

AIRBUS

HELICOPTERS
Services

Standard Upgrades

January 2023

Ecureuil family
AS350 & H125 / AS355 / EC130 & H130

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.

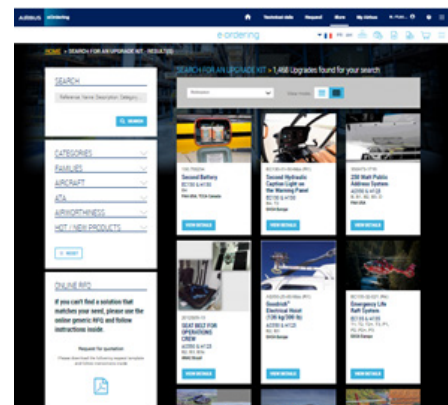
Airbus Helicopters proposes a large range of service bulletins (SB) and supplemental type certificates (STC) solutions available through its worldwide network, certified in accordance with international authorities (FAA, EASA...) and local requirements.

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

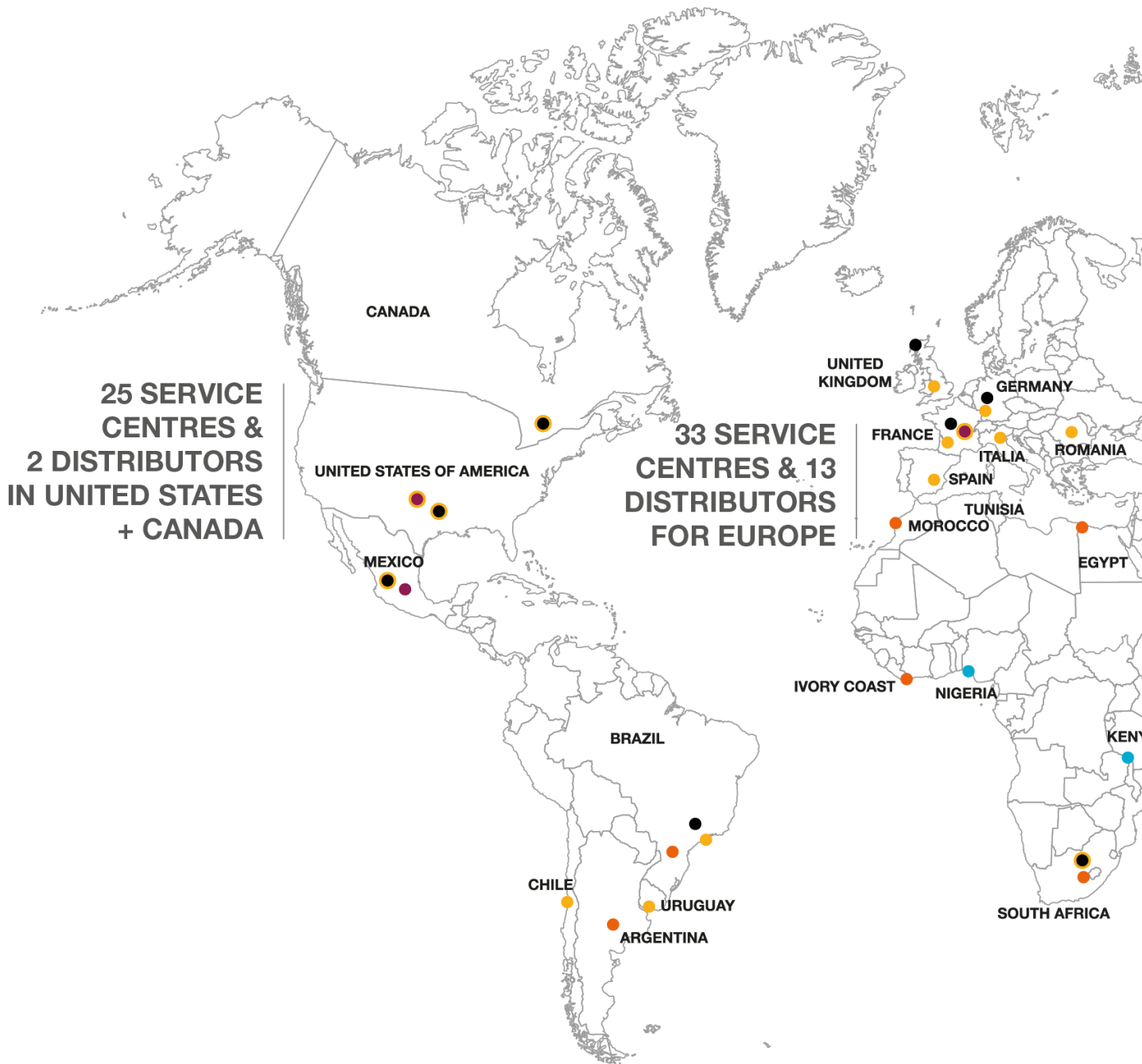
The complete and growing range of SB/STC standard upgrades is available on our AirbusWorld customer portal, which allows e-ordering of the associated kits. Together with a search engine, several filtering criteria will allow you to find the adequate available solution to answer your need, such as Equipment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

SB
Airframe options: AS350 & H125

Windshield Wipers for pilot and co-pilot (opt)

Reference: AS350-30-40-Mos (R0)
 Applicable to version(s): R2, R3, R3e

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. **Airbus**

BENEFITS

- Better visibility in rainy weather conditions.

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

INSTALLATION TIME

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

PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :
 MOD 074330 (Multi-unit installation) and not equipped with :
 MOD 074292 (Installation of windshield wiper optional equipment by Multi-Unit)
 thru drawing 353A28352.07 or 353A28352.08
 MOD 044375 (Change in windshield wiper relay bolts) (The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT)
 MOD 073439 (Eucareul canopy re-design)

CERTIFICATION ORGANIZATION(S)

EASA Europe

Please visit the Upgrade catalogue on AirbusWorld/eOrdering for online eOrdering and eRFQ.
 <https://airbusworld.helicopters.airbus.com/> 53

Commercial interface availability in the online catalogue on Customer's portal AirbusWorld/ eOrdering: 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.

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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Ecureuil family

AS350 & H125 / AS355 / EC130 & H130



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Ecureuil family

AS350 & H125 / AS355 / EC130 & H130

AIRCRAFT IMPROVEMENT



ARRIEL™ 2B engine conversion into ARRIEL 2B1 on AS350B3

Reference: AS350-25.91.58 (R1)

Applicable to version(s): B3

The purpose of this Service Bulletin is to replace the ARRIEL 2B engine installation by the ARRIEL 2B1 installation.

This Service Bulletin consists of :

- removing the trailing edge strip from the LH horizontal stabilizer
- installing the labels on the panels "30 ALPHA" and "31 ALPHA 32"
- installing the unit support "70E"
- installing the connector support "40D"
- installing the "ASU" PCB support and the strip "66K"
- installing the connector support plate "22 DELTA" on the engine deck
- installing a 2nd temperature probe "39D"
- installing a twist grip
- installing an AFCS control panel support
- installing a yaw anticipator
- installing the anticipator unit "56K"
- replacing the front and rear dome lights
- installing a new electrical wiring
- installing a rotary switch "127L" and modifying the wiring
- modifying the wiring "46D"
- replacing the tail fin
- installing a new entablature and a new instrument panel
- installing a strainer
- installing a new FADEC computer and the relay box
- installing a copilot twist grip
- modifying the engine air intake

Parts pre- and post-MOD are not interchangeable.
Installation of former P/N and new P/N equipment 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

- ARRIEL 2B1 installation.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Flight test	5 Hour(s)
Paint	1 Hour(s)
Mechanics	65 Hour(s)
Airframe	65 Hour(s)
Airframe	65 Hour(s)
Mechanics	65 Hour(s)
Avionics	25 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

BLR FastFin® system

Reference: SR09658RC

Applicable to version(s): B3e

This optional equipment improves the hover performance of the H125 (useful load increased by up to 59 kg (130 lb) in Out of Ground Effect (OGE) and reduces the pilot workload (improved stability in hover / low speed flight and reduction of the required right pedal input by up to 10%).

This optional equipment is a tail boom modification improving wind azimuth tolerance and additional useful load in hover flight. The optional equipment has been developed to improve the performances of the H125 especially in hot & high conditions. It uses the main rotor airflow to increase the effectiveness of the H125 anti-torque system: energy is reclaimed from the main rotor downwash to maximize the pressure differential between the left and right sides of the tail boom. This assistance translates into additional right pedal available for yaw control.

System Components:

- Tail boom Strake
- Reshaped "Airfoil" drive Shaft Cover (Advanced Tailboom Aerodynamic Cowling - ATAC)
- Lift Enhancing Flow Modifiers (Vortex Generators)

More info on //youtu.be/11jao5KotNw

Technical assistance can be provided upon request.

STC from BLR Aerospace LLC™

This optional equipment is subject to specific compatibility restrictions. For further information, please refer to your Airbus® sales representative.

> BENEFITS

- Out of Ground Effect Hover Useful Load Increase between 27 to 59 kg (60 and 130 lb), in hot & high conditions, Density Altitude dependent (without Power Upgrade VEMD)
- In Ground Effect Hover Useful Load Increase between 23 kg to 34 kg (50 and 75 lb), in hot & high conditions, Density Altitude dependent (without Power Upgrade VEMD)
- Up to 10% increase in available right pedal
- Easier control in precision hover-hold operations
- Improved management of the yaw axis when hovering in challenging crosswinds.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+8,6 kg	On request	On request	24 Week(s)	82k EUR / 101k USD (e.c. 2020) for equipment installed by AH CC	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	On Request

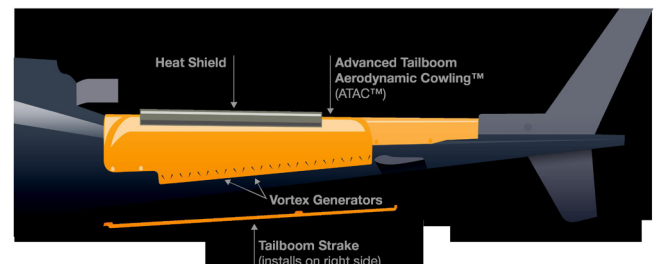


> PRE-POST REQUISITE / EFFECTIVITY

For ALL AS350 and H125

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA



Conversion of AS350 version B to version BA

Reference: AS350-01.00.35 (R10)

Applicable to version(s): B

Modification of version B to version BA.

This Service Bulletin consists in :

- Ensuring that the helicopter is upgraded to standard version B
- Installing the modifications specific to version B (as required)
- Installing the modifications specific to version BA
- Installing the optional modifications (as required)

Before integrating this service bulletin on helicopter, make sure that no alert service bulletin (ASB) was issued as regards this "conversion of AS350 b version into AS350 BA version" installation between the date of distribution of this service bulletin and the date of compliance with this service bulletin on helicopter. It devolves on the operator to make sure that all the emergency alert service bulletins (EASB) or alert service bulletins (ASB) required for this conversion have been complied with.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to provide the Operators with the possibility of carrying an additional internal load of 150 kg.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	241 Hour(s)
Electrical systems	241 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Conversion of AS350 version B1 to version B2

Reference: AS350-01.00.26 (R4)

Applicable to version(s): B1

This installation updates the kits and recommends the installation of a reinforced MGB - engine junction casing in order to improve reliability. It does not affect the application of the previous revision

This upgrade is the conversion of AS 350 B1 aircraft into an AS 350 B2 aircraft. This modification will intervene at the following levels :

- Installation of a new engine ARRIEL 1D1 (for the engine alone contact the company TURBOMECA)
- New filter cartridge and tank capacity labels.
- Modification of the visor and instrument panel.
- Modification of the electrical system.
- Modification of the tail boom and cabin door locking system.
- Modification of the airborne kit.
- Modification of certain instruments on the instrument panel.
- Installation of a demisting system.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improves reliability

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	Week(s)	46064 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	On Request
Airframe, Electrical	On Request

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on :

- AS 350 aircraft, Version B1

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Conversion of AS350 version BA to version B2

Reference: AS350-01.90.61 (R56)

Applicable to version(s): BA

The BA to B2 conversion has been developed to improve AS350 BA helicopter performance characteristics up to the AS350 B2 level.

This modification consists of the following operations :

- Installation of a new ARRIEL 1D1 engine and associated power plant installation
- New filter cartridge and tank capacity labels
- Modification of the glare shield and instrument panel
- Modification of the tail boom (load compensator)
- Modification of locks on MGB and engine cowlings
- Replacement of certain instruments on the instrument panel
- Installation of a demisting system
- Reinforcement of MGB/engine

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

- Increased MTOW by 150 kg (331 lbs).
- Increased payload (+ 55 kg / 118 lbs) and sling load (+ 350 kg / 766 lbs).
- Better take-off rate of climb (at 1800 kg / 3974 lbs : up to + 7 ft/min).
- Higher operational performance for aerial work.
- Increased power margins and NG synthetic presentation for pilot workload reduction.
- No additional aircraft maintenance.
- Increased aircraft value.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	3 months	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	163 Hour(s)
Aircraft Maintenance Engineer	90 Hour(s)
Aircraft Maintenance Engineer	90 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Conversion of AS355 version F1 to version F2

Reference: AS355-01.00.20 (R5)

Applicable to version(s): F1

The purpose of this Service Bulletin is to convert a helicopter version F1 into version F2 and thus to increase the maximum weight from 2,400 kg to 2,540 kg for the internal load and to 2,600 kg for the external load.

This Service Bulletin consists of converting an AS355 helicopter version F1 into version F2 through modification 071690

SB from Airbus Helicopters France (AHF)

The mixability of non-installed equipment valid for AS355 version F1 and installed equipment valid for AS355 version F2 is prohibited. All equipment specific to AS355 version F2 must be installed jointly.



> BENEFITS

- Increase the maximum payload from 2,400 kg to 2,540 kg
- Increase the maximum sling load to 2600 kg
- No additional aircraft maintenance
- Increased aircraft value

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	11 Day(s)	82 Week(s)	98392 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	5 Hour(s)
Airframe, Electrical	80 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

AS355 F1 helicopters in airworthiness condition.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

H125 Power Upgrade - VEMD update

Reference: AS350-31.00.98 (R1)

Applicable to version(s): B3e

With this Service Bulletin, Airbus Helicopters proposes to increase performance on the H125 by using the full engine power offered by the Arriel 2D engine.

This Service Bulletin includes:

- Removal of the VEMD
- Sending of the VEMD to Thales AVS for update through Service Bulletins No. B35000E-77-004 and B35000F-77-005 from Thales AVS
- Installation of the modified VEMD.

Corresponds to modification 075102

SB from Airbus Helicopters France (AHF)

The VEMD power update/change is ensured by Thales global network. Your RFQ will be sent and handled by Thales directly.



> PRE-POST REQUISITE / EFFECTIVITY

For helicopters :

- That have embodied MOD OP4305
- That have not embodied MOD 075102.

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- FAA USA
- EASA Europe

> BENEFITS

- This change increases the aircraft's usable engine power by up to 10% by releasing the full available power of the
- existing Arriel 2D engine from Safran Helicopter Engines.
- While the maximum take-off weight of the aircraft stays unchanged, its external and internal load lifting capacities
- are increased in a very large part of the flight envelope (by up to +140 kg). The hover ceiling OGE at maximum
- take-off weight is increased by more than 1,500 ft (up to 12,600 ft).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible (software upgrade)	Negligible (software upgrade)	72 Hour(s) Standard exchange	24 - 48 Hour(s) (Thales)	6100 - 13600 EUR (e.c. 2021)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)

Increase of helicopter maneuverability in aerial work conditions

Reference: AS350-31.00.67 (R0)

Applicable to version(s): B3e

The purpose of this Service Bulletin is to replace the VEMD and to modify the electrical wiring of the 1,400-kg sling (release and capability).

- This modification consists in :
- replacing the existing VEMD with a new one
 - adapting the electrical wiring

PRE MOD VEMDs P/N B35000EA01 and B35000FA01 and POST MOD VEMDs P/N B35000EA03 and B35000FA03 are not interchangeable.

SB from Airbus Helicopters France (AHF)

The VEMD have to be returned to Thales for modification (at customer's expense, not included in the SB).



> BENEFITS

- Allows to use the new software functions.
- Enable sling load to be displayed on the VEMD as well as on the sling load indicator (better ergonomics for the pilot).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1,5 Day(s)	23 Week(s)	98 - 3911 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 Hour(s)
Airframe	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft equipped with :

- VEMD (Vehicle and Engine Multifunction Display) P/N B35000EA01 or B35000FA01
- MOD OP4305 (Administrative version B3/C3 equipped with GTM ARRIEL 2D)
- MOD OP3809 (Electrical cargo sling capability)

and not equipped with :

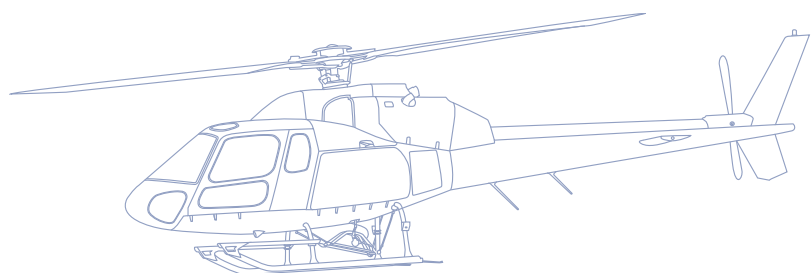
- MOD 074676 (Upgrade of VEMD software)
- MOD 074754 (Upgrade of VEMD software)
- MOD 074716 (Mod. of wiring for displaying sling load on VEMD)

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

- MOD 074280 (Multi block)
- MOD 074614 (Cargo swing load indicator replacement)
- MOD 074281
- MOD 073475

> CERTIFICATION ORGANIZATION(S)

EASA Europe



AIRFRAME OPTIONS



SKURKA™ starter-generator 200 Amp

Reference: AS350-80.00.03 (R3)

Applicable to version(s): B3

Installation of a new 200 Amp (200A) starter generator.

- Installation of a new 200 Amp (200A) starter generator.
- Bonding of a label which indicates the limitation of the current value to be drawn on 200 Amp APC starter generator P/N 200SGL130Q.

SB from Airbus Helicopters France (AHF)

- AUXILEC starter generator P/N 515-030 is mechanically interchangeable with APC starter generator P/N 200SGL130Q or 200SGL130Q-4.
- AUXILEC starter generators P/N 515-030 and APC starter generator P/N 200SGL130Q or 200SGL130Q-4 are not interchangeable with AUXILEC starter generators P/N 524-031 and APC starter generator P/N 150SG122Q.



> BENEFITS

- Make sure that optional equipment or installations with high current draw have an appropriate electrical capacity.
- Enables the inspection (TBO) of the 200A APC-SKURKA starter generator (P/N 200SGL130Q-4) to be rescheduled from 1000 to 1200 flight hours.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,09 kg to +1,68 kg depending on aircraft configuration	Negligible to +6,79 m.kg depending on aircraft configuration	1 Day(s)	9 Week(s)	2537 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft :

- Equipped with a 150 Amp (150A) starter generator on which modifications OP2783, 072823, 072245, OP3821, 074693 (Arriel 2D), 074696 (Arriel 2B, 2B1) were not embodied
- or
- Equipped with a 200 Amp (200A) starter generator on which modifications OP3821, 074693 (Arriel 2D) and 074696 (Arriel 2B, 2B1) were not embodied

> CERTIFICATION ORGANIZATION(S)

EASA Europe

200A generator as replacement of 150A generator

Reference: EC130-80-007 (R0)

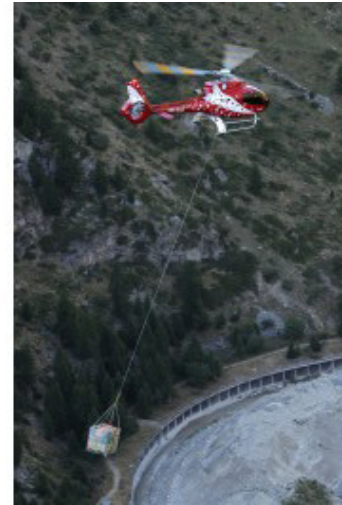
Applicable to version(s): T2

The purpose of this Upgrade is to install a new 200-A starter generator (APC SKURKA) as replacement of 150-A starter generator, so as to increase the range of missions of the helicopter by adding new optional equipment.

This Upgrade is providing the helicopter with more auxiliary power if needed in case that the helicopter is fitted with certain optional equipment (for example hoist, etc.) that have a high power demand.







SB from Airbus Helicopters France (AHF)

The 150-A starter generator PRE MOD P/N 524-031 or 150SG122Q or 150SG122Q-4 and the 200-A starter generator POST MOD P/N 200SGL130Q-4 are not interchangeable.



> BENEFITS

- Increase the range of missions of the helicopter by adding new optional equipment.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+ 1.42 kg or + 2.16 kg depending on aircraft configuration.	+ 5.94 m.kg or + 9.03 m.kg depending on aircraft configuration.	0.5 Day(s)	26 Week(s)	19019 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Equipped with a starter generator P/N 524-031 or 150SG122Q or 150SG122Q-4 and not equipped with:
- MOD 350R083101.00/01 (Replacement of a 150-A generator by a 200-A generator).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

200A starter generator

Reference: EC130-80-001 (R2)

Applicable to version(s): B4

The purpose of this Service Bulletin is to replace the basic 150A starter generator with a 200A starter generator.

This modifications consist in :

- Replacing the 150A starter generator (P/N: 524-031 or 150SG122Q) with a 200A starter generator (P/N: 515-030 or 200SGL130Q-4) or replacing the 200A starter generator (P/N: 200SGL130Q) with a 200A starter generator (P/N: 200SGL130Q-4)
- Bonding a power draw limitation label on the VEMD, only for helicopters equipped with 200 Amp APC starter generator P/N 200SGL130Q or 200SGL130Q-4 (AUXILEC generators P/N 515-030 are not concerned)

SB from Airbus Helicopters France (AHF)

- AUXILEC starter generator P/N 515-030 is mechanically interchangeable with APC starter generator P/N 200SGL130Q or 200SGL130Q-4.
- AUXILEC starter generators P/N 515-030 and APC starter generator P/N 200SGL130Q or 200SGL130Q-4 are not interchangeable with AUXILEC starter generators P/N 524-031 and APC starter generator P/N 150SG122Q.

> BENEFITS

- Increase the electrical capacity of the helicopter when an additional electrical system is installed.
- The inspection (TBO) of the starter generator to be rescheduled from 1000 to 1200 flight hours.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,091 kg to +1,68 kg depending on aircraft configuration	Negligible to +6,79 m.kg depending on aircraft configuration	On request	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- 150 Amp (150A) starter generator on which modifications OP3821, 073345 and 074696 (Arirel 2B, 2B1) were not embodied or
- 200 Amp (200A) starter generator on which modification 074696 (Arirel 2B, 2B1) was not embodied

> CERTIFICATION ORGANIZATION(S)

EASA Europe

28 VDC Outlet Installation

Reference: 2013S12-05

Applicable to version(s): T2

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

The 28VDC supplies electrical power for several equipment, restrict to the maximum power consumption of 30W.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To allow use of on board equipment (within defined power and voltage limits).

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
0,78 kgf	1,407 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)
Airframe, Electrical	2 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

28 VDC Outlet Installation

Reference: 2012S10-10

Applicable to version(s): B2, B3, B3e

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

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

STC from Helicópteros do Brasil SA (HELIBRAS)



AS350 28 VDC outlet in the panel

> BENEFITS

- Greater versatility in the use of equipment on board.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	3,5 Hour(s)
Airframe, Electrical	1 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

5VDC USB outlets Installation

Reference: 2017S10-10

Applicable to version(s): B2, B3

The 5VDC USB outlets installation provides in cabin one or two USB outlets with a voltage of 5VDC.

The USB outlets will be installed one on each side under the instrument panel of the aircraft, according to the customization desired by the customer, and are protected by a 2.5A circuit breaker installed in the panel 31ALP32, and controlled by an ON/OFF switch with the inscription "USB POWER" installed in the central console of the aircraft.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased versatility in the use of on board equipment.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	4 Hour(s)
Aircraft Maintenance Engineer	8 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

Post AMS 4280

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Additional dual upper windows (for metallic windshield)

Reference: AS350-56.00.09 (R0)

Applicable to version(s): B3

This installation consists in the addition of two window panes behind the standard upper windows in the cockpit ceiling.

Addition of 2 tinted windows at the rear and replacement of the upper front windows

SB from Airbus Helicopters France (AHF)

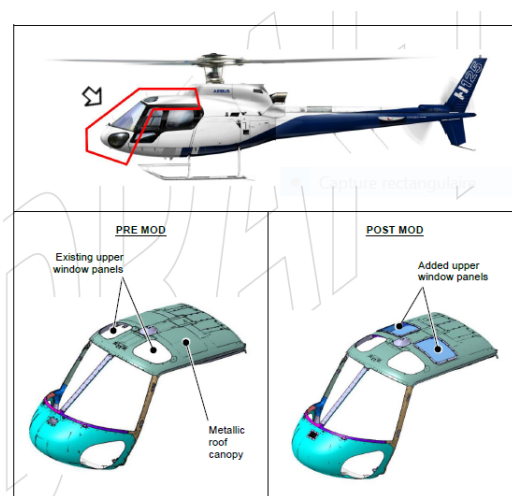
> BENEFITS

- Enlarge the upward visibility thanks to the addition of two additional windows in the cockpit ceiling
- Overhead windows Installation of upper-rear-enlarged roof-window panels

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +1,474 kg	Fixed Part +3,104 m.kg	2 Day(s)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	15 Hour(s)
Airframe, Mechanics	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

- Have embodied modification, Post Mod 073439 are assembled with a metallic canopy.
- Have not embodied modification 350P083334.00 (Pre Mod)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Additional dual upper windows (for polycarbonate windshield)

Reference: AS350-56.90.01 (R2)

Applicable to version(s): B3

The purpose of this Service Bulletin is to install 2 enlarged front upper windows and 2 additional rear upper windows on the polycarbonate windshield.

This Service Bulletin consists in enlarging the locations for the front windows, cutting the rear section of the canopy, and installing the 4 windows.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enlarge the upward visibility.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE
Negligible	Negligible	4 Day(s) Excluding drying time	On request	On request

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	30 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircrafts that are not equipped with :

- MOD 073439 (New canopy design)
- Ceiling lining

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Auxiliary Battery

Reference: 350SEA 62 0001.00

Applicable to version(s): B4

The second battery installation upgrades the total power storage capacity of the aircraft.

Modification comprises: Second battery installation.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- For the installation of a second battery in parallel to the current aircraft battery.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+16.75 kg	+119.94 m.kg	3 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Day(s)
Airframe, Electrical	3 Day(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Ballast capability in tail boom

Reference: AS350-53.00.06 (R4)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

Airbus Helicopters France with this Service Bulletin to increase Ballast capacity in tail boom.

Modification 070475 :

- The modification consists in attaching two angles to the fin spars for ballast plates of 1.3 to 5 kg.

Modification 070477 :

- This modification consists in replacing the tail cone by a cone equipped with a support frame capable of supporting ballast plates of 5 to 10 kg.

Modification 071364 :

- Reinforcement of the tail cone by adding a 0.8-mm thick reinforcement strip at the level of the tail boom fasteners, allowing the ballast capability to be extended by 10 to 15 kg.

The total ballast in the tail boom increases from 15 to 20 kg.

Revision 4 does not supersede compliance with previous revisions of this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increase cabin loading capacity without exceeding the centering (balance) limits by adding ballast at the tip of the tail boom.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,04 kg	+ 0.399 m.kg	12 Hour(s)	67 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 070476 (Structural capabilities for tail ballast plates between 5 and 15 kg) covered by Service Bulletin No. 53.00.05,

and not equipped with :

- MOD 070475 (1.2 to 5 kg of ballast in tail cone),
- MOD 070477 (5 to 15 kg of ballast in tail cone),
- MOD 071364 (Increase in tail cone ballast)

The numbers of weight impact the ordering of the kit (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Battery access door

Reference: 2012S04-16

Applicable to version(s): B2, B3, B3e

The Battery Access Door installation is to facilitate access to the negative terminal to disconnect the ground wire from the battery without the need for removal of the protective fairing.

The Battery Access Door installation is to facilitate access to the negative terminal to disconnect the ground wire from the battery without the need for removal of the protective fairing. The installation consists of a rework on the fairing, providing the access for the battery access port and installation of a hinged cover.

Total Weight : The Battery Access Door installation will not affect the weight and CG position, Longitudinal and Lateral of the aircraft, since it covers an area to be removed from the fairing.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Easy access to Battery terminal.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1,5 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

Battery Relocation Kit

Reference: 355.700324

Applicable to version(s): E, F, F1, F2

Battery relocation from the RH cargo compartment to the tail boom.

The Battery Relocation Kit provides provisions to install a high capacity lead acid or nickel cadmium battery in the tail boom removing the standard aircraft battery located in the right hand (RH) cargo compartment. It reduces the need for aft aircraft ballast and increases the usable space in the RH cargo compartment. The battery is mounted on a removable tray in the left hand (LH) side of the tail boom. The battery relocation kit is ideal for balancing aircraft equipped with heavily loaded instrument panels.

