pressure switch.

This Service Bulletin consists of replacing the double threshold pressure switch, for the MGB standby lubrication system low pressure warning, by a pressure transmitter (probe) (MOD 0752521) and installing an electronic unit for recreating the double threshold function (MOD 0726744).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable. Mixability between former harness and oil pressure transmitter is prohibited. Mixability between double threshold pressure switch and new harness is prohibited.



> BENEFITS

- To cover change in supplier of MGB.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|--|------------|----------------------|-------------|
| Negligible or + 0.180 kg depending on aircraft configuration. | Negligible or + 0.366 m.kg depending on aircraft configuration. | 2 Hour(s) or 6 Day(s) depending on aircraft configuration. | 33 Week(s) | 5599 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|---|
| Electrical systems | 1 to 30 Hour(s) depending on aircraft configuration |
| Airframe, Electrical | 0 to 20 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Threshold pressure switch (P/N MA161-00)

and not equipped with :

- MOD 0726744 and 0752521 (Replacement of double threshold pressure switch by a transmitter: MGB standby lubrication system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of Inermet balancing weights and attachment nuts

Reference: EC225-62-013 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the attachment nuts and Inermet balancing weights of the 5 main blades.

Airbus Helicopters has been informed of cases of corrosion on balancing weights of main blades and on attachment nuts of these weights.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD blades are interchangeable. PRE and POST MOD blades are mixable.

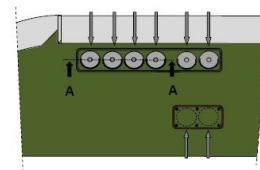
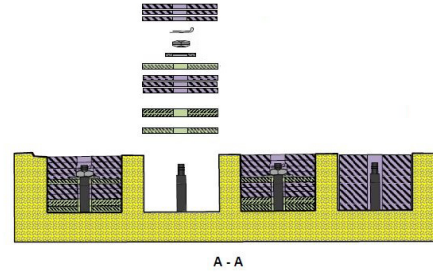
> BENEFITS

- Replacing Inermet balancing weights by Inermet balancing weights to which a treatment against corrosion has been applied

| 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 | 5 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Main non-deiced blades P/N 332A1 1-0050-XX and/or Main de-iced blades P/N 332A1 1-0055-XX

and not equipped with :

- MOD 0740716 (Replacement of Inermet balancing weights and attachment nuts)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of LH Hydraulic Power System by PARKER HANNIFIN hydraulic pump

Reference: EC225-29-010 (R0)

Applicable to version(s): LP

This Service Bulletin replaces the LH hydraulic pump MESSIER-BUGAT-TI-DOWTY with the LH hydraulic pump PARKER HANNIFIN.

This Service Bulletin includes the work steps that follow:

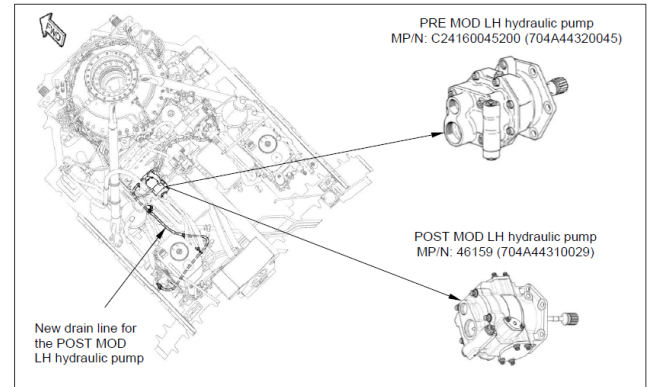
- The structural modifications on the transmission deck to make attachment points for the drain line installation
- The change of the LH hydraulic pump
- The installation of the drain line
- A ground run-up as part of the post-installation test of the LH hydraulic pump.

When you install the LH hydraulic pump from PARKER HANNIFIN, it is necessary to install a new drain line.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD LH hydraulic pumps are not interchangeable.
PRE MOD and POST MOD LH rails are not interchangeable.
PRE MOD and POST MOD sub-panel rails are not interchangeable.
PRE MOD and POST MOD shims are not interchangeable.

No. EC225-29-010



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0726635

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Airbus Helicopters and PARKER HANNIFIN make a new hydraulic pump which is compatible with the equivalent specification, at a lower price.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|--------------------------------------|-----------|-----------|-------------------------|-------------|
| Complete Installation +0,448 kg | Complete Installation +2,402 m.kg | 1 Day(s) | Week(s) | 2338 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 6 Hour(s) |
| Airframe, Structure | 1 Hour(s) |
| Pilot, Flight test | 0,5 Hour(s) |

Replacement of LH Hydraulic Power System by PARKER HANNIFIN hydraulic pump

Reference: AS332-29.00.22 (R0)

Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin introduces modification, which replaces the LH hydraulic pump from MESSIER-BUGATTI-DOWTY with the LH hydraulic pump from PARKER HANNIFIN.

This Service Bulletin includes the work steps that follow:

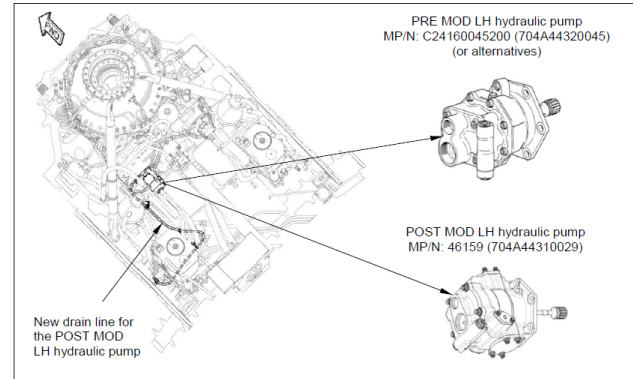
- The structural modifications on the transmission deck to make attachment points for the drain line installation
- The change of the LH hydraulic pump
- The installation of the drain line
- A ground run-up as part of the post-installation test of the LH hydraulic pump.

When you install the LH hydraulic pump from PARKER HANNIFIN, it is necessary to install a new drain line.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD LH hydraulic pumps are not interchangeable.
PRE MOD and POST MOD LH rails are not interchangeable.
PRE MOD and POST MOD sub-panel rails are not interchangeable.
PRE MOD and POST MOD shims are not interchangeable.

No. AS332-29.00.22



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0726635
Post Mod 0752246

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Airbus Helicopters and PARKER HANNIFIN make a new hydraulic pump which is compatible with the equivalent specification, at a lower price

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|-----------|-----------|----------------------|-------------|
| Complete Installation +0.448 kg to +0.449 kg | Complete Installation +2.402 m.kg to +2.38 m.kg | 1 Day(s) | Week(s) | 4834 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Pilot, Functional Check | 0,5 Hour(s) |
| Airframe, Mechanics | 6 Hour(s) |
| Airframe, Structure | 1 Hour(s) |

Replacement of mobile nozzle of the exhaust gas deflector (DDJ)

Reference: EC225-71-012 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the mobile nozzle of the exhaust gas deflector (DDJ) by a reinforced nozzle.

This modification consist in replacing the DDJ mobile nozzle made of Nimonic 75 with a mobile nozzle made of INCONEL 625 and adjusting the new mobile nozzle.

The new mobile nozzle P/N 332A54-0076-04 (post-MOD 332A089012.00) is interchangeable with the old mobile nozzle P/N 332A54-0076-03 (pre-MOD 332A089012.00).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- improve the crack resistance of the exhaust gas deflector nozzles
- reinforce the nozzle and limit the loads caused by thermal expansion of the different materials

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|----------|---------------------------------|-------------|-------------|
| +0,156 kg | +0,71 m.kg | 1 Day(s) | Depending on Spare Parts needed | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft equipped with the exhaust gas deflector (DDJ) pre-MOD 332A089012.00.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of mobile nozzles

Reference: EC225-71-020 (R1)

Applicable to version(s): LP

The performance of a thermomechanical analysis led to the redefinition of this nozzle as well as the degrees of freedom of the various fasteners.

This Service Bulletin consists in:

- replacing the LH and RH mobile nozzle assemblies
- adapting the attachment of LH and RH JDDs
- installing bracket assemblies and the front support on LH and RH mobile nozzles

PRE MOD and POST MOD components are not interchangeable. Mixing between PRE MOD and POST MOD components is prohibited.

Interchangeability: The components before modification and after modification are not interchangeable. Mixability: The mixability of the components before modification and after modification is prohibited.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increase the mobile nozzles longevity

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|-----------|------------|---------------------------|-------------|
| +2,5 kg | +11,5 kgf.m | 1 Week(s) | 42 Week(s) | 218555 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 35 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- JDD with a mobile nozzle P/N 332A54-0076-04

and not equipped with:

- MOD 332A089093

To replace left and right mobile the conduit units

To adapt the fixing of the left and right DDJ

To install the front fittings units and support on the mobile conduits left and right-hand side

> CERTIFICATION ORGANIZATION(S)

DGA France

Replacement of MPAI switching unit cover

Reference: EC225-30-041 (R0)

Applicable to version(s): LP

It has been reported loss of information from the electronic boards assembled in the MPAI switching unit 5HA due to the boards being insufficiently secured. Airbus Helicopters thus developed this modification in order to improve the securing of these boards by replacing the rubber strips of the unit cover with leaf springs.

This modification consists in :

- removing the switching unit cover equipped with the rubber strips
- installing the cover equipped with leaf springs

SB from Airbus Helicopters France (AHF)



PRE MOD cover



POST MOD cover

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726115
- and not equipped with :
- MOD 0728472 (Replacement of MPAI switching unit cover)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Avoid loss of information from the electronic boards assembled in the MPAI switching unit 5HA

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|---------------------------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | Depending on Spare Parts needed | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) |

Replacement of plug door springs

Reference: EC225-52-007 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the former springs of the plug doors fitted with standard or enlarged windows, by new springs, so as to improve reliability.

This modification is to improve reliability by replacing the former springs of the plug doors fitted with standard or enlarged windows by new springs.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD springs are not interchangeable. Pre- and post-MOD doors are not interchangeable. Mixability of pre- and post-MOD parts on a single door is not authorized. Mixability of pre- and post-MOD LH and RH doors is authorized.



> BENEFITS

- To improve reliability former springs of the plug doors.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|---------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 18 Week(s) | 512 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :

- LH and/or RH lateral plug doors, standard or enlarged windows, with springs P/ Ns 332A22-1329-22 and/or 332A22-1329-23 and/or 332A22-1317-22 and/or 332A22-1317-23
- and not equipped with :
- MOD 0726932 (Replacement of plug door springs)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of RH Hydraulic Power System by PARKER HANNIFIN hydraulic pump

Reference: EC225-29-011 (R0)

Applicable to version(s): LP

This Service Bulletin introduces modification, which replaces the RH hydraulic pump MESSIER-BUGATTI-DOWTY with the RH hydraulic pump PARKER HANNIFIN

This Service Bulletin includes the work steps that follow:

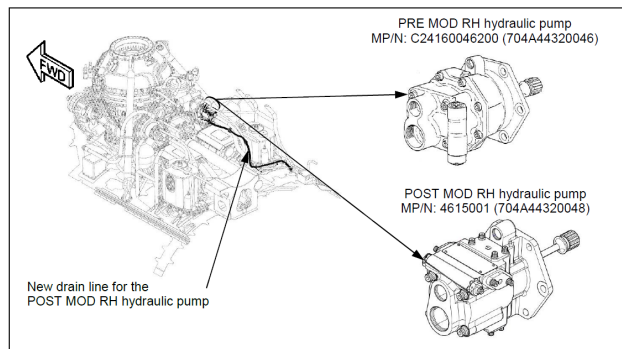
- The structural modifications on the transmission deck to make attachment points for the drain line installation
- The change of the RH hydraulic pump
- The installation of the drain line
- A ground run-up as part of the post-installation test of the RH hydraulic pump.

When you install the RH hydraulic pump from PARKER HANNIFIN, it is necessary to install a new drain line.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD RH hydraulic pumps are not interchangeable.
PRE MOD and POST MOD RH rails are not interchangeable.
PRE MOD and POST MOD sub-panel rails are not interchangeable.
PRE MOD and POST MOD shims are not interchangeable.

No. EC225-29-011



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0726636

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Airbus Helicopters and PARKER HANNIFIN make a new hydraulic pump which is compatible with the equivalent specification, at a lower price

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------------------|--------------------------------------|-----------|-----------|--------------------------|-------------|
| Complete Installation +0,131 kg | Complete Installation +0,707 m.kg | 1 Day(s) | Week(s) | 1 754 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 6 Hour(s) |
| Airframe, Structure | 1 Hour(s) |
| Pilot, Flight test | 0,5 Hour(s) |

Replacement of RH Hydraulic Power System by PARKER HANNIFIN hydraulic pump

Reference: AS332-29.00.23 (R0)

Applicable to version(s): C, C1, L, L1, L2

This Service Bulletin replaces the RH hydraulic pump from MESSIER-BUGATTI-DOWTY with the RH hydraulic pump from PARKER HANNIFIN.

This Service Bulletin includes the work steps that follow:

- The structural modifications on the transmission deck to make attachment points for the drain line installation
- The change of the RH hydraulic pump
- The installation of the drain line
- A ground run-up as part of the post-installation test of the RH hydraulic pump.

When you install the RH hydraulic pump from PARKER HANNIFIN, it is necessary to install a new drain line.