STC from Airbus Helicopters Canada Ltd (AHCA)

Lead-Acid : + 27.1 kg (lead acid) / NiCad : + 24 kg ** Lead-Acid : + 257.18 m.kg / NiCad : + 227.76 m.kg



> BENEFITS

- Increases RH cargo capacity
- Reduces the need for tail boom ballast
- The battery can be quickly disconnected, and can be removed while wearing winter gloves

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+27.1 kg	+257.18 m.kg	14 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

EASA Europe
 DGAC Mexico
 FAA USA
 TCCA Canada
 ANAC Brasil

Battery Relocation Kit

Reference: 350.700324

Applicable to version(s): B, BA, B1, B2, B3, D, D1

Battery relocation from the RH cargo compartment to the tail boom.

The H125 Battery Relocation Kit provides provisions to install a high capacity lead acid capacity (28 Ah) or nickel cadmium battery in the tail boom removing the standard aircraft battery located in the right hand (RH) cargo compartment. It reduces the need for aft aircraft ballast and increases the usable space in the RH cargo compartment. The battery is mounted on a removable tray in the left hand (LH) side of the tail boom. The battery relocation kit is ideal for balancing aircraft equipped with heavily loaded instrument panels.

STC from Airbus Helicopters Canada Ltd (AHCA)

Weight: - Lead-Acid : + 27.1 kg (lead acid) - NiCad : + 24 kg Moment: - Lead-Acid : + 257.18 m.kg - NiCad : + 227.76 m.kg

There is additional weight associated with the harness assembly, circuit breaker box, and the new OEM Fuse Detection Box (~5lbs).



> BENEFITS

- Increases RH cargo capacity
- Reduces the need for tail boom ballast
- The battery can be quickly disconnected, and can be removed while wearing winter gloves

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+24 kg	+227.76 m.kg	14 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- TCCA Canada
- EASA Europe
- ANAC Brasil
- FAA USA

Blade Folding System

Reference: AS350-25-50-Mas (RO)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

This system is used to reduce the helicopter dimensions when parked.

Reinforcement plates and anchoring points installed on tail boom and new specific blade pins on MRH sleeves.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Eases the following operations : camouflage, helicopter on ship, parking in a hangar, long-lasting mooring and down time.
- Can be performed by 2 operators in 3 minutes and under 45-knot winds in any direction.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible or + 0.147 kg depending on aircraft configuration.	Negligible or + 0.501 m.kg depending on aircraft configuration.	1 Day(s)	46 Week(s)	6764 - 8950 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)
Airframe, Structure	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- MOD 072668 (Blade folding system with straight sleeves)
- MOD 071497 (Blade folding system - Fixed Part)
- MOD OP6305 (Blade pins made of steel with carbide deposit + varnish)
- MOD 350A085541.00 (Improvement of blade folding tool pinning)

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

- MOD 076109 (Improved control mast lower TIMKEN bearing)
- MOD 076160 (MRH: sleeve flanges with straight winding)
- MOD 076221 (Arm tip ring stop stud) (Alert Service Bulletin No. 62.00.24)
- MOD 076222 (26-ply STARFLEX MRH)
- MOD 076227 (Multipurpose arm tip ring stop stud) (Alert Service Bulletin No. 62.00.26)
- MOD 076233 (Modification of arm tip ring diameter tolerances)
- MOD 076232 (Frequency adapter ventilation) (Service Bulletin No. 62.00.31)
- MOD 076217 (Serialized blade pins manufactured from rolled blank)

The pins to be installed also impact the kits to be ordered.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Blade Tie Down Kit

Reference: 350-700414

Applicable to version(s): B, BA, B1, B2, B3, C, D, D1

Blade tie-down kit installation.

The Blade Tie-Down Kit prevents the blades from flapping in windy conditions while the helicopter is parked.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Easy and efficient one-person installation
- No additional equipment required
- Compact and light ground support equipment for on-board storage

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.14 kg	+0.21 m.kg	1 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- EASA Europe
- FAA USA
- TCCA Canada
- DGAC Mexico

Blade Tie Down Kit

Reference: 350-700414

Applicable to version(s): E, F, F1, F2, N, NP

Blade tie-down kit installation.

The Blade Tie-Down Kit prevents the blades from flapping in windy conditions while the helicopter is parked.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Easy and efficient one-person installation
- No additional equipment required
- Compact and light ground support equipment for on-board storage

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.14 kg	+0.21 m.kg	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	On request



> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- ANAC Brasil
- EASA Europe
- TCCA Canada
- DGAC Mexico

Blade-Tie Down Kit

Reference: 130-700414

Applicable to version(s): B4, T2

Blade tie-down kit installation.

The Blade Tie-Down Kit prevents the blades from flapping in windy conditions while the helicopter is parked.

For winds up to 40 knots.

STC from Airbus Helicopters Canada Ltd (AHCA)

Weight details: Permanent installation only: + 0.13kg / Strapping kit : + 1.05kg



> BENEFITS

- Easy and efficient one-person installation
- No additional equipment required
- Compact and light ground support equipment for on-board storage

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.13 kg	+0.24 m.kg	1 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- EASA Europe
- FAA USA
- TCCA Canada
- ANAC Brasil



CLAMPS (Identification mark)

Reference: 2012S04-15

Applicable to version(s): B2, B3, B3e

Installation of clamps on the identification mark to prevent the strips of adjustable handles and rods become loose with time.

The installation of the clamps on the identification mark has the objective to prevent these strips of adjustable handles and rods become loose with time, since detachment can occur due to heat and humidity. For this, this facility provides for the application of plastic clamps on these identification mark.

Total Weight: Installation Clamps - handles and connecting rods will not affect the weight and CG position Longitudinal and Lateral of the aircraft due to the low weight of the clamps.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Durability of the identification mark.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	0,5 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

Cockpit floor window

Reference: AS350-25.00.59 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Installation of a window in the cabin floor next to pilot seat .

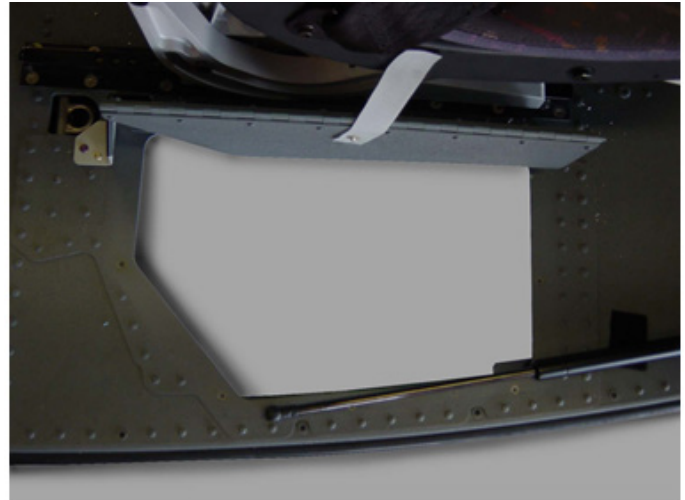
Floor :

- Window in cockpit floor, to the RH side of the pilot, fitted with a folding protective flap.

Fairing :

- Window in front lower fairing, opposite cabin floor window, enabling the underslung load to be observed during aerial work.
- Fire extinguisher relocated in the center of the cabin or on the LH side of the pilot seat backrests.

SB from Airbus Helicopters France (AHF)



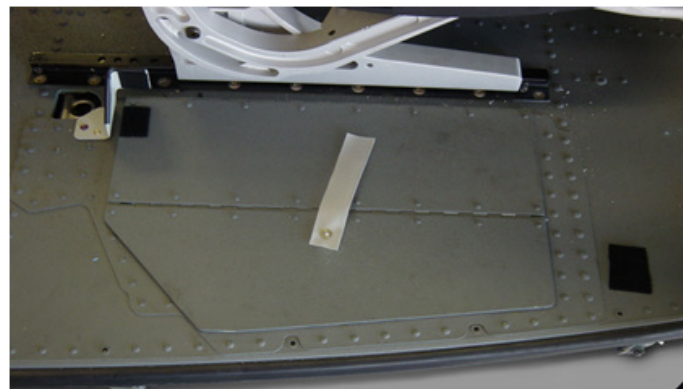
> BENEFITS

- Allow to monitor underslung load.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	19 Week(s)	9697 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	40 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350P08418 (Cabin Floor Window Installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Complement of 4 to 8 helicopter balance ballast plates

Reference: EC130-53-005 (R1)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to make the helicopter capable of receiving up to 8 ballast plates to move the center-of-gravity on the X-axis to the rear, for helicopters used in specific nose-heavy operating conditions.

This Service Bulletin consists in:

- Removing the closing plate assembly and Z-plate assemblies
- Installing the capability for 8 ballast plates
- Installing 3 ballast plates
- Installing 4 to 8 ballast plates

The purpose of Revision 1 of this Bulletin is to extend the effectivity of the installation to helicopters version T2.

SB from Airbus Helicopters France (AHF)

Helicopters version B4 on which Revision 0 of this Service Bulletin was complied with are not affected by this Revision 1. Helicopters versions B4 and T2 on which Revision 0 of this Service Bulletin was not complied are affected by this Revision 1.

> BENEFITS

- Move the center-of-gravity on the X-axis to the rear, for helicopters used in specific noseheavy operating conditions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 to 12 Hour(s) depending on aircraft configuration	35 Week(s)	1230 - 3494 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	1 to 2 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on helicopter B4 already equipped with :
- MOD 073714 (Installation of ballast in the fenestron)
- or
- Service Bulletin No. 25-028 (Installation of 8-passenger Seats + Battery in tail boom + Aft Ballast + RH window without FMT + Relocation of ICS jack) complied.
- This service bulletin is applicable on aircraft already B4 and T2 equipped with :
- MOD 073761 (Capabilities for ballast plates in fenestron)
 - MOD 073767 (Supply of basic ballast in fenestron (3 plates max.))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Converter installation - 28VDC/14VDC

Reference: 2013S12-13

Applicable to version(s): B2, B3, B3e

The Converter installation provides a 12VDC power supply for electrical devices.

The DC/DC Converter installation enables the use of equipments powered by 14VDC inside the aircraft. Its operation is based on 28VDC to 14VDC voltage conversion. It is the power source for equipment installed on the aircraft that require 14VDC voltage with maximum 140W power.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Use on-board 14VDC equipment.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.4 kg	2,979 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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

Door Sills

Reference: EC130-52-40-Mas (R1)

Applicable to version(s): T2

The purpose of this Service Bulletin is to install door sills on LH and RH sides.

This Service Bulletin consists of installing:

- A door sill on RH side
- Two door sills on LH side

SB from Airbus Helicopters France (AHF)

Door sills pre- and post-MOD are not interchangeable.



> BENEFITS

- New Door sills on LH and RH sides.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.67 kg	+ 1.173 m.kg	0.5 Day(s)	5 Week(s)	2472 - 2508 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- LH sliding door
- and not equipped with :
- MOD 074435 (Door sill capability)
- MOD 350V080050.00 or .01 (Installation of door sills)

The kit are impacted depending if the aircraft is equipped with 7-PAX or 8-PAX installation (seats) (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Electrical Controller for 50Amp/Longline Release/Carousel Systems

Reference: 350.900564

Applicable to version(s): B2, B3

Universal external 50Amp power supply designed to control long line remote hook release or carousel function. It is a self contained unit with cyclic release and ARM function.

Compatible with following equipment (not supplied by Airbus Helicopters):

- Bambi bucket (incl. USFS modification)
- Carousel system
- Geophysics survey equipment
- Drip torch

Kit supplied with loose mating connector to be wired by installer/operator

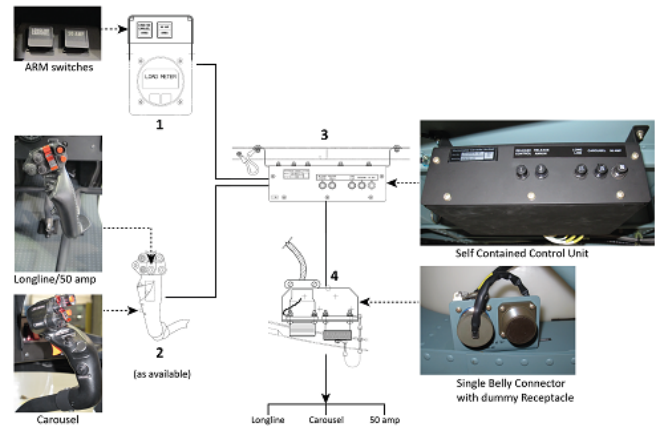
STC from Airbus Helicopters Canada Ltd (AHCA)

The "ELECTRICAL CONTROLLER FOR 50AMP/LOGLINE RELEASE/CAROUSEL SYSTEMS" is currently not USFS compliant.

> BENEFITS

- Self contained controller
- Cyclic activation - increase safety
- Separate ARM functions (exclusive)

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.38 kg	+17.56 m.kg	5 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

Aircraft must to be equipped with an approved cargo hook installation and operated in accordance with the approved FMS for cargo hook.

> CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- TCCA Canada
- EASA Europe
- ANAC Brasil
- FAA USA

Electrical Controller for 50Amp/Longline Release/Carousel Systems

Reference: 350.900564

Applicable to version(s): NP

Universal external 50Amp power supply designed to connect for long line remote hook release or carousel control. It is a self contained unit with cyclic controls.

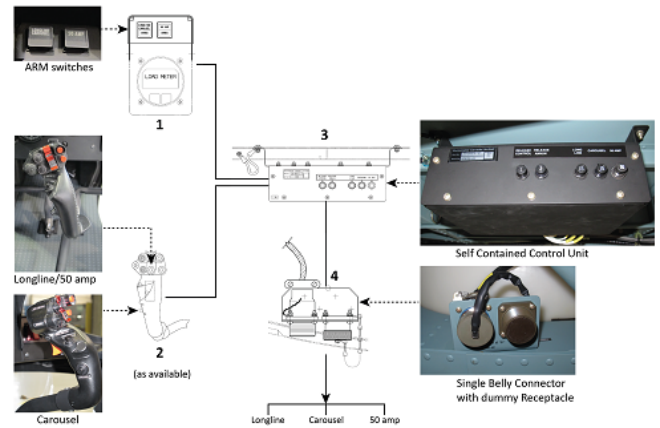
Compatible with following equipment (not supplied in the kit):

- Bambi bucket
- Carousel system
- Geophysics survey equipment
- Drip torch

Kit supplied with loose nating connector to be wired by installed/operator

STC from Airbus Helicopters Canada Ltd (AHCA)

The "ELECTRICAL CONTROLLER FOR 50AMP/LOGLINE RELEASE/CAROUSEL SYSTEMS" is currently not USFS compliant.



> BENEFITS

- Self contained controller
- Cyclic activation - increase safety
- Separate ARM functions (exclusive)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.38 kg	+17.56 m.kg	On request	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Aircraft must to be equipped with an approved cargo hook installation and operated in accordance with the approved FMS for cargo hook.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Electrical Controller for 50Amp/Longline Release/Carousel Systems

Reference: 130.900024.01

Applicable to version(s): B4, T2

Universal external 50Amp power supply designed to control long line remote hook release or carousel function. It is a self contained unit with cyclic release and ARM function.

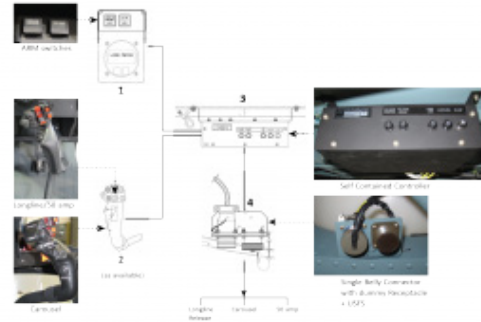
Compatible with following equipment (not supplied by Airbus Helicopters):

- Bambi bucket (incl. USFS modification)
- Carousel system
- Geophysics survey equipment
- Drip torch

Kit supplied with loose mating connector to be wired by installer/operator

STC from Airbus Helicopters Canada Ltd (AHCA)

Kit installation on the EC130 B4 may be approved under specified data, subject to local TCCA acceptance. Retrofit of kit for the EC130 B4 would be assessed at time of order.



> BENEFITS

- Self contained controller
- Cyclic activation - increase safety
- Separate ARM functions (exclusive)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.38 kg	+17.56 m.kg	9 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Aircraft must be equipped with an approved cargo hook installation and operated in accordance with the approved FMS for cargo hook.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

FAA USA

Engine Air Intake Cover

Reference: 350-700924

Applicable to version(s): B4, T2

Designed to protect from weather conditions (snow, rain) the Engine Air Intake when aircraft is parked outside.

Very easy to install, the cover is clipped on with elastic cords for quick and easy removal.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protect Engine Air Intake under snowing conditions
- Quick and easy removal
- Easy installation of provisions on the aircraft
- No interference when cover is off

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.48 kg	+0.75 m.kg	0,5 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA
- TCCA Canada

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	0,5 Hour(s)



Engine Air Intake Cover

Reference: 350-700924

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Designed to protect from weather conditions (snow, rain) the Engine Air Intake when aircraft is parked outside.

Very easy to install, the cover is clipped on with elastic cords for quick and easy removal.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protect Engine Air Intake under snowing conditions
- Quick and easy removal
- Easy installation of provisions on the aircraft
- No interference when cover is off

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.48 kg	+0.75 m.kg	0.2 Day(s)	On request	On request	eRFQ



> CERTIFICATION ORGANIZATION(S)

- FAA USA
- TCCA Canada
- EASA Europe

Enhanced thermal protection optional installation on tail boom

Reference: AS350-53.00.43 (R4)

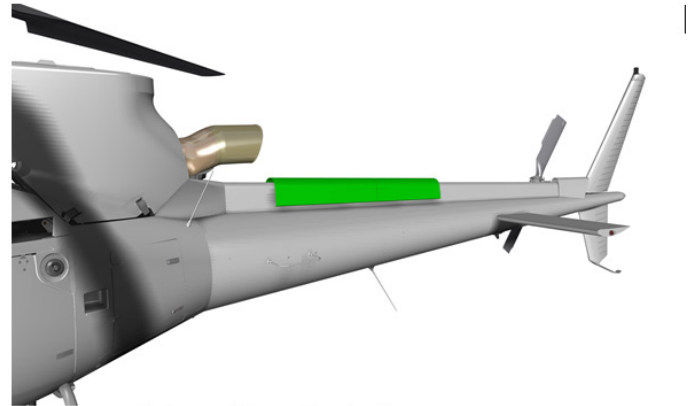
Applicable to version(s): B3

This installation improves the thermal protection of the tail boom during prolonged operation of the helicopter in hovering flight. A cosmetic improvement of the thermal protections of the drive shaft is also proposed.

This Upgrade consists in replacing the front and center fairings of the tail drive by fairings equipped with new thermal protections.

SB from Airbus Helicopters France (AHF)

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



Enhanced Thermal protection

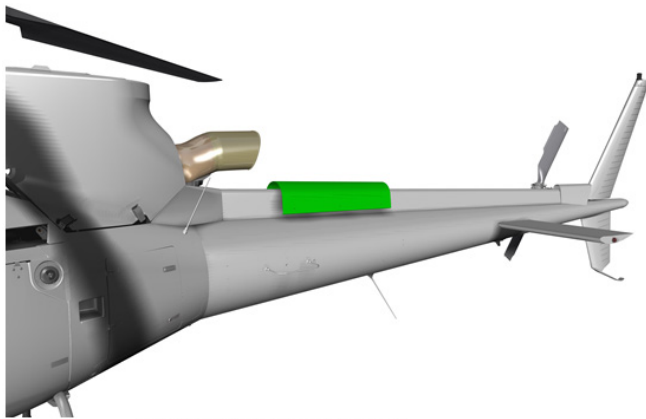
> BENEFITS

- Improve the thermal protection of tail boom.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6,0 kg	+48,0 m.kg	0,5 Day(s)	37 Week(s)	17188 - 19958 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	3 Hour(s)



Standard Thermal protection

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP4309 (EC130 type reinforced thermal protection) only

OR aircraft not equipped with :

- MOD OP4309 (EC130 type reinforced thermal protection)
- MOD 074792 (Cosmetic improvement of thermal protections of drive shaft)

The Kit ordered are impacted depending if the cosmetic improvement of thermal protections of drive shaft is requested or not.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Enlarged vertical reference window on cockpit floor

Reference: 350.201154

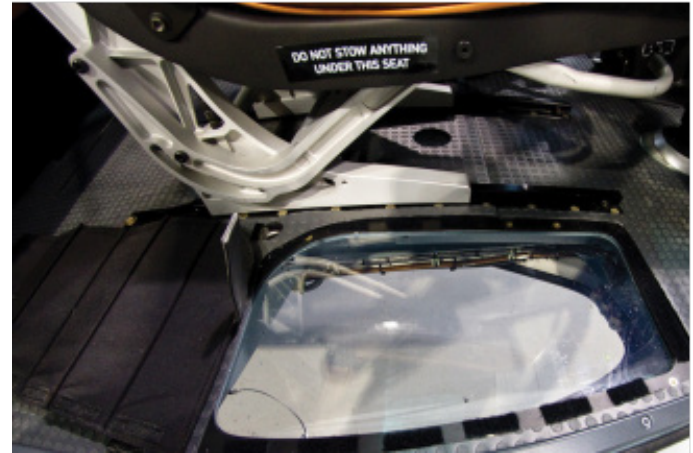
Applicable to version(s): E, F, F1, F2, N, NP

Increase Visibility for long lining.

The enlarged vertical reference window is the largest vertical reference window available on the market. For long lining operations the larger window permits you to see loads closer to the aircraft allowing for operations with shorter lines, resulting in enhanced operating versatility and safety.

STC from Airbus Helicopters Canada Ltd (AHCA)

Rework of floor and composite belly panels required. Not compatible with RH sliding door.



> BENEFITS

- Ease maneuverability
- Lightweight

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.8 kg	+4.78 m.kg	9 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not compatible with RH sliding door.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Enlarged vertical reference window on cockpit floor

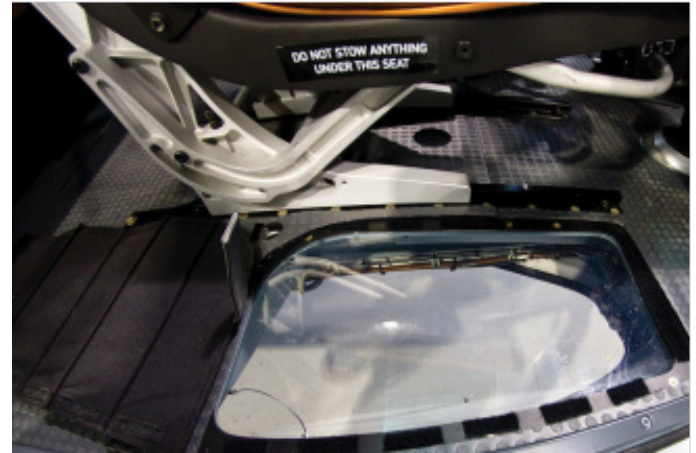
Reference: 350.201154

Applicable to version(s): B, BA, B1, B2, B3, D, D1

Increase Visibility for long lining.

The enlarged vertical reference window is the largest vertical reference window available on the market. For long lining operations the larger window permits you to see loads closer to the aircraft allowing for operations with shorter lines, resulting in enhanced operating versatility and safety.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Extended forward belly panel - totally incorporates the window
- Intermediate belly panel includes relocation of landing light
- Easy maintenance with drop down belly panel for better access, no screws only the original quick release latches
- Largest window on the market (0.23 square meters / 2.50 square feet)

> PRE-POST REQUISITE / EFFECTIVITY

Compatible with RH sliding door (need ESK-1295 kit)

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.8 kg	+4.78 m.kg	9 Day(s)	On request	On request	eRFQ

Extended visibility window panels in cabin floor

Reference: AS350-56.00.04 (R2)

Applicable to version(s): B3

Installation of a window in the cabin floor next to pilot seat and a window in the RH front lower cowling.

This Service Bulletin consists in :

- Modifying the cabin floor
- Installing the cabin floor window
- Relocating the cabin fire extinguisher
- Installing the new cowlings equipped with a window

Effectivity to helicopters equipped with SICMA 198 type seats.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve visibility for aerial work.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3.413 kg	+4.628 m.kg	1 Day(s)	34 Week(s)	21030 - 31512 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	5 Hour(s)
Paint	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP4323 (Extended visibility window panels in cabin floor for aerial work)
- MOD OP3374 (Extended visibility window panel optional equipment)
- MOD OP4268 (Re-industrialization of Ecureuil cabin doors - RH sliding door + RH reduced-size door optional equipment)
- MOD 074661 (Change position of LHOTELLIER new extinguisher on Sicma 198 seat and fixation improvement)

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

- MOD OP3110 ("Type 159" pilot and copilot crashworthy seats)
- MOD 074661 (Change position of LHOTELLIER new extinguisher on Sicma 198 seat and fixation improvement)
- MOD 074708 (Installation of LHOTELLIER new extinguisher on floor)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



External Markings

Reference: SH2973SW-D

Applicable to version(s): B, BA, B1, B2, B3

Installation of External Markings in accordance with Drawing List 350A82-1738.

Replaces all external markings (stickers) mandatory by OEM standards. The External Markings changes and replaces the Fuel Quantity and Approved fuels placard and adds two new placards, Fuel Anti-icing Additive, Fenestron gearbox oil level placards. It also eliminates some of the non required external placards which are not required by 14 CFR Part 27 airworthiness regulations.

Use kit #350A73-0479-01.

STC from Airbus Helicopters Inc. (AHI)









> BENEFITS

- Provides maintenance information to ground personnel.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- TCCA Canada
- CAA Israel
- ANAC Brasil
- ANAC Argentina

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
Negligible	Negligible	1 Day(s)	On request	153 / 435 USD (e.c. 2017)	eRFQ

External Markings

Reference: SH2973SW-D

Applicable to version(s): B4, T2

Installation of External Markings in accordance with Drawing List 350A82-1738.

Replaces all external markings (stickers) mandatory by OEM standards. The External Markings changes and replaces the Fuel Quantity and Approved fuels placard and adds two new placards, Fuel Anti-icing Additive, Fenestron gearbox oil level placards. It also eliminates some of the non required external placards which are not required by 14 CFR Part 27 airworthiness regulations.

Use kit #350A73-0479-01.

STC from Airbus Helicopters Inc. (AHI)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	30	444 USD (e.c. 2018)	eRFQ

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- EASA Europe
- FAA USA

Extreme cold weather start (2nd battery kit)

Reference: AS355-24-30-Mas (RO)

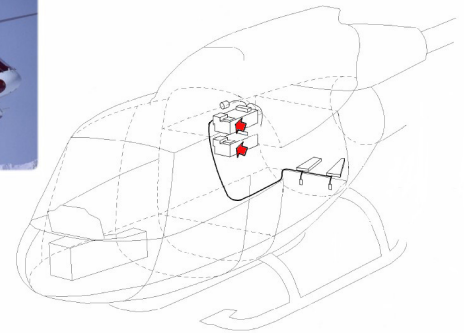
Applicable to version(s): E, F, F1, F2, N, NP

Install of a second battery to increase electrical power to facilitate extreme cold weather starting.

This Service Bulletin consist in installing a support for the second battery and the parallel wiring of the second battery with the first.

SB from Airbus Helicopters France (AHF)

Mixability of batteries 151CH-1 and 1606-1 is prohibited.



> BENEFITS

- Eases start-up under temperatures ranging from -15 degree C to -35 degree C.
- Increases helicopter availability.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 16.402 kg	+ 55.865 m.kg	2 Day(s)	60 Week(s)	2362 - 7342 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MODs :

- OP0699, 071144, 071734, 073297, OP2779 and OP2780 (Extreme Cold Weather Start)

For aircraft equipped with battery reference 151CH1 (MOD 072769)

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

- 071123 (Electrical power generation for IFR equipment improved)
- 071732 (Starter generator shaft anti-failure)
- 072779
- 073297 (Locking of battery toggle fastener improved)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Forward Opening Rear Cargo Door

Reference: 350.201014

Applicable to version(s): D, B, BA, B1, B2, B3

The original rear cargo door is replaced by a forward opening door.

The H125 Forward Opening Rear Cargo Door replaces the existing door. The dual-hinged side mounted door improves access for loading and unloading of the rear cargo compartment.

Made of fiberglass, prepreg layup.

STC from Airbus Helicopters Canada Ltd (AHCA)

Finished in primer. Must be painted after installation.



> BENEFITS

- Facilitates maintenance by allowing easy access
- Facilitates loading and unloading
- Equipped with a gas strut to keep door in open position

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.63 kg	+2.91 m.kg	2 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
 DGAC Mexico
 EASA Europe
 FAA USA
 TCCA Canada

Forward Opening Rear Cargo Door

Reference: 350-201014

Applicable to version(s): E, F, F1, F2, N, NP

The original rear cargo door is replaced by a forwards opening door.

The Forward Opening Rear Cargo Door replaces the existing door. The dual-hinged side mounted door improves access for loading and unloading of the rear cargo compartment.

STC from Airbus Helicopters Canada Ltd (AHCA)

Same as standard door.



> BENEFITS

- Facilitates maintenance by allowing easy access
- Facilitates loading and unloading
- Equipped with a gas strut to keep door in open position

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.63 kg	+2.91 m.kg	2 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
TCCA Canada
FAA USA
EASA Europe
DGAC Mexico

Forward Short-High Visibility Doors

Reference: 350.202414.01

Applicable to version(s): B, BA, B1, B2, B3, D, D1

Short version of the forward high visibility door.

The short version of the high visibility door is compatible with the sliding door and provides a full height continuous window option for aircraft equipped with rear sliding doors. The doors can be installed on one or both sides of the aircraft.

STC from Airbus Helicopters Canada Ltd (AHCA)

This STC is only applicable by a AHCA or AHI Customer Center technician.



> BENEFITS

- Increases visibility for pilots and passengers
- No visual interference with binoculars or goggles
- Increases passenger comfort
- No performance restriction
- Same safety features as a standard door (latching, locking and emergency egress)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+8.0 kg	+12.48 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On Request

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- EASA Europe
- TCCA Canada
- DGAC Mexico
- FAA USA

Front RH door mechanisms with injected plastic handles

Reference: EC130-52-011 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to install front RH door mechanisms with injected plastic handles.

To install injected plastic handles on the front RH door in order to reduce the weight and improve ergonomics.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD handles are not interchangeable. Mixability between new and former handles is prohibited.



> BENEFITS

- Lower weight and better ergonomics.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 1.39 kg	- 2.86 m.kg	4 Day(s)	45 Week(s)	5061 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	11 Hour(s)
Composites	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Interior handle P/N 677-1-30-200
- Exterior handle P/N 677-1-30-100
- Intermediate finger P/N 677-1-30-600
- End-piece assembly P/N 677-1-10-514
- RH cabin door assembly P/N C521S1101051

and not equipped with :

- MOD 073745 and 072922 (Door industrialization)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

High Visibility Doors

Reference: 350.202034

Applicable to version(s): N, NP

Replacement of the original doors with a new composite doorframe with extra large windows.

The High Visibility Doors provide pilots and passengers with an increased viewing field through the extra large windows. The fully composite door frame replaces the standard door(s) and can be installed individually or in any combination, including all four doors. The high visibility doors are ideal for law enforcement, tourism and utility missions.

STC from Airbus Helicopters Canada Ltd (AHCA)

Possibility to buy doors separately.

Weight details : + 11.9 kg (per Forward Door) / + 5.80 kg (per Rear Door) Moment details : + 19.28 m.kg (per Forward Door) / + 14.09 m.kg (per Rear Door).



> BENEFITS

- Increases visibility for pilots and passengers
- Increases passenger comfort
- No change to operational limitations
- Same safety features as a standard door
- No obstruction for camera, video equipment or goggles

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.9 kg	+19.28 m.kg	On request	On request	On request	eRFQ

High Visibility Doors

Reference: 350.202014.01

Applicable to version(s): B, BA, B1, B2, B3, D, D1

Replacement of the original doors with a new composite doorframe with extra large windows.

The High Visibility Doors provide pilots and passengers with an increased viewing field through the extra large windows. The fully composite door frame replaces the standard door(s) and can be installed individually or in any combination, including all four doors. The high visibility doors are ideal for law enforcement, tourism and utility missions.

STC from Airbus Helicopters Canada Ltd (AHCA)

Possibility to buy doors separately. * Weight details : + 11.9 kg (per Forward Door) / + 5.80 kg (per Rear Door) ** Moment details : + 19.28 m.kg (per Forward Door) / + 14.09 m.kg (per Rear Door)

This STC is only applicable by a AHCA or AHI Customer Center technician.



> BENEFITS

- Increases visibility for pilots and passengers
- Increases passenger comfort
- No change to operational limitations
- Same safety features as a standard door (latching, locking and emergency egress)
- No obstruction for camera, video equipment or goggles

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- TCCA Canada
- EASA Europe

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.9 kg	+19.28 m.kg	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

Improvement of pilot and copilot windshield wipers

Reference: AS355-30.00.06 (R1)

Applicable to version(s): E, F, F1, F2, N

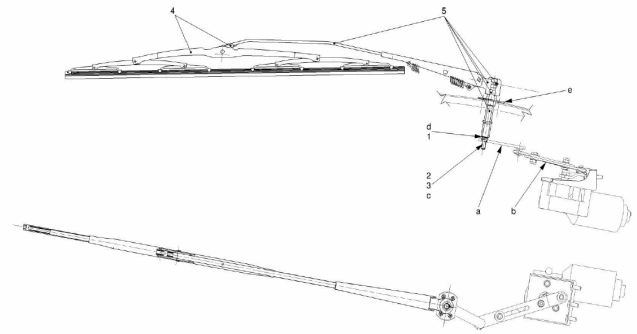
This installation is to preclude the risk of losing the windshield wiper arm and blade and to improve the wiping function.

The modification consists in:

- improving the drive between the windshield wiper pivot shaft and arm,
- replacing the windshield wiper pivot shaft,
- replacing the existing arm with a new arm,
- replacing the existing blade with a more efficient blade

SB from Airbus Helicopters France (AHF)

Mixing is prohibited on aircraft equipped with both optional installations. If the aircraft is equipped with both optional installations (pilot and copilot windshield wipers), the windshield wiper assemblies (pivot shaft, arm and blade) must be replaced on both the pilot and copilot sides at the same time.



> BENEFITS

- Improve the wiping function

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Week(s)	2330 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on aircraft not equipped with :

- Pilot and copilot windshield wiper installation

Helicopters that have received the previous Revision are not affected by the Revision 1 of this present Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installing Adaptations Air Conditioning System

Reference: 2012S07-01

Applicable to version(s): B2, B3, B3e

The system gives to the crew the possibility to adjust the direction and intensity of the refrigerated cabin airflow.

In the installation of the Air Conditioning adaptation, the air diffuser are assembled in the panel side. The system gives to the crew the possibility to adjust the direction and intensity of the refrigerated cabin airflow and supports the activation keys and the circuit breaker system protection.

Installing Adaptations Air Conditioning System consists basically in replacing the air diffusers. The difference in weight between the original installation and the new installation is negligible.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Best intensity adjustment air flow
- Comfort

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	12 Hour(s)
Airframe, Electrical	18 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Installation of RSG Air condition System: STC: - SH3509SW - EASA IM.R.S.01243 - ANAC 2006S12-09. 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

Lead Acid Battery

Reference: SR09499RC

Applicable to version(s): T2, B4

Installation of a Lead Acid Battery in the tailboom in accordance with Drawing List 130A82-8020.

The battery installation consists of a Concorde Lead Acid battery RG-350. The Concorde lead acid battery is a recombinant gas lead acid battery that replaces the standard aircraft Nickel Cadmium battery installed in the forward tray of the tail boom using the existing mechanical mounting hardware.







Use kit #130A82-0004.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Environmentally responsible (no HAZMAT)
- Maintenance-free, non-spillable
- Very low impedance design

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+ 18.6 kg	130.4 m.kg	1 Day(s)	On request	3566 USD (e.c. 2017)	eRFQ

> CERTIFICATION ORGANIZATION(S)

- DGCA India
- EASA Europe
- FAA USA
- TCCA Canada

Left sliding door in replacement of LH normal door

Reference: AS350-52-10-Mas (R0)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to replace the LH normal door and LH flapper door with a LH reduced door and a LH sliding door.

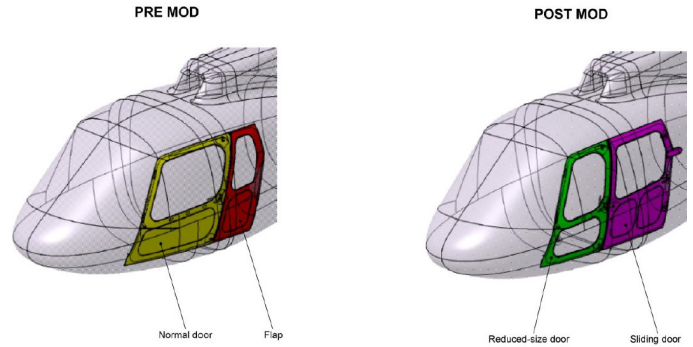
This modification consists in :

- removing the LH normal door and the LH flapper door
- removing the LH flapper door section
- modifying the structure
- installing an LH upper and lower rail
- installing a rear upper rail
- replacing the door seals
- installing the LH reduced door and sliding door threshold
- installing the lower latch of the LH reduced door
- installing the LH reduced door security
- installing the LH sliding door and the latches
- installing the LH door covers
- modifying the lining
- installing the friction slide of the LH sliding door

LH sliding door in replacement of LH normal

SB from Airbus Helicopters France (AHF)

The labels are basically ordered in French / English, to order another language, contact Airbus helicopters.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with LH flapper door and a LH normal door and not equipped with MOD 073439 (Canopy re-design) and sliding door, the following MOD also impact the applicability of this SB (will be selected in the CONFIGURATION ASSISTANT) :

- OP1913 (Normal door : locking for left door)
- 072620
- 074274

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

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

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	10 Day(s)	18 Week(s)	70044 - 78099 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	16 Hour(s)
Airframe	80 Hour(s)

Maximum Pilot View Kit (MPVK)

Reference: 10060578

Applicable to version(s): B2, B3, B3e

The Maximum Pilot View Kit (MPVK) allows improving visibility on pilot's side for the aerial work and rescue missions where accuracy and safety are major stakes.

This installation consists in:

- the replacement of the standard pilot door (including two windows) by a fully-glassed and bubbled door providing more headspace (25 mm) at the door frame and an uninterrupted outside view to the pilot
- the installation of a large-sized floor window on pilot's side to provide a maximized vertical down visibility

This optional equipment is subject to specific compatibility restrictions. For further information, please refer to your Airbus® sales representative.

STC from Swiss Rotor Holding LTD

Installation to be done by an approved center.



> PRE-POST REQUISITE / EFFECTIVITY

This installation requires the reinforced polycarbonate or the metallic windscreen (reinforcement as defined in associated AMM working card) and the static ports relocation on the helicopter (SB AS350-25.04.30 available Q4 2020).

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- FAA USA
- EASA Europe
- DGAC Mexico

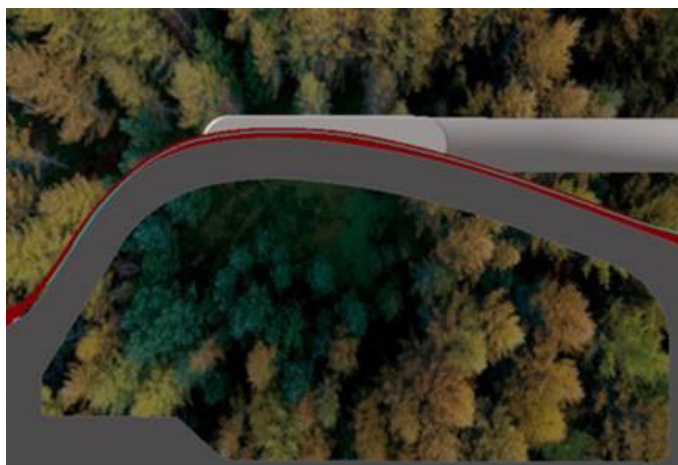
> BENEFITS

- Improved operational safety
- Improved operational efficiency
- Less pilot fatigue

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +12.5 kg (approx. without floor panel installed)	Complete Installation +15.123 m.kg (approx. without floor panel installed)	On request	On request	95k EUR / 116.5k USD (e.c. 2019, price for kit installed on H125, without painting)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	70 to 120 Hour(s) (SRH information)



Mooring ring installation on the high landing gear

Reference: AS350-10-20-Mas (RO)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

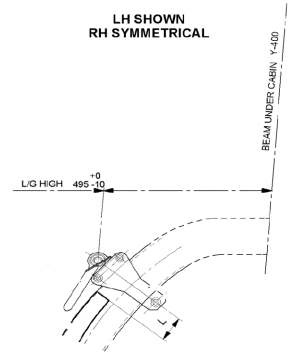
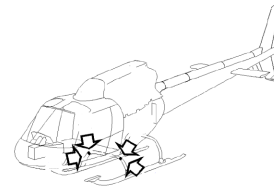
The objective of this Service Bulletin is to install mooring points on the front cross beam of the high landing gear to allow better mooring of the aircraft in periods of strong winds.

This Service Bulletin includes the work steps that follow:

- Installation of a mooring ring on each front cross beam
- Bonding of an anti-slip covering to each front cross beam.

Compliance with this Service Bulletin is not compatible with some optional installations. Refer to the "Optional" chapter of the Master Servicing Manual (MSM).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Secure aircraft on ground

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1,2 kg	+3,25 m.kg	0,5 Day(s)	20 Week(s)	3334 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopter with high Landing Gear (L/G)

> CERTIFICATION ORGANIZATION(S)

EASA Europe
DGA France

Mooring Rings

Reference: AS355-10-20-Mas (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The objective of this Service Bulletin is to install mooring points on the front cross beam of the high landing gear to allow better mooring of the aircraft in periods of strong winds.

- This Service Bulletin includes the work steps that follow:
- Installation of a mooring ring on each front cross beam
 - Bonding of an anti-slip covering to each front cross beam.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Aircraft quick mooring
- Enables lashing after aircraft deck-landing

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1,2 kg	+3,25 m.kg	0,5 Day(s)	20 Week(s)	3334 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters (High gear or Low gear) not equipped with mooring (Modification OP1488). The mooring installation (Modification OP1488) is incompatible with the following installations:

- Agricultural spraying (Mobile parts),
- Water Bombardier (Mobile parts + Fixed parts),
- ATAL observation camera in vertical position (Mobile parts + fixed parts).

> CERTIFICATION ORGANIZATION(S)

DGA France
EASA Europe

Navy-type blade folding system

Reference: AS355-25-60-Mas (R2)

Applicable to version(s): E, F, F1, F2, N, NP

Installation of a blade folding system on the Main Rotor Hub (MRH).

This Service Bulletin consists in:

- Installing reinforcements in the rear beam,
- Installing ball joints in the rear beam,
- Installing new pins on the main rotor sleeves,
- Installing as required, the blade folding tools (Removable Part).

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD pins are not functionally interchangeable, Mixability between pre-and post-MOD pins is prohibited.



> BENEFITS

- Enable the helicopter to be moved and parked on the ground with its blades folded to reduce its overall dimensions.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,147 kg	+0,501 m.kg	2 Day(s)	46 Week(s)	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 071497 (Blade folding system - Fixed Part)
- MOD 072668 (Blade folding system with straight sleeves)
- MOD OP6305 (Blade pins made of "15-5PH" steel with carbide deposit + varnish)
- MOD OP1606 ("NAVY-TYPE" main blade folding system) • MOD 350A085541.00 (Improvement of blade folding tool pinning)

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

- MOD 076160 (MRH: sleeve flanges with straight winding)
- MOD 076209 (HEXCEL Starflex star with single-component fabric)
- MOD 076221 (Arm tip ring stop stud)
- MOD 076222 (26-ply STARFLEX MRH)
- MOD 076227 (Multipurpose arm tip ring stop stud)
- MOD 076232 (Frequency adapter ventilation)
- MOD 076217 (Serialized blade pins manufactured from rolled blank)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Optional front and rear reinforced wear plates

Reference: EC130-32-007 (R1)

Applicable to version(s): B4, T2

This installation replaces basic wear plates with reinforced wear plates made of a roll formed stainless-steel sheet and mixed carbide plates. This is to extend the effectivity of wear plates

This Upgrade consists in :

- replacing the front wear plates
- replacing the rear wear plates

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

- Reinforced wear plates. To extend the effectivity.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	50 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	3 Hour(s)



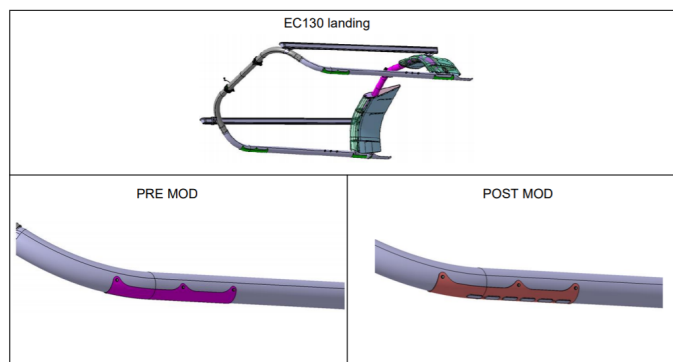
> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircrafts that have front and rear wear plates and not equipped with :

- MOD OP4591 (Forward and Aft reinforced wear sheets for H130 landing gear)
- MOD OP3785 (Reinforced wear plates (for landing gear pads))

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Pilot and copilot windshield wipers

Reference: AS355-30.00.07 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

Installation of pilot and copilot windshield wipers.

This Service Bulletin consists in:

- Retrofitting, if required, the Fixed Part (FP) of the pilot and copilot windshield wipers (helicopters PRE MOD 073439),
- Installing the Removable Part (RP) of the pilot and copilot windshield wipers (helicopters all configurations),
- Installing a PCB "22ALPHA" (helicopters PRE MOD 073386),
- Carrying out the tests and adjustments of the windshield wiper installation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve visibility in rainy weather conditions

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WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.510 kg by windshield wiper	+ 1.255 m.kg by windshield wiper	1 Day or 2 Day(s) depending on aircraft configuration	22 Week(s)	4984 - 9968 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	2 or 4 Hour(s) depending on aircraft configuration
Aircraft Maintenance Engineer	3 or 6 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with single or dual control

and not equipped with :

- MODs 071463, OP2736, OP2743, 073029, 073168, 073194, 073386, AL4295 and to drawings 350A828052.02 and 350A828052.04

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

- MOD OP0431 (Copilot windshield wiper (Fixed Part))
- MOD 070709 (Pilot windshield wiper (Fixed Part))
- MOD 073439 (Ecureuil canopy re-design)
- MOD 070874 (Providing the optional equipment with IFR capability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rail Steps

Reference: 350.500194/204

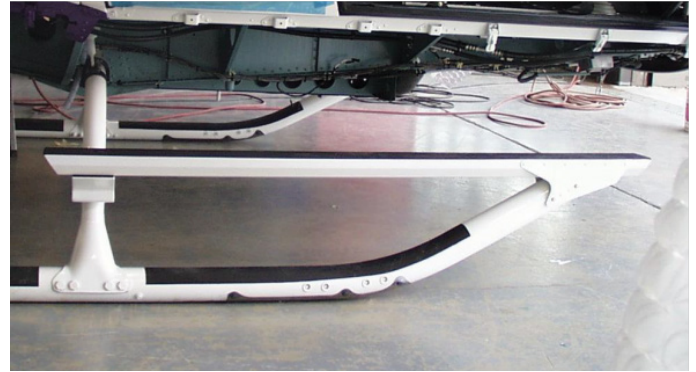
Applicable to version(s): C, D, D1, B, BA, B1, B2, B3

Easier access for crew and passenger.

The rail steps installation introduces an elevated step to each side of the landing gear, providing easier entry and exit for crew and passengers. It also provides maintenance staff with improved access to the transmission deck for daily checks and maintenance.

STC from Airbus Helicopters Canada Ltd (AHCA)

Mass does not account for weight of existing steps removed. For use on ground only.



> BENEFITS

- Provides easier entry and exit for crew and passengers
- Provides easier access to transmission deck for maintenance

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+7.7 kg	+15.86 m.kg	1 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

TCCA Canada
 FAA USA

Rail Steps

Reference: 350.500194/204

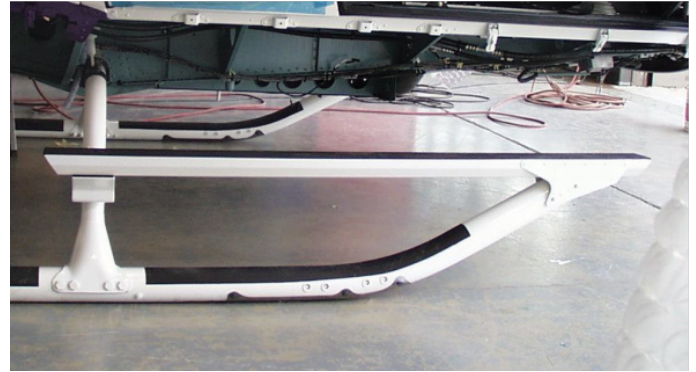
Applicable to version(s): E, F, F1, F2, NP

Easier access for crew and passenger.

The rail steps installation introduces an elevated step to each side of the landing gear, providing easier entry and exit for crew and passengers. It also provides maintenance staff with improved access to the transmission deck for daily checks and maintenance.

STC from Airbus Helicopters Canada Ltd (AHCA)

Mass does not account for weight of existing steps removed. For use on ground only.



> BENEFITS

- Easier entry and exit for crew & passengers
- Easier access to transmission deck for maintenance

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+7.7 kg	+15.86 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Reinforced skid plates for skid-type landing gear

Reference: AS355-32.00.11 (R5)

Applicable to version(s): E, F, F1, F2, N, NP

New reinforced skid plates on skid-type landing gear.

This modification consists in replacing the basic skid plates with reinforced skid plates. The new skid plates are made of tungsten carbide and welded over the entire length of the central outside section.

SB from Airbus Helicopters France (AHF)

PRE MOD reinforced skid plates are interchangeable with POST MOD skid plates. Mixability of PRE MOD reinforced skid plates and POST MOD skid plates is authorized.



> BENEFITS

- Increase the resistance of the skid-type landing gear skid plates.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to +3.51 kg (depending on aircraft conf)	Negligible to +10.506 m.kg (depending on aircraft conf)	0,5 Day(s) 0,5 Day(s)	On Request	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 :

- Landing gear skids P/N 350A41-1016-XX or 350A41-1079-XX

and not equipped with :

- MOD OP3376 or 350P082530.00 (Reinforced skid plates for skid-type landing gear)

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

- MOD 074770

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforced wear plates for skid L/G

Reference: AS350-32.00.11 (R5)

Applicable to version(s): B, D, B1, B2, B3, BA, BB

Installation of new reinforced wear plates on L/G skids.

This Service Bulletin consists of replacing the basic wear plates by reinforced wear plates.

These new rear wear plates are made of tungsten carbide and welded on the whole length of the outer central part.

SB from Airbus Helicopters France (AHF)

PRE MOD reinforced skid plates are interchangeable with POST MOD skid plates. Mixability of PRE MOD reinforced skid plates and POST MOD skid plates is authorized.

> BENEFITS

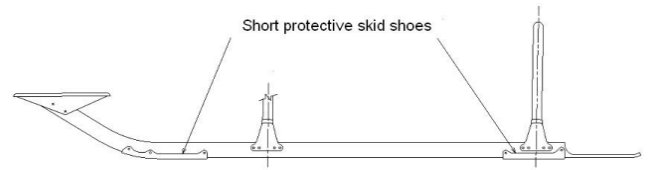
- Obviate premature wear of the skid section not protected, particularly when the aircraft is used for training purposes or for landing on hard unprepared fields.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to +3.51 kg depending on aircraft configuration	Negligible to +10.5 m.kg depending on aircraft configuration	0,5 Day(s)	On request Depending on Spare Parts needed	On Request	eOrdering

> INSTALLATION TIME

QUALIFICATION
Mechanics

INSTALLATION DURATION
4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Landing Gear skids P/N 350A41-1016-XX or 350A41-1079-XX

and not equipped with :

- MOD OP3376 or 350P082530.00 (Reinforced wear plates for skid L/G)

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

- MOD 074770

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcing the tail boom / Fenestron riveted junction

Reference: EC130-53-017 (R1)

Applicable to version(s): B4

Improve the durability of the riveting in tail-boom.

This service bulletin consist in replacing rivets diameter 4 mm of the tail boom / Fenestron junction by rivets diameter 5 mm.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This Service bulletin allows to reduce incipient crack risks of the tail boom.

WEIGHT	MOMENT	DOWNTIME	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

Helicopters EC130 B4 all S/N on which Revision 0 of this Service Bulletin was complied with on the tail boom / fenestron junction.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relocation of the static pressure ports (Ps) on the tail boom

Reference: AS350-25.04.30 (R0)

Applicable to version(s): B3, B3e

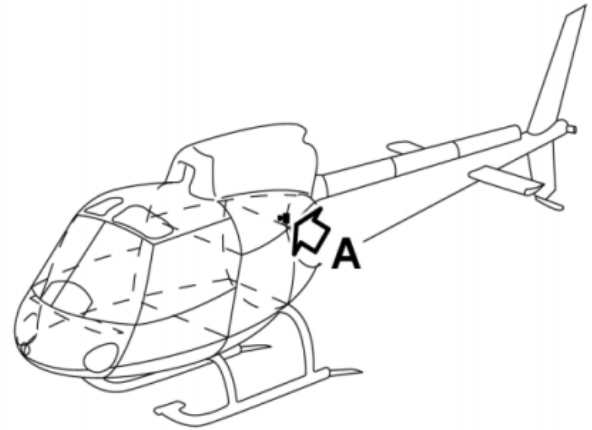
This installation is to move the static pressure ports (Ps) on the tail boom.

This upgrade consists in the :

- Removal of the static pressure ports (Ps) from the bottom structure
- Installation of the pipe assembly and the equipment for the new static pressure circuit
- Installation of the static pressure ports (Ps) on the tail boom
- Modification of the right intermediate bottom cowling

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD components are not interchangeable



> BENEFITS

- For installation of underbelly equipment

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,674 kg	+0,178 m.kg	9 Day(s)	Week(s)	23421 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	58 Hour(s)
Airframe, Mechanics	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 074723
- and not equipped with :
- MOD OP 4811

This service bulletin is NOT applicable on aircraft equipped with :

- MOD OP 2698

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of Tail Rotor Protector

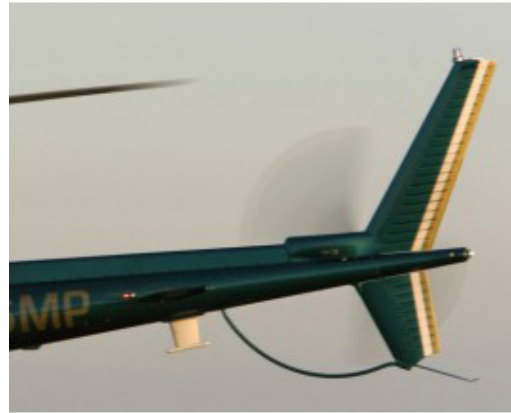
Reference: 350SEA 23 0001.00

Applicable to version(s): B, BA, BB, B1, B2, B3, D

This modification reduces the weight of the aircraft through the removal the optional tail rotor protection device and its associated components.

Modification comprises: Tail Rotor Protection Device Removal

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Reduced weight.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 1.222 kg	- 11.238 m.kg	3 Day(s)	On request	from 3555 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of the pilot windshield wiper installation

Reference: EC130-30-004 (R0)

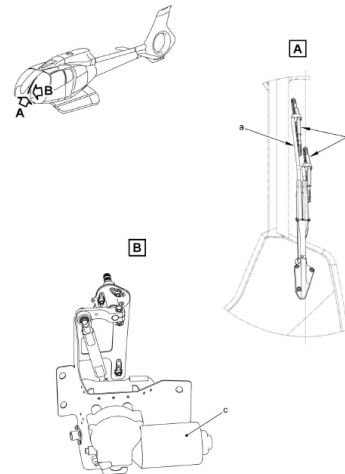
Applicable to version(s): T2

The purpose of this Service Bulletin is to remove and inhibit the windshield wiper system.

This Service Bulletin consists in:

- Removing the pilot windshield wiper installation
- Installing the flange
- Replacing the circuit breaker and the button with blanking caps
- Installing blanking caps on the connectors

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This modification consists in installing blanking caps on the wiring, the circuit breaker and the button of the windshield wiper system

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -4,37 kg	Fixed Part +1,4 m.kg to -1,75 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

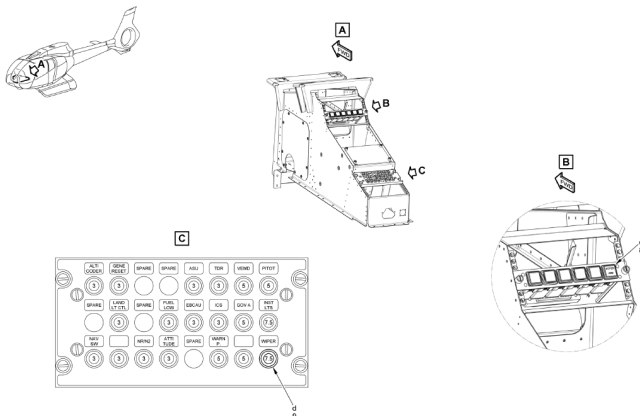
Pre Mod 350P891006
Post Mod OP4449
Post Mod 350P08477800
Post Mod 350P08477801

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	2 Hour(s)
Airframe, Mechanics	6 Hour(s)



RH and LH side new windshields panels

Reference: EC130-56-005 (R2)

Applicable to version(s): B4

Replace the former RH and LH side windshields panels

- removing the RH and LH side windshield panels
- installing the RH and LH side windshield panels and screwed and bonded deflectors

Interchangeability:

PRE MOD and POST MOD components are not interchangeable.

Mixability:

Mixing between PRE MOD and POST MOD components is authorized.

There is no change in weight and moment.