SB from Airbus Helicopters France (AHF)

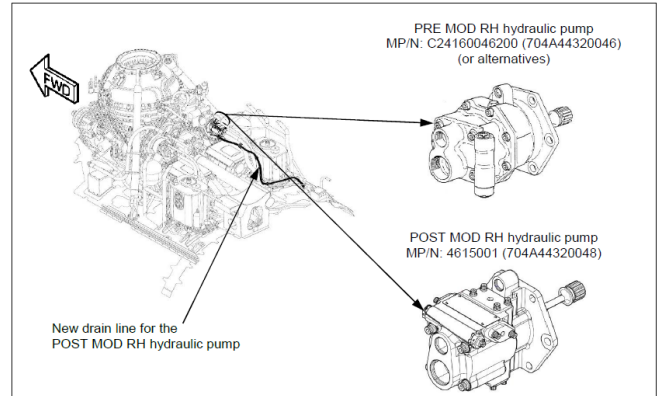
Interchangeability:

- Pre Mod and Post Mod RH hydraulic pumps are not interchangeable.
- Pre Mod and Post Mod RH rails are not interchangeable.
- Pre Mod and Post Mod sub-panel rails are not interchangeable.
- Pre Mod and Post Mod shims are not interchangeable

Mixability:

- Not applicable

No. AS332-29.00.23



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0726636

Post Mod 0752246

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Airbus Helicopters and PARKER HANNIFIN make a new hydraulic pump which is compatible with the equivalent specification at a lower price.

| KG | Moment | Down Time | Lead Time | Price Range | Online Cat. |
|---|---|-----------|-----------|----------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| Complete Installation +0.131 kg to +0.076 kg | Complete Installation +0.707 m.kg to +0.408 m.kg | 1 Day(s) | Week(s) | 3608 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 1 Hour(s) |
| Airframe, Mechanics | 6 Hour(s) |
| Pilot, Flight test | 0,5 Hour(s) |

Replacement of RTM™ Tube

Reference: AS332-55.00.11 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to replace the RTM Tube Assembly with a new RTM Tube Assembly that has a PTFE-coated glass fiber interface at the central attachment bushes. This PTFE coating reduces frictional wear and therefore increases the MTBF of the central attachment bushes.

The PTFE-coated fibre reduces frictional wear and therefore increases the MTBF of the bush.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This PTFE coating reduces frictional wear and therefore increases the MTBF of the central attachment bushes.

| WEIGHT | MOMENT | DOWNTIME | 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 |
|---------------|-----------------------|
| Mechanics | 2 to 8 Hour(s) |
| Avionics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- RTM tube assembly MP/N 332A13-1548-02
- and not equipped with :
- MOD 0728095 (Replacement of RTM Tube)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of RTM™ Tube

Reference: EC225-55-004 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the RTM Tube Assembly with a new RTM Tube Assembly that has a PTFE-coated glass fibre interface at the central attachment bushes. This PTFE coating reduces frictional wear and therefore increases the MTBF of the central attachment bushes.

This Service Bulletin consists of:

- Removal of PRE MOD horizontal stabilizer assembly
- Removal of PRE MOD RTM tube assembly from horizontal stabilizer assembly
- Installation of POST MOD RTM tube assembly into horizontal stabilizer
- Installation of POST MOD horizontal stabilizer assembly

SB from Airbus Helicopters France (AHF)

For any information concerning price of modification kits and/or components or for assistance, contact the Airbus Helicopters Network Sales or Customer Relations Department.



> BENEFITS

- Reduces frictional wear and therefore increases the MTBF of the bush. The possibility to increase the periodic check interval is being studied.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 1 Hour(s) |
| Mechanics | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MP/N 332A13-1548-02 (RTM tube assembly)

and not equipped with:

- MOD 0728095 (Replacement of RTM™ Tube)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of TECALEMIT™ hydraulic hoses

Reference: EC225-29-005 (R1)

Applicable to version(s): LP

Reduce the risk of corrosion on TECALEMIT hoses.

Replacement of TECALEMIT hydraulic hoses.
 The new hoses being smaller in diameter, the attachment clamps of each hose will also be replaced.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid damage to the fire protection sheath and sensitivity to corrosion.
- They are more lightweight and have a new, silicone fire protection sheath.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|---------------|------------|------------|-------------|-------------|
| - 1.18 kg | - 6,8195 m.kg | On request | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Pilot, Functional Check | 1 Hour(s) |
| Mechanics | 7 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 0726955 (Change of protection of the TECALEMIT hydraulic flexible hoses)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the air conditioning unit software (BEHR™ air conditioning system)

Reference: EC225-21-035 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the software of the Air Conditioning Units (ACU) by a new version of this software

- This modification consists of :
- removing the air conditioning units (ACU)
 - installing new air conditioning units

The Air Conditioning Units pre- and post-MOD are not interchangeable. Mixability of Air Conditioning Units pre- and post-MOD is authorized.

SB from Airbus Helicopters France (AHF)

The unit, air conditioning is to be returned for modification by rolling shuttle exchange program.



> BENEFITS

- to remove :
- detection of underloads resulting in air conditioning stop
- reversal of cabin and cockpit zone selection

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| On request | On request | 0,5 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft equipped with a BEHR air conditioning system (MOD 0726600) and not equipped with :

- MOD 0726974 (New ACU software)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the fuses with relays between the heating control unit and the three-way valve

Reference: EC225-21-049 (R0)

Applicable to version(s): LP

The objective of this Service Bulletin is to replace the fuses with relays between the Heating Control Unit (HCU) and the three-way valve.

This Service Bulletin includes the work steps that follow:

- Removal of the fuses between the HCU and the three-way valve
- Installation of the relays between the HCU and the three-way valve
- Connection of the new wiring
- Removal of the label from the 32VU panel selector

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The HCU controls the thermal regulation of the helicopter.
- Replacement of fuses by a relay system

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|-------------------------|-------------|
| Negligible | Negligible | 5 Hour(s) | Week(s) | 3115 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0728940
 Pre Mod 0728944
 Post Mod 0726938 ou Post Service Bulletin 21-032
 Post Mod 0728023 ou Post Service Bulletin 21-039

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the gauge of circuit-breaker START ENG

Reference: EC225-24-021 (R0)

Applicable to version(s): LP

This Service Bulletin is intended to recalibrate circuit-breakers "START ENG".

This Service Bulletin consists in:

- Removing 10A circuit-breakers "START ENG1" and "START ENG2" from panel "2PP" and panel "4PP"
- Installing new 7.5A circuit-breakers as replacement

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid overvoltages on the engine harness.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726985 : Replacement of the gauge of circuit-breaker "START ENG"

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the Intermediate Gear Box (IGB) fairing

Reference: AS332-53.01.78 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to propose a new design for the IGB fairing.

This modification consist in replacing the aluminum IGB fairing with riveted gutter by a new composite fairing, and thus prevent the gutter of the IGB fairing from detaching.

SB from Airbus Helicopters France (AHF)

IGB fairings POST MOD 0726819 are not interchangeable with PRE MOD IGB fairings.



> BENEFITS

- Compliance with this Service Bulletin makes it possible to override:
- The periodic check of the IGB fairing, scheduled at 15 flight hours,
- The periodic check of the gutter on the IGB fairing, scheduled at 150 flight hours as per the Airworthiness Limitations (ALS) (Version L2 only),
- The periodic check of the water content in the IGB oil scheduled every 6 months.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--|-----------|---------------------------------|-------------------------------|-------------|
| - 0.215 kg | - 2.78 to - 2.87 m.kg depending on aircraft configuration. | 1 Hour | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726819 (Replacement of the Intermediate Gear Box (IGB) fairing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the Intermediate Gear Box (IGB) fairing

Reference: EC225-53-041 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to propose a new design for the IGB fairing.

This modification consists of :

- removing the aluminum IGB fairing
- installing the new one-piece composite fairing
- adjusting the position of the new IGB fairing

IGB fairings POST MOD 0726819 are not interchangeable with PRE MOD IGB fairings.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This service bulletin prevent the gutter of the IGB fairing from detaching.
- Compliance with this Service Bulletin makes it possible to override :
- the periodic check of the IGB fairing, scheduled at 15 flight hours as per the ALERT SERVICE BULLETIN No. 53A001.
- the periodic check of the gutter on the IGB fairing, scheduled at 150 flight hours as per the Airworthiness Limitations (ALS).
- the periodic check of the water content in the IGB oil scheduled every 6 months as per Service Bulletin No. 05-026.

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft not equipped with :
 • MOD 0726819 (Replacement of the Intermediate Gear Box (IGB) fairing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|---------------------------------|-------------------------------|--------------------|
| -0,215 kg | -2,87 m.kg | On request | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 1 Hour(s) |

Replacement of the reservoir filling level indicating plate of the left hydraulic power station

Reference: AS332-29.00.16 (R0)

Applicable to version(s): C, C1, L, L1, L2

This modification consist in replacing the filling level indicating plate of the left hydraulic reservoir.

It was found on the left hydraulic reservoir, that indications on the level indicating plate did not comply with the filling procedure, the purpose of this Service Bulletin is to indicate the filling level when the landing gear is extended and the auxiliary accumulator is filled up.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid overfilling of the left hydraulic reservoir.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--------------|---------------------------------|-------------------------------|-------------|
| On request | On request | 0.25 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 0,25 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726761 (Replacement of the reservoir filling level indicating plate)

The indicating plate can be ordered in English or in French. (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of upper center fairing of LH hydraulic system

Reference: EC225-53-062 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the upper center fairing so as to avoid any interference with the LH hydraulic pipes.

This Service Bulletin consists in:

- Replacing the center fairing
- Installing a cleat in order to ensure the routing of the hydraulic pipes.

Interchangeability:

Fairings Pre Mod 0728252 and Post Mod 0728252 are not interchangeable.

SB from Airbus Helicopters France (AHF)

Some helicopters may already be equipped with Clean Assembly of the correct part number as listed in the table above. It can be used again if it is still in good condition.

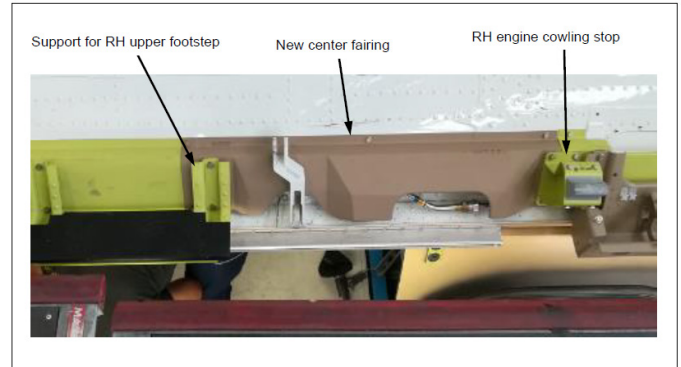
> BENEFITS

- Avoid interference between the upper center fairing and the rigid pipes of the LH hydraulic system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|-------------------------|-------------|
| Negligible | Negligible | 5 Hour(s) | Week(s) | 2162 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 3 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Center fairing number (MP/N): 332A751559.20 and have not embodied modification 0728252.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of upper center fairing of LH hydraulic system

Reference: AS332-53.01.99 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to replace the upper center fairing so as to avoid any interference with the LH hydraulic pipes.

This Service Bulletin consists in:

- Replacing the center fairing
- Installing a cleat in order to ensure the routing of the hydraulic pipes

Helicopters which have already complied with the revision 0 of this Service Bulletin are concerned by revision 1 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

Fairings PRE MOD 0728252 and POST MOD 0728252 are not interchangeable.



> BENEFITS

- To avoid any interference with the LH hydraulic pipes comply with the requested minimum play, facilitate assembly thanks to oblong holes.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------|-------------|
| KG | | | | | |
| On request | On request | On request | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :

- Center fairing MP/N 332A751559.20

and not equipped with :

- MOD 0728252 (Replacement of upper center fairing of LH hydraulic system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacing the spring pins with blind rivets on the plug door locking and jettisoning system

Reference: AS332-52.00.24 (R4)

Applicable to version(s): C, C1, L, L1

The purpose of this Service Bulletin is to improve the reliability of plug door joints by replacing all spring pins with rivets on the locking and jettisoning system.

This Service Bulletin consist in replacing the spring pins with rivets (Jettisoning system), replacing the spring pins with rivets and replacing the rods having split pin holes with rods without holes and fitted with locking rings (Locking system), fit: 1 roller shaft, 1 locking ring on the upper rod, 1 roller support shaft, 1 roller shaft, 1 nut, and 1 split pin on the lateral fitting and Change positions of roller shaft attachment rivets (rivets turned through 90 deg).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the reliability of plug door joints.

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 15 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Plug doors P/N 332A22-1301-00 to 05.
- and not equipped with :
 - MOD 332A072377
 - MOD 332A0723930 (Jettisoning system: Replace the spring pins with rivets)
 - MOD 332A0725114 (Change positions of roller shaft attachment rivets (rivets turned through 90 degree))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reversal of 5th tank vent outlet line fasteners

Reference: AS332-28.00.70 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to harmonize the installation of the 5th tank vent feedthrough on the RH longitudinal beam for all helicopters in the Super Puma family.

This Service Bulletin consists in replacing the 5th tank RH vent tube assembly.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD vent tube assemblies are not interchangeable.



> BENEFITS

- Airbus Helicopters has improved the installation of the 5th tank vent feedthrough on the RH longitudinal beam.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 24 Week(s) | 3426 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 already equipped with :
- 5th tank P/N 200004-1, 200004-2 or 502224-1
- and not equipped with :
- MOD AL26903 (Reversal of 5th tank vent outlet line fasteners).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reversal of 5th tank vent outlet line fasteners

Reference: EC225-28-018 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to reverse the 5th fuel tank vent outlet line fasteners to eliminate interference.

This modification consists in replacing the 5th tank RH vent tube assembly.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD vent tube assemblies are not interchangeable.