SB from Airbus Helicopters France (AHF)



> BENEFITS

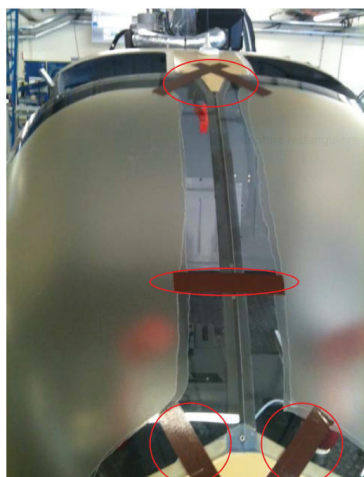
- Removing the slots on the transparent panes will enable to distribute the efforts better and thus avoid possible cracks in operation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	16 Week(s)	18358 EUR (e.c. 2023)	eOrdering

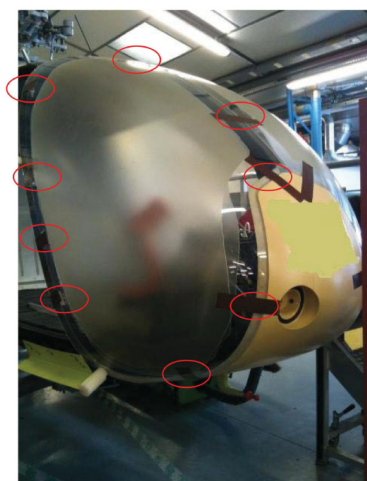
> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	16 Hour(s)
Airframe, Structure	16 Hour(s)

EC120 SHOWN - EC130 IDENTICAL FOR POSITIONS OF SCOTCH TAPE PIECES



EC120 SHOWN - EC130 IDENTICAL FOR POSITIONS OF SCOTCH TAPE PIECES



> PRE-POST REQUISITE / EFFECTIVITY

On aircraft already equipped with :

- RH windshield P/N: 350A25-9042-20
 - LH windshield P/N: 350A25-9043-20
 - RH lower deflector P/N: C531A1103201
 - LH lower deflector P/N: C531A1106201
 - RH intermediate deflector P/N: C531A1104201
 - LH intermediate deflector P/N: C531A1107201
- Corresponds to modifications 073886 and 073897

- MOD 073886 and 073897 (new RH and LH side windshield)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Right Hand Door Handle

Reference: 120-200014

Applicable to version(s): B4

The additional Right Hand (RH) Door Handle installation eases closing the door from the forward and/or rear passenger seating position, allowing for enhanced grip and arm movement.

Made of high performance thermoplastic PEI

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Light weight PEI door handle
- Eases closing the RH door

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.37 kg	+1.10 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

FAA USA
 TCCA Canada
 EASA Europe

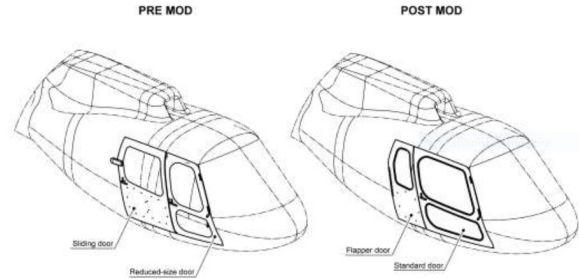
Right normal and flap doors in replacement of the RH sliding door & reduced-size door

Reference: AS350-52.90.49 (R0)

Applicable to version(s): B3

Replacement of the RH sliding door by standard doors

To replace the RH sliding door of the helicopter with a RH flap door and to replace the RH reduced-size door with a RH standard door.



SB from Airbus Helicopters France (AHF)

Pre Mod - Post Mod components are not interchangeable.
Mixing Pre Mod - Post Mod components is prohibited.

> BENEFITS

- Provide a larger and more pleasant access opening to facilitate access to the cockpit

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	10 Day(s) excluding curing time for adhesives	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	16 Hour(s)
Airframe, Structure	64 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with the metal canopy.
PRE MODs: CMC.8013

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Right sliding door & reduced-size door in replacement of RH normal and flap doors

Reference: AS350-52-10-Mas (R1)

Applicable to version(s): B2, B3

The purpose is to replace the RH normal door and flap by a RH reduced-size door and sliding door.

This modification consist in :

- removing the RH normal door and flap
- removing the catches
- installing the lower rail on the cabin floor and the center rail above the RH cargo compartment door
- the upper rail on the canopy
- the lower and upper catches of the RH sliding door and reduced-size door
- the open position locking mechanism of the sliding door
- the friction slide on the RH cargo compartment door
- the RH sliding door and reduced-size door
- Installing a door sill at the lower rail if carpet is installed

installing the upholstery on :

- the sliding door
- the reduced-size door
- the rear bulkhead
- the cabin ceiling

The RH reduced-size door and RH sliding door will both be delivered with black seals.

All door glasses will be untinted.

The sliding door will be delivered with a glass with no sliding window.

The reduced-size door will be delivered with an upper glass with a sliding window and an extended visibility RH reduced-size door lower glass.

SB from Airbus Helicopters France (AHF)

The labels are delivered in English, for another language, please contact Airbus helicopters.

> BENEFITS

- Facilitates certain internal load carrying or aerial work missions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+9,95 kg to +10,65 kg depending on aircraft configuration	+23,68 m.kg to +25,35 m.kg depending on aircraft configuration	13 Day(s) depending on aircraft configuration	40 Week(s)	100095 - 101585 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	100 to 110 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- 350R089010.00 / 350R089028.00 / 350R089028.02 (Replacement of RH normal door and flap by a RH reduced-size door and sliding door)

applicable on aircraft equipped with normal door P/N :

- 350A83-2080-02, 350A83-2080-04, 350A83-2080-06, 350A83-2080-10, 350A83-2080-12

and

- MOD 072620 or OP4209 (New cover for straight doors)

This SB-rev is applicable on aircraft equipped with Polycarbonate canopy.

and not equipped with :

- SB 52.00.14 or MOD 350R089010.00 (Ordinary door and right gate replaced by a reduced and sliding door)

- MOD 071959 (Sliding door and reduced-size door: improved rigidity)

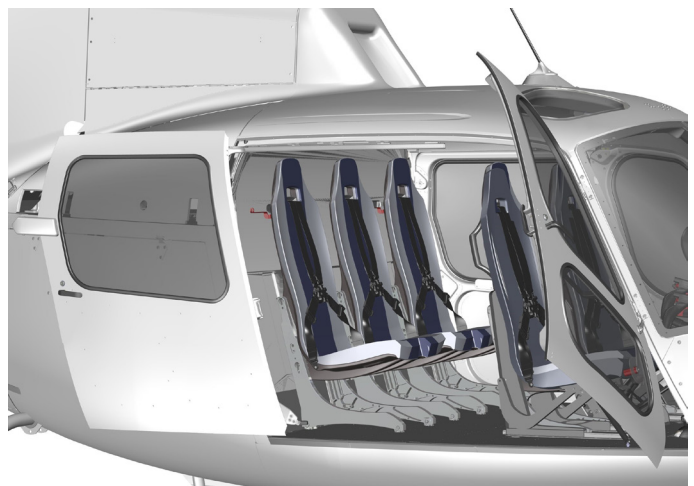
- MOD OP0604 (RH sliding door)

- MOD 074267 (Re-industrialisation of Ecureuil cabin doors - Basic)

- MOD OP4268 (Re-industrialisation of Ecureuil cabin doors - RH sliding door + RH reduced-size door optional equipment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



RSG Cabin air conditioning system

Reference: SH3509SW

Applicable to version(s): B, B1, B2, BA, D, B3, B3e

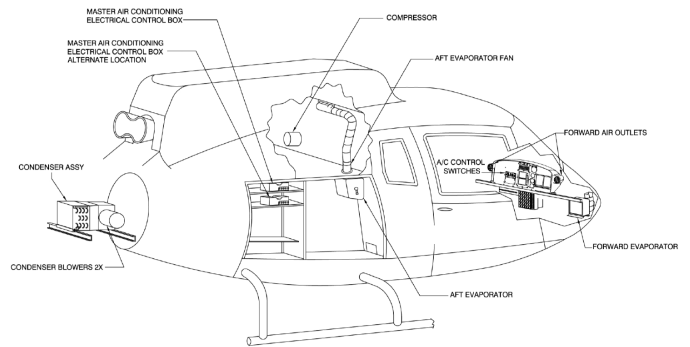
The RSG air conditioning is a high performance system that allows users to alter the temperature in the cabin to ensure constant comfort. It provides dedicated cockpit and cabin cooling in a light-weight design that minimizes the aesthetic impact to the aircraft.

The RSG air conditioning STC kit is composed of the following equipment as presented in the picture below.

- Air distribution system: Dual, with multiple speed fans and controls
- Compressor: 28,500 BTU (with dual evaporators)
- Refrigerant: R-134a Environment friendly
- Brushless blower assembly

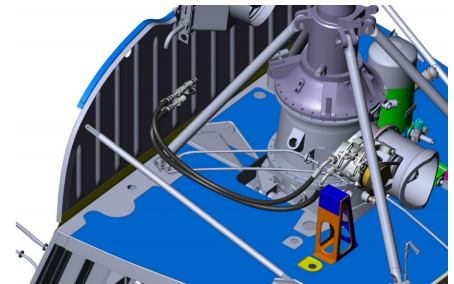
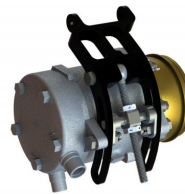
STC from Rotorcraft Services Group Inc. (RSG)

Depending on the supplier and the helicopter configuration, all described elements may be modified or relocated. The depicted images (i.e. photos, 3D-pictures, general drawings, diagrams or similar) are not contractual and provided for illustration only.



CERTIFICATION ORGANIZATION(S)

- EASA Europe
- ANAC Brasil
- FAA USA



KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +36.3 kg approx.	On request	On request	On request	On Request	eRFQ

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On Request



Settling protectors

Reference: 120.500214.01

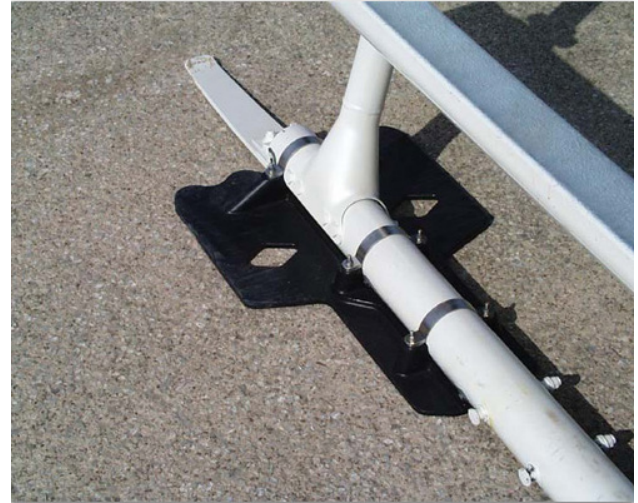
Applicable to version(s): E, F, F1, F2, N, NP

Settling Protectors help guard against sinking into snow and soft ground (aka 'bear paws').

The settling protectors are comprised of LH and RH pads attached to the aft end of the landing gear skid tubes.

STC from Airbus Helicopters Canada Ltd (AHCA)

Available for AS355 E, F, F1, F2 (USA) Available for AS355 E, F, F1, F2, N, NP (Canada Ltd, Mexico)



> BENEFITS

- Maintains tail rotor ground clearance
- Easy installation and removal
- Lightweight
- Competitive priced

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.08 kg	+16.48 m.kg	0.5 Day(s)	On request	On request	eRFQ

Settling protectors

Reference: 120.500214.01

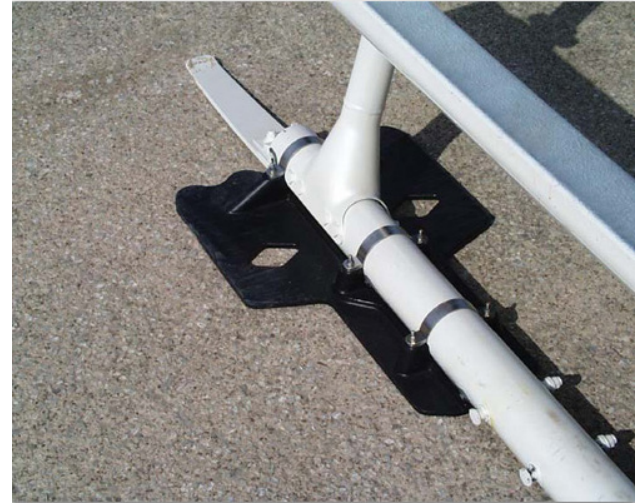
Applicable to version(s): B, BA, B1, B2, B3, C, D, D1

Settling Protectors help guard against sinking into snow and soft ground (aka 'bear paws').

The settling protectors are comprised of LH and RH pads attached to the aft end of the landing gear skid tubes.

STC from Airbus Helicopters Canada Ltd (AHCA)

Available for the complete AS350 series and AS355 E, F, F1, F2 (USA)
 Available for the complete AS350 series and AS355 E, F, F1, F2, N, NP (Canada Ltd, Mexico)



> BENEFITS

- Maintains tail rotor ground clearance
- Easy installation and removal
- Lightweight
- Competitively priced

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.08 kg	+16.48 m.kg	0.5 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

DGAC Mexico
 FAA USA
 TCCA Canada

Skid landing gear protection

Reference: 2012S05-03

Applicable to version(s): B2, B3, B3e

The skid landing gear protector installation is intended to protect Skis from damage caused by the use of the aircraft's drive wheels

The skid landing gear protection is a stainless steel plate conformable to the geometry of the L/G structure and installed in the upper part. It has the objective of protect the contact region of the "scroll wheel" in order to prevent damage that may affect the surface protection of the landing gear, as well as its visual appearance.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Protection and Durability

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.6 kg	1,925kgf.m	3 Hour(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)

Stand-by battery for Thales H321 Horizon

Reference: AS350-31.00.70 (R0)

Applicable to version(s): B3

Installation of a stand-by battery dedicated to the horizon indicator H321 installed on the basic version.

This Service Bulletin consists in installing the stand-by battery, the "S/BY HORIZ" pushbutton, the stand-by battery harness, the relay "163F" and its label.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Having a stand-by battery dedicated to the horizon H321 indicator

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.3 kg	6.767 m.kg	0.5 Day(s)	17 Week(s)	1 399 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)
Electrical systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- MOD 074723 (Garmin G500H EFIS installation on AS350B3 (Arriel2D)) and not equipped with :
 - MOD OP4727 (G500H - Installation of battery of horizon H321)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Stand-by battery for Thales H321 Horizon

Reference: EC130-31-018 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is to install a stand-by battery dedicated to the horizon indicator H321 installed on the basic version.

This Service Bulletin consists in installing the "S/BY HORIZ" pushbutton, installing the stand-by battery and installing the stand-by battery harness.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Stand-by battery dedicated to the horizon indicator H321

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.3 kg	+ 9.055 m.kg	0.5 Day(s)	28 Week(s)	6553 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)
Electrical systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074529 (Installation of Garmin G500H EFIS on EC130T2) and not equipped with :
- MOD OP4532 (Installation of battery G500H of horizon H321)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Static inverter 28VDC/115VAC – 60Hz – 1000VA

Reference: 2013S12-17

Applicable to version(s): B2, B3, B3e

Static Inverter installation provides an 115VAC-60Hz power supply for electrical devices.

This installation is based on converting DC voltage into AC voltage (28VDC to 115VAC - 60Hz). It is the power source for equipment installed in the aircraft AS350B2 requiring 115VAC 60Hz power, limited to 1000VA.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To allow the use of devices that requires AC power.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
5.9 kg	17,540 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	16 Hour(s)
Airframe, Electrical	16 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Static inverter 28VDC/115VAC – 60Hz – 400VA

Reference: 2011S11-03

Applicable to version(s): B4

Static Inverter installation provides an 115VAC-60Hz power supply for electrical devices.

This installation is based on converting DC voltage into AC voltage (28VDC to 115VAC - 60Hz). It is the power source for equipment installed in the aircraft requiring 115VAC 60Hz power, limited to 400VA.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To allow the use of devices that requires AC power.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2,43 Kg	6,201 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 Hour(s)
Avionics	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

Sun protected upper windows

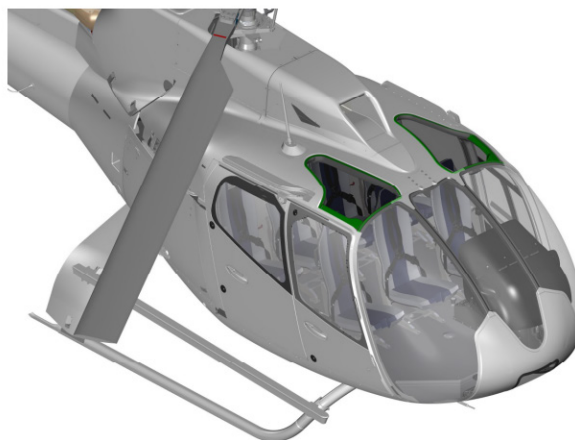
Reference: EC130-56-001 (R0)

Applicable to version(s): B4

This Service Bulletin replace the two upper windows by tinted ones.

This modification consists in replacing the existing single-layer windows with new multi-layer heat-insulating windows, each fitted with 8 composite anti-delamination fasteners to prevent separation of the outer layers.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improves cabin heat insulation.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1,8 kg	+3,0 m.kg	On request	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Fitter	30 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

EC 130 Helicopters, version B4, aircraft that do not incorporate Modification OP-3713.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tinted windshields

Reference: EC130-56-006 (R0)

Applicable to version(s): B4, T2

Tinted windows replace the standard cockpit front windows for a more comfortable vision in sunny weather.

The three windshield window-panes are mass-tinted with a bronze color. These optional windows are fully interchangeable with the original part.

This optional equipment does not affect the aircraft flight performance. Therefore the regulatory performance data specified in the Basic Flight Manual and in the Supplements remain applicable.

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD OP3895 are not interchangeable. Mixability between pre- and post-MOD parts is not authorized.

> BENEFITS

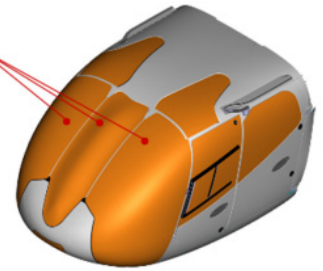
- This installation allows to reduce incoming brightness by 33 % in order to improve greater visual comfort in high brightness conditions for the people on board the helicopter.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	6 Day(s)	26 Week(s)	33451 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	18 Hour(s) per windshield
Airframe, Structure	18 Hour(s) per windshield

Tinted windshield panels (Plexiglas)



> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- MOD 073886 (installation of new LH and RH windshields with no slots)
 - MOD 073590 (installation of a new center windshield)
- and not equipped with :
- MOD OP3895 (installation of brown-tinted front windshields)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Two-piece windshield installation

Reference: AS350-53.00.22 (R3)

Applicable to version(s): D, B, B1, B2, AVEX

The purpose of this service bulletin is to install a plexiglass windshield as an alternative.

The LEXAN windshield is replaced by a non-drawn, formed but not edged, GS 249 plexiglass windshield.

This windshield is in two parts and a dural cover strip masks the junction area on the canopy centre post.

The attachment system with screws is the same, except that, in order to prevent cracks forming in the plexiglass, a polyamide shouldered spacer is added of each attachment point.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the windshield resistance to aggressive products and enable it to be polished, if required.
- Moreover, since this installation is in two parts, in the event of damage just one half can be replaced.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.800 kg	+ 0.704 mkg	On request	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	18 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft AS350 versions B, D, B1, B2, "AVEX".

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Windshield wiper deflector and embrittled PITOT tube support

Reference: AS350-30-40-Mas (R0)

Applicable to version(s): B2, B3

Installing windshield wiper deflectors and replacing PITOT tube support by embrittled PITOT tube support.

This upgrade consists in:

- Replacing the PITOT tube support
- Installing the windshield wiper deflectors

SB from Airbus Helicopters France (AHF)

The PITOT tube support P/N 350A76-1009-20 pre-MOD and P/N 350A76-1043-0102 post-MOD are not interchangeable. Mixability of the PITOT tube support P/N 350A76-1009-20 pre-MOD and P/N 350A76-1043-0102 post-MOD is prohibited.

> BENEFITS

- Installing windshield wiper deflectors and to perform embrittlement of the PITOT tube support

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.36 kg	+ 0.216 m.kg	0.5 Day(s)	40 Week(s)	7309 - 7385 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350R001022.00 or 350R001022.01 (SB KIT - Windshield wiper deflectors installation)
- MOD 072616 (New embrittled PITOT tube support with WSPS optional equipment)

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

- MOD OP4272 (Installation WSPS)
- MOD OP1945 or OP3498 (WSPS BRISTOL or KSTOR (RP) installation)
- MOD 073439 (Canopy re-design)
- Metal Canopy
- Polycarbonate Canopy

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Windshield wipers for pilot and co-pilot

Reference: AS350-30-40-Mas (RO)

Applicable to version(s): B2, B3, B3e

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.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Better visibility in rainy weather conditions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.5 kg per windshield wiper installation	+1.255 m.kg per windshield wiper installation	1 Day(s) or 2 Day(s) depending on aircraft configuration	22 Week(s)	6705 - 7848 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074280 (Multi-unit installation) and not equipped with :
- MOD 074292 (Installation of windshield wiper optional equipment by Multi-Unit thru drawing 350A828052.07 or 350A828052.08)
- MOD AL4295 (Change in windshield wiper relay bolts)

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

- MOD 073439 (Ecureuil canopy re-design)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Windshield wipers for pilot and co-pilot

Reference: AS350-30.00.07 (R1)

Applicable to version(s): B, BA, BB, B1, D

This installation is to preclude the risk of losing the windshield wiper arm and blade and to improve the wiping function.

The modification consists in:

- improving the drive between the windshield wiper pivot shaft and arm,
- replacing the windshield wiper pivot shaft,
- replacing the existing arm with a new arm,
- replacing the existing blade with a more efficient blade.

SB from Airbus Helicopters France (AHF)

Mixing is prohibited on aircraft equipped with both optional installations. If the aircraft is equipped with both optional installations (pilot and copilot windshield wipers), the windshield wiper assemblies (pivot shaft, arm and blade) must be replaced on both the pilot and copilot sides at the same time.



> BENEFITS

- Improve the wiping function.

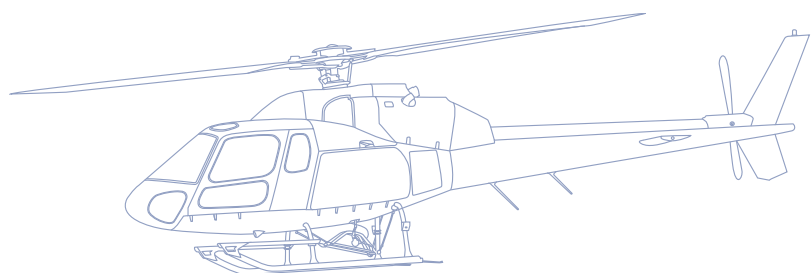
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Week(s)	2330 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	3 Hour(s)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



COCKPIT & AVIONICS OPTIONS



Mission breaker panel

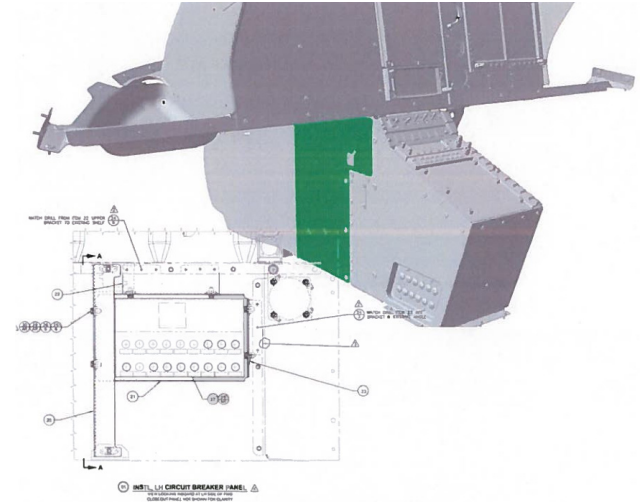
Reference: SR11197DS

Applicable to version(s): B3

Structural provisions only for additional mission breaker panel

Installed on LHS of instrument panel support structure.
 Electrical wiring/bussing is up to the installer.

STC from Airbus Helicopters Inc. (AHI)



KG	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+0.64 kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- FAA USA
- EASA Europe
- DGAC Mexico

Adjustable Glare Shield

Reference: 130-885114

Applicable to version(s): B4

Adds an adjustable glare shield to the helicopter instrument panel.

The Adjustable Glare Shield modification kit allows tilting of the glare shield to adjust to the pilots height.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Improved comfort for tall pilots
- Easy to adjust by hand, while on the ground to upper or low position, depending on the pilot's height

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0 kg	+ 1.06 m.kg	4 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- EASA Europe
- TCCA Canada

Airframe Hourmeter

Reference: SH4016SW-D

Applicable to version(s): B, BA, B1, B2, B3, D

Installation of Hourmeter in accordance with Drawing List 350A82-1154.

The airframe hourmeter monitors and displays elapsed airborne time of the aircraft. This collective-activated hourmeter allows the operator to accurately record aircraft hours.

Use kit #350A82-1631.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Indicates operating time in hours and tenths
- Has a running indicator
- Activated upon take-off
- Improved maintenance efficiency
- Functions as a back-up to VEMD for flight hour recording purposes

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	On request	689 / 1492 USD (e.c. 2017)	eRFQ

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- FAA USA
- ANAC Brasil
- CAA Israel
- EASA Europe

AM/FM communication system

Reference: 2002S11-04

Applicable to version(s): BA, B2, B3, B3e

The Transceptor AM/FM - Flexcomm II Installation aims to meet the demand of a tactical communications system.

The AM/FM Communication System - Flexcomm II Installation is a set of units intended to multiband tactical communication, covering frequencies from 29.7 to 960 MHz (VHF / UHF AM / FM). The system allows communication in analog mode or operation with digital modulation APCO-25. The system also allows encryption features and the possibility of choice for control with NVG compatibility.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide on board tactical communication.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
15,97 Kg	60,058 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	15 Hour(s)
Avionics	20 Hour(s)
Airframe, Electrical	18 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

AM/FM communication system

Reference: 2002S11-04

Applicable to version(s): B4

The Transceptor AM/FM - Flexcomm II Installation aims to meet the demand of a tactical communications system.

The AM/FM Communication System - Flexcomm II Installation is a set of units intended to multiband tactical communication, covering frequencies from 29.7 to 960 MHz (VHF / UHF AM / FM). The system allows communication in analog mode or operation with digital modulation APCO-25. The system also allows encryption features and the possibility of choice for control with NVG compatibility.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide on board tactical communication.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
15,970 kgf	*antenna installed in front position : 59,058 kgf.m *antenna installed in rear position : 60,170 kgf.m	5 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	18 Hour(s)
Avionics	20 Hour(s)
Airframe, Electrical	15 Hour(s)

Audio auxiliary input

Reference: 2012S10-13

Applicable to version(s): B2, B3, B3e

Audio Auxiliary Input is located between the pilot and copilot seats, offering passengers the RCA interface for attaching devices (MP3 players, etc.)

In AS350B2 / H125 aircraft, Audio Auxiliary Input is located between the pilot and copilot seats, offering passengers the RCA interface for attaching devices (MP3 players, etc.). This is connected directly to the GMA 340H audio box that will make the audio management according to the selected operating mode.

Total Weight :The Auxiliary Audio Input, electrical accessories, other mounting devices and fastening components of the installation, has negligible mass.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Practicality
- Easy access

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2,5 Hour(s)
Airframe, Electrical	3 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

Bluetooth Adapter model JA33-001 Installation

Reference: 2017S10-12

Applicable to version(s): B3

The Bluetooth adapter installation allows the aircraft audio management system to receive high-quality stereo audio from a Bluetooth-enabled device.

The Bluetooth adapter installation allows the aircraft audio management system to receive high-quality stereo audio from a Bluetooth-enabled device.

It can provide a full duplex Bluetooth interface with portable electronic devices (PED).

The Bluetooth transceiver JA33-001 provides fully isolated audio output to allow a noise free installation.

It also has an ON/OFF switch on aircraft console to control the transceiver's power supply.

STC from Helicópteros do Brasil SA (HELIBRAS)



JA33-001

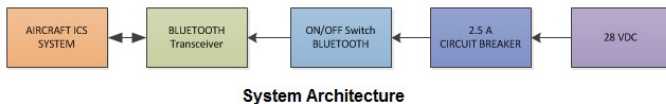
> BENEFITS

- To allow the aircraft audio management system to receive high-quality stereo audio from a Bluetooth-enabled device.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	9 Hour(s)
Airframe, Cabin	9 Hour(s)



System Architecture

> 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

BOSE Headset jacks

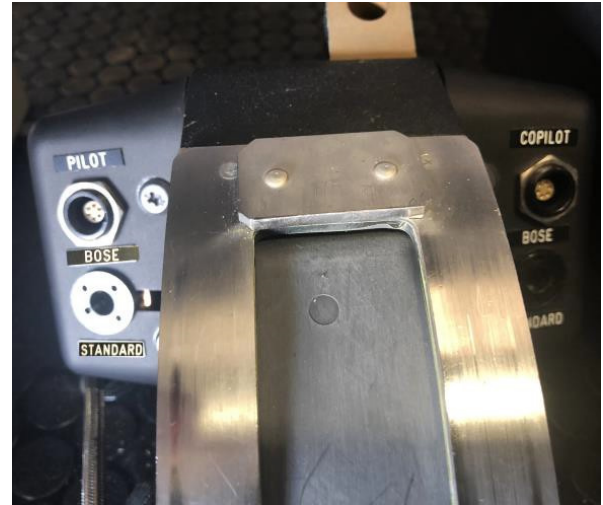
Applicable to version(s): B3

With these Bose headset jacks installed you can directly plug in and connect your Bose headsets that give greater noise reduction than conventional aviation headsets.

These headset jacks can be installed for the pilot, co-pilot, and all passengers.

Not an STC. DER approval only.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Directly plugin and connect your Bose headsets
- Great noise reduction, noise cancellation

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

> CERTIFICATION ORGANIZATION(S)

FAA USA

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



BOSE™ headset

Reference: 2013S12-08

Applicable to version(s): T2

This installation allows the use of Bose headphones in the aircraft.

The Bose Headsets installation consists in the adaptation of the communication and audio selector system Garmin GMA 340 for the use of Bose Headsets A20 model, with active noise cancellation with and without the "Bluetooth" function. Including versions of seven (7) seats (default) and eight (8) seats (optional). It allows crew communication through the Bose headphones

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Active noise cancellation
- Increased comfort and reliability at operations

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
seven seats : 3,22 KGF	seven seats: 7,203 kgf.m	2 Day(s)	On request	On request	eRFQ
eight seats: 3,68 kgf	eight seats :7,956 kgf.m				

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	15 Hour(s)



BOSE™ or DAVID CLARK™ headsets

Reference: 2012S07-06

Applicable to version(s): B2, B3, B3e

This installation allows the use of bose or david clark headset on the aircraft

The Bose or David Clark Headsets installations adapts to the ICS GMA340H system, to enable the use of Bose headphones, with or without Bluetooth, or David Clark with ENC (Electronic Noise Cancelling) in AS350 B2 / B3 aircraft.

Installing David Clark with ENC can not be applied in conjunction with Bose Headsets installation (with or without Bluetooth).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- High-technoly systems.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2,94 kg	+6,186 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 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



COBHAM RT-7000 RMR tactical radio

Reference: SR11323DS

Applicable to version(s): B3, B3e

Installation of a Cobham RT-7000 Tactical Radio system and relocation of an existing transponder antenna to be installed on the lower side of the tailboom below the horizontal stabilizer.

Installation of a Cobham RT-7000 Tactical Radio system and relocation of an existing transponder antenna to be in-stalled on the lower side of the tailboom below the horizontal stabilizer. This is a stand-alone system and interfaces to the existing audio system. The STC comes as two optional kits (350A82-1675-01 and 350A82-1675-02) depending on operator requirements. Kit 350A82-1675-01 allows for radio receiving only, while Kit 350A82-1675-02 adds a radio transmitting function to Kit 350A82-1675-01.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA

> BENEFITS

- Allowing the crew to listen to radio receptions and transmit on civil and tactical frequencies.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +11,25 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
	On Request

Collective & Main Gearbox Oil Pressure Activated Hour Meter

Reference: SR09275RC-D

Applicable to version(s): B4, T2

The airframe hourmeter monitors and displays elapsed airborne time of the aircraft.

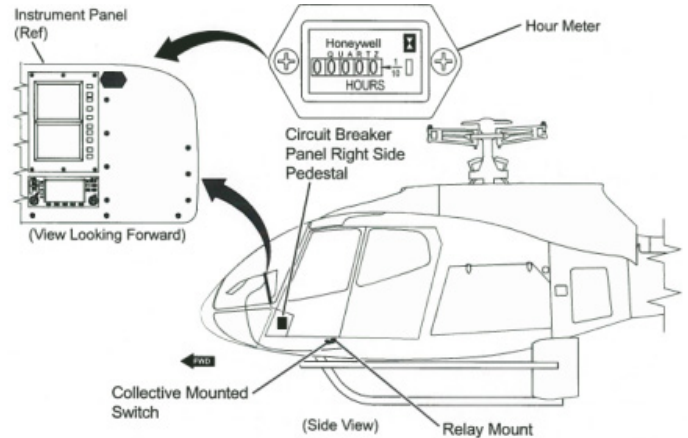
The Tenth hourmeter installation consists of a hourmeter, a switch activated by collective position, and circuit breaker.

In addition to the collective activated switch the hourmeter is connected to the MGB oil pressure sensor.

The system requires both MGB oil pressure and up collective to activate the hourmeter.

Use kit #130A82-0003-03/04.

STC from Airbus Helicopters Inc. (AHI)



CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- EASA Europe
- FAA USA

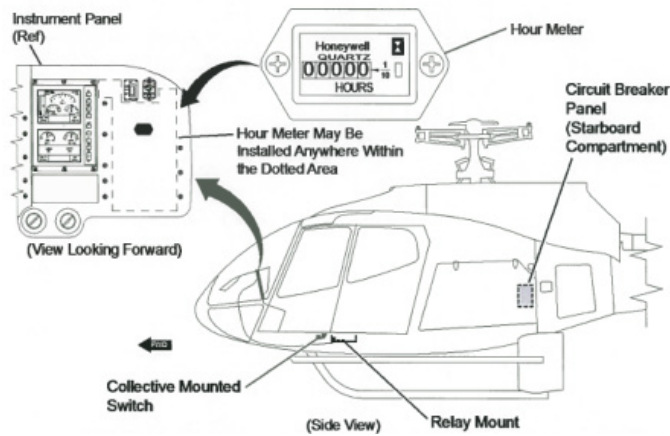
KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



Cyclic radio command switch

Reference: 2012S05-15

Applicable to version(s): B2, B3, B3e

Radio Switches installation in the Cyclic allows the VHF frequency switching (active and standby) and VOR / LOC channel increase to both NAV/COM onboard equipment, and manual operation of the transponder ID.

These operations are performed using the key(s) handle(s) cyclical(s) of the pilot and co-pilot.

The Cyclic Radios keys to enable the Frequency Switching functions VHF1 / 2 and VOR1 / 2 and activation of the TDR "IDENT", can not be applied to aircraft which have the installation of autopilot commands in cyclic keys.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Allow the pilot to make frequency changes by cyclical
- Fast and easy activation of functions

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)
Airframe, Electrical	1 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

DATCON™ hour counter

Reference: AS355-31.00.01 (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to check the helicopter flight hours by installing an hour meter on the landing gear.

This installation consists in the assembly of :

- a microswitch on the gear leg
- an hour meter
- a relay
- a fuse

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow to check the helicopter flight hours.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,225 kg	+1,423 m.kg	1 Day(s)	7 Week(s)	574 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 not equipped with :

- MOD 070594 (Installation of a DATCON hour meter)
- MOD 073435 (Relay wiring adaptation)
- MOD 073436 (Hour meter system relay)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

DATCON™ hour meter

Reference: AS350-31.00.57 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to check the helicopter flight hours by installing an hour meter on the landing gear.

This Service Bulletin consists in a microswitch on the gear leg, an hour meter, a relay, a fuse.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Check the helicopter flight hours.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.225 kg	+ 1.423 m.kg	1 Day(s)	17 Week(s)	1602 - 1945 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073455 (Electrical installation zone (FADEC))

and not equipped with :

- MOD 073480 (Replacement of relays by rail-mounted models (optional))
- MOD 350A826108.01 (New hour meter installation)

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

- MOD 074280 (Multi block)
- MOD 074300 (Electrical installation for ARRIEL 2D) (Helicopter version B3)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Deeper Multibloc center console

Reference: SR09504RC

Applicable to version(s): B2, B3

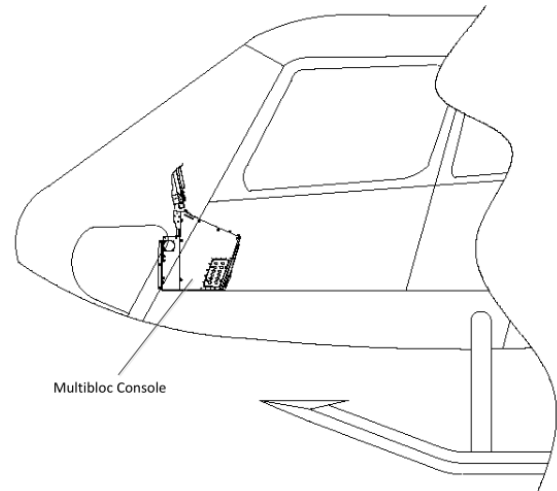
This modification replaces the original center console with one multi-bloc which is slightly taller, allowing for the installation of deeper avionics units. The switches and annunciators from the original center console are transferred to the new console.

This modification replaces the original center console with one which is slightly taller, allowing for the installation of deeper avionics units. The switches and annunciators from the original center console are transferred to the new console; the two existing circuit breaker panels are rotated to facilitate the installation of the Garmin GTN750 transceiver.

The expanded console attaches to the aircraft structure in the same manner and same location as the original pedestal.

Use kit #350A73-2023-01.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Allows for the installation of Garmin GTN750 displays.

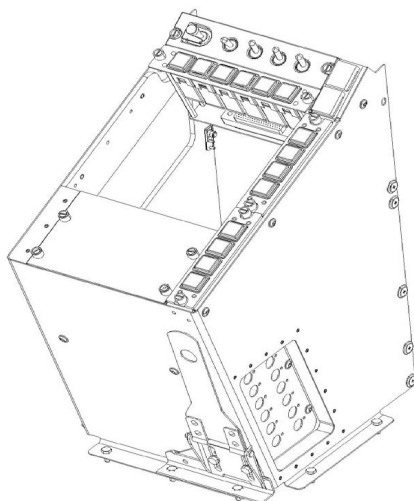
KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

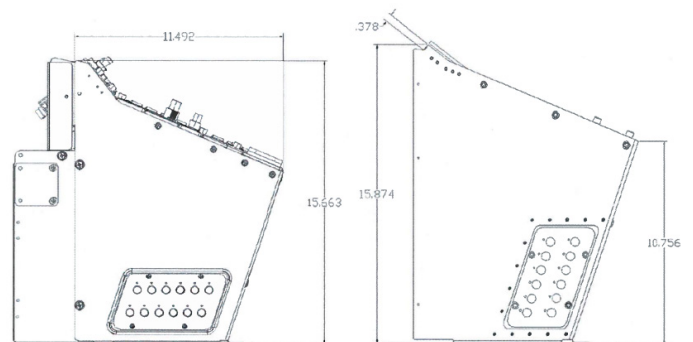


> PRE-POST REQUISITE / EFFECTIVITY

Pre requisite: AMS (ECP) 07-4280

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA
- TCCA Canada



Digital Clock Thommen CM20

Reference: AHUK-350-0024

Applicable to version(s): B3e

The CM20 is a Clock Swiss Made precision, multifunctional chronometer. The CM20 is designed according to the latest civil and military avionics standards. It has a Solid state Liquid Crystal Display (LCD) technology which provides a continuous readout using negative image for excellent visibility during all operating conditions.

This digital clock is the perfect complement to a glasscockpit instrument Panel. It features a three line display with light digits on dark background. It supports the simultaneous indication of a combination of clock- and timer-function reading. The time base is supplied by a dedicated internal power reserve to provide the timekeeping function even when the aircraft power is removed. The CM20 replaces the original TCH analogue clock.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Three line display improve the readability compared to an analogue clock

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.02 kg	Negligible	On request	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Digital map system DMAP AEROCOMPUTERS

Reference: 2015S07-17

Applicable to version(s): B2, B3, B3e

The DMAP System installed on AS350 B2/B3 aircraft, has a digital maps drive (UC-5300) and a augmented reality unit (ViewSync3D).

The DMAP System installed on AS350 B2/B3 aircraft, has a digital maps drive (UC-5300) and a augmented reality unit (ViewSync3D). The image is presented in a display installed on the aircraft. The control is done through a cursor/keyboard (AK4). The system enhances the tactical scenario through a variety of maps, aeronautical charts and functions.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased reality
- Vectorized street map
- Easy operation through keyboard



WEIGHT

10.59 kg



MOMENT

36,468(N)



DOWN TIME

4 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe, Electrical

Avionics

INSTALLATION DURATION

23 Hour(s)

7 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

Distance measuring equipment BendixKing DME KN63

Reference: SR11327DS

Applicable to version(s): B2, B3, B3e

The Honeywell KN 63 DME displays range, speed and time-to-station on the GDU 1060 EFIS. The Garmin GAD 43e is a serial adapter acting as an interface between the GDU 1060 and KN 63.

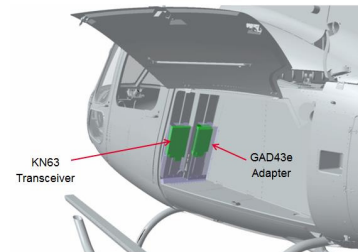
The KN63 DME transceiver is installed in the left baggage compartment and provided interface with the Garmin G500H TXi EFIS using a Garmin GAD 43e adapter. The DME antenna is installed on the right hand side of the belly near the aircraft nose. Power to the DME system is provided by the main bus and is switched using the avionics master switch. The KN63 DME is controlled through and displayed on the GDU 1060 displays.

STC from Airbus Helicopters Inc. (AHI)



CERTIFICATION ORGANIZATION(S)

- FAA USA
- EASA Europe



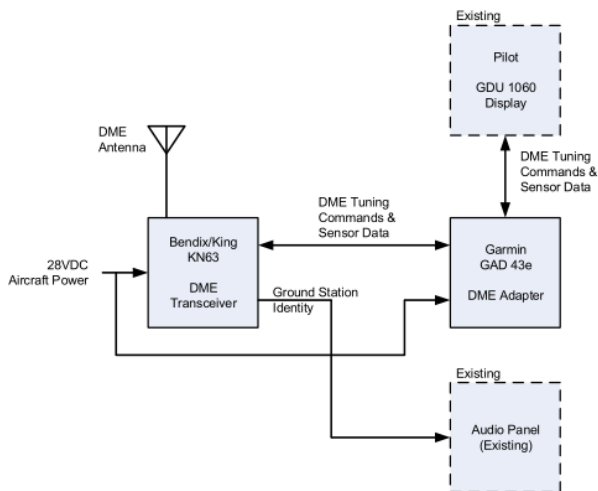
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3.44 kg	Negligible	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



Dual Control

Reference: EC130-67-20-Mas (R1)

Applicable to version(s): B4, T2

This upgrade is the dual command integration to enable the helicopter to be controlled by a left side co-pilot.

This upgrade consists in the install of the twist grip, cyclic stick and the yaw pedal for the co-pilot.

The last revision extend the applicability of this service bulletin to helicopters version B4.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Safety increased.
- Workload reduction for the pilot.
- Allow Pilot training school practice.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.5 kg	+ 3.26 m.kg	1 Day(s)	48 Week(s)	22929 - 26248 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on :

Helicopters version T2 :

equipped with :

- MOD 074215 (Service life customization of black paint on Ecureuil flight control optional equipment)

and not equipped with :

- MOD OP3673 (Installation of 3 forward passenger seat optional equipment)
- MOD OP4399 (8-passenger floor carpet compatible with RH sliding door)
- MOD OP4403 (Dual control optional equipment)

Helicopters version B4 :

equipped with :

- MOD OP2885 (Flight control assembly under bottom structure with pilot on LH side)

and not equipped with :

- MOD 073655 (Blanking assembly for removable dual control with pilot on LH side)
- MOD OP2926 (Dual control assembly with pilot on LH side)
- Drawing 350A087021.06 (Installation of removable copilot yaw pedal with pilot on LH side)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Dual Control

Reference: AS350-67-10-Mas (RO)

Applicable to version(s): B2, B3

The purpose is to install the dual control system to enable the helicopter to be used with a copilot.

Dual controls comprise :

- 1 cyclic pitch control stick with protection boot
- 1 collective pitch lever with twist grip, boot and protection shield
- 1 set of tail rotor control pedals with protective brush
- 1 cut off switch at the base of the cyclic pitch control stick.

This optional equipment does not affect the aircraft flight performance. Therefore the regulatory performance data specified in the Basic Flight Manual and in the Supplements remain applicable.

SB from Airbus Helicopters France (AHF)

For helicopters versions B2 requiring twist grip installation, follow the proposal/ Design Office study route.



> BENEFITS

- Dual controls at the left hand station is fitted on the aircraft for training flights or flights requiring pilot and copilot.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.4 kg	On request	0.5 Day(s)	96 Week(s)	10832 - 25386 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1 Hour(s)
Mechanics	3 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

- 071766 (Copilot cyclic stick with Crouzet grip: increased bend tube)
- OP2768 (B3 copilot twist grip assembly)
- 073251 (Marking of copilot twist grip)
- 074215 (Service life customization of black paint on Ecureuil flight control lever grip optional equipment)
- 074245 (Modification of cyclic stick: copilot cyclic stick optional equipment)
- 350A827000.12 (Dual control assembly)
- 350A827000.15 (B2 dual control assembly)
- 350A827000.16 (B3 dual control assembly)
- 350A827008.11 (B2 dual control assembly)
- MOD 072760 (ARRIEL 2B electrical control and monitoring assembly)
- MOD 072762 (B3 pilot twist grip assembly)
- MOD 073084 (Twist grip with "Flight detent" stop on stick socket)
- MOD 073261 (Pilot twist grip assembly)
- MOD 073273 (Control panel 30 Alpha with new "SMS" technology)
- MOD 073257 (ARRIEL 2B1 electrical control and monitoring assembly)
- MOD 074212 (Service life customization of black paint on Ecureuil collective pitch lever and cyclic stick)
- MOD 074629 (Rotomolded and crashworthy electrical capability)
- MOD 074654 (New Garmin radio line - Basic installation)
- MOD 073450 (Modification of collective levers)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Dual USB Charging Port (LHS and-or RHS)

Reference: AHUK-350-0003

Applicable to version(s): B3e

The Dual USB Charging Port converts the aircraft electrical input to a standard 5V power for any electronic product that charges using a USB connector.

The two Universal Serial Bus-A (USB-A) ports can be mounted in a variety of locations throughout the aircraft cockpit and cabin. As a high power dedicated charging port the system can provide up to 2.1A of power to charge any USB device including the higher demand products. The Dual USB Charging Port can provide 2.1A of power to both ports simultaneously. The unit features short circuit protection, over-current protection, low voltage shut-down and temperature monitoring making it ideal for any application. AHUK install a master power switch to enable the pilot to have final control over the aircraft electrical consumption. This switch also acts as an indicator to inform the crew that the USB ports are live and ready for connection to any device.

- EASA Service Bulletin available

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change

> BENEFITS

- Charge any USB electrical device.
- Lightweight, Small and versatile.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.09 kg	0.09 m.kg	5 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Dual USB Charging Port (LHS)

Reference: AHUK-130-0004

Applicable to version(s): T2

The Dual USB Charging Port converts the aircraft electrical input to a standard 5V power for any electronic product that charges using a USB connector.

The two Universal Serial Bus-A (USB-A) ports can be mounted in a variety of locations throughout the aircraft cockpit and cabin. As a high power dedicated charging port the system can provide up to 2.1A of power to charge any USB device including the higher demand products. The Dual USB Charging Port can provide 2.1A of power to both ports simultaneously.

The unit features short circuit protection, over-current protection, low voltage shut-down and temperature monitoring making it ideal for any application. AHUK install a master power switch to enable the pilot to have final control over the aircraft electrical consumption. This switch also acts as an indicator to inform the crew that the USB ports are live and ready for connection to any device

STC from Airbus Helicopters UK Ltd (AHUK)

Compatible with the iPad Mini Folding Mount.
 EASA Minor change



> BENEFITS

- Charge any USB electrical device
- Lightweight, Small and Versatile.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.19 kg	0.08 m.kg	5 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

EHSI – BENDIX/KING™ KI825

Reference: 2013S08-12

Applicable to version(s): B2, B3, B3e

The KI825 indicator is an electronic flight instrument with necessary functions to indicate the horizontal flight situation "HSI" and navigation.

The KI825 indicator is an electronic flight instrument with necessary functions to indicate the horizontal flight situation "HSI" and navigation. Displays navigation information such as To / From, glide, heading (provided from the KCS55A system) and also information from Moving Map, Stormscope and GPS if the aircraft is properly equipped and configured.

STC from Helicópteros do Brasil SA (HELIBRAS)



KI825
Installation

> BENEFITS

- Security and reliability.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1,44 Kg	Negligible	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	7 Hour(s)
Avionics	8 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

EHSI SN3500 SANDEL™

Reference: 2011S11-11

Applicable to version(s): B2, B3, B3e

The Sandel Avionics SN3500 Electronic Horizontal Situation Indicator (EHSI) is a display which has a capability of displaying indications of positioning.

The Sandel Avionics SN3500 Electronic Horizontal Situation Indicator (EHSI) is a display which has a capability of displaying indications of directional gyros (DG) and horizontal situation (HSI) of the aircraft, in addition to allowing presentations of RMI (Radio Magnetic Indicator), GPS, traffic warning system (TAS), Marker Beacon, DME, Stormscope and alarms corresponding to the systems connected.

STC from Helicópteros do Brasil SA (HELIBRAS)



SANDEL SN3500 System

> BENEFITS

- Integrated Navigation
- Best reading of the instruments

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2.04 kg	1,93 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6,5 Hour(s)
Airframe, Electrical	2 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

EHSI SN3500 SANDEL™

Reference: 2011S04-15

Applicable to version(s): B4

Installation of Sandel Avionics SN3500 EHSI - Electronic Horizontal Situation Indicator.

The Sandel Avionics SN3500 Electronic Horizontal Situation Indicator (EHSI) is a display which has a capability of displaying indications of directional gyros (DG) and horizontal situation (HSI) of the aircraft, in addition to allowing presentations of RMI (Radio Magnetic Indicator), GPS, traffic warning system (TAS), Marker Beacon, DME, Stormscope and alarms corresponding to the systems connected.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Integrated Navigation
- Best reading of the instruments

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2 Kg	1,75 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	15 Hour(s)
Airframe, Cabin	12 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



Extended panel installation

Reference: 2001S04-12

Applicable to version(s): BA, B2, B3, B3e

The Extended Panel installation aims to provide more space than is available in the original panel, when needed by the aircraft configuration.

The Extended Panel installation aims to provide more space than is available in the original panel, when needed by the aircraft configuration. The Light Shield provide protection against light reflection on the instrument panel, while the fairing closes the assembly giving an appropriate finishing.

Total Weight: After assembly, the installation of extended panel becomes part of aircraft and compound the empty weight.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To increase area on the Panel for equipment installation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
6,8 Kg	6,5 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 Hour(s)
Avionics	7,5 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

Flightcell™ DZMx satcom incl. GSM cellular and fleet tracking system

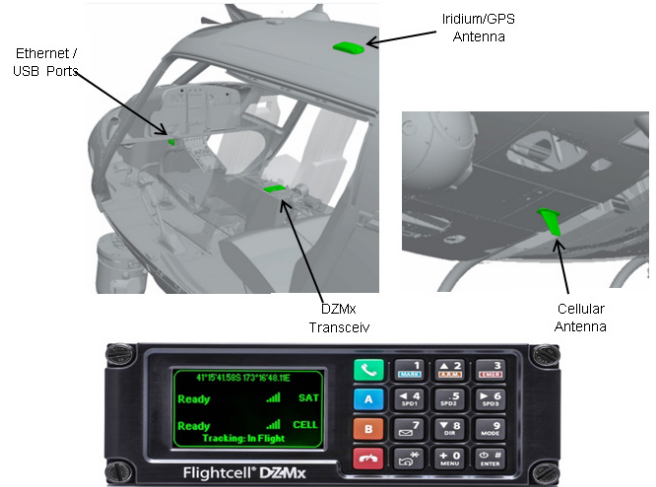
Reference: SR11334DS

Applicable to version(s): B3, B3e

Flightcell DZMx System provides an all-in-one airborne communications :

- Voice and broadband data communications (3G/4G/LTE)
- Voice and narrowband data communications via the Iridium satellite system
- Aircraft tracking via cellular network and Iridium satellite systems

- Aircraft Tracking Support:
Uninterrupted tracking via dual network satellite and cellular. The system auto-switches between networks for lower transmission costs
- Iridium Satellite Support:
Includes a GPS receiver for reception of date, time, geometric position information, altitude, and speed to support the aircraft tracking function. Provides voice calling, PTT, SMS text messaging, Short Burst Data (SBD), and IP data communications.
- Cellular Network Support:
With dedicated antenna, covers the 3G/4G/LTE cellular network with both voice and broadband (high-speed) data communications when within the subscribed cell network
- Wi-Fi and Bluetooth Support
- Ethernet and USB Support:
With an Ethernet/USB connector module on the LH side of instrument panel pedestal, the Ethernet connection is used to access high bandwidth data from the cellular network and/or low bandwidth data from the Iridium satellite network (with subscription to associated services).



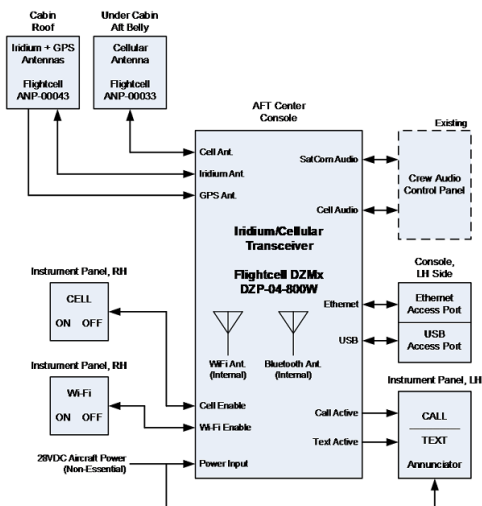
STC from Airbus Helicopters Inc. (AHI)

Notes:
Due to regional and/or country restrictions the transmission to the ground-based cellular network is not permitted during flight. The crew can inhibit the cell. radio via the "Cell" ON/OFF switch on the instrument panel.

BENEFITS

- Voice & broadband data communications via 3G/4G/LTE cellular network
- Voice and narrowband data communications via the Iridium network
- Aircraft tracking and reporting via cellular and Iridium satellite network

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.0 kg	On request	On request	On request	On request	eRFQ



Full Width Instrument Panel

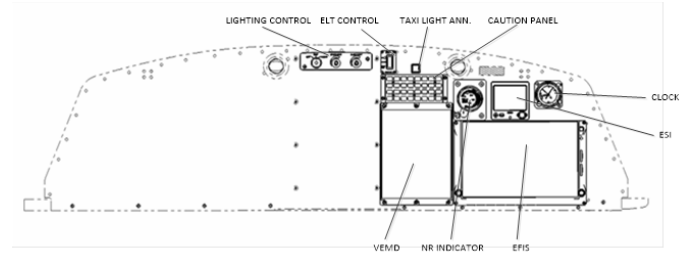
Reference: SR11317DS

Applicable to version(s): B3, B3e

Allows installation of a lot of extra equipment in the panel

The installation consists of the AHI Full width Instrument Panel. The panel gives the operator increased panel area for mission equipment systems. TC equipment shown in figure below.

STC from Airbus Helicopters Inc. (AHI)



> PRE-POST REQUISITE / EFFECTIVITY

Increased panel area for mission equipment systems
 Increased practical usable space

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- ANAC Brasil
- EASA Europe
- DGAC Mexico

KG	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+0.812 kg	Negligible	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
	On Request

Garmin GRA 5500 Radar Altimeter system

Reference: SR09509RC

Applicable to version(s): B3, B3e

Installation of the Garmin GRA 5500 radio altimeter System on the AS-350B3e with TC G500H and G500TXi.

The GRA 5500 is a digitally-based airborne low-range radar altimeter designed to calculate and provide precise Above Ground Level (AGL) altitude information that is displayed on the Garmin G500H and G500TXi EFIS.

The GRA 5500 conveniently puts your AGL readout right in front of you. This display integration, along with its reliability and accuracy, make it an optimal solution for operators equipping for NVIS operations. The GRA 5500 also integrates with the GTS 800 (not provided in this STC) and GTX 3(X) 5R (not provided in this STC) to provide a complete TCAS II system, and satisfies radar altimeter requirements for Class A TAWS systems and CAT II ILS operations.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- All-digital design provides smooth, consistent readout
- Meets requirements for Class A TAWS and TCAS II/ACAS II
- Meets requirements for CAT II ILS operations
- Highly accurate, rugged and reliable
- Interfaces with Garmin flight displays and 3rd party equipment

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.82 kg	+0.41 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

On Request



> PRE-POST REQUISITE / EFFECTIVITY

Use kit #350A82-1656-01 for Post AMS 07-4723 and #350A82-1656-02 for ECP OP-4962 (Txi).

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- EASA Europe
- FAA USA
- ANAC Brasil

Garmin™ G500H Glass cockpit - Flight Integrated System

Reference: SR09501RC

Applicable to version(s): B2, B3, B3e

Installation of Garmin G500H Electronic Flight Instrument System (EFIS)

This option replaces analog instruments and installs G500H EFIS with options for single or dual transponder, radar altimeter and traffic system. The Garmin G500H Flight Display System consists of a dual screen Primary Flight Display (PFD) / Multi-Function Display (MFD). The G500H is housed in a single unit that displays primary air data, the aircraft heading and attitude reference, and navigation information on two color Liquid Crystal Display (LCD) screens.

- Helicopter Synthetic Vision Technology:

Helicopter Synthetic Vision Technology (HSVT) is a terrain proximity warning system designed to increase situational awareness to terrain and obstacle threats in the flight path of the helicopter.

- Traffic Advisory System:

The G500H is designed to display traffic threats generated by the TAS (transponder equipped aircraft threats). A single "Traffic" voice alert is generated for traffic advisories.

AMS 07-4654 is the installation of the new avionics radio line (GTN650, GNC255A, GMA350H and GTX33H).

STC from Airbus Helicopters Inc. (AHI)

> BENEFITS

- Dual 6.5" flight displays that are easy to read
- See clearly in dark VFR night, DVE or inadvertent IMC with HSVT™
- Helicopter Terrain Awareness Warning System (HTAWS) support
- Weather, traffic, and charting all in your primary field of view
- Video input for FLIR or other camera display
- Enhanced avionics and cockpit flexibility
- Increased safety



> PRE-POST REQUISITE / EFFECTIVITY

Not applicable for H125 aircraft post AMS 07-4723

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- CAA Israel
- EASA Europe
- FAA USA



WEIGHT

+7.25 kg



MOMENT

136.8 m.kg



DOWN TIME

On request



LEAD TIME

On request



PRICE RANGE

54739 /
62044 USD
(e.c. 2017)



ONLINE CAT.

eRFQ

Garmin™ G500H Glass cockpit - Flight Integrated System

Reference: SR09497RC-D

Applicable to version(s): T2

Replaces analog instruments and installs G500H EFIS with options for single or dual transponder, radar altimeter and traffic system.