> BENEFITS

- Airbus Helicopters has improved the installation of the 5th tank vent feedthrough on the RH longitudinal beam.
- A new 5th tank vent tube assembly has been developed which allows the fasteners causing the interference to be reversed.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| Negligible | Negligible | 0,5 Day(s) | 24 Week(s) | 3426 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 3 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with a 5th tank P/N :

- 200004-1 or
- 200004-2 or
- 502224-1

and not equipped with :

- MOD AL26903 (Reversal of 5th tank vent outlet line fasteners)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reversing the 3.8-T sling hook

Reference: EC225-25-122 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to prevent interference between the bottom structure of the helicopter and the sling release unit.

This Service Bulletin consists in:

- modifying the installation of the release unit (by turning it 180°)
- replacing the fitting assemblies to limit forward travel and improve strength when in the stop position
- installing 2 inserts on the 6th standard fuel tank panel or the 6th operational fuel tank panel
- replacing the release control cable and sling power supply harness
- modifying the routing of the release control cable and the sling power supply harness

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable.

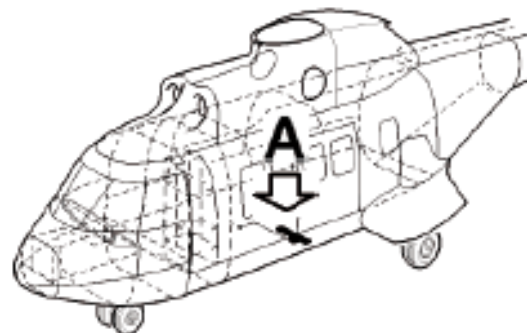
> BENEFITS

- Prevent interference between the bottom structure of the helicopter and the sling release unit.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|------------|--------------------------|-------------|
| +0,53 kg | +0,44 m.kg | 2 Day(s) | 33 Week(s) | 12180 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 2 Hour(s) |
| Airframe | 4 Hour(s) |
| Mechanics | 8 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP25406

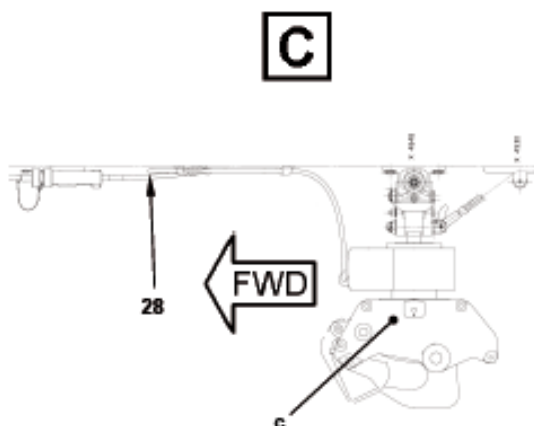
and not equipped with :

- MODs 0726843, 0726874 and 0728274 (Reversing the 3.8-T sling hook)

Aircrafts S/N 02663, 02670, 02702, 02750 are not concerned by compliance with this Service Bulletin

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Screw-type self-sealing fuel supply couplings

Reference: EC225-28-014 (R0)

Applicable to version(s): LP

Replace SAPI self-sealing quick disconnect couplings P/N female coupling SAPIFSM12 (704A44-4210-39) and male coupling SAPIMSM12 (704A44-4210-40) with screw-type self-sealing couplings.

Remove the SAPI self-sealing couplings and install screw-type self-sealing couplings with their adapters.

SB from Airbus Helicopters France (AHF)

Mixability between the two engines of the 'male + female' assembly is authorized (for example, PRE MOD on LH side and POST MOD on RH side).



> BENEFITS

- screw-type self-sealing couplings in place of SAPI self-sealing couplings.
- These stainless steel couplings include a locking device.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|---|---------------------------------|-------------------------------|-------------|
| +1,027 kg | +2,94 m.kg | 2 Hour(s) or 1 Day(s) depending on aircraft configuration | 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 SAPI self-sealing couplings P/N :

- female coupling SAPIFSM12 (704A44-4210-39)
- male coupling SAPIMSM12 (704A44-4210-40)

On which modification 0726660 (Replacing fuel pumps with TESTFUCHS fuel pumps) or Service Bulletin No. 28-005 was complied with,

and not equipped with :

- MOD OP26934 (Screw-type self-sealing fuel supply couplings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Segregation of routing of MPAI electrical harnesses on stubframe

Reference: AS332-30.00.41 (R3)

Applicable to version(s): C, C1, L, L1

This modification consist in the Improvement of routing of MPAI (multi-purpose air intake) electrical harnesses on stubframe.

Modification of routing under inner section of stubframe, segregation of harnesses and attachment by clamps, the last revision integrate a clamp support on the stubframe.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid damaging the electrical harness.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|-----------|---------------------------|-------------|
| On request | On request | 1 to 4 Hour(s) depending on aircraft configuration | 5 Week(s) | 132 - 204 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 1 or 4 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MPAI electrical harnesses

and not equipped with

- MOD 0723543 (Segregation of routing of MPAI electrical harnesses on stubframe)

The application or not with previous revisions of this service bulletin also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Simplification of removal-installation of pilot and copilot braking transmitter support

Reference: AS332-67.00.43 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to simplify the removal-installation of the pilot and copilot braking transmitter support in order to facilitate its replacement.

The modification consists in replacing the rivets securing the transmitter support to the pedal unit by a bolt/nut system.

SB from Airbus Helicopters France (AHF)

Transmitter supports pre- and post-MOD are not interchangeable. Mixability of transmitter supports pre- and post-MOD is authorized.



> BENEFITS

- Simpler removal-installation of the pilot and copilot braking transmitter support

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-----------|---------------------------------|-------------------------------|-------------|
| + 0.080 kg | + 0.092 m.kg | 1 Day(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Transmitter support assembly P/N 332A27-2360-00 or 332A27-2360-01 and not equipped with :
- MOD 0726051 (Simplification of removal-installation of pilot and copilot braking transmitter support)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding cowling locking optimization

Reference: EC225-53-022 (R0)

Applicable to version(s): LP

The modification consists of replacing the sliding cowling's front RH and LH rails.

The new rail profile is changed so that the cowling locators begin to engage into the receptacles before the roller is released.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD front RH and LH rails are interchangeable physically but not functionally.

Mixing between pre- and post-MOD rails is prohibited.



> BENEFITS

- Help produce the sliding cowling's functional closing play between front rails and rollers.

| 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 |
|---------------|-----------------------|
| Airframe | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726121 (Adaptations to engine cowlings and sliding cowlings)
- MOD 0726420 (Removal of anchor nuts at frame X5295)
- MOD 0726238 (Modification of sliding cowling front LH and RH rails and addition of deflector flap on sliding cowling)

and not equipped with :

- MOD 0726639 (Sliding cowling locking optimization)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding cowling locking optimization

Reference: AS332-53.01.66 (R0)

Applicable to version(s): C, C1, L, L1, L2

The modification consists of replacing the sliding cowling's front RH and LH rails.

Replacing the release control cable and sling power supply harness

This Service Bulletin replaces the Service Bulletin No. 52.00.39 Revision 0.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD front RH and LH rails are interchangeable physically but not functionally, Mixing between pre- and post-MOD rails is prohibited.



> BENEFITS

- To help produce the sliding cowling's functional closing play between front rails and rollers.

| 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, Electrical | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0725554 (MK1 and MK2 cowling harmonization)
 - MOD 0726420 (Removal of anchor nuts at frame X5295)
 - MOD 0726238 (Modification of sliding cowling front LH and RH rails and addition of deflector flap on sliding cowling)
- and not equipped with : • MOD 0726639

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding cowling opening/closing detection reliability improvement

Reference: AS332-53.01.65 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to improve Sliding cowling opening/closing detection reliability.

The modification consists in modifying sliding cowling opening indication system components in order to reduce the "COWLINGS" light's untimely illumination occurrence probability in flight and to protect the "651VC" cut-off connector from shocks during the various maintenance or repair operations.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable. Pre- and post-MOD parts are not mixable.



> BENEFITS

- Detection reliability improvement.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 18 Week(s) | 2692 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 4 Hour(s) |
| Avionics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 0726505 (Sliding cowling opening/closing detection reliability improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding cowling opening/closing detection reliability improvement

Reference: EC225-53-019 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to modify sliding cowling opening indication system components .

This Service Bulletin consists in:

- Increasing the thickness of the proximity sensor support (LH side).
- Reinforcing the tab next to the micro-switch (RH side).
- On the "74VU" unit, relocating the "651VC" connector support towards the helicopter center.
- Installing a protection cover on this unit.

SB from Airbus Helicopters France (AHF)

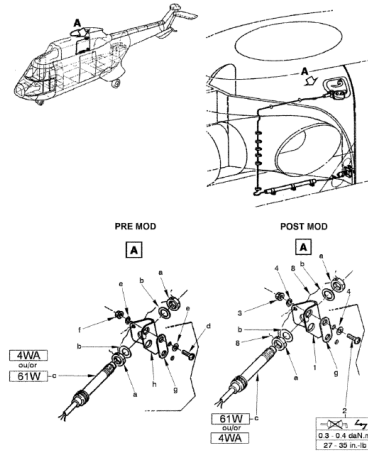
Interchangeability:

Pre- and post-Mod parts are not interchangeable.

Mixability:

Pre- and post-Mod parts are not mixable.

N° EC225-53-019



BENEFITS

- Reduce the cowlings light's untimely illumination occurrence probability in flight and to protect the "651VC": cut-off connector from shocks during the various maintenance or repair operations.

PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:0726505

Post Mod:0726428 or 332P083635.00

CERTIFICATION ORGANIZATION(S)

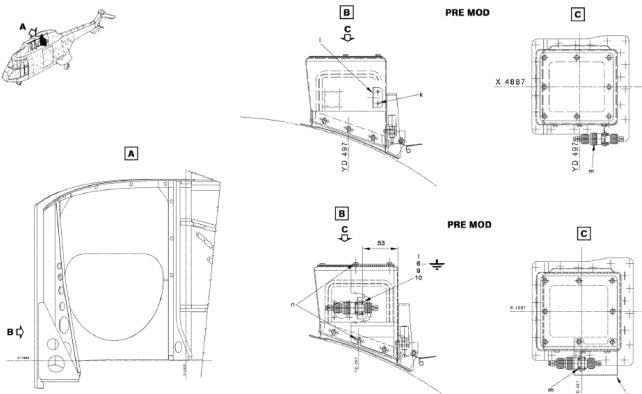
EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|----------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 18 Week(s) | 5636 EUR (e.c. 2023) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 6 Hour(s) |
| Avionics | 1 Hour(s) |

No. EC225-53-019



Sliding cowling opening/closing detection: modification of sensors

Reference: EC225-53-056 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to increase reliability of the sliding cowling opening/closing detection.

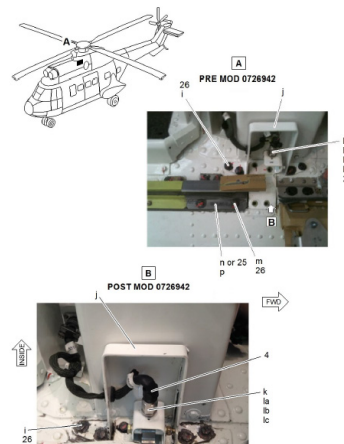
This Service Bulletin consists of:

- MOD 0726942: On LH side
 - Replacing the 2 former proximity sensor and locking roller supports by a new and single support
 - Replacing the former hook of the sliding cowling by a new one to facilitate reading of wear.
- MOD 0726942: On RH side
 - Replacing the former sliding cowling handle spring by a new one to improve locking detection.
- MOD AL28226:
 - Modifying the sliding cowling handle
 - Adding a protection to the microswitch
- MOD 0728375:
 - Replacing the micro-switch support (RH side).

Helicopters PRE MOD 0726505 shall comply with Service Bulletin No. 53-019 previously.

SB from Airbus Helicopters France (AHF)

No. EC225-53-056



PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:0726942 - AL28226 - 0728375
Post Mod:0726505 or Service Bulletin No. 53-019

CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

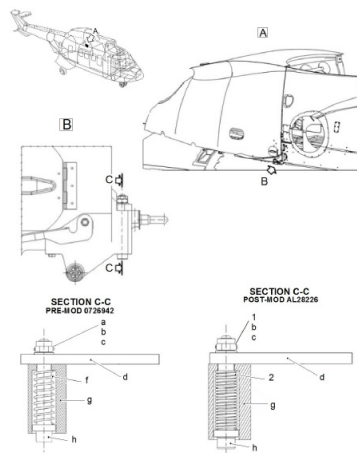
- Increase reliability of the sliding cowling opening/closing detection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-------------------------------------|------------|--------------------------------|-------------|
| Negligible | Negligible | 1 Day(s) (excluding curing time) | 18 Week(s) | 2539 - 5452 EUR (e.c. 2023) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|---|
| Avionics | 1 Hour(s) |
| Airframe, Structure | 1,5 to 6 Hour(s) Depends a configurations |

No. EC225-53-056



Sliding cowling opening/closing detection: modification of sensors

Reference: AS332-53.01.92 (R0)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to increase reliability of the sliding cowling opening/closing detection.

The purpose of this Upgrade is to improve Sliding cowling opening/closing detection reliability.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.



> BENEFITS

- Increase reliability of the sliding cowling opening/closing detection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|---|------------------|-----------------------------------|--------------------|
| Negligible | Negligible | 0,5 Day(s) or 1 Day(s) depending on aircraft configuration. | 18 Week(s) | 5166 - 8079 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Avionics | 1 Hour(s) |
| Airframe, Structure | 1,5 to 6 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 0726505 (Sliding cowling opening/closing detection reliability improvement and relocation of cutoff connector support)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Software upgrade for AFCS computers (S9_61)

Reference: EC225-22-003 (R2)

Applicable to version(s): LP

Airbus Helicopter offers the possibility Software upgrade for AFCS computers.

Uploading version S9_61 into APM boards installed on aircraft or installing APM boards with version S9_61.

Return AFCS computers and PU unit mentioned.

SB from Airbus Helicopters France (AHF)

Airbus Helicopter -approved Specialist if software is uploaded on Customer's premises.



> BENEFITS

- Suppress the risk of ALT.A mode set value drift and reset of the VTOSS index (P/N LI SP 17-2008)
- Filter possible oscillations in roll on ground, when the aircraft is partly lifted
- Improve the strength of integration of the VMS information in case of engine failure (P/N LS 1903-71-08)
- Integrate the monitoring function for the NR set value of the VMS, intended for the FADEC
- Make the Light GSPD mode available (P/N LI SP 20-2009) for aircraft without "SAR mode"
- Introduce a new management process for GSPD mode set values (current ground speeds captured at the time of engagement and double-click on button for set value resetting, for example for transition to hover flight)
- Introduce the capacity to inhibit a beeper trim failure by pressing and keeping the corresponding axis trim button

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- AFCS computer P/Ns 416-00297-301, 416-00297-302 and 416-00297-310.
- PU unit P/Ns MB267B05-PB267B03, MB267B06-PB267B03, MB267B-50 and not equipped with :
- MOD 0726764 (Software upgrade for AFCS computers)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|-----------|---------------------|-------------|
| Negligible | Negligible | 2 Hour(s) or 6 Hour(s) depending on aircraft configuration | 8 Week(s) | 190 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Avionics | 2 or 4 Hour(s) depending on aircraft configuration |

Software upgrade for APM (Auto-Pilot Module) computers (S9_74)

Reference: EC225-22-006 (R1)

Applicable to version(s): LP

The purpose of the latest revision is to modify the software of the APM computers with a view to returning to a GA/ALT.A logic similar to that present in versions prior to S9_73, while at the same time improving it (software version S9_74).

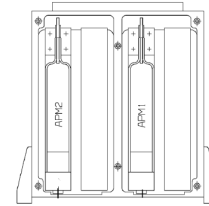
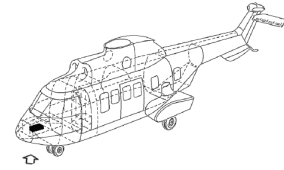
This Service Bulletin consists in:

- Removing APM computers.
- Ensuring compliance with SAFRAN Equipment Manufacturer Service Bulletin No. 416-22-115-E00 in order to upgrade the software.
- Installing modified APM computers.

Airbus Helicopters and SAFRAN have been informed of several cases of "popping". These poppings have been subject of Information Notice (IN) No. 2819-I-71. Furthermore, Airbus Helicopters defined an avionics upgrade, referred to as Step 2, which introduced new automatic approach modes. Since this upgrade involved the updating of several equipment, as well as significant modifications to the helicopter, it was proposed a customer's request. However, the Automatic Pilot (AP) upgrade to S9_73, necessary for Step 2 avionics, was compatible with today's helicopters. Consequently, this upgrade introduced various improvements in addition to Step 2 functionalities (details in SB document).

SB from Airbus Helicopters France (AHF)

The removal/installation of computers must be performed by the Operator. The upgrade of APM computer software must be performed by Airbus Helicopters. Please follow instruction in the SB to be downloaded in TIPI (use the link above).



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters POST MOD 0726764

APM computers with part numbers:

- MP/N 416-00297-315 (P/N 704A471 33298).
- MP/N 416-00297-316 (P/N 704A471 33012).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| 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) AH-approved (if done at customers) |
| Avionics | 1 Hour(s) |

Software upgrade of Vehicle Monitoring System (VMS) AMC-VMS MK1

Reference: AS332-31.00.30 (R0)

Applicable to version(s): C1, L1

This Service Bulletin is to upgrade the software installed in the AMC (Aircraft Management Computer) from Diagnostic Table version 2 to Diagnostic Table version 3.

This Service Bulletin consists in:

- Removing the AMC computer
- Modifying the AMC computer by equipment return shipment to Airbus Helicopters
- Installing the modified AMC computer configuration

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This new version improves AMC malfunction management by:
- Alignment to EC225/EC725 Diagnostic Table principles
- Optimization of malfunction code displays, with retex

| 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 | 2 Hour(s) |
| Pilot, Functional Check | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Post Mod 0726641
Pre Mod 0728907

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Spectrolab SX16 searchlight junction box

Reference: AS332-33.00.24 (R0)

Applicable to version(s): L1, L2

To replace the Spectrolab search light junction boxes.

Removal and replacement of the junction boxes, new wiring connected onto these boxes (according to the installation)

Interchangeability prohibited.

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

- New Spectrolab search light junction boxes.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------|------------|-------------|-------------|
| Negligible | Negligible | 3 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 15 Hour(s) |
| Avionics | 6 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Standardization of cockpit footsteps

Reference: AS332-52.00.48 (R0)

Applicable to version(s): C, C1, L, L1, L2

This modification consist in replacing the cockpit footsteps.

The purpose of this Service Bulletin is to propose a new wider standard cockpit footstep as a spare part for all Super Puma versions.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD footsteps are not interchangeable. Mixability of PRE and POST MOD footsteps is prohibited. The installation of a PRE MOD 0726987 LH footstep and a POST MOD 0726987 RH footstep on a helicopter is not authorized.



> BENEFITS

- Enlarged cockpit footstep

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|---|------------|------------|-----------------------|-------------|
| + 0.3 kg. | + 0.448 or + 0.678 m.kg depending on aircraft configuration | 0.5 Day(s) | 60 Week(s) | 37550 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

For helicopters AS332 version C, C1, L, L1

- LH inspection door P/N 330A21-2306-03
- RH inspection door P/N 332A21-1486-10

For helicopters AS332 version L2

- LH footstep P/N 332A21-2160-02 or 332A21-2160-04
- RH footstep P/N 332A21-2160-03 or 332A21-2160-05

and not equipped with :

- MOD 0726987 (Cockpit footstep standardization)

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

- MOD 0723741 (Fuselage EMI protection)
- MOD 0723981 (Fuel filter doors -45 deg, indicator improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Standardization of cockpit footsteps

Reference: EC225-52-013 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to propose a new cockpit footstep.

This Service Bulletin consists of replacing the cockpit footsteps.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- New wider standard cockpit footstep as a spare part for all Super Puma versions.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|------------|------------|-----------------------|-------------|
| + 0.3 kg | + 0.448 m.kg | 0.5 Day(s) | 60 Week(s) | 37550 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0726987 (Cockpit footstep standardization).
- Equipped with a LH footstep P/N 332A21-2160-02 or 332A21-2160-04,
- Equipped with a RH footstep P/N 332A21-2160-03 or 332A21-2160-05,

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Static braking improvement of the rotor brake

Reference: AS332-63.00.67 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin was to allow the installation of the rotor brake control unit developed for the EC225, as this control unit is now the only one delivered as new.

The modification consists of replacing the existing rotor brake control unit (105 to 140 bars) by a control unit with increased static braking pressure (150 to 160 bars), replacing the hose on the rotor brake unit by a hose with increased pressure and replacing the rotor brake nameplate on rear bulkhead.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD rotor brake control units and pipes are not interchangeable. Mixability between hose pre-MOD 0726424 and rotor brake control unit post-MOD 0726424 is prohibited.



> BENEFITS

- Static braking improvement

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------|---|-----------|------------|-----------------------|-------------|
| + 0.123 kg. | + 0.219 m.kg or + 0.313 m.kg depending on aircraft configuration. | 1 Day(s) | 84 Week(s) | 76343 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-----------------|-----------------------|
| Airframe, Cabin | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Brake control unit P/N 97153-100.
 - Rotor brake control unit P/N 97153-120.
 - Rotor brake control unit P/N 97153-420.
 - Rotor brake control unit P/N BHC1180.
 - Rotor brake control unit P/N 97153-420AMDT03.
 - Pipe P/N 661-18-06T00-85.
 - Hose P/N A8488-01.
 - Hose P/N ST10579.
 - Nameplates P/N 332A00-0727-53 and P/N 332A00-0727-63.
- and not equipped with :
- MOD 0726424 (Rotor brake control unit - Static braking improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Strong wind start inhibition system improvement

Reference: AS332-76.00.05 (R2)

Applicable to version(s): C, C1, L, L1

The purpose of this Service Bulletin is to make the engine overspeed monitoring and control system independent from the engine start inhibition system. Independence is made possible by installing two relays ("69K1" and "69K2") which allow segregation between the "overspeed" and "start" ground lines.

This modification allows maintaining the engine overspeed safety (engine overspeed indication and shutdown control) in operation in case of loss of an electrical ground line.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow maintaining the engine overspeed safety in case of loss of an electrical ground line.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|----------|------------|---------------------|-------------|
| + 0,150 kg | + 0,42 m.kg | 5 Day(s) | 44 Week(s) | 637 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Electrical systems | 30 Hour(s) |
| Airframe, Structure | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0723103(equipped with strong wind start inhibition installation) and not equipped with :
- MOD 0725874(Strong wind start inhibition system improvement)

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

- MOD 0723156

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Suppression of 4 rivets at junction with frame X3245 / beams below engine fittings

Reference: AS332-53.01.68 (R0)

Applicable to version(s): C, C1, L, L1, L2

Reduce incipient cracks on frame X3245 at the attachment of engine support beams.

During maintenance operations, several cases of a crack starting from one of the rivets attaching the beams to the X3245 frame were discovered.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The application of modification 0726817 prevents the occurrence of these cracks.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|---------------------------------|-------------------------------|-------------|
| Negligible | Negligible | 1 Hour(s) | Depending on Spare Parts needed | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726817 (Suppression of 4 rivets at junction with frame X3245 / beams below engine fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Suppression of the galvanic couple at the intermediate structure junction (frame X7225)

Reference: EC225-53-027 (R1)

Applicable to version(s): LP

Removing of the galvanic couple.

This modification consists of:

- Installing as replacement for original bonding foils: new copper foils, conductive seals, riveting reinforcement plates.
- Installing conductive seals between copper foils of the intermediate structure and new copper foils,
- Covering: the rear section of foils with three glass fabric plies, the front and center sections of foils with a titanium sheet.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid corrosion damage to outer electrical bonding at the intermediate structure / main structure junction (frame X7225).

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|---------------------------------|-------------------------------|--------------------|
| Negligible | Negligible | 2.5 Day(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 :

- MOD 0726751 (Suppression of the galvanic couple at the intermediate structure junction)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Suppression of the galvanic couple at the intermediate structure junction (frame X7225)

Reference: AS332-53.01.40 (R3)

Applicable to version(s): L2

This modification improves outer electrical bonding at the intermediate structure / center structure junction on frame X7225.

This service bulletin consist in:
 installing as replacement for original bonding foils a new copper foils, conductive seals, riveting reinforcement plates and conductive seals between copper foils of the intermediate structure and new copper foils, covering the rear section of copper foils with three glass fabric plies and the front and center sections of foils with a titanium sheet, replacing rivets.

SB from Airbus Helicopters France (AHF)

Pre and post MOD installation is not interchangeable.



> BENEFITS

- Avoid galvanic corrosion damage to fuselage skins.
- Compliance with this modification avoids damage which may require a more significant repair.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|----------------------|-------------|
| Negligible | Negligible | 30 Hour(s) | 28 Week(s) | 5790 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 not equipped with :

- MOD 0726751 (Suppression of the galvanic couple at the intermediate structure junction (frame X7225))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail prop rib reinforcement

Reference: EC225-53-010 (R2)

Applicable to version(s): LP

This service bulletin consist in reinforce rib tail N12 and tail prop fairing.

This modification consists in changing rib 12 and fairing natural frequencies by stiffening the central section and flanged edges and by installing tail prop fairing reinforcements.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent any incipient cracks.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|------------|---------------------------------|-------------|
| +0,15 kg | +2,078 m.kg | 2 Day(s) | 36 Week(s) | 324 - 747 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 16 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft not equipped with :

- MOD 0726577 (Tail prop rib reinforcement)

The kit ordered are impacted depending if the revision 0 of this Service Bulletin have been complied or not will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Transmission deck sealing

Reference: EC225-53-033 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to improve sealing between the transmission deck and the spacers of the RH engine fuel supply pipe attachment clamps.

This Service Bulletin consists in :

- removing the spacers
- replacing the spacers' attachment nuts by anchor nuts
- applying a high-temperature sealant before putting the spacers in position

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid leaks at a self-sealing coupling.

| 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

Mechanics

INSTALLATION DURATION

4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 0726920 (Transmission deck sealing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upgrade of X9900 frame on tail boom

Reference: EC225-53-057 (R1)

Applicable to version(s): LP

This Service Bulletin replaces the existing X9900 frame on the tail boom by a new reinforced X9900 frame.

This Service Bulletin consists of: removal of titanium shims, installation of new X9900 upper half frame, removal of existing X9900 lower half frame and LH splice, removal of existing X9900 lower half frame and LH splice, installation of RH support on deck of tail boom, if previously removed, installation of splices on X9900 upper half frame and lower half frame, installation of centering pins on X9900 lower half frame, installation of titanium shims, connection of tail boom

Revision 1 of this Service Bulletin does not affect compliance with revision 0 of this Service Bulletin.