The Garmin G500H Flight Display System consists of a dual screen Primary Flight Display (PFD) / Multi-Function Display (MFD) housed in a single unit that displays primary air data, heading attitude reference and navigation information on color Liquid Crystal Display (LCD) screens. The G500H displays necessary flight data on two screens: aircraft attitude, altitude, speed and navigational position. Standby airspeed, attitude and altitude instruments are included in the installation as a secondary flight data source.

- **Helicopter Synthetic Vision Technology:**
 HSVT is a terrain proximity warning system that functions to increase the flight crew's situational awareness to terrain and obstacle threats in the flight path of the helicopter. The SVT system compares the aircraft's GPS based position and altitude to a terrain and obstacle database to display terrain and / or obstacles that may be in the helicopter's flight path. The MFD will display HSVT images when enabled.

- **Altitude Bug Setting and Alerting:**
 The Garmin G500H system includes a barometric referenced altitude alerting function. The Altitude "Bug" will provide a visual and audio alert (chime) during the associated conditions.

- **ChartView:**
 The chart display will default to the nearest airport (if no flight plan) or destination airport. While on the ground, the displayed charts will default to the current airport location, regardless of flight plan.

- **Traffic Information System:**
 The G500H EFIS System will display traffic threats when a FAA approved transponder is installed and interfaced with the GDU 620 display. The Traffic information system will only display transponder equipped threats within a TIS capable radar coverage area, the system uploads target data from ground radar via the transponder.

AMS 07-4654 is the installation of the new avionics radio line (GTN650, GNC255A, GMA350H and GTX33H).
 Not applicable for new H130 aircraft post ECP 07-4723 with TC installed G500H.

STC from Airbus Helicopters Inc. (AHI)



> PRE-POST REQUISITE / EFFECTIVITY

post AMS 07-4480
 130A82-0001-05 with LH PFD
 130A82-0001-06 with RH PFD

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
 DGAC Mexico
 DGCA India
 EASA Europe

> BENEFITS

- Enhanced situational awareness
- Integrated flight and systems displays
- Enhanced avionics and cockpit flexibility
- Increased safety



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

Garmin™ G500H Txi Glass cockpit - Flight Integrated System

Reference: SR11189DS

Applicable to version(s): B3e

The installation consists of a garmin G500H TXi PFD/MFD display, a L-3 ESI-500 electronic standby indicator and a True Blue USB charging port.

The installation consists of a garmin G500H TXi PFD/MFD display, a L-3 ESI-500 electronic standby indicator and a True Blue USB charging port.

Use kit #350A82-1662-01.

STC from Airbus Helicopters Inc. (AHI)

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

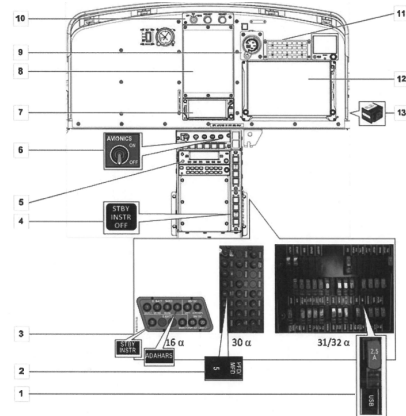


Figure 2: Instrument Panel and Console

1 - TA 202 Circuit breaker	8 - VEMD
2 - GDU 1080 Circuit Breaker	9 - NRV/N2 indicator
3 - ESI-500 Circuit Breaker	10 - Lighting Potentiometers
4 - ESI-500 power switch	11 - Caution and Warning panel
5 - GNC 255A COM2/NAV2	12 - GDU 1080 PFD/MFD
6 - Avionics master switch	13 - TA 202 USB charging port
7 - GTN 850 COM1/NAV1	

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to H125 aircraft equipped with Garmin G500H as TC equipment

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- IAC-AR Russia
- DGAC Mexico
- DCA Malaysia
- DGCA India
- TCCA Canada
- EASA Europe
- ANAC Brasil

Garmin™ GSR 56H SATCOM

Reference: SR11324DS

Applicable to version(s): B3, B3e

Installation of Garmin GSR 56H SATCOM System consisting of an Iridium satellite transceiver (located in the aft bag-gage compartment) and a compatible Iridium antenna (located on the cabin roof).

Installation of Garmin GSR 56H SATCOM System consisting of an Iridium satellite transceiver (located in the aft bag-gage compartment) and a compatible Iridium antenna (located on the cabin roof). The GSR 56H provides on-demand weather information, text/voice communications, and near real-time position tracking. The GTN 650 provides the in-terface for the crew to operate and access the SATCOM system functions, features, and weather overlays, and can also be displayed on and existing GDU 1060 display.



STC from Airbus Helicopters Inc. (AHI)

> BENEFITS

- On-demand weather information
- Text and voice communications through aircraft intercom system
- Position tracking

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +3,0 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

Note: If a secondary GDU 1060 is installed, only the pilot's or primary GDU will display GSR 56H information.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- EASA Europe
- DGAC Mexico
- ANAC Brasil

Genesys™ HELISAS 2 axis autopilot with GPS coupling

Reference: AHUK-350-0014

Applicable to version(s): B3e

The HeliSAS Autopilot and Stability Augmentation System dramatically improves safety and reduces workload for the pilot. HeliSAS ensures precise control during all modes of flight, regardless of wind conditions or shifts in weight.

In situations like whiteouts or brownouts where a pilot may lose visual reference, the HeliSAS is invaluable in maintaining a safe and stable attitude. If the helicopter is inadvertently flown to an extreme attitude, releasing the cyclic when HeliSAS is engaged will automatically return the helicopter to a neutral attitude. While the pilot may override the HeliSAS at any time with manual cyclic inputs, the attitude stabilisation and force feel features enhance handling characteristics to mitigate inadvertent cyclic control inputs that could result in dangerous attitudes.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change

Airbus Helicopters UK, as an approved installer, will be required to install this modification in an EASA environment.



> PRE-POST REQUISITE / EFFECTIVITY

- If autopilot heading hold is desired, a heading system (e.g. DG with heading bug) must be installed and active.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Lightweight
- Improved safety and decreased workload.



WEIGHT

+13.94 kg



MOMENT

+10.35 m.kg



DOWN TIME

3 Week(s)



LEAD TIME

8 Week(s)



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Avionics

Airframe, Mechanics

INSTALLATION DURATION

On Request

On Request

Genesys™ HELISAS 2 axis autopilot with GPS coupling

Reference: AHUK-130-0019

Applicable to version(s): T2

The HeliSAS Autopilot and Stability Augmentation System dramatically improves safety and reduces workload for the pilot. HeliSAS ensures precise control during all modes of flight, regardless of wind conditions or shifts in weight.

In situations like whiteouts or brownouts where a pilot may lose visual reference, the HeliSAS is invaluable in maintaining a safe and stable attitude. If the helicopter is inadvertently flown to an extreme attitude, releasing the cyclic when HeliSAS is engaged will automatically return the helicopter to a neutral attitude. While the pilot may override the HeliSAS at any time with manual cyclic inputs, the attitude stabilisation and force feel features enhance handling characteristics to mitigate inadvertent cyclic control inputs that could result in dangerous attitudes.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change.

Pre-Requisite for Standard Mechanical Instrumentation is to have the installation of AHF Compass System and Cobham ADAHRS. Alternatively, AHUK has a dedication Change to cover this activity.

Airbus Helicopters UK, as an approved installer, will be required to install this modification in an EASA environment.



> PRE-POST REQUISITE / EFFECTIVITY

- If autopilot heading hold is desired, a heading system (e.g. DG with heading bug) must be installed and active.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Lightweight
- Improved safety and decreased workload.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+13.94 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	On Request
Avionics	On Request

GLONASS Integration

Reference: SB-EC130-No-KAS-34-176

Applicable to version(s): T2

Integration of the RDC TSS GLONASS navigation system as a secondary navigation device

GLONASS is a satellite based global navigation network, owned by the Russian federation. The RDC TSS system is a navigation system which has the capability to navigate based on the GLONASS system. The TSS unit is a MMI and receiver in one. The integration level of the TSS system is low. No data interfaces will be established by the present modification.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- IFR certified airborne GLONASS/GPS navigation system
- Satellite based Russian navigation network which allows navigation all over the world
- Color LCD display with 640 x 480 pixels

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3.101 kg	+4.796 m.kg	3 Day(s)	8 Week(s)	On request	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GPS/Moving map MT-VISIONAIR™

Reference: 2011S07-07

Applicable to version(s): B2, B3, B3e

The System GPS/Moving Map MT-VisionAir is a device to aid the navigation with flight information, in real time, overlaid in the moving map.

The System GPS/Moving Map MT-VisionAir is a device to aid the navigation with flight information, in real time, overlaid in the moving map. This system is applicable for VFR (Visual Flight Rules) and shall be used only as a secondary mean of navigation.

STC from Helicópteros do Brasil SA (HELIBRAS)

> BENEFITS

- Navigation aid
- Terrain information (Terrain module)

KG	✈️	🕒	📦	📡	📄
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.2 kg	1,386 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	5 Hour(s)
Airframe, Electrical	8 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

GPS-NAV-COM Garmin GTN750H

Reference: AHUK-350-0021

Applicable to version(s): B3e

The GTN750H is a fully integrated GPS/NAV/COM solution.

The 6.9" touchscreen controls and large display give you an access to high-resolution terrain mapping, graphical flight planning, geo-referenced charting, traffic display, multiple weather options, connectivity, advanced navigation, which ease the interface Pilot/Aircraft.

The modification includes the installation of:

- Multi-Bloc Centre Console
- Garmin GMA35 to replace the GNC 255A and GMA 350H.

A second configuration with the GMA35c is available to enable the Bluetooth onto the ICS

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Increased screen display compared to the GTN650

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2.9 kg	3.17 m.kg	20 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

- Multi-Bloc Centre Console

> CERTIFICATION ORGANIZATION(S)

EASA Europe

High Frequency (HF) Radio Bendix/King KHF 1050 with towel bar antenna

Reference: 350SEA 65 0400.00

Applicable to version(s): B4

The KHF 1050 system provides HF communications capabilities to the aircraft.

Modification comprises: KPA 1052 Power Amplifier, KRX 1053 Receiver/Exciter, KAC 1052 Antenna Coupler, PS 440 Control Display Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- BVR communications on HF frequencies.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+20.55 kg	+91.85 m.kg	14 Day(s)	On request	54896 / 124435 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

High Frequency (HF) Radio Bendix/King KHF 1050 with wire antenna

Reference: 350SEA 07 7061.00

Applicable to version(s): B2

The KHF 1050 system provides HF communications capabilities to the aircraft.

Modification comprises: KPA 1052 Power Amplifier, KRX 1053 Receiver/Exciter, KAC 1052 Antenna Coupler, PS 440 Control Display Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Provide Radio Communication in High Frequency Bandwidths

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+20.683 kg	+86.10 m.kg	14 Day(s)	On request	51344 / 120883 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

High Frequency (HF) Radio Bendix/King KHF 950 with wire antenna

Reference: 350SEA 07 3710.00

Applicable to version(s): B3

The **KHF 950** system provides HF communications capabilities to the aircraft.

Modification comprises: KTR 953 Receiver/Exciter, KAC 952 Antenna Coupler, KCU 951 Controller Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Provide radio communications in the high frequency bandwidth.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+16.21 kg	+62.971 m.kg	14 Day(s)	On request	64121 / 110070 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

DGCA Indonesia

High Frequency (HF) Radio Bendix/King™ KHF 1050 with towel bar antenna

Reference: 350SEA 65 0408.00

Applicable to version(s): T2

The KHF 1050 system provides HF communications capabilities to the aircraft.

Modification comprises: KPA 1052 Power Amplifier, KRX 1053 Receiver/Exciter, KAC 1052 Antenna Coupler, PS 440 Control Display Unit, Tramec Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- BVR communications on HF frequencies.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+22.527 kg	+96.238 m.kg	14 Day(s)	On request	54896 / 124435 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

High Frequency (HF) Radio Bendix/King™ KHF 1050 with wire antenna

Reference: 350SEA 65 0405.00

Applicable to version(s): B3e

The KHF 1050 system provides HF communications capabilities to the aircraft.

Modification comprises: KPA 1052 Power Amplifier, KRX 1053 Receiver/Exciter, KAC 1052 Antenna Coupler, PS 440 Control Display Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- BVR communications on HF frequencies.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 20.604 kg	+85.71 m.kg	14 Day(s)	On request	51344 / 120883 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

High Frequency (HF) Radio Bendix/King™ KHF 950 with towel bar antenna

Reference: 350SEA 07 3815.00

Applicable to version(s): B4

The KHF 950 system provides HF communications capabilities to the aircraft.

Modification comprises: KTR 953 Receiver/Exciter, KAC 952 Antenna Coupler, KCU 951 Controller Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- BVR communications on HF frequencies.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+14.893 kg	+66.88 m.kg	14 Day(s)	On request	64123 / 110072 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

FAA USA

High Frequency (HF) Radio Bendix/King™ KHF 950 with wire antenna

Reference: 350SEA 65 0402.00

Applicable to version(s): B2

The **KHF 950** system provides HF communications capabilities to the aircraft.

Modification comprises: KTR 953 Receiver/Exciter, KAC 952 Antenna Coupler, KCU 951 Controller Unit, Wire Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide radio communications in high frequency bandwidth

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+18.48 kg	+80.06 m.kg	14 Day(s)	On request	64123 / 110072 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hourmeter

Reference: 2012S09-11

Applicable to version(s): B2, B3, B3e

The Hour Meter Flight monitors the flight duration

The Hourmeter HOBBS, has the function to measure and record the time in which the engine worked in n rated speed operation, operating from the opening of the engine oil pressure Manoccontactor.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To control flight time.

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, Electrical	3 Hour(s)
Avionics	3 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

Hourmeter Datcon Model 873

Reference: 350SEA 07 7426.00

Applicable to version(s): B3e







The Datcon Hourmeter provides supplementary flight time information to the pilot.

Modification comprises: Datcon Model 873 Hourmeter

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- Improved flight data logging provisions.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.91 kg	+6.93m.kg	2 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Day(s)
Electrical systems	2 Day(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

HYDR test indication for double hydraulic servocontrols

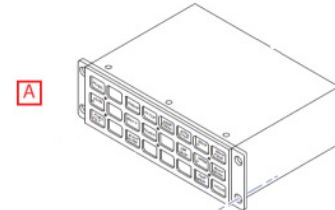
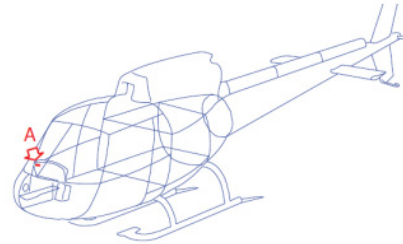
Reference: AS350-67.00.64 (R2)

Applicable to version(s): B3

Optimization of "HYDR" test indication for helicopters equipped with double hydraulic system to signal to the pilot that the hydraulic switch on the stick is "OFF" by a flashing of the "HYD2" indicator light on the caution and warning panel and allow the pilot to check that the pressure switch associated with each hydraulic system is functional before takeoff.

Modification 074622 consists in installing a timer relay and adding a second "HYD2" indicator light to the caution and warning panel.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Warning panel to display the status of the two circuits, indicate to the pilot that the hydraulic switch on the collective grip is set to "OFF" and allow the pilot to check that the pressure switch associated with each hydraulic system is functional before take-off.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s) to 1 Day(s) depending on aircraft configuration	26 Week(s)	1874 - 1906 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft equipped with :

- Double hydraulic servocontrol

and not equipped with :

- MOD 074622 (HYDR test indication for double hydraulic servocontrols)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 to 8 Hour(s) depending on aircraft configuration
Airframe, Electrical	1 Hour(s)

HYDR test indication for double hydraulic servocontrols

Reference: AS355-67.00.43 (R2)

Applicable to version(s): NP

Modify the "HYDR" test indication on helicopters equipped with the double hydraulic system.

This service bulletin consist in :

- Install the timer relay and its support
- Install the wiring linked to the new configuration
- Replace the warning panel nameplate

NP version Helicopters on which revision 1 was complied with are affected by this revision 2.

SB from Airbus Helicopters France (AHF)

Nameplate are available in french and english.



> BENEFITS

- This service bulletin allow to :
- Indicate to the pilot when the hydraulic switch on the collective grip is set to "OFF".
- Allow the pilot to check when the pressure switch associated with each hydraulic system is functional before takeoff.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074622 : add a second indicator light to the caution and warning panel to display the status of the two circuits

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	36 Hour(s)	26 Week(s)	3823 - 4139 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Avionics	8 Hour(s)

ICS adaptation for 8-seats configuration

Reference: EC130-23-30-Mas (R0)

Applicable to version(s): B4, T2

Installation of jack connections on aircraft with the 3 forward seat installation (or 8-seat installation).

This upgrade is coming on top of the upgrade 8 seats installation on EC130/H130 (SB EC130-25-10-MAS "8 seats Installation").

Shall be intalled together with "8 seats Installation" (SB EC130-25-10-MAS).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- ICS adaptation for both standard or BOSE headsets

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.05 kg	+0.09 m.kg	1 day(s)	23 Week(s)	935 - 6997 EUR (e.c. 2023)	eOrdering

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	7 Hour(s)

Installation of GPS Antenna Base on Tail Fin Cap

Reference: AS355NP/363

Applicable to version(s): NP




The installation offers a fixed provision for teardrop antenna on the top of the upper tail fin.

The installation consists of:

- Modification of aircraft instrument panel
- Installation and integration of a Second Flight Display EFD1000H assembly unit.
- Installation of Remote Sensor Module and its associate bracket.

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.1 kg	+0.70 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	On request
Airframe	On request

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

Installation of headset hooks

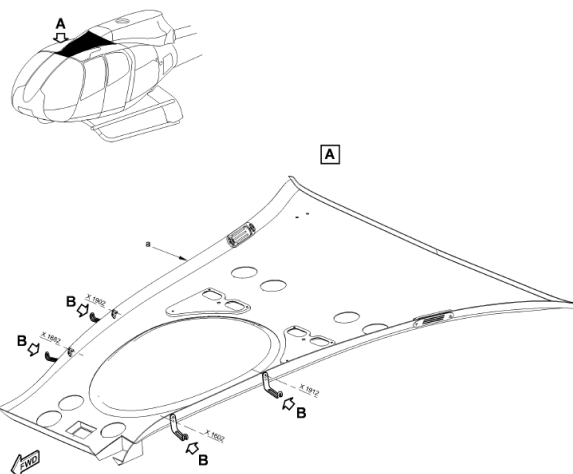
Reference: EC130-25-076 (R1)

Applicable to version(s): B4

This installation improves cabin functionality by installing headset hooks on each side of the ventilation corridor. Its application is limited to ceiling panels which do not have anchor nuts already installed in series.

This Service Bulletin consists in installing headset hooks on each side of the ventilation corridor at the front of the cabin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve cabin functionality

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,044 kg (for 4 hooks)	+0,078 m.kg	0,5 Day(s)	19 Week(s)	306 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

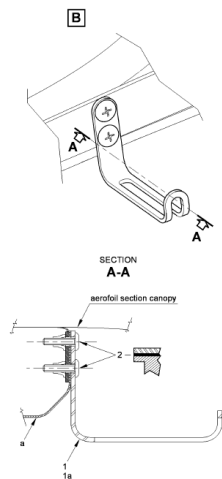
QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
 • MOD 073569 (Installation of headset hooks)
 And equipped with :
 • MOD 073523
 • MOD 073545

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Installing of Dual Audio Selector System - KMA24H-71

Reference: 2015S05-07

Applicable to version(s): B4

The KMA24H-71 unit is an Audio Selector and intercom system.

The KMA24H-71 unit is an Audio Selector and intercom system, which enable: Pilot, co-pilot and passengers on board intercommunication. Communication between stations, audio navigation and communication equipment (VHF, ADF, NAV, etc.). External communications in the pilot and copilot stations.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To control audio signals of the on board equipment and communication systems
- Private communication between pilot and crew whenever necessary

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2,0 kgf	2,352 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Avionics	25 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

Instrument Panel iPad Mini Mount

Reference: AHUK-350-0001

Applicable to version(s): B3

Secure attachment of iPad Mini within the instrument panel

The Instrument Panel iPad Mini Mount is a recessed stowage located in the LHS instrument panel. The mount includes a recessed housing assembly and a spring loaded cradle to ensure secure stowage and retention of the iPad Mini. The spring loaded cradle means that fitment and removal of the iPad Mini is simple and quick. Due to the recessed housing once the iPad Mini is fitted to the mount it provides a flush finish ensuring a visually stunning cockpit installation. The modification requires a rework of the central panel.

STC from Airbus Helicopters UK Ltd (AHUK)

Compatible with Universal iPad Mini (not included).
 EASA Minor change.



> BENEFITS

- Secure quick fit/release system
- Flush mount for great cockpit finish

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.62 kg	0.59 m.kg	5 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Instrument panel iPad Mount including a power supply

Reference: AHUK-350-0020

Applicable to version(s): B3e

The Instrument Panel Portable Electronic Device (PED) Mount is a recessed stowage located in the LHS instrument panel.

The mount includes a recessed housing assembly and a spring loaded cradle to ensure secure stowage and retention of a PED. The modification includes a dedicated USB power supply which is located behind the assembly. The assembly is equipped with a mechanism allowing to tilt the screen toward the pilot. The spring loaded cradle means that fitment and removal of the PED is simple, quick and without.

Due to the recessed housing once the PED is fitted to the mount it provides a flush finish ensuring a visually stunning cockpit installation.

AHUK install a master power switch to enable the pilot to have final control over the aircraft electrical consumption. This switch also acts as an indicator to inform the crew that the PED USB port is live and ready for connection to a compatible device.

Compatible with iPad Air 9.7" or iPad Pro 11".

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

- The modification will require a new lighting plate or a new instrument panel

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Secure quick fit/release system.
- Flush mount for great cockpit finish.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.88 kg	1.75 m.kg	5 Day(s)	On request	On request	eRFQ

iPad Mini Folding Mount (LHS and-or RHS)

Reference: AHUK-350-0002

Applicable to version(s): B3e

The Folding iPad Mini Mount is installed outboard of the instrument panel glare shield. The mount consists of a bracket assembly and spring loaded cradle.

The spring loaded cradle ensures secure stowage and retention of the iPad Mini. The spring loaded mechanism means fitment and removal of the iPad Mini is simple, quick and there is no need for tooling or locking keys. The bracket assembly enables the user to fold-out the iPad and then retains it in position for viewing, access and touchscreen control. With an applied force the bracket will fold-in and stows adjacent to the instrument panel glare shield enabling pilot and co-pilot unrestricted view out of the cockpit.

The change is compatible with 3 different configurations:

- Pilot
- Co-pilot
- Pilot and co-pilot

- EASA Service Bulletin available

STC from Airbus Helicopters UK Ltd (AHUK)

The iPad Mini is not included in the option.
 Compatible with AHUK-350-0003 - Dual USB Charging Port (LHS and-or RHS)
 EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Folds for unrestricted cockpit view
- Cost effective
- LHS and/or RHS Solution

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.39 kg	0.37 m.kg	2 Day(s)	On request	On request	eRFQ

iPad Mini Folding Mount (LHS)

Reference: AHUK-130-0005

Applicable to version(s): T2

The Folding iPad Mini Mount is installed outboard of the instrument panel glare shield. The mount consists of a bracket assembly and spring loaded cradle.

The spring loaded cradle ensures secure stowage and retention of the iPad Mini. The spring loaded mechanism means fitment and removal of the iPad Mini is simple, quick and there is no need for tooling or locking keys. The bracket assembly enables the user to fold-out the iPad and then retains it in position for viewing, access and touchscreen control. With an applied force the bracket will fold-in and stow adjacent to the instrument panel glare shield enabling unrestricted view out of the cockpit.

- EASA Service Bulletin available

STC from Airbus Helicopters UK Ltd (AHUK)

Compatible with Universal iPad Mini. Compatible with the Dual USB Charging port.
 EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Folds for unrestricted cockpit view.
- Cost effective



WEIGHT

0.39 kg



MOMENT

0.37 m.kg



DOWN TIME

2 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

Jupiter audio controllers

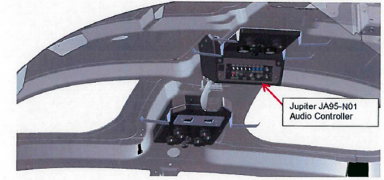
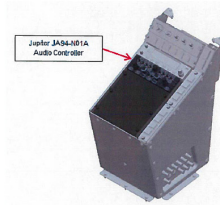
Reference: SR11330DS

Applicable to version(s): B3, B3e

Installation of two Jupiter Audio Controllers, replacing the existing crew audio control panel with a new Jupiter JA94-N01A crew audio control panel in the cockpit console multi-block for the pilot.

Installation of two Jupiter Audio Controllers, replacing the existing crew audio control panel with a new Jupiter JA94-N01A crew audio control panel in the cockpit console multi-block for the pilot. It also adds a new Jupiter JA95-N01 audio control panel in the aft cabin overhead for the crew. As an option, a foot-operated PTT switch can also be in-stalled for the pilot. Single/Dual.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

FAA USA

> BENEFITS

- Allowing easy control of the Jupiter audio system for both pilot and crew.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +4,0 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

KMA24H-71 dual audio selector system

Reference: 2014S04-13

Applicable to version(s): B2, B3, B3e

Dual Audio System Installation - KMA24H-71 enables internal and external communication

The KMA24H-71 unit is an Audio Selector and intercom system, which enable: Pilot, co-pilot and passengers on board intercommunication. Communication between stations, audio navigation and communication equipment (VHF, ADF, NAV, etc.). External communications in the pilot and copilot stations.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To control audio signals of the on board equipment and communication systems
- Private communication between pilot and crew whenever necessary



WEIGHT

2.0 kg



MOMENT

1,936 kgf.m



DOWN TIME

4 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Avionics

Airframe, Electrical

INSTALLATION DURATION

25 Hour(s)

12 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

KMA24H-71 dual audio selector system

Reference: 2002S10-14

Applicable to version(s): BA

Dual Audio System Installation - KMA24H-71 enables internal and external communication

The KMA24H-71 unit is an Audio Selector and intercom system, which enable: Pilot, co-pilot and passengers on board intercommunication. Communication between stations, audio navigation and communication equipment (VHF, ADF, NAV, etc.). External communications in the pilot and copilot stations.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To control audio signals of the on board equipment and communication systems
- Private communication between pilot and crew whenever necessary

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2,00 kg	10,4 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Avionics	25 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

Lean Instrument Panel

Reference: AHUK-350-0029

Applicable to version(s): B3e

The Lean Instrument Panel (LIP) for H125 is designed for unparalleled and unrestricted visibility during single-pilot VFR operations, without sacrificing on form or functionality. It is offered both as an option for new helicopters or as a retrofit to a H125.

The Lean Instrument panel consists of:

- Replacing the standard GDU620 with the GDU700P, also known as G500H Txi 7"
- Replacing the standard mechanical stand-by instruments with the ESI-500
- Installing 2 x dual USB on the sides of the glare shield

The resulting space-saving allows the panel to be shortened by over 0.3m, as well as saving up to 3.8 k. This option provides a significantly improved visibility and awareness for the pilot, especially looking ahead or to the front-left of the aircraft.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



PRE-POST REQUISITE / EFFECTIVITY

AS350B3e equipped with G500 (GDU620)

CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

- Glass panel instruments including Garmin GDU 700P
- Weight saving over stock panel of between 2.1Kg and 3.8Kg
- 327mm reduction in width from stock panel
- Increased pilot FOV and awareness
- Designed with future NVG certification in mind



WEIGHT

Complete Installation
-2.1 kg to baseline



MOMENT

Complete Installation
-2.247 m.kg to baseline



DOWN TIME

3 Week(s)



LEAD TIME

On request



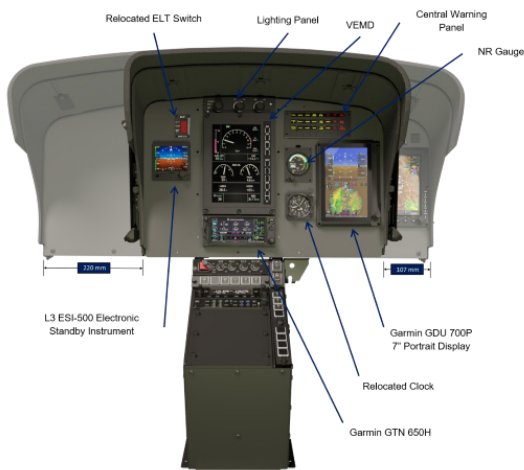
PRICE RANGE

On request



ONLINE CAT.

eRFQ



Left hand Pilot Configuration

Reference: 350-400004/-400074/-400164

Applicable to version(s): BA, B2, B3

Left hand drive.

The pilot-in-command position is moved from the right to the left hand side, along with all associated flight controls and additional cockpit controls and instrumentation. The Instrument Panel is available in three different sizes including: tour, standard and extended.

Relocating the aircraft battery to the tailboom (Battery Relocation Kit) is highly recommended.

The space remaining in the center of the cockpit floor after the engine control quadrant is moved to the left allows for a 7 Place Interior Configuration. Left-hand Pilot lighting modification and configuration to be addressed by installer. Lighting solution included for aircraft with multi-bloc console.