SB from Airbus Helicopters France (AHF)

The "XX" in the tail boom assembly part number (P/N) denotes the configuration number of the tail boom assembly. This number is dependent on the actual helicopter configuration and is reflected in the Illustrated Parts Catalog (IPC)

> BENEFITS

- New reinforced X9900 frame with increased thickness to replace the existing X9900 frame so as to limit the risk of crack and corrosion occurrence.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|--|------------|------------------------|-------------|
| + 0.48 kg. | + 4.756 m.kg | 1.5 Week(s) or 2 Week(s) depending on aircraft configuration | 19 Week(s) | 301 39 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Electrical systems | 16 or 25 Hour(s) depending on aircraft configuration |
| Mechanics | 21 or 31 Hour(s) depending on aircraft configuration |
| Paint | 1 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
Tail boom assembly is equipped with X9900 upper and lower half frames P/N :

- 332A24-0024-06XX
- 332A24-0024-07XX

and not equipped with :

- MOD 0726722 (Upgrade of X9900 frame on tail boom)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upgrade of X9900 frame on tail boom

Reference: AS332-53.01.94 (R1)

Applicable to version(s): L2

This Modification consist in replacing the existing X9900 frame on the tail boom by a new reinforced X9900 frame.

Airbus Helicopters introduces a new reinforced X9900 frame with increased thickness to replace the existing X9900 frame so as to limit the risk of crack and corrosion occurrence, the leveling support (last revision) reduce the man-hours required for this modification by 55 hours and helicopter downtime by 4 days.

The last Revision introduces the use of a leveling support as an alternate means to replace the existing X9900 frame. This modification can be carried out with or without the use of the leveling support (at the customer initiative)

SB from Airbus Helicopters France (AHF)

Mixing between PRE MOD and POST MOD X9900 half frames is prohibited.

> BENEFITS

- To limit the risk of cracks and corrosion on the tail boom X9900 frame under the titanium shims.
- The use of the leveling support reduces man-hours and helicopter downtime required for this modification. In addition, it also removes the risk of unintended enlargement of holes on the intermediate structure during the replacement process.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|--|------------|-----------------------|-------------|
| + 0,48 kg | + 4,756 m.kg | 1.5 or 2 Week(s) depending If leveling support is used or not. | 19 Week(s) | 30139 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|---|
| Mechanics | 18 or 30 Hour(s) depending if leveling support is used or not |
| Airframe, Electrical | 16 or 25 Hour(s) depending if leveling support is used or not |
| Paint | 1 Hour(s) |
| Aircraft Maintenance Engineer | 5 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Tail boom assembly P/N 332A24-0024-06XX with X9900 upper and lower half frames
 - MOD 0725140 (Change of material for screws attaching intermediate structure/ tail boom fitting)
- and not equipped with :
- MOD 0726722 (Upgrade of X9900 frame on tail boom)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VIP Furnishing - Shoulder belt bezel improvements on cabin seats

Reference: EC225-25-120 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to replace the current shoulder belt bezels with new ones with improved design.

Equipment manufacturer Fischer+Entwicklungen has therefore modified the shoulder belt bezels so that they remain in place, regardless of the movements inflicted on the harness.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improved design of current shoulder belt bezels.

| WEIGHT | MOMENT | DOWNTIME | 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 |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable equipped with :

- cabin seats with P/Nos. 332V87110806, 332V87110807 and 332V87110906

and not equipped with :

- MOD 332V080251.00/01/02

> CERTIFICATION ORGANIZATION(S)

EASA Europe



SAFETY



ADS-B Out Activation Procedure DO-260A (post 2010 configuration)

Reference: EC225-34C038 (R5)

Applicable to version(s): LP

Bring the helicopter to AMC20-24 and DO-260-A standards by enabling the ADSB-Out function through FDS (Flight Display System) application software change of the PU (Processing Units) from version V5.11 to V5.11A and through a wiring environment modification.

The ADS-B Out is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out transmits periodically the helicopters parameters, supplied by the airborne equipment to the ATC (Air Traffic Control) ground stations without any pilot action. The message transmitted by the ADS-B Out includes parameters such as the position (latitude, longitude, altitude), the speed (horizontal and vertical) and the heading.

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.

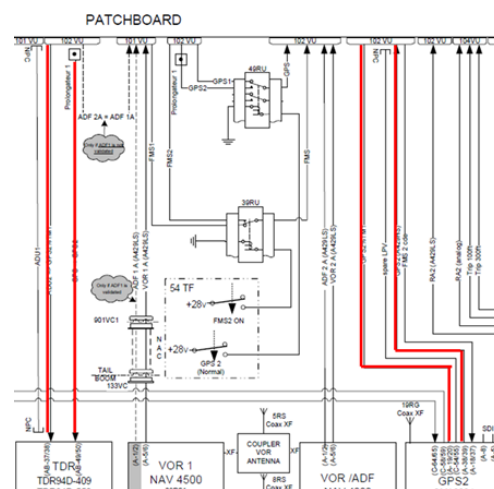
BENEFITS

- Position reports by voice no longer required for identified ADS-B aircraft.
- Weather radar through flight information service-broadcast (FIS-B).
- Broadcast terrain overlay.
- ADS-B ground stations cheaper to install and operate compared to primary and secondary radar systems.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|---------------------|-------------|
| On request | On request | 2 Day(s) | 7 Week(s) | 250 EUR (e.c. 2020) | eRFQ |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Avionics | 1 Day(s) to 1 Day(s) and 2 Hour(s) depending on aircraft configuration |
| Electrical systems | 4 Hour(s) |



PRE-POST REQUISITE / EFFECTIVITY

On request.

CERTIFICATION ORGANIZATION(S)

EASA Europe

ADS-B Out Activation Procedure DO-260A (pre 2010 configuration)

Reference: EC225-34C044 (R6)

Applicable to version(s): LP

The purpose of this Service Bulletin is to bring the helicopters to AMC20-24 and DO-260-A standards by enabling the ADS-B Out function through FDS (Flight Display System) application software change of the PUs (Processing Units) from version V5.11 to V5.11A and through a wiring environment modification.

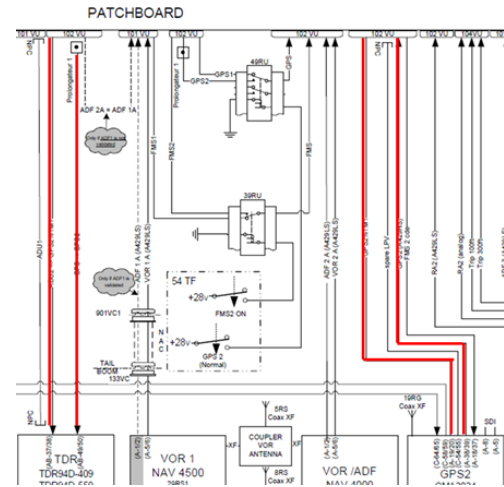
Upgrading the FDS software version of the PUs, Modifying the wiring at :

- the forward patchboards ("101VU": and "102VU")
- the TDR94D-409 transponder ("62SH": or "14SH")
- the GPS ("18RG")

Position reports by voice no longer required for identified ADS-B aircraft.

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

- The ADS-B Out transmits periodically the helicopter parameters, supplied by the airborne equipment, to the ATC (Air Traffic Control) ground stations, without any pilot action.
- The message transmitted by the ADS-B Out includes parameters such as :
- The position (latitude, longitude, altitude)
- The speeds (horizontal and vertical)
- The heading

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|---------------------|-------------|
| Negligible | Negligible | 2 Day(s) | 7 Week(s) | 599 EUR (e.c. 2020) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|---|
| Avionics | 8 to 10 Hour(s) depending on aircraft configuration |
| Electrical systems | 1 Day(s) |

ADS-B OUT installation: DO-260-A

Reference: EC225-34-10-Mas (RO)

Applicable to version(s): LP

The purpose of this Service Bulletin is to bring the helicopters to AMC20-24 and DO-260-A standards by enabling the ADS-B Out function through FDS (Flight Display System) application software change of the PUs (Processing Units) from version V5.11 to V5.11A and through a wiring environment modification.

The ADS-B Out (automatic dependent surveillance broadcast out) is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out periodically transmits the helicopter parameters, supplied by the airborne equipment, to the ATC (Air Traffic Control) ground stations, without any pilot action.

This Service Bulletin consists of upgrading the FDS software version of the PUs, modifying the wiring at the forward patchboards, the TDR94D-409 transponder and the GPS.

SB from Airbus Helicopters France (AHF)

The PU reference MB267B-50 with the software version FDS AHCAS V5.11 reference 707A49438497 (PRE MOD 0728024), and software version FDS AHCAS V5.11A reference 707A49438984 compatible ADS-B Out (POST MOD 0728024) are not interchangeable functionally. Mixability of PU PRE and POST MOD 0728024 computers is prohibited

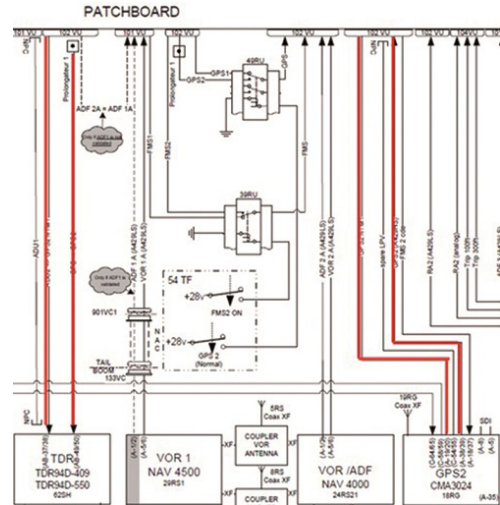
> BENEFITS

- Bring helicopters up to standard AMC20-24 and DO-260-A by activating the ADS-B Out function by the Software evolution.
- The message sent by ADS-B Out includes parameters such as:
 - Position (latitude, longitude, altitude),
 - Speed (horizontal and vertical),
 - The heading.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-------------|-------------|
| On request | On request | 2 Day(s) | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Avionics | 1 Day(s) |
| Electrical systems | 1 Day(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

ADS-B OUT installation: DO-260-B

Reference: EC225-25-10-Mas (RO)

Applicable to version(s): LP

Activate the DO260B standard ADS-B Out or to allow transition from the DO260A standard ADS-B Out to the DO260B standard ADS-B Out depending on aircraft configuration.

The ADS-B Out (automatic dependent surveillance broadcast out) is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out transmits periodically the helicopters parameters, supplied by the airborne equipment to the ATC (Air Traffic Control) ground stations without any pilot action. The message transmitted by the ADS-B Out includes parameters such as the position (latitude, longitude, altitude), the speed (horizontal and vertical) and the heading.

SB from Airbus Helicopters France (AHF)

Mixability of PUs pre- and post-mod is prohibited.
 For aircraft not equipped with ADSB DO260A, 4 PUs (a) P/N MB267B-50 with AHCAS FDS software version V5.11 P/N 707A49438497 have to be returned.

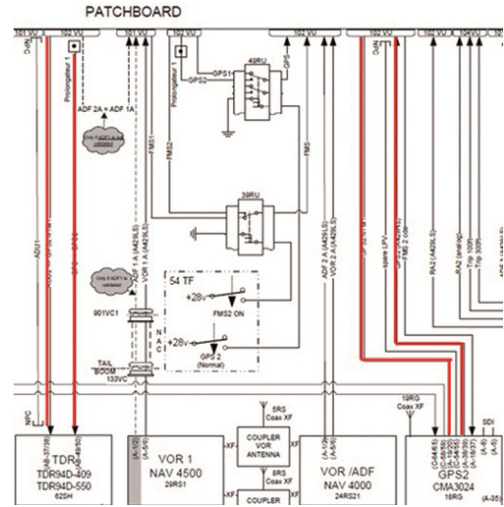
> BENEFITS

- Weather radar through flight information service-broadcast (FIS-B).
- Broadcast terrain overlay.
- ADS-B ground stations cheaper to install and operate compared to primary and secondary radar systems.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|----------------------------|-------------|
| Negligible | Negligible | 1.5 Day(s) depending on aircraft configuration | 28 Week(s) | 21 - 40212 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Avionics | 1 Day(s) depending on aircraft configuration |
| Electrical systems | 1 Day(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- CMA 9000 Flight Management Computer P/N 100-601951-103 (704A47336081) or 100-601951-503 (704A47336084)
- CMA 5024 GPS (P/N 704A45807102)
- Control panel CTL 92E P/N 822-1807-002 (704A45731046)
- PUs P/Ns MB267B-50, with the AHCAS (Advanced Helicopter Cockpit Avionics System) FDS software V5.11A (P/N 707A49438984), post-MOD 0726765 (new FDS software V5.11) or on which Service Bulletin No. 34-012 was complied with (Impact on FDS application software of STEP 1 avionics) equipped or not with the ADS-B DO260A.

The aircraft standard and the TDR94D status also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

ADS-B-out installation: DO-260A for helicopters with transponder controlled by RTU (radio tuning unit) control panel

Reference: EC225-34C047 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to bring the helicopters to AMC20-24 and DO-260-A standards by enabling the ADS-B Out function (automatic dependent surveillance-broadcast-out) through FDS (Flight Display System) application software change of the PUs (Processing Units) from version V5.11 to V5.11A and through a wiring environment modification.

This improvement consist of :

- upgrading the FDS software version of the PUs
- modifying the wiring at :
 - the forward patchboards ("101VU" and "102VU")
 - the TDR94D-409 transponder ("62SH")
 - the GPS ("18RG")

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

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

- The ADS-B Out is a system designed to improve air traffic management.
- This system is provided especially for surveillance in a non radar-controlled environment.
- The ADS-B Out transmits periodically the helicopter parameters, supplied by the airborne equipment, to the ATC (Air Traffic Control) ground stations, without any pilot action.
- The message transmitted by the ADS-B Out includes parameters such as :
 - the position (latitude, longitude, altitude)
 - the speeds (horizontal and vertical)
 - the heading

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|--|
| Electrical systems | 1 Day(s) |
| Approved Airbus Helicopters Technician | 2 Hour(s) (application software loading) |
| Avionics | 2 Hour(s) in case of PU replacement |
| Avionics | 1 Day(s) for ground tests |

Appareo Vision 1000™ cockpit camera

Reference: EC225-31-011 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a Vision 1000 recorder in the cockpit so as to record the image and ambient noise in the cockpit as well as a limited number of flight parameters for post-flight analysis purposes.

This Service Bulletin consists in replacing the panel "32VU", installing the recorder antenna and its support and the capability of panel "32VU" and installing the electrical wiring.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD panels "32VU" are not interchangeable.



> BENEFITS

- To record the image and ambient noise in the cockpit as well as a limited number of flight parameters for post-flight analysis purposes.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|-------------|------------|-------------------------|-------------|
| + 0.410 kg | + 0.581 m.kg | 1,5 Week(s) | 15 Week(s) | 9350 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 16 Hour(s) |
| Avionics | 16 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :

- MOD 0726539 (Improvement of ventilation / air conditioning / cabin heating system)

and not equipped with :

- MOD 0728183 (Vision 1000 recorder installation in the cockpit on EC225)
- 332P619164.00 (Adaptation of panel "32VU" for installation of Vision 1000 recorder)

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

- Configuration 1 : 2848, 2849, 2851, 2852, 2855, 2862, 2866, 2868, 2870, 2872, 2876, 2878, 2879, 2890, 2895, 2898, 2899, 2900, 2902, 2905, 2907, 2909, 2911, 2913, 2916, 2919, 2927, 2928, 2935, 2937, 2942, 2944, 2949, 2955, 2957, 2958, 2963, 2972, 2977, 2978, 2982, 2989, 8910
- Configuration 2 : 2885, 2901, 2973, 2974, 2979
- Configuration 3 : 2910, 2914, 2918, 2922, 2924, 2930, 2951, 2986
- Configuration 4 : 2990, 2992, 2993, 2994, 2996, 2997, 2999, 3000, 3001
- Configuration 5 : 2984
- Configuration 6 : 2987
- Configuration 7 : 2854, 2883, 2921, 2961, 2968
- Configuration 8 : 2892
- Configuration 9 : 2808, 2809, 2818, 2822, 2823, 2825, 2826, 2827, 2832, 2835, 2838, 2839, 2841, 2842
- Configuration 10 : 2815 and 2821
- Configuration 11 : 2824
- Configuration 12 : 2857 and 2934
- Configuration 13 : 2897, 2915, 2932, 2959
- Configuration 14 : 2926

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Belly LED anti-collision light under bottom structure in replacement of SODERBERG light

Reference: EC225-33-007 (R1)

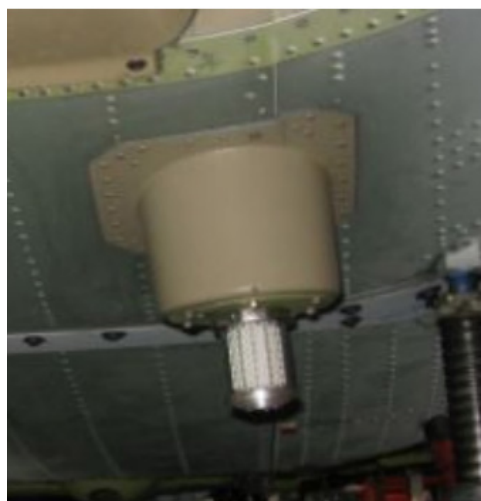
Applicable to version(s): LP

Change SODERBERG anticollision light by a new BELLY LED lower anticollision light.

This new anti-collision light is located under the fuselage, close to the rear landing gear.

Helicopters S/N 2699, 2701, 2732 and 2734 on which Service Bulletin No. 33C006 was complied with are not affected by this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the anti-collision light's reliability.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------------------|------------|-----------------------------|-------------|
| Negligible | Negligible | 2 Day(s) or 3 Day(s) | 16 Week(s) | 2992 - 3399 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Avionics | 3 or 6 Hour(s) depending on aircraft configuration |
| Airframe, Structure | 13 or 17 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with SODERBERG anti-collision light and not equipped with :

- MOD 332R649006.04 (MOD for helicopters with anti-collision light positioned at Y464)
- or
- MOD 332R649006.00 (MOD for helicopters with anti-collision light positioned at Y0)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Belly LED anti-collision light under bottom structure in replacement of SODERBERG™ light

Reference: AS332-33.00.30 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to install a new BELLY LED (Light Emitting Diode) lower anti-collision light in replacement of the SODERBERG anti-collision light.

This installation consists in removing the former anti-collision light, removing the wiring of the former installation, installing a new anti-collision light and new power supply unit and installing the wiring for these new components.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable. Helicopters S/Ns 2608, 2610, 2614, 2616, 2622 and 2634 on which Service Bulletin No. 33.90.29 was complied with are not affected by this Service Bulletin.



> BENEFITS

- New BELLY LED (Light Emitting Diode)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|---|------------|----------------------|-------------|
| Negligible | Negligible | 2 Day(s) or 3 Day(s) depending on aircraft configuration. | 16 Week(s) | 3399 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Structure | 13 or 17 Hour(s) depending on aircraft configuration |
| Avionics | 3 or 6 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable on aircraft equipped with :

- SODERBERG anti-collision light was installed.
- and not equipped with :
- MODs 332R649005.10 and .11 (Installation of BELLY LED anti-collision light under bottom structure in replacement of SODERBERG light)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cable cutter installation

Reference: EC225-25C216 (R0)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install the cable cutter to partially protect the helicopter from in-flight collision with cables.

This Service Bulletin consists in:

- reinforcing the canopy posts,
- reinforcing the front former at Z1400,
- installing slides,
- installing structure provisions,
- reinforcing the front former at X1580,
- reinforcing the lower RH structure at X1310,
- reinforcing the lower central structure,
- installing a new battery ventilation hose,
- installing the upper cable cutter,
- installing the guides,
- installing the lower cable cutter,
- replacing the current radome with a reinforced radome,
- performing the paint touch-ups.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------------------------------|--|-----------|------------|-------------|-------------|
| Fixed Part +2,7 kg | Fixed Part +1,14 m.kg | 18 Day(s) | On request | On Request | eRFQ |
| Complete Installation +13,22 kg | Complete Installation +0,95 m.kg | | | | |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Airframe | 286 Hour(s) for 2 technician (without painting time) |

Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): LP

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



Cockpit Voice and Flight Data Recorder (CVFDR)

Reference: VAHS-CVFDR-SR02415AK-001

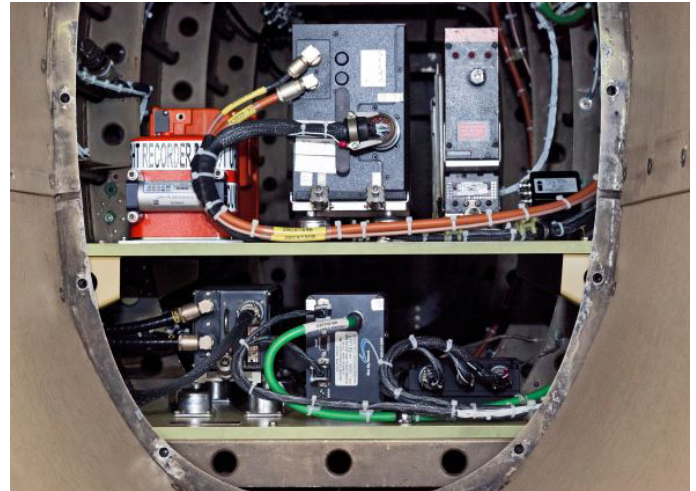
Applicable to version(s): C, L, L1

Upgrade to a modern system with a Digital CVR/FDR meeting most regulatory requirements.

This retrofit package features a lightweight, solid, low power consumption state-of-the-art cockpit voice and flight data recorder (CVFDR) with an underwater acoustic beacon. A digital flight data acquisition unit is also included as part of the system. The system is capable of recording over 25 flight hours of 55+ aircraft parameters.

Aircraft survey to be provided by StandardAero and completed by customer prior to confirmation of compatibility. End user can perform installation, or if StandardAero is to perform the installation, installation cost will be quoted following aircraft survey completion and review.

STC from StandardAero



> BENEFITS

- One of the only FAA/EASA approved CVFDR retrofit solution available on the market
- Further enhances the mission capability profile of the venerable AS332 helicopter
- Minimal aircraft downtime for retrofit
- Six year battery-life warranty

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|---------|-----------|------------|-----------------------------|-------------|
| 18.58 kg | 1132.55 | 4 Week(s) | On request | from 380000 USD (e.c. 2022) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Avionics | 704 Hour(s) |
| Airframe, Cabin | 24 Hour(s) |
| Airframe, Electrical | 140 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

StandardAero aircraft survey to be completed by customer and returned to confirm compatibility.

> CERTIFICATION ORGANIZATION(S)

FAA USA

Emergency floatation

Reference: AS332-25.93.61 (R0)

Applicable to version(s): L2

The purpose of this Service Bulletin is to permit flying without lifeboats and without emergency floatation gear in case of operational needed or change of missions.

Le présent Service Bulletin consiste à :

- déposer l'installation canots de sauvetage gauche et droit,
- adapter les ailettes gauche et droite,
- déposer les protections des commandes de largage,
- obturer les commandes de largage,
- déposer les parties mobiles de l'installation flottabilité de secours :
- les berceaux avant et arrière,
- la boîte de commande flottabilité de secours,
- les bouteilles d'hélium avant et arrière,
- modifier les panneaux obturateur de l'installation anti-optionnel,
- installer l'anti optionnel flottabilité de secours.

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

Emergency Locator Transmitter (ELT KANNAD 406AS) Installation

Reference: STC-331-OSA

Applicable to version(s): LP

Installation of an emergency locator transmitter, KANNAD 406AS on cabin front partition.

Installation of the emergency locator transmitter on R/H CABIN FRONT PARTITION with a MOUNTING BRACKET which is an official option part.

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. |
|----------|---|----------|------------|-------------|-------------|
| +1.65 kg | LONGITUDINAL: +3.62m.kg LATERAL (RH+): +0.92m.kg | 5 Day(s) | 120 Day(s) | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

on request

Helicopter Emergency Egress Lighting (HEEL) System

Reference: VAHS-HEEL-SR02398AK-001

Applicable to version(s): L1

Improve your emergency lighting system with installation of the Luminescent Systems HEEL system.

The HEEL system is a supplemental lighting system to the existing emergency lighting system located in the cockpit and passenger cabin and can be activated by emergency events such as loss of power, impact or contact with water.

Aircraft survey to be provided by StandardAero and completed by customer prior to confirmation of compatibility. Installation by StandardAero is required and installation cost will be quoted following aircraft survey completion and review.

STC from StandardAero

Compatible with hard interior and able to adapt to soft interior.



> BENEFITS

- Following a ditching or crash, the HEEL system identifies emergency escape hatches, push out windows and emergency exits by illuminating their perimeters
- Watertight up to 50' (15 m) for 20 minutes
- Lightweight at only 7.85 lb (3 kg)
- This system meets mandatory requirements for offshore operations

> PRE-POST REQUISITE / EFFECTIVITY

StandardAero aircraft survey to be completed by customer and returned to confirm compatibility.

> CERTIFICATION ORGANIZATION(S)

FAA USA

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------|-----------|------------|-----------------------------|-------------|
| 3.56 kg | 213.45 | 10 Day(s) | On request | from 139000 USD (e.c. 2022) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Avionics | 172 Hour(s) |
| Airframe, Cabin | 2 Hour(s) |
| Airframe, Electrical | 214 Hour(s) |

L3 Lynx NGT-9000 transponder ADS-B Out, plus In (Part 29)

Reference: VAHS-ADSB-SR02478AK-001

Applicable to version(s): C, L, L1

ADS-B 'Out' transponder from L3 with enhanced 'In' functionality.

L3 Lynx NGT-9000 solution available with the following features:

- Panel mounted Mode S extended squitter (ES) transponder with intuitive touchscreen interface
- Dual-mode 1090ES ADS-B Out plus 1090 MHz and 978 MHz ADS-B In
- Internal rule-compliant position source (WAAS/GPS)
- MFD interface to show ADS-B traffic and weather data on compatible cockpit displays
- Options available for active traffic, antenna diversity and PED Wi-Fi connectivity
- Subscription-free ADS-B graphical and textual weather, including NEXRAD, METARs, winds & temps (available in the USA only)
- Moving maps, including TFRs, airport databases and NOTAMs

Aircraft survey to be provided by StandardAero and completed by customer prior to confirmation of compatibility. End user can perform installation, or if StandardAero is to perform the installation, installation cost will be quoted following aircraft survey completion and review.

STC from StandardAero



> PRE-POST REQUISITE / EFFECTIVITY

StandardAero aircraft survey to be completed by customer and returned to confirm compatibility.

> CERTIFICATION ORGANIZATION(S)

FAA USA

> BENEFITS

- Modern retrofit upgrade that includes ADS-B In functionality, in addition to mandated ADS-B Out capability, resulting in increased situational awareness
- STC kit includes model-specific installation instructions for easy installation in the field
- Minimal aircraft downtime requirements for installation
- STC approval enhances aircraft resale value and is accepted internationally, reducing expenses associated with re-quantifying
- Wireless connectivity available for integration with Portable Electronic Devices (PEDs)
- If console space is limited, a remote mounted transceiver with a small control head is also available

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------|----------|------------|----------------------------|-------------|
| 3.16 kg | 25.09 | 7 Day(s) | On request | from 25000 USD (e.c. 2022) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 50 Hour(s) |
| Avionics | 140 Hour(s) |

LED (Light Emitting Diode) anti-collision light to replace a red/white strobe light on tail boom upper pylon

Reference: EC225-33-009 (R2)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a new LED (Light Emitting Diode) two-color (red and white) upper anti-collision light.