STC from Airbus Helicopters Canada Ltd (AHCA)

> BENEFITS

- Increased visibility of load during cargo sling operations
- Improved cabin space for additional options
- Allows for the use of dual controls

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.14 kg	+2.42 m.kg	14 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Dual controls are prohibited if 7 Place Interior is installed in accordance with (TCCA) SH96-39. Minimum crew consists of one pilot in the left hand seat.

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA
- ANAC Brasil
- TCCA Canada
- DGAC Mexico

Monitor AVDU-2655

Reference: 2013S05-17

Applicable to version(s): B2, B3, B3e

The AVDU-2655 is a mission monitor, LCD 10.4 "multi-function, designed to display images from different video sources such as Video Camera, Moving Map, DVD, among others.

The monitor has two video inputs for high definition (HD-SDI) and up to 18 analog inputs.

STC from Helicópteros do Brasil SA (HELIBRAS)



Monitor AVDU-2655 installation

> BENEFITS

- Image in High definition.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
4.1 kg	4,152 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

The STC 2013S05-16 - Recorder Installation VRDV-5004 and STC 2013S05-15 - Imagery Generation System FLIR STAR SAFIRE 230HD are considered prerequisites for this change. 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

Motorola MTM5400 TETRA radio installation

Reference: 2019S04-05

Applicable to version(s): B3

The MTM5400 TETRA Radio provides airborne communication within a TETRA communications network operating in the frequency band of 380 to 430 MHz. The transceiver supports the transmission of voice, data and can operate in both the Trunked Mode of Operation (TMO, in a network) and the Direct Mode of Operation (DMO, without a network infrastructure).

The MTM5400 TETRA Radio provides airborne communication within a TETRA communications network operating in the frequency band of 380 to 430 MHz. The transceiver supports the transmission of voice, data and can operate in both the Trunked Mode of Operation (TMO, in a network) and the Direct Mode of Operation (DMO, without a network infrastructure).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide on board tactical communication.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2,691 KG	X.M: 2,718 kg.m Y.M: 0,247 Kg.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	12 Hour(s)
Airframe, Cabin	7 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



Multi Function Display GMX200™

Reference: 2012S07-03

Applicable to version(s): B2, B3, B3e

The Garmin GMX 200 I / O Traffic is a multi-function display for graphical presentation of moving maps, terrain, obstacles, local air traffic (as selected range).

The Garmin GMX 200 I / O Traffic is a multi-function display for graphical presentation of moving maps, terrain, obstacles, local air traffic (as selected range). The display requires the reference position provided by a GPS to the correct orientation of the "moving map" and other graphic displays.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Flight support
- Pilot auxiliary

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.2 Kg	2,330 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	18 Hour(s)
Avionics	18 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





Multi Function Display GMX200™

Reference: 2012S07-03

Applicable to version(s): B4, T2

The Garmin GMX 200 I / O Traffic is a multi-function display for graphical presentation of moving maps, terrain, obstacles, local air traffic (as selected range).

The Garmin GMX 200 I / O Traffic is a multi-function display for graphical presentation of moving maps, terrain, obstacles, local air traffic (as selected range). The display requires the reference position provided by a GPS to the correct orientation of the "moving map" and other graphic displays.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Flight support
- Pilot auxiliary



WEIGHT
3.02 kg



MOMENT
2,33 kgf.m



DOWN TIME
3 Day(s)



LEAD TIME
On request



PRICE RANGE
On request



ONLINE CAT.
eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	19 Hour(s)
Avionics	20 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



Multiband transceiver TECHNISONIC™ TDFM-9300

Reference: 2014S11-04

Applicable to version(s): B2, B3, B3e

The Multiband Transceiver Technisonic TDFM-9300 Installation aims to meet the demand of a tactical communications system.

The Multiband Transceiver Technisonic TDFM-9300 Installation aims to meet the demand of a tactical communications system, with digital trunking and encryption capabilities, for parapublic operations. Operation modes: conventional analog, digital FM P25, trunking SmartNet / SmartZone and P25 Trunking 9600 Phases 1 and 2.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide on board tactical communication.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
9.801 kg	30,4961 kgf.m	10 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	42 Hour(s)
Avionics	50 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

New collective stick hooking lock

Reference: AS350-67.00.37 (R3)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin was to avoid untimely unhooking of the collective stick from its low pitch position.

Airbus Helicopter has prepared this modification which consists in replacing the original light alloy hooking lock with a steel hooking lock with different shape.

SB from Airbus Helicopters France (AHF)

Not interchangeable.
Mixability not authorized.

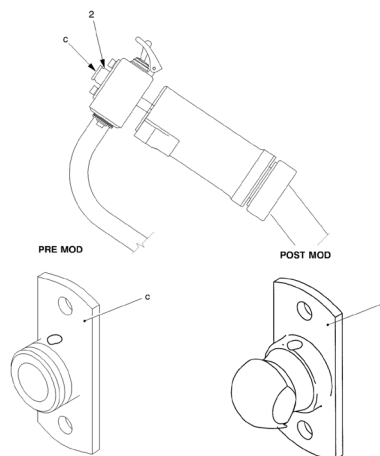
> BENEFITS

- This modification provides the hooking lock with a higher wear resistance.

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	2 Hour(s)
Pilot with appropriate training and certification	1 Hour(s)



Embodiment of modification 073237 - Versions B, BA, BB, B1, B2 and D

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with a collective stick head fitted with hooking lock P/N :

- 350A77-1309-23
- 350A77-1309-24
- or 350A27-3155-20

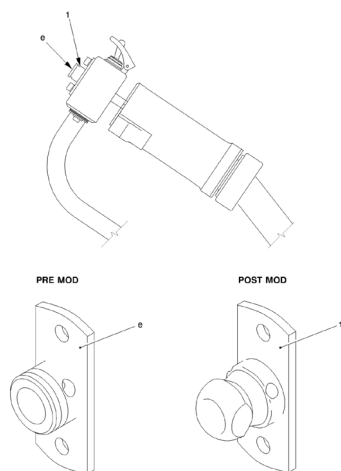
and not equipped with :

- MOD 073237 (Replacement the original light alloy hooking lock with a steel hooking lock with different shape)

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Embodiment of modification 073237 - Version B3



New headset hooks

Reference: EC130-25-076 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to improve cabin functionality by installing headset hooks on each side of the ventilation corridor.

This Service Bulletin consists in installing headset hooks on each side of the ventilation corridor at the front of the cabin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve cabin functionality

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.176 kg	+ 0.031 kg.m	0,5 Day(s)	19 Week(s)	306 EUR (e.c. 2023)	eOrdering
(for 4 hooks)					

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073569 (Installation of headset hooks)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New routing of the pitot-static circuit

Reference: AS355-34.00.18 (R0)

Applicable to version(s): NP

The purpose of this Service Bulletin is to apply MOD 073994 which consists in removing the low points on the routing of the pitot-static circuit to make the bleed procedure more effective.

This Service Bulletin consists in removing the low points within 3 zones defined :

- Basic pitot-static circuit (helicopter RH side).
- The rear bleed
- New routing

In option : add optional circuit (helicopter LH side) :

- New routing
- Modification of the covering

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose consists in removing the low points on the routing of the pitot-static circuit to make the bleed procedure more effective.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1.5 Day(s) or 2 Day(s) depending on aircraft configuration	73 Week(s)	4962 - 5628 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 or 4 Hour(s) depending on aircraft configuration
Avionics	6 or 10 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073940 (creating a new installation of the pitot-static circuit for version 355NP)

and not equipped with :

- MOD 073994 (removing the low points on the routing of the pitot-static circuit)

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

- MOD OP3902 (installing an auxiliary pitot tube)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Portable flashlight

Reference: 2012S05-04

Applicable to version(s): B2, B3, B3e

This installation has the purpose of this facility is to provide to the pilot of the aircraft one portable flashlight easily accessible.

The purpose of this facility is to provide to the pilot of the aircraft one portable flashlight easily accessible. The Portable Flashlight is packaged in a pocket attached to the lateral column of door. The 4 red and 4 blue LEDs combine with 20 Ultra Bright White LEDs for a total of 28 LEDs.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Easy access

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.4 kg	0,329 kgf.m	3 Hour(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 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



PowerFLARM Core Installation

Reference: AHUK-350-0025

Applicable to version(s): B3e

The PowerFLARM Core is Traffic Advisory System used mainly by light aircraft, gliders and sky divers.

AHUK installation is covering the ADS-B IN option, which significantly reduces the risk of air-collision.

The system is fitted with dual antenna system fitted on the outside of the aircraft, and the CORE module install in the avionic bay.

The installation includes a switch on the centre console to mute the alarms.

Display options:

- Displayed on an iPad or compatible device via Wi-Fi relay installed in the cabin
- Displayed on an Air Traffic Display which requires the relocation of the ELT push button. Wi-Fi option is included

The Wi-Fi relay is located in the back of the cabin, allowing any compatible device to display the information

3 Different AHUK solutions to display information:

- Foldable iPad Mini (AHUK-350-0002)
- Integrated iPad (AHUK-350-0020/0027)

• This equipment is not TSO certified, therefore the information communicated by the system are indicative. The system cannot replace an approved Traffic Advisory System.

- Airbus Helicopters does not provide the software for the embedded PED.
- PowerFLARM with Wi-Fi Relay only is not yet certified.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change

> BENEFITS

- Reduce collision risk
- Range coverage: Up to 10km
- Receiver option

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



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Push Button Guard

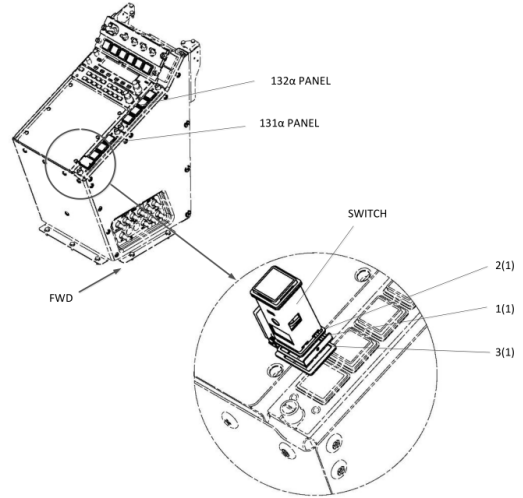
Reference: SR11326DS

Applicable to version(s): B2, B3, B3e

This modification adds a flipguard to any Esterline switch located in the console 131 or 132 switch panels.

This has been designed for the Windshield Wiper initially.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Safety.

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

FAA USA

Second Garmin GDU 1060 for dual G500H Txi

Reference: SR11332DS

Applicable to version(s): B3, B3e

This adds an additional Garmin GDU 1060 display and an optional ESI 500 standby instrument for the co-pilot installed on the left.

This adds an additional Garmin GDU 1060 display with optionally associated ESI 500 standby instrument for the co-pilot installed on the left. The co-pilot's GDU 1060 display shares the same single set of primary flight sensors (TC sensors, part of basic aircraft) as the pilot's GDU 1060 display (pre-existing to the right side).

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Dual large 10.6" bright, crisp, flight display that is easy to read
- See clearly in dark VFR night, DVE or inadvertent IMC with HSVT™
- Helicopter Terrain Awareness Warning System (HTAWS) support
- Weather, traffic, and charting all in your primary field of view
- Good for dual pilot operations and flight crew training.
- Part 23 IFR-like layout.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +17,0 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

For H125 B3.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
 FAA USA
 EASA Europe

Second Hydraulic Caption Light on the Warning Panel

Reference: EC130-31-50-Mas (R1)

Applicable to version(s): B4, T2

The upgrade consists in the installation of a second hydraulic light on the warning panel.

This upgrade consists in replacing the existing warning panel label and modifying the wiring of the warning panel lights.

SB from Airbus Helicopters France (AHF)

Warning panel labels pre- and post-MOD are not interchangeable, warning panels pre- and post-MOD are not interchangeable.



> BENEFITS

- Check that the pressure switches related to the hydraulic systems are functional before take-off.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	44 Week(s)	131 - 4523 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

MOD 074437 (Modification of hydraulic failure display logic)

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

- MOD 074363 (Definition of electrical installation) (For helicopters versions T2)
- MOD OP4367 (ELEC. air conditioning installation) (For helicopters versions T2)
- MOD 073587 (Standardization of instrument panel, equipment harmonization / Operating principle) (For helicopters versions B4)
- MOD OP2940

> CERTIFICATION ORGANIZATION(S)

EASA Europe

StandBy ESI-500 or ESI-2000 installation

Reference: SR09500RC-D

Applicable to version(s): B3, B3e

Replaces analog instruments and installs the ESI-500 or ESI-2000 as stand-alone.

The ESI-500 and ESI-2000 are integrated standby instrument system intended to serve as backup in case of a failure of the standard glass cockpit instrumentation, allowing pilots to continue to receive key flight-related information.

Use kit #350A82-1645-06 for ESI-500 or #350A82-1645-04 for ESI-2000 on aircraft post AMS 07-4723.

STC from Airbus Helicopters Inc. (AHI)

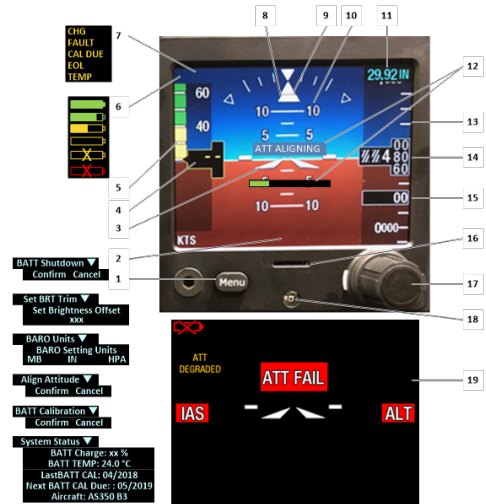
BENEFITS

- Combines attitude, altitude, airspeed, slip/skid and optional heading data into a single digital display
- Logically grouped flight data eliminates multiple instruments, making the transition to standby easier
- Internal battery (ESI-2000 model) provides flight data for a minimum of one hour after power loss
- Single instrument reduces weight and scan times vs. reading multiple instruments
- Solid-state design offers increased reliability compared to electro-mechanical instruments

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

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	On Request



PRE-POST REQUISITE / EFFECTIVITY

AS350B3 POST AMS 07 4723

CERTIFICATION ORGANIZATION(S)

- CAA Israel
- TCCA Canada
- FAA USA
- EASA Europe

Status Aft Observer Console

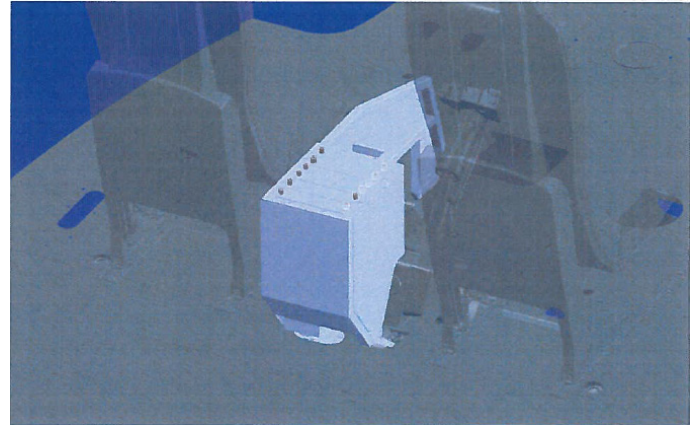
Reference: SR11335DS

Applicable to version(s): B3, B2, B3e

This installation adds a console aft of the collective for the observer in the aft passenger compartment, and has room to add additional mission avionics equipment.

Aft Console / Collective Barrier to provide location for future equipment. Those equipment would be typically be used by a technical flight officer in the cabin.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- More real estate

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- EASA Europe
- ANAC Brasil
- DGAC Mexico

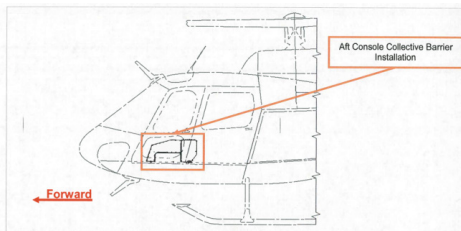


Figure 1 - Location of the Aft Console Collective Barrier Installation on AS350

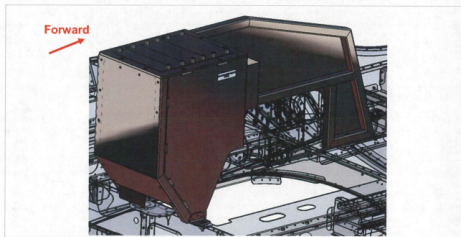


Figure 2 - General View of the Aft Console Collective Barrier Installation

Thales H321 EGM™ Standby Horizon

Reference: 350SEA 68 0106.00

Applicable to version(s): T2

The H321 EGM Standby Gyro Horizon provides a backup artificial horizon instrument.

Modification comprises: H321 EGM Standby Gyro Horizon, H321 Standby Battery

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Backup flight attitude indication.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.15 kg	+10.184 m.kg	7 Day(s)	On request	from 3555 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	6 Day(s)
Electrical systems	5 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Thales H321 EHM™ Standby Horizon

Reference: AS355-31-10-Mas (RO)

Applicable to version(s): NP

The Thales H321 EHM standby horizon is installed on the instrument panel in order to duplicate the information relating to horizon datum points.

Installation of a Thales H321 Standby Horizon on the instrument panel. This system is powered by a standalone additional battery.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Compliant with ICAO annex 6 Part III and EASA Part CAT (EU Regulation deg 965/2012).
- Duplication of the information relating to horizon datum points.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 4.4 kg	On request	1 Day(s)	28 Week(s)	19434 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)
Electrical systems	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- PRE MOD OP3948 (Stand-by Horizon)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Thales H321 EHM™ Standby Horizon

Reference: AS350-31-10-Mas (R1)

Applicable to version(s): B2, B3

The purpose of Service Bulletin is to install the H321 EHM standby horizon and the associated standby battery as per the JAR OPS3 requirement.

Installation of a Thales H321 Standby Horizon on the instrument panel. This system is powered by a standalone additional battery.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- Compliant with ICAO annex 6 Part III and EASA Part CAT (EU Regulation Num 965/2012).
- Duplication of the information relating to horizon datum points.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.27 kg	+ 8.8 m.kg	1 Day(s)	18 Week(s)	12958 - 13503 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)
Avionics	6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD OP3393 (Installation of SEXTANT H321 standby horizon (11°))
 - MOD 074285 (Installation of H321 horizon optional equipment by multi-unit)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073273 and 073274 (SMS unit)
 - MOD 074280 (Replacement of SMS unit by multi-unit (Basic))
 - MOD 074335 (Airframe modification following installation of new multi-unit console)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Traffic Advisory System (TAS) 610 or 615 Installation

Reference: SR09312RC-D

Applicable to version(s): B2, B3

Installation of an Avidyne 615 Traffic Advisory System in accordance with Drawing List 350A82-1780.

Avidyne's TAS615 system detects and actively interrogates other aircraft transponders within range, displays the surrounding traffic on a host of compatible display systems, and provides audible and visual alerts in the event of a potential traffic conflict. The system also provides real-time traffic monitoring and advisories, it is not radar-coverage limited, and operates independent of ground-based systems.

Use kit #350A73-1788-01/-02.

STC from Airbus Helicopters Inc. (AHI)

Altitude information provided by the TAS615 is advisory only and is not to be used for dispatching purposes. It does not relieve the pilot in command of this responsibility.



> BENEFITS

- Added safety in all flight conditions
- Provides real time traffic information
- Provide a full 30-second decision time at a closure rate of up to 1200 knots
- Three levels of alert - Other Traffic (OT), Proximity Alert (PA) and Traffic Alert (TA)

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+4.98 kg	60.2 m.kg	On request	On request	21532 / 30530 USD (e.c. 2017)	eRFQ

> CERTIFICATION ORGANIZATION(S)

- TCCA Canada
- ANAC Brasil
- FAA USA
- EASA Europe

USB charging port

Reference: SR11325DS

Applicable to version(s): B3, B3e

The installation consist of the USB charging port on the left side of the instrument panel and 2 locations at the bottom or the rear seat.

The installation consist of the USB charging port on the left side of the instrument panel and 2 locations at the bottom or the rear seat.

STC from Airbus Helicopters Inc. (AHI)

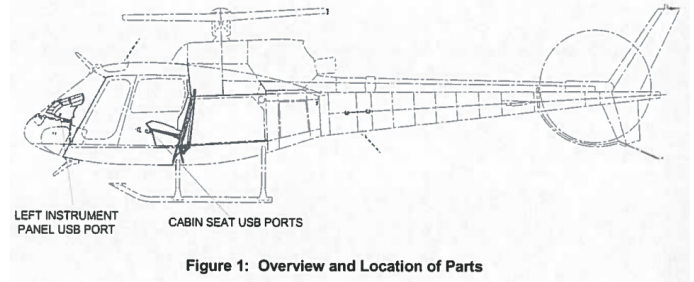


Figure 1: Overview and Location of Parts

> CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- ANAC Brasil
- FAA USA
- EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+0.2 kg	On request	On request	On request	eRFQ

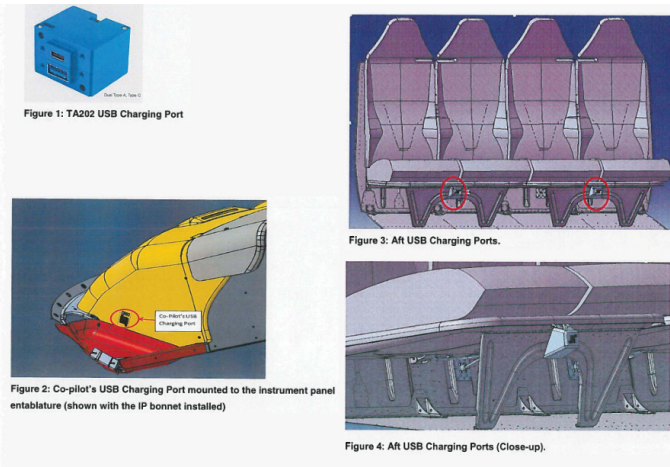
> INSTALLATION TIME

QUALIFICATION

Electrical systems

INSTALLATION DURATION

On Request



Utility iPad Installation

Reference: AHUK-350-0027

Applicable to version(s): B3e

The iPad Mount is installed on the LHS of the instrument panel. The mount consists of a bracket assembly, a spring loaded cradle, and includes a USB power supply.

The spring loaded cradle ensures secure stowage and retention of the iPad. Its mechanism ensures fitment and removal of the iPad is simple, quick and there is no need for tooling or locking keys. The bracket assembly enables the user to orientate the iPad toward the pilot, as well as rotating it up or down. The installation is fitted with a switch located on the centre console allowing managing the power supply.

The installation is compatible with the extended instrument panel

STC from Airbus Helicopters UK Ltd (AHUK)

The modification is certified under a minor change as NVIS compatible. The NVIS certification is under the buyer responsibility.

EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Secure quick fit/release system.
- Adjustable to pilot's need
- Supplied with a USB power supply

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.88 kg	1.75 m.kg	On request	On request	On request	eRFQ

VEMD Compatible With Night Vision Goggles

Reference: EC130-31-001 (R0)

Applicable to version(s): B4

To retrofit the VEMDs in order to make them compatible with Night Vision Goggles (NVG).

The modification consists in:

- Creating a VEMD version that is compatible with NVGs, and that eliminates the installation problem.
- Creating a new LCD matrix, and modifying the software applications for the new matrix.
- Integrating new functions (maintenance, performance, flowmeter).

SB from Airbus Helicopters France (AHF)

The VEMD update/change is ensured by Thales global network. Your RFQ will be sent and handled by Thales directly.



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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- EC 130 helicopters, B4 versions. Aircraft without MOD OP3129 embodied.
- Affected Component(s): Vehicle & Engine Multifunction Display (VEMD).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Very High Frequency (VHF) radio Bendix/King™ KY 196A

Reference: 350SEA 07 1736.00

Applicable to version(s): B2

The KY196A supplements the VHF communications capabilities of the aircraft.







Modification comprises: KY 196A Transceiver, Whip Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide second radio communications in the VHF/AM bandwidth

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+1.27 kg	+ 0.7913 m.kg	10 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

DGCA Indonesia

Very High Frequency (VHF) radio Bendix/King™ KY 196A

Reference: 350SEA 65 0202.00

Applicable to version(s): B4

The KY196A supplements the VHF communications capabilities of the aircraft.




Modification comprises: KY 196A Transceiver, Whip Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved VHF/FM communications.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
- 1.248 kg	- 1.420 m.kg	10 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Very High Frequency (VHF) Radio System Cobham NPX 138N

Reference: 350SEA 65 0200.00

Applicable to version(s): B2

The NPX138 system supplements the VHF communications capabilities of the aircraft.







Modification comprises: NPX138 Transceiver, VHF/FM Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Provide FM radio communications within the VHF/FM high band.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.12 kg	+4.26 m.kg	10 Day(s)	On request	up to 11491 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Very High Frequency (VHF) Radio System Cobham NPX 138N™

Reference: 350SEA 65 7840.00

Applicable to version(s): B3e







The NPX138 system supplements the VHF communications capabilities of the aircraft.

Modification comprises: NPX138 Transceiver, VHF/FM Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- Provide FM radio communications within the VHF/FM high band.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.695 kg	+7.143 m.kg	10 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Very High Frequency (VHF) Radio System Cobham™ NPX 138N

Reference: 350SEA 65 0250.00

Applicable to version(s): B4

The NPX138 system supplements the VHF communications capabilities of the aircraft.







Modification comprises: NPX138 Transceiver, VHF/FM Antenna

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide radio communications in VHF-FM high band.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.36 kg	+2.696 m.kg	10 Day(s)	On request	up to 13269 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

VHF KX165A™ installation for 8.33 KHz capacity

Reference: AS355-23.00.06 (R1)

Applicable to version(s): NP

The purpose of this Service Bulletin is to replace the KX165A radio that has a communication channel separation of 25 KHz, with a KX165A radio that has a channel separation of 8.33 KHz.

This Service Bulletin consists of :

- removing the existing KX165A unit (P/N: 06910330101)
- installing the new KX165A unit (P/N: 069-01033-0201)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable storage and readily recall on the frequencies used on a regular basis
- Programmable Comm channels
- Support for 8.33kHz Comm tuning
- GPS Quick-Tune

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	54 Week(s)	1 41 34 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP3917 (VHF/VOR KX165A Installation)
- and not equipped with :
- MOD 355A084683.15 (VHF KX165A installation for 8.33 KHz capacity)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF KX165A™ installation for 8.33 KHz capacity

Reference: EC130-23-Mas (R1)

Applicable to version(s): T2

The purpose of this Service Bulletin is to replace the KX165A radio that has a communication channel separation of 25 KHz, with a KX165A radio that has a channel separation of 8.33 KHz.

This Service Bulletin consists of :

- Removing the existing KX165A unit (P/N: 06910330101)
- Installing the new KX165A unit (P/N: 06910330201)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable storage and readily recall on the frequencies used on a regular basis
- Programmable Comm channels
- Support for 8.33kHz Comm tuning
- GPS Quick-Tune

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	54 Week(s)	1 41 34 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP 4378 (Installation of KX165A)
- and not equipped with :
- MOD 350A084680.16 (VHF KX165A installation for 8.33 KHz capacity)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF KX165A™ installation for 8.33 KHz capacity

Reference: AS350-23.00.05 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to replace the KX165A radio that has a communication channel separation of 25 KHz, with a KX165A radio that has a channel separation of 8.33 KHz.

This Service Bulletin consists of removing the existing KX165A unit (P/N: 06910330101) and installing the new KX165A unit (P/N: 069-01033-0201)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable storage and readily recall on the frequencies used on a regular basis
- Programmable Comm channels
- Support for 8.33kHz Comm tuning
- GPS Quick-Tune

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	54 Week(s)	141 34 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP3186 (VHF/VOR KX165A Installation)
- and not equipped with :
MOD 350A084680.15.(VHF KX165A installation for 8.33 KHz capacity)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF KX165A™ installation for 8.33-kHz capacity

Reference: EC130-23-Mas (R1)

Applicable to version(s): B4

The purpose of this upgrade is to replace the radio KX165A which has a using a channel separation of 25 KHz by a radio KX165A which has a using a channel separation of 8.33 KHz.

The upgrade consists in :

- Removing the existing set KX165A (P/N: 069-01033-0101)
- Installing the new set KX165A (P/N: 069-01033-0201)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enable storage and readily recall on the frequencies used on a regular basis
- Programmable Comm channels
- Support for 8.33kHz Comm tuning
- GPS Quick-Tune

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	54 Week(s)	1 41 34 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP2960 (VOR/VHF/LOC/GLIDE King KX165A set)

and not equipped with :

- MOD 350R085301.05 (VHF KX165A for capacity 8.33 KHz)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF RADIO – FM MOTOROLA DGM6100

Reference: 2012S10-05

Applicable to version(s): B2, B3, B3e

The VHF RADIO – FM MOTOROLA DGM6100 Installation aims to meet the demand of a tactical communications system.

The Radio VHF-FM MOTOROLA DGM6100 Plus transceiver integrates voice and data and operates with high output power. This equipment supports different capabilities (text messages, geographical coordinates transmission). It was developed especially for corporate communications and medical evacuation.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Optimization of corporate and aeromedical missions.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
5,87 Kg	11,024 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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

VHF RADIO – FM MOTOROLA™ PRO7100

Reference: 2006S03-04

Applicable to version(s): BA, B2, B3, B3e

The VHF RADIO – FM MOTOROLA PRO7100 Installation aims to meet the demand of a tactical communications system.

The Radio VHF-FM MOTOROLA PRO7100 Plus transceiver integrates voice and data and operates with high output power. This equipment supports different capabilities. It was developed for police communications and medical evacuation.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide on board tactical communication.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3,330 kg	4,643 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	11 Hour(s)
Airframe, Electrical	10 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

Wireless Connection Garmin Flight Stream 210

Reference: AHUK-130-0022

Applicable to version(s): T2

Enabling a wireless communication between your iPad and the GTN750

The Flight Stream 210 is a Garmin feature which allows a wireless connectivity within the aircraft between your iPad/PED device and the Garmin GTN750 via Bluetooth.

This option allows you to prepare your flight plan and waypoints in facilities and then upload it in your GTN suite.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Comfortable flight preparation
- Saving time to prepare flight plan
- Get airborne quickly



WEIGHT

On request



MOMENT

On request



DOWN TIME

On request



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Wireless Connection Garmin Flight Stream 210

Reference: AHUK-350-0019

Applicable to version(s): B3e

Enabling a wireless communication between your iPad/PED and the GTN650/750.

The Flight Stream 210 is a Garmin feature which allows a wireless connectivity within the aircraft between your iPad/PED device and the Garmin GTN650/GTN750 via Bluetooth. This option allows you to prepare your flight plan and waypoints in facilities and then upload it in your GTN suite.







STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Comfortable flight preparation
- Saving time to prepare flight plan
- Get airborne quickly

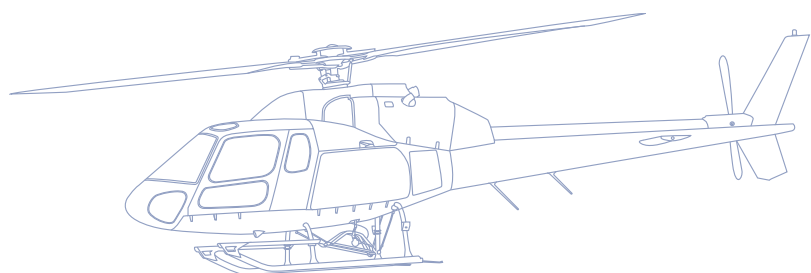
 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
0.12 kg	0.12 m.kg	2 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

- Installation of GTN650 or GTN750

> CERTIFICATION ORGANIZATION(S)

EASA Europe



INTERIOR OPTIONS



7 Place Interior

Reference: 350.200624

Applicable to version(s): BA, B2, B3

7 Place interior (LH drive configuration)

The bench seat (composite-structure) is installed on fixed rails on the cabin floor and is removable by use of quick-release fasteners. A four point seat-belt and shoulder harness is provided for each front occupant of the seating arrangement. The pilot-in-command position is moved from the right to the left side, along with all associated flight controls and other cockpit controls and instrumentation. Provisions for optional dual pilot controls are included in this installation. Battery Relocation is highly recommended for the 7 Place Interior.

STC from Airbus Helicopters Canada Ltd (AHCA)

Requires the installation of the Left-hand Pilot (I.A.W. TCCA SH96-32). The dual bench rails are compatible with the extended EA seat rails. Seat covers are not included and are to be provided and certified by the installer. The front bench seat is the same width as the rear bench seats (16").



> BENEFITS

- Increased passenger capacity
- Increased visibility of load during cargo sling operations
- Improved cabin space for additional options

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+12.25 kg	+19.23 m.kg	8 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- DGAC Mexico
- EASA Europe
- FAA USA
- TCCA Canada

Aeromedical System Installation

Reference: 2017S11-06

Applicable to version(s): B2, B3

The Aeromedical Kit installation provides to the aircraft capabilities to install medical rack, incubator and serum support. The Aeromedical Kit installation provides also one passenger/crew seat adaptation and one collective lever adaptation.

The Aeromedical Kit installation provides one aeromedical rack installed near the pilot collective, with provisions for 01 (one) Monitor / Cardioversor/Desfibrilador, 02 (two) smart pumps and, 01 (one) medical ventilator.

The aeromedical rack is located on cabin center part and attached to the cabin floor with safety pins and reinforced supports.

The Aeromedical Kit installation provides also one passenger/crew seat adaptation and one collective lever adaptation.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide EMS capabilities to the aircraft.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
86,5 Kg	148 Kg.m	2 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	10 Hour(s)



Aft Bench Seat

Reference: 130.700614

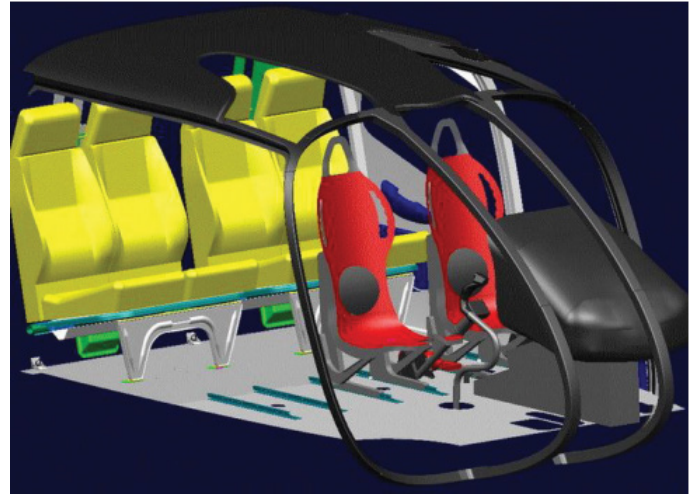
Applicable to version(s): B4

The Aft Bench Seat installation offers an alternative four-passenger seat installation in place of the standard helicopter aft energy absorbing seats, allowing for a significant weight reduction.

Includes seat cushions without upholstery.

STC from Airbus Helicopters Canada Ltd (AHCA)

This installation does not comply with JAR27-562 and JAR27-785 (a), (b), and (j) requirements for dynamic energy attenuating seats.



> BENEFITS

- Weight reduction
- Fold-up seats can increase floor space for carrying internal loads

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 26.7 kg	- 57.67 m.kg	9 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

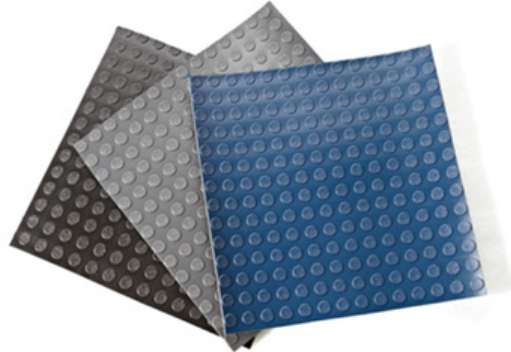
Aircraft Floor Covers (Aermat Flooring)

Reference: 130.701814.01

Applicable to version(s): B4, T2

The Aircraft Floor Cover is a durable utility vinyl floor mat made to help protect the entire cabin floor. Available in black, grey and blue.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protects the cabin floor
- Provides enhanced comfort through insulation
- Long-lasting
- Reinforced with minimal shrinkage
- Wear-resistant
- Custom fit

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.3 kg	+15.82 m.kg	1 Day(s)	On request	On request	eRFQ

Aircraft Floor Covers (Aermat Flooring)

Reference: 350.701814

Applicable to version(s): E, F, F1, F2, N, NP

Heavy Duty Floor Protection.

The Aircraft Floor Cover is a durable utility vinyl floor mat made to help protect the entire cabin floor.
Available in black, grey and blue.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protects the cabin floor
- Provides enhanced comfort through insulation
- Long-lasting
- Reinforced with minimal shrinkage
- Wear-resistant
- Custom fit

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.3 kg	+15.82 m.kg	1 Day(s)	On request	On request	eRFQ

Aircraft Floor Covers (Aermat Flooring)

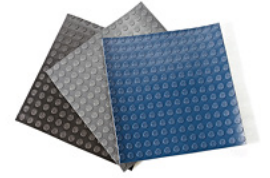
Reference: 350.701814

Applicable to version(s): B, BA, B1, B2, B3, D

Heavy Duty Floor Protection.

The Aircraft Floor Cover is a durable utility vinyl floor mat made to help protect the entire cabin floor. Available in black, grey and blue.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protects cabin floor
- Provides enhanced comfort through insulation
- Long-lasting
- Reinforced with minimal shrinkage
- Wear-resistant
- Custom fit

> CERTIFICATION ORGANIZATION(S)

DGAC Mexico
 EASA Europe
 TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.3 kg	+15.82 m.kg	1 Day(s)	On request	On request	eRFQ

Aircraft Seat Covers

Reference: 350.701904

Applicable to version(s): E, F, F1, F2, N, NP

The Aircraft Seat Covers are made with highly wear-resistant aircraft fabric or leather.
 Approved fabric is available in two patterns and three colors (black, grey and blue).
 Approved leather is available in two colors (grey and blue).
 The covers can easily fit onto the existing seat foams.
 Replacement foams can be ordered separately to provide a replacement cushion.

STC from Airbus Helicopters Canada Ltd (AHCA)



> CERTIFICATION ORGANIZATION(S)

TCCA Canada

> BENEFITS

- Enhanced comfort and design
- Easy to install
- Made with flame resistant materials

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.5 kg	On request	1 Day(s)	On request	On request	eRFQ

Aircraft Seat Covers

Reference: 130.701044.02

Applicable to version(s): B4, T2

The Aircraft Seat Covers are made with highly wear-resistant aircraft fabric or leather. The covers can easily fit onto the existing seat foams. Replacement foams can be ordered separately to provide a replacement cushion. Approved fabric is available in two patterns and three colors (black, grey and blue). Approved leather is available in two colors (grey and blue). Leather is available in flat or perforated.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Enhanced comfort and design
- Easy to install
- Made with flame resistant materials, approved by Transport Canada

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.5 kg	On request	1 Day(s)	On request	On request	eRFQ

Aircraft Seat Covers

Reference: 350.701904

Applicable to version(s): B, BA, B1, B2, B3, D

The Aircraft Seat Covers are made with highly wear-resistant aircraft fabric or leather. Approved fabric is available in two patterns and three colors (black, grey and blue). Approved leather is available in two colors (grey and blue). The covers can easily fit onto the existing seat foams. Replacement foams can be ordered separately to provide a replacement cushion.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Enhanced comfort and design
- Easy to install
- Made with flame resistant materials

> CERTIFICATION ORGANIZATION(S)

- DGAC Mexico
- EASA Europe
- TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.5 kg	On request	1 Day(s)	On request	On request	eRFQ

Back Seat Document Holders

Reference: 350.701074

Applicable to version(s): B, BA, B1, B2, B3, D

The back seat document holders provide discreet leather pockets mounted on the rear of the energy absorbing seats. Due to its elastic design, document holders are not bulky, however can easily accommodate larger documents, such as flight manuals or store up to approx. 3.2 kg. Available in a highly robust leather, dyed black, grey or blue to match the approved leather seat covers.

Only available on energy absorbing seats.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Provides space for stowing documents and small personal items for pilots and crew
- Lightweight and compact
- Elastic design prevents holder contents from moving during flight, thus enhancing safety
- Easy to install

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1 kg	+1.62 m.kg	1 Day(s)	On request	On request	eRFQ

Back Seat Document Holders

Reference: 130.701074

Applicable to version(s): B4

The Back Seat Document Holders provide discreet leather pockets mounted on the rear of the energy absorbing seats. Due to its elastic design the Document Holders are not bulky, however can easily accommodate larger documents, such as Flight Manuals, or store up to approx. 3.2 kg. Available in a highly robust leather, dyed black, grey or blue to match the approved leather seat covers.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Provides space for stowing documents and small personal items for pilots and crew
- Light weight and compact
- Elastic design prevents holder contents from moving during flight, thus enhancing safety
- Easy to install

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.0 kg	+1.62 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Only available on energy absorbing seats. Can only be installed when fire extinguisher is relocated onto the floor (with s strap).

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Cabin's interior frontal coating

Reference: 2008S12-12

Applicable to version(s): B4, T2

The Cabin's Interior Frontal Coating Installation aims to offer a better finishing on the cabin interior (frontal part) for EC130B4/H130 aircraft.

It consists of mounting plates made of fiberglass and leather covering.



Color: Black (HBS097-186)

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To offer a better finishing on the inner front area of the cabin.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.9 kg	+0.933 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	16 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Cargo Pods "Squirrel Cheeks"

Reference: 350.200814.824

Applicable to version(s): B, BA, B1, B2, B3, D, D1

This installation increases the helicopter cargo compartments.

The Cargo Pods increase the volume of both the left hand (LH) and right hand (RH) cargo compartments. They can be installed individually or in pairs. The composite material pod has a hinged door which opens widely for easy access to the storage area and is held open by a gas strut. The door fastens securely for flight with three positive latches. The installation also includes a door open warning annunciator. The upper portion of the cargo pod surface includes an excellent standing area for maintenance activities. The fuel filler and EPU access are unaffected. The cargo pods are ideal for utility missions, tourism and corporate passenger transport.

Operational limitations: HIGE, HOGC charts and climb performance is modified. Please refer to FMS (Flight Manual Supplement) Cargo pod volume (RH): 0.40 m³ / 175 kg Cargo pod volume (LH): 0.43 m³ / 195 kg

STC from Airbus Helicopters Canada Ltd (AHCA)

Can be installed individually or in pairs. Weight is given per side. Kit is finished with primer only. Must be painted after installation. Additional volume and weight capacity can be achieved when battery is relocated in the tailboom (Optional)

> BENEFITS

- Increases the cargo load capacity by 70% over the standard AS350 cargo compartment
- Increases cargo volume capacity by 90% over the standard AS350 cargo compartment
- Eases access
- Platform for maintenance
- Aerodynamic design
- Dual or single installation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+32 kg	+112.96 m.kg	3 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

Not compatible with Sliding doors.
 Not compatible with AS350 equipped with AFS Air Conditioning system - rear condenser located in the RH Cargo compartment.
 LH cargo pod installation compatible with aircraft before modification 07-4606 only.

> CERTIFICATION ORGANIZATION(S)

- LBA Germany
- TCCA Canada
- FAA USA
- EASA Europe
- DGAC Mexico

Cargo Pods "Squirrel Cheeks"

Reference: 355.200814.824

Applicable to version(s): E, F, F1, F2, NP

This installation increases the helicopter cargo compartments.

The Cargo Pods increase the volume of both the left hand (LH) and right hand (RH) cargo compartments. They can be installed individually or in pairs. The composite material pod has a hinged door which opens widely for easy access to the storage area and is held open by a gas strut. The door fastens securely for flight with three positive latches. The installation also includes a door open warning annunciator. The upper portion of the cargo pod surface includes an excellent standing area for maintenance activities. The fuel filler and EPU access are unaffected. The cargo pods are ideal for utility missions, tourism and corporate passenger transport.

STC from Airbus Helicopters Canada Ltd (AHCA)

Can be installed individually or in pairs.



> BENEFITS

- Increases the cargo load capacity by 70% over the standard AS350 cargo compartment
- Increases cargo volume capacity by 90% over the standard AS350 cargo compartment
- Eases access
- Platform for maintenance
- Aerodynamic design
- Dual or single installation

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- TCCA Canada
- EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
(per side)	+113.96 m.kg	3 Day(s)	On request	On request	eRFQ

Cargo Pods "Squirrel Cheeks"

Reference: 130-201024

Applicable to version(s): B4, T2

This installation increases the helicopter cargo compartments.

The Cargo Pods increase the volume of both the left hand (LH) and right hand (RH) cargo compartments. They can be installed individually or in pairs. The composite material pod has a hinged door which opens widely for easy access to the storage area and is held open by a gas strut. The door fastens securely for flight with three positive latches. The installation also includes a door open warning annunciator. The upper portion of the cargo pod surface includes an excellent standing area for maintenance activities. The fuel filler and EPU access are unaffected. The cargo pods are ideal for utility missions, tourism and corporate passenger transport.

Finished in primer: Must be painted after installation. Cargo area increased by 0.15 m² and cargo volume by 0.1 m³ on each side.

STC from Airbus Helicopters Canada Ltd (AHCA)

The cargo pods must be installed in pairs.



> BENEFITS

- Increases the cargo load capacity by 35% over the standard EC130 cargo compartment
- Eases access to the engine deck and provides a good maintenance platform
- Aerodynamic design
- Dual or single installation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+19.9 kg	+70.64 m.kg	9 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- CAA Singapore
- DGAC Mexico
- EASA Europe
- FAA USA
- TCCA Canada

Change of JAR OPS3.745 first aid kit

Reference: EC130-25-086 (R0)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to take into account the change of first aid kit 7052A4256019 to a new first aid kit 7052A4256022. The new first aid kit is compatible with SICMA 159 and SICMA198 pilot seats.

This Service Bulletin consists in: For helicopters equipped with a SICMA 159 seat:

- Removing the first aid kit P/N 7052A4256019,
- Installing the new first aid kit P/N 7052A4256022.

For helicopters equipped with a SICMA 198 seat:

- Installing the new first aid kit P/N 7052A4256022

SB from Airbus Helicopters France (AHF)

Pre-mod first aid kits 7052A4256019 (GS3.745HL8P) and post-mod first aid kits 7052A4256022 (GS3.745HL8PB) are not interchangeable.



> BENEFITS

- New first aid Kit

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- SICMA 159 seat
- or
- SICMA 198 seat and MOD 073885 (New seat integration)
- and not equipped with :
- MOD 074687 (Change of JAR OPS 3.745 first aid kit)
 - MOD OP4401 (Cabin interior layout Stylence 7pax)
 - Customized O2 cylinder installation

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of JAR OPS3.745 first aid kit

Reference: AS350-25.02.60 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin is to take into account the change of first aid kit 7052A4256019 to a new first aid kit 7052A4256022.

This Service Bulletin consists in:

For helicopters equipped with a SICMA 159 seat:

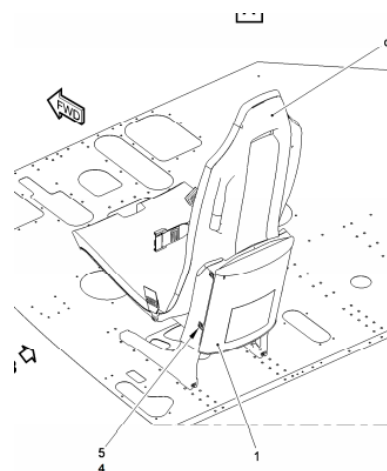
- removing the first aid kit P/N 7052A4256019
- installing the new first aid kit P/N 7052A4256022

For helicopters equipped with a SICMA 198 seat:

- installing the new first aid kit P/N 7052A4256022

SB from Airbus Helicopters France (AHF)

Pre-mod first aid kits 7052A4256019 (GS3.745HL8P) and post-mod first aid kits 7052A4256022 (GS3.745HL8PB) are not interchangeable.



> BENEFITS

- New first aid kit

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
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- First aid kit P/N 7052A4256019
- MOD OP3110 (Type 159 pilot and copilot crashworthy seats)

Or aircraft already equipped with :

- MOD 074338 (Sicma 198 seats with SRP210 for pilot and co-pilot) and not equipped with :
- MOD 074687 (Change of JAR OPS 3.745 first aid kit)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of JAR OPS3.745 first aid kit

Reference: AS355-25.01.17 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to take into account the change of first aid kit 7052A4256019 to a new first aid kit 7052A4256022. The new first aid kit is compatible with SICMA 159 and SICMA198 pilot seats.

This Service Bulletin consists in removing the first aid kit P/N 7052A4256019 (for helicopters equipped with a SICMA 159 seat) and installing the new first aid kit P/N 7052A4256022 (For helicopters equipped with a SICMA 159 or 198 seat).

Compliance with this Service Bulletin is incompatible with helicopters on which the customized O2 cylinder installation was complied with.

SB from Airbus Helicopters France (AHF)

Pre-mod first aid kits 7052A4256019 (GS3.745HL8P) and post-mod first aid kits 7052A4256022 (GS3.745HL8PB) are not interchangeable.



> BENEFITS

- To take into account the change of first aid kit.

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
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074687 (Change of JAR OPS3.745 first aid kit)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- Kit P/N 7052A4256019 and MOD OP3110 (Type 159 pilot and copilot crashworthy seats)
- or
- MOD 074338 (Sicma 198 seats with SRP210 for pilot and co-pilot)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Closing System for the Side Baggage Compartment Doors

Reference: AS350-52.00.25 (R1)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

This modification improves the indicating system and closing system of the side baggage compartment doors.

HARTWELL lock installed on the forward part of the baggage compartment door.

- Indicating system efficiency improved

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This modification improves the indicating system and closing system of the side baggage compartment doors.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	10 Hour(s)	27 Week(s)	5507 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Flight test	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350A073016 (improved closing system for the side baggage compartment doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Customised Cabin Interior for AS350/H125

Reference: AS350/372

Applicable to version(s): B3e

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

This approval installs Garmin avionic suite with GTN 750 GPS Navigator as the core of the system, integrating Moving Map, Transponder, ICS, VOR, Glide Slope, VHF and other existing equipment into one touch screen interface.

This system streamlines the Human Machine Interface (HMI) and replaces obsolete equipment.

The modification consists of:

- GTN 750 GPS & Multifunction Touchscreen,
- GMA 35 Audio panel,
- GTX 335R Transponder,
- GA 56 GPS Antenna,
- Nav1/Nav2 switch (Optional)

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	On request
Airframe	On request

Door Sill Protectors 7 Seat Cabin

Reference: 350SEA 87 0300.00

Applicable to version(s): B4

The door sill protectors improve the protection for the edges of the cabin carpets.

Modification comprises: Cabin door sill protectors.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To allow for the retrofit of protective metal strips at the edge of the cabin carpets onto the aircraft.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.250 kg	+0.382 m.kg	3 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Day(s)

> CERTIFICATION ORGANIZATION(S)

FAA USA

Door Sill Protectors 8 Seat Cabin

Reference: 350SEA 87 0300.01

Applicable to version(s): B4



The door sill protectors improve the protection for the edges of the cabin carpets.

Modification comprises: Cabin door sill protectors.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- To allow for the retrofit of protective metal strips at the edge of the cabin carpets onto the aircraft.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+0.250 kg	+0.382 m.kg	3 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 Day(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

FAA USA

Extended rails for SICMA™ pilot's and copilot's seats

Reference: AS355-25-10-Mas (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to install elongated rails, allowing greater longitudinal travel of the SICMA pilot and co-pilot seats.

The scope of the Service Bulletin is to install extended rails allowing longer fore-and-aft travel of SICMA pilot's and copilot's seats.

SB from Airbus Helicopters France (AHF)

For PRE MOD 073180 & 073266 aircraft, rails before modification (ref 15900-18) and after modification (ref 350V08-0029-22) are interchangeable. For POST MOD 073180 & 073266 aircraft, rails before modification (ref 704A41-120-112) and after modification (ref 159-000-26) are interchangeable. Mixability of the parts before and after modification is allowed.



> BENEFITS

- Greater longitudinal travel of the SICMA pilot and co-pilot seats

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,26 kg or + 0,45 kg depending on aircraft configuration.	+ 0,42 m.kg or + 0,75 m.kg depending on aircraft configuration.	1 Day(s) or 2 Day(s) depending on aircraft configuration.	34 Week(s)	2247 - 8163 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	0 or 12 Hour(s) depending on aircraft configuration
Airframe, Electrical	6 or 12 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 350V080029
- MOD OP3314

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

- MOD 350V760000 (Installation of energy-absorbing pilot and co-pilot seats),
- MOD 073180 and 073266,
- MOD OP3110 (Installation of energy-absorbing pilot and co-pilot seats),

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Extension to 8 seats capacity

Reference: EC130-25-10-Mas (R1)

Applicable to version(s): B4, T2

Installation of a third front passenger seat.

This Service Bulletin consists in :

- Removing the copilot dual control if installed
- Replacing the jack unit
- Installing the 3 forward passenger frame
- Installing an additional seat
- Relocating the existing cabin fire extinguisher
- Adapting the inner handle of the RH forward door for helicopters versions T2

Jointly comply with Service Bulletin No. EC130-23-30-Mas 'ICS adaptation for 8-seats configuration'.

Helicopters pre-MODs 073761, 073767 and OP3762 must previously comply with Service Bulletin No. 53-005 (Complement of 4 to 8 helicopter balance ballast plates).

SB from Airbus Helicopters France (AHF)

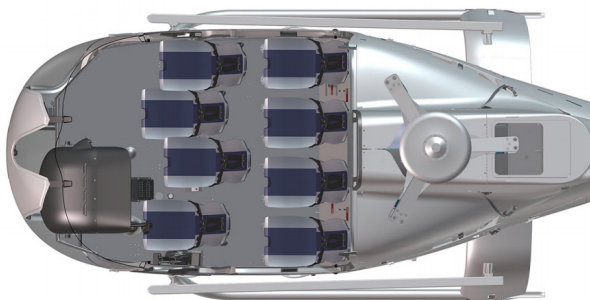
> BENEFITS

- Helicopter passenger capacity increase to 8 seats.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s) or 3 Day(s) depending on aircraft configuration	25 Week(s)	37686 - 43600 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	14 or 20 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073671 (Three forward seat capability) and not equipped with :
- MOD OP3672 (Installation of rack of 3 forward passenger seat optional equipment)
- MOD 074443 (Resolution of interference between bolt and bearing on flight controls in 8-seat version)

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

- MOD 073645 (Rail assembly with forward seats)
- MOD 073714 (B4 ballast)
- MOD 073885 (Installation of new HL seats)
- MOD OP4422 (Raised handle (RH small forward door))
- MOD OP4479 (Industrialization of RH doors for 8-seat version EC130 T2)
- MOD OP3673 (Installation of 3 forward passenger seats)
- MOD OP3890 (Redesign of RH sliding door)
- MOD 073380 (Removal of electrical bonding from crashworthy seat)
- MOD 073758 (Uniform fasteners on front frame (3 forward passenger seat supports))
- MOD OP3888 (Installation of new HL seat: 3 forward passengers)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Front Two-Seat Bench on Copilot Side

Reference: AS350-25-10-Mas (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Front two seat bench mounted in place of copilot seat.

The installation of a two-seat bench (with high-back seat) on copilot side is improving comfort and provide transport capacity up to 7 people, including the pilot.

For helicopters all configurations equipped with LH sliding door (post-MOD 071859) the kit 350AE2-9613-0071 is to order in addition
 For helicopters versions B1, B2 and B3 equipped with LH sliding door and comfort upholstery (post-MODs 071859 and 072620) the kit 350AE2-2182-0071 is to order in addition.
 For helicopters versions B2 and B3 equipped with copilot twist grip (post-MOD OP2768 or 071975) the kit 350AE8-4237-0071 is to order in addition.

SB from Airbus Helicopters France (AHF)

The pre- and post-MOD two-seat bench Removable Part installation is interchangeable



> BENEFITS

- Increased passenger transport capacity
- Improves the passenger comfort through the installation of a high-back seat
- Replacement of belts by two safety winder reels harness
- New back cushion

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 5.1 kg or + 1.312 kg if FP only	+ 3.37 m.kg or + 2.369 m.kg If FP only	1 Week(s)	35 Week(s)	52970 - 58806 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	35 to 40 Hour(s) depending if FP only



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP1984 (High-back two-seat bench (Removable Part))
 - MOD 072741 (Harness with 90°-opening buckle for two-seat bench)
 - MOD AL4328 (Adaptation of two-seat bench Fixed Part)
- The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073022 (Harmony 22)
 - MOD OP1298 (SFIM autopilot - PA 85T31 (Removable Part))
 - MOD 074229 (Improvement of design and resistance of cover fabrics for Sigma 159 pilot/co seats and rear bench)
 - MOD 074280 (Replacement of SMS unit by multi-unit)
 - MOD 074654 and 074664 (New Garmin radio line)
 - MOD 071940 (Low- or high-back two-seat bench covers)
 - MOD 071983 (Low- or high-back two-seat bench Fixed Part)
 - MOD 072444 (Flexible fiberglass sleeves on heating system pipes)
 - MOD 072655 (Two-seat bench compatibility with AP 85 T 31)
 - MOD 074237 (Harmonized two-seat bench)
 - MOD 350A084237 (Twist grip compatibility with two-seat bench)
 - MOD 350V080053.00 (Adaptation of flight control system protection)
 - MOD 350A000151.04 (Harmony 2000 / 073022)
 - MOD OP4323 (Extended visibility window panels in cabin floor for aerial work)
 - MOD 074344 (Adaptation of two-seat bench optional equipment to multi-unit)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heavy Duty Tie Down Rings

Reference: SH7693SW-D

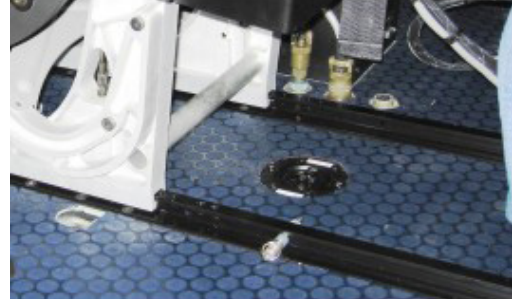
Applicable to version(s): B, BA, B1, B2, B3, D

Installation of six heavy duty tie down rings in the aft cabin floor in accordance with Drawing List 350A82-1714.

This installation consists of six tie-down ring/stud (300 lbs max) combination anchors installed in the aft cabin floor between the aft passenger seats and the forward