This Service Bulletin consists in:

- Removing the existing red and white anti-collision strobe light, its power supply unit and its harness
- Installing the new harness
- Electrically bonding the TGB fairing using foil
- Installing the new support for the LED
- Type anti-collision light
- Installing the new LED-type anti-collision light
- Installing a label on the ceiling panel

Helicopters S/Ns 2685, 2691, 2693, 2715, 2716, 2721, 2747, 2753, 2756, 2767, 2838, 2839, 2841 and 2862 on which Revisions 0 or 1 of this Service Bulletin has been complied with are concerned by this Revision 2.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allowing offshore customers to comply with specific offshore regulation (One white light required with an intensity higher than 2,000 candelas).
- The adoption of the LED technology improves significantly its reliability.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-----------|-----------|------------|------------------------------|-------------|
| - 3.5 kg | - 24 m.kg | 2 Day(s) | 23 Week(s) | 8830 - 10854 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Electrical systems | 2 Day(s) |
| Airframe, Structure | 1 Day(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- red/white strobe light P/N 704A46851023
- strobe light power supply unit P/N 704A46830026

The following configurations also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) : Configuration 1 : S/N 2603, 2615, 2654, 2658, 2660, 2662, 2668, 2674, 2675, 2677, 2680, 2681, 2684, 2688, 2692, 2695, 2697, 2699, 2701, 2703, 2707, 2708, 2709, 2711, 2712, 2714, 2719, 2722, 2723, 2724, 2728, 2729, 2730, 2732, 2735, 2736, 2740, 2741, 2743, 2745, 2746, 2749, 2752, 2760, 2768, 2769, 2773, 2775, 2777, 2782, 2783, 2784, 2785, 2790, 2792, 2798 and 2801.

Configuration 2 : S/N 2809, 2815, 2818, 2821, 2822, 2823, 2825, 2827, 2842, 2848, 2849, 2851, 2852, 2855, 2857, 2866, 2868, 2870, 2872 and 2878

Configuration 3 : S/N 2779, 2794, 2803 and 2804

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED (Light Emitting Diode) two-color anti-collision light

Reference: AS332-33.00.32 (R1)

Applicable to version(s): L2

The purpose of this Service Bulletin is to install a new LED (Light Emitting Diode) two-color (red and white) upper anti-collision light.

The purpose of this Service Bulletin is to install a new LED two-color upper anti-collision light to replace the red/white strobe light installed on the tail boom pylon tip and allowing offshore customers to comply with specific offshore regulation (One white light required with an intensity higher than 2,000 candelas). The adoption of the LED technology improves significantly its reliability.

SB from Airbus Helicopters France (AHF)

The pre-MOD red and white anti-collision strobe light and the post-MOD LED-type anti-collision strobe light are not interchangeable.

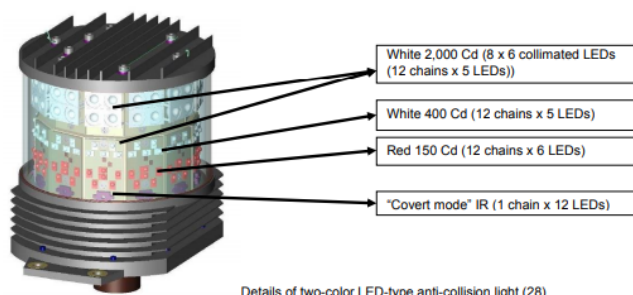
> BENEFITS

- Allow offshore customers to comply with specific offshore regulation.
- Improves significantly its reliability.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|----------|------------|------------------------------------|-------------|
| -3,5 kg or -3,44 kg depending on aircraft configuration | -24,0 m.kg -23,6 m.kg depending on aircraft configuration | 2 Day(s) | 23 Week(s) | 8258 - 10854 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Electrical systems | 2 Day(s) |
| Airframe, Electrical | 1 Day(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Red/white strobe light P/N 704A46851023 or P/N 800G46851023
- Strobe light power supply unit P/N 704A46830026 or P/N 800G46830026

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

- Conf 1 :Aircrafts S/Ns 2576, 2608, 2610, 2614, 2616, 2622, 2634, 2636, 2639, 2643, 2646 and 2655
- Conf 2 :Aircrafts S/Ns 2467, 2474, 2477, 2484, 2488, 2493, 2500, 2504, 2567, 2592, 2594, 2601, 2613 and 2617
- Conf 3 :Aircrafts S/Ns 2664 and 2672
- Conf 4 :Aircrafts S/Ns 2348, 2380, 2393, 2395, 2396 and 2398

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED-type anti-collision light on top of fin

Reference: AS332-33.00.26 (R1)

Applicable to version(s): C, C1, L, L1, L2

The purpose of this Service Bulletin is to install a new red LED-type anti-collision light with integrated power supply unit to improve reliability and electrical consumption and to reduce weight.

This Service Bulletin consists of removing the existing anticollision light(s), removing the power supply unit, installing the new anticollision light and modifying the anticollision light wiring.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- To improve reliability and electrical consumption and to reduce weight.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|----------|------------|-----------------------------------|-------------|
| - 2,018 kg to - 0,823 kg depending on aircraft configuration. | - 15,836 m.kg to - 4,622 m.kg depending on aircraft configuration. | 1 Day(s) | 15 Week(s) | 3736 - 6868 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Structure | 4,5 to 5 Hour(s) depending on aircraft configuration |
| Electrical systems | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- Red anticollision light P/N 6481201 and power supply unit P/N 6480402 (versions C, C1, L, L1) or 34528H021C (version L2)
 - and not equipped with :
 - MOD 0726669 (Installation of new LED-type anticollision light on top of fin)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED-type anti-collision light on top of fin

Reference: EC225-33-005 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to install a new red LED-type anticollision light with integrated power supply unit.

This Service Bulletin consists of:

- Removing the existing anticollision light(s)
- Removing the power supply unit
- Installing the new anticollision light
- Modifying the anticollision light wiring

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve reliability and electrical consumption and to reduce weight.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|-------------------------|-------------|
| - 0.823 kg | - 4.622 m.kg | 24 Hour(s) | 15 Week(s) | 3736 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 5 Hour(s) |
| Electrical systems | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Red anticollision light P/N 6481201 and power supply unit P/N 6480402. and not equipped with :

- MOD 0726669 : Installation of new LED-type anticollision light on top of fin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

M'ARMS system - Definition of vibration thresholds on ground station

Reference: EC225-45-001 (R10)

Applicable to version(s): LP

The purpose of this Service Bulletin is to advise Operator of new M'ARMS thresholds to be initialized in the ground station.

This Service Bulletin advises the Operator of the integration of threshold values adopted for :

- Rotors
- Transmissions
- Fan

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Integrate broadband indicators (OA) on tail rotor drive bearings.

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

> PRE-POST REQUISITE / EFFECTIVITY

Ground station with Airbus Helicopters software V5.1 for helicopters which have embodied modification 0728086 or Service Bulletin No. 45-021 (Removal of MOD45 indication in the cockpit after implementation of new bevel gear).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of EGPWS software from version -026 to -028

Reference: EC225-34-029 (R3)

Applicable to version(s): LP

The purpose of this Service Bulletin is to upgrade the software installed in the Enhanced Ground Proximity Warning System (EGPWS) computer, from version -026 to version -028.

This service bulletin consist in :

- Removing GPS antenna
- Positioning blanks
- Positioning an individual module support
- Modifying the wiring
- Uploading version -028 of EGPWS software
- Uploading EGPWS configuration

SB from Airbus Helicopters France (AHF)

Helicopters on which previous Revision of this Service Bulletin was complied are affected by this Revision 3.

> BENEFITS

- Upgrading from version -026 to -028 leads to :
- Upgrade of helicopter flight/ground logic
- Modification of engine torque logic on ground
- New radio altitude validity
- Terrain warnings function: Switch to ground speed if airspeed is invalidated
- Updating of "GPWS INOP" in case of loss of radio altitude data
- Deletion of "L/G extended" fault parameter based on airspeed
- Modification of indicator lights brightness
- Use of helicopter GPS (external to EGPWS)
- Amber TAWS data, on failure warning panel (Caution and Warning) if EGPWS is "OFF"
- Correction of rare terrain issues on screens
- Optimization of flight history allocation



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Enhanced Ground Proximity Warning System (EGPWS) computer P/N 9651595026

and not equipped with :

- MOD 332P083912.10 or 332P083912.11 or 332P083912.12 or 332P083912.13 or 332P083912.14 or 332P083912.15.

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

- Config 4 : For helicopters S/N 2680, 2685, 2690, 2691, 2695, 2699, 2701, 2702, 2707 to 2709, 2711, 2714 to 2716, 2719, 2721 to 2725, 2728 to 2730, 2732, 2734 to 2736, 2739 to 2741, 2743 to 2747, 2750, 2752, 2755, 2759, 2760, 2767 to 2769, 2773, 2775, 2777, 2779, 2781 to 2784, 2786, 2794, 2796, 2798, 2801, 2803, 2804 or 2808.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|------------|-----------------------------------|-------------|
| Negligible | Negligible | 4 day(s) | 26 Week(s) | 2966 - 5308 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Airframe, Structure | On request |
| Pilot, Functional Check | 0,5 Hour(s) |
| Avionics | On request |
| Mechanics | On request |

Pneumatic type fire detection - Activation for MGB compartment

Reference: EC225-26-014 (R1)

Applicable to version(s): LP

The purpose of this Service Bulletin is to carry out the final modification and activation of the pneumatic type fire detection system for the MGB compartment.

This modification consist in replacing the current punctual type fire detection system with pneumatic type fire detection system.

The new fire detection system for the MGB compartment features three dual fire detector loops :

- one dual loop around the MGB
- one dual loop between the hydraulic reservoirs
- one dual loop on the rear part of the upper transmission deck, below the oil cooler exhaust

This modification also introduces new periodic checks at intervals of 1200 FH and 9600 FH.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable.
 Mixing between PRE MOD and POST MOD components is prohibited.

> BENEFITS

- Enhance reliability of the helicopter fire detection system by changing the current punctual technology to pneumatic type detection.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------------|---|------------|-----------------------|-------------|
| +2,7 kg | +14,297 m.kg | 4,5 or 5,5 Day(s) depending on aircraft configuration | 35 Week(s) | 76022 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Avionics | 0 to 27 Hour(s) depending on aircraft configuration |
| Electrical systems | 0 to 25 Hour(s) depending on aircraft configuration |
| Mechanics | 12 to 18 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Main gearbox assembly P/N :
 - 332A32-5003-02
 - 332A32-5003-03
- Service Bulletin No. 26-008 or MOD 0728014 (Electrical pre-installation for the MGB pneumatic fire detection)
- Service Bulletin No. 26-011 or MOD 0728015 (Pre-arrangement of the rear deck for the pneumatic fire detection)
- Service Bulletin No. 26-016 or MOD 0753030 (Modules predisposition for MGB pneumatic fire detection)
- Service Bulletin No. 26-015 or MODs :
 - 0728004 (Electrical activation of engine pneumatic fire detection)
 - 0728350 (Caution-warning panel (CWP) activation on fire detection reconfiguration panel (FDRP))
 - and 332P083939.00 (Retrofit of the central warning panel customized)

and not equipped with :

- MOD 0728005 (Pneumatic fire detection activation MGB/Upper deck)
- MOD 0728534 (Bent connectors on fire detection harnesses)

The components ordered are impacted depending if the aircraft is fitted with MGB emergency cooling option or not (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Portable Fire Extinguisher Installation

Reference: STC-296-OSA

Applicable to version(s): LP

Installation of two domestic fire extinguishers (KEA-1) on COCKPIT FLOOR and CABIN AFT RH WALL, respectively.

Installation of two domestic fire extinguishers (KEA-1) on COCKPIT FLOOR and X8180 CABIN AFT RH WALL.
 The extinguisher is fixed by CLAMP HOLDER ASSY (GSP-26-A2218-1, GSP-26-A2218-11) and installed on aircraft with screws and insert nuts which are used for existing portable fire extinguishers.

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. |
|----------|------------|-----------|-----------|-------------|-------------|
| +4.46 kg | +21.54m.kg | 6 Day(s) | 60 Days | On request | eRFQ |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

Reconfiguration of Traffic Alert and Collision Avoidance System (TCAS)

Reference: EC225-34-020 (R0)

Applicable to version(s): LP

Upgrade TCAS II equipment software.

This Service Bulletin consists in reconfiguring the TCAS following the replacement of the configuration module.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provides the configuration parameters of a new configuration module on the aircraft.

| 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 |
|---------------|-----------------------|
| Avionics | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- HP899 Goodrich Traffic Alert and Collision Avoidance System (TCAS).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of TCAS1 with TCAS2

Reference: EC225-34-30-Mas (RO)

Applicable to version(s): LP

This SB to replace the Traffic Collision Avoidance System 1 (TCAS1) installation with the TCAS2.

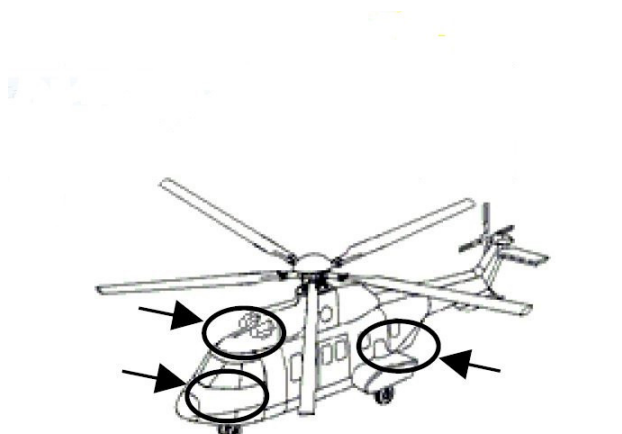
The operation of TCAS II includes:

- Surveillance
- Collision avoidance tracking
- Threat detection
- Threat resolution
- Communication and coordination

Interchangeability: PRE MOD and POST MOD parts are not interchangeable.

Mixability: Not applicable

SB from Airbus Helicopters France (AHF)



Localization to be adapted during customization

> BENEFITS

- The TCAS2 is a system that, in addition to alerting the pilot to a potential collision danger with one or more flying helicopters equipped with a minimum of one operating transponder, provides advice on evasive action
- (on the vertical plane) if the other flying helicopter is equipped with a TCAS2. .

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|-----------|-----------|--------------------------------------|-------------|
| On request (will be handled during customization) | On request (will be handled during customization) | 7 Day(s) | Week(s) | 5757755 - 8854649 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 10 Hour(s) |
| Avionics | 5 Hour(s) |
| Airframe, Structure | 30 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to the modification 332R001181.00 (To be modified as per customization)

embody modifications:

- 0726606 Modification of automatic pilot
- 0726726 PR correction of the FDRS/MFDAU software + HUMS upgrade
- 0726764 Repercussion/AFCS EC225/EC725 of avionics STEP 1
- 0726765 Repercussion/software W FDS EC225/725 avionics STEP 1
- 0726779 Vms version V2.4.7

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the emergency floatation gear stub wing with a standard stub wing and removal of the floating anchor

Reference: AS332-25.93.65 (R0)

Applicable to version(s): L1

The purpose of this Service Bulletin is the removal of emergency life rafts, emergency floatation gear and floating anchor.

This Service Bulletin consists in:

- removing the removable parts of the emergency floatation gear:
 - the front and rear cradles
 - the front and rear helium bottles
- installing the back-fitting emergency floatation gear
- removing the LH and RH stub wings
- replacing the pressure refueling port,
- removing the LH and RH emergency life rafts,
- replacing the LH and RH winglets by standard winglets,
- removing the protections of the release controls,
- blanking off the release controls
- modifying the landing light system
- removing the floating anchor
- blanking the structure after removing the floating anchor
- inhibiting the floating anchor release control

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

- Remove emergency life rafts, emergency floatation gear and floating anchor.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--------------------------------------|------------|-------------|-------------|
| On request | On request | 4 Day(s) (excluding curing time). | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe | 24 Hour(s) |
| Airframe, Electrical | 6 Hour(s) |

Replacement of Transponder TDR94D-008 by TDR94D-409 for ADS-B Out Compliance (pre 2010 configuration)

Reference: EC225-34C042 (R3)

Applicable to version(s): LP

Make ADS-B Out installation possible by the replacement of the TRD94D status008 transponder by a TRD94D status 409.

The ADS-B Out is a system designed to improve air traffic management. This system is provided especially for surveillance in a non radar-controlled environment. The ADS-B Out transmits periodically the helicopters parameters, supplied by the airborne equipment to the ATC (Air Traffic Control) ground stations without any pilot action. The message transmitted by the ADS-B Out includes parameters such as the position (latitude, longitude, altitude), the speed (horizontal and vertical) and the heading.

The TDR94D status 008 transponder have to be returned.

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

- Weather radar through flight information service-broadcast (FIS-B). Broadcast terrain overlay. ADS-B ground stations cheaper to install and operate compared to primary and secondary radar systems

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|-------------------------------|-------------|
| Negligible | Negligible | 0.5 Day(s) or 1 Day(s) depending on aircraft configuration | 13 Week(s) | 37934 - 38201 EUR (e.c. 2020) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Electrical systems | 0 or 4 Hour(s) depending on aircraft configuration |
| Avionics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of EuroHUMS ground station MPGS V6

Reference: AS332-45.00.46 (R2)

Applicable to version(s): L, L1, L2

The purpose of this Service Bulletin is to upgrade the EuroHUMS ground station.

To upgrade the ground station from a Unix environment to a Windows environment and installing the EuroHUMS MPGS software "MPGS V6".

The purpose of the last revision is to take into account the modifications from General Electric (GE) through version "MPGS V6" for EuroHUMS ground station.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Update the ground station.
- Enabling to obtain via the ground station the suggestions to rig the helicopter blades.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|---------------------------------|-------------------------------|-------------|
| On request | On request | 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 :

- EuroHUMS ground station software version lower than "MPGS V6"

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Traffic Alert Collision Avoidance System II (TCAS II)

Reference: EC225-34-30-Mas (RO)

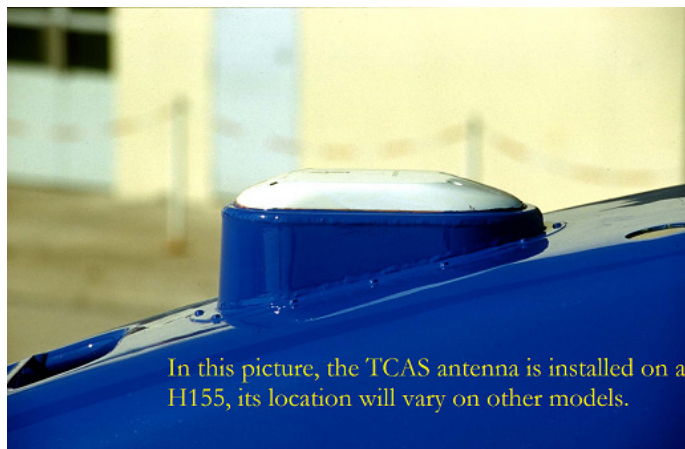
Applicable to version(s): LP

The TCAS II Rockwell Collins TTR-4000 receiver transmitter and the TRE-920 directional antenna provide ACAS (Airborne Collision Avoidance System) operation.

The operation of TCAS II can be summarized by the functions that follow:

- Surveillance
- Collision avoidance tracking
- Threat detection
- Threat resolution
- Communication and coordination

SB from Airbus Helicopters France (AHF)



> BENEFITS

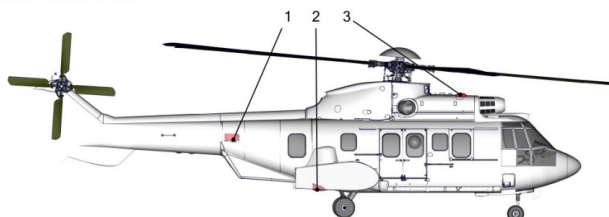
- The TCAS 2 is a system which advises the pilot of a possible risk of collision with one or several other aircraft equipped at least with a transponder on, and also used to recommend an avoidance maneuver (in the vertical plane) if the other flying aircraft is also equipped with a TCAS 2.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|-----------|------------|---------------------------------|-------------|
| + 16.5 or 17.0 kg depending on aircraft configuration. | + 133.0 or 133.5 m.kg depending on aircraft configuration. | 10 Day(s) | 44 Week(s) | 280482 - 287535 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Composites | 60 Hour(s) |
| Airframe, Structure | 70 Hour(s) |

Main Components



- 1 - Receiver-Transmitter
- 2 - Upper directional antenna
- 3 - Lower directional antenna

> PRE-POST REQUISITE / EFFECTIVITY

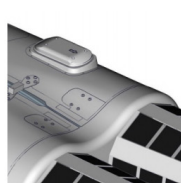
This service bulletin is applicable on aircraft not equipped with :

- MOD 332R001157.00 (TCAS 2 installation)
- MOD 0726606 (EC225 autopilot new software version (S9.51))
- MOD 0726764 (New EC225 AFCS software (Post Mod 07.26606))
- MOD 0726765 (New flight display system software V5.11)
- MOD 0726779 (EC225 Vehicle Management System - New software version V2.4.7)

The aircraft Serial Number also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Traffic Alert Collision Avoidance System II (TCAS II) TTR-4000 - Software upgrade

Reference: EC225-34-028 (R0)

Applicable to version(s): LP

Upgrade TCAS II equipment software.

Compliance with this Service Bulletin consists in returning the TCAS II equipment to Rockwell-Collins for update.

Material (TCAS TTR-4000) to be returned from Rockwell-Collins the equipment P/N is modified

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This modification is the result of a standards update for TCAS operations (TCAS II version V7.1, MinimumOperational Performance Standards (MOPS)).
- Airbus Helicopter recommends the modification of TCAS II equipment, according to the regulatory requirements in force in the area in which the helicopter operates and the schedule organized by competent local authorities.

| 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 |
|---------------|-----------------------|
| Avionics | 4,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with : Traffic Alert Collision Avoidance System II (TCAS II) part number (MP/N) 822-1294-402 (M347A40A1001

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upgrade of MFDAU ACMS software to version 2.2

Reference: EC225-45-027 (R0)

Applicable to version(s): LP

This Service Bulletin upgrades the MFDAU ACMS application software of the HUMS system to version 2.2

This Service Bulletin :

- Upgrades the MFDAU ACMS application software and its configuration files.
- Upgrades the VPU module configuration file, if applicable.

Jointly comply with Service Bulletin No. 45-026 (Retrofit of ARMS ground station - MGS V1.3).

To obtain the application software and configuration files of the MFDAU ACMS, configuration files of the VPU module and/or for any other assistance pertaining to the MFDAU ACMS, VPU and tooling, please contact your usual HUMS Technical. PRE MOD and POST MOD MFDAU ACMS are not interchangeable. PRE MOD and POST MOD VPU modules are not interchangeable.

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 enables early detection of degradation of the engine freewheel, and to upgrade configuration files, which enables continuous recording of P3 (combustion chamber pressure) sent by the FADEC. This modification also takes into account modification O728052, which upgrades the MFDAU ACMS application software and configuration files of the HUMS system to be compatible with Makila 2B engines

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|--|------------------|--------------------|--------------------|
| Negligible | Negligible | 0.5 Day(s) or 1 Day(s) depending on aircraft configuration | On request | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

4 or 7 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

- On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Upgrade of MFDAU ACMS software to version 2.3

Reference: EC225-45-028 (R0)

Applicable to version(s): LP

This Service Bulletin upgrades the MFDAU ACMS application software of the HUMS system to version 2.

This Service Bulletin:

- Upgrades the MFDAU ACMS application software
- Upgrades the MFDAU FDRS ICT configuration file, if applicable
- Upgrades the EC225 ED-112 PGS database, if applicable

To obtain the MFDAU ACMS application software, MFDAU FDRS ICT configuration file, EC225 ED-112 PGS database and/or for any other assistance pertaining to the MFDAU ACMS/FDRS, PGS and/or tooling, please contact your usual HUMS Technical Support in the Airbus Helicopters network or the contact.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To enables CHIP detection segregation from different gearboxes and its indications to the crew to ease in-flight decisions.
- In addition, for helicopters equipped with CVFDR in ED-112 architecture, this Service Bulletin upgrades the MFDAU FDRS ICT configuration file and the EC225 ED-112 PGS database, which enables recording of additional chip detection signal at sensitivity similar to the signal received by the CVFDR in the ED-55 architecture.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 0728526 (HUMS upgrade MFDAU ACMS V2.3 : Chip Warning Segregatio)
- MOD 0728543 (CVFDR discrete CHIP_XMSN recording (ED-112))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|--|------------------|--------------------|--------------------|
| Negligible | Negligible | 0.5 Day(s) or 1 Day(s) depending on aircraft configuration | On request | On request | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Structure | 4 or 8 Hour(s) depending on aircraft configuration |

Visual Icing Indicator

Reference: EC225-30-80-Mas (RO)

Applicable to version(s): LP

The service bulletin consist in installing a outside visual icing indicator on pilot's door to visually provide icing level reached.

Indicator in the form of a disc with graduated luminescent concentric circles, located outside the helicopter on the pilot's door.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provides the icing level indication in case of unavailability or removal (whether part or full) of the IPS system components.
- By night or under poor visibility conditions, a light strip lights the visual indicator.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|----------|------------|-------------------------|-------------|
| + 0.32 kg | + 0.41 m.kg | 1 Day | 24 Week(s) | 8211 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- 332P083761.00/01

For helicopters S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2674, 2676, 2678, 2685, 2687, 2691, 2692, 2693, 2702, 2715, 2716, 2721, 2725, 2739, 2742, 2744, 2747, 2749, 2750, 2753, 2755, 2756, 2759, 2767, 2797, 2824, 2854, 2883, 2885, 2901, 2921, 2910, 914, 2921 or 2930.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Visual Icing Indicator

Reference: AS332-30-80-Mas (RO)

Applicable to version(s): L2

The service bulletin consist in installing a outside visual icing indicator on pilot's door to visually provide icing level reached.

Indicator in the form of a disc with graduated luminescent concentric circles, located outside the helicopter on the pilot's door.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provides the icing level indication in case of unavailability or removal (whether part or full) of the IPS system components.
- By night or under poor visibility conditions, a light strip lights the visual indicator.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|----------|------------|-------------------------|-------------|
| + 0.32 kg | + 0.41 m.kg | 1 Day | 24 Week(s) | 8211 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 332P083761.00
- For helicopters S/N 2380, 2493 or 2471

> 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 Authorization is not granted or is granted with limited conditions and/or with delay or if an Authorization 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.

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

9 - WARRANTY

9.1 General

The Seller warrants that the Products and Services provided, except the turbine engine(s),

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

AIRBUS

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Concept design by Kaiman
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Standard Upgrades 2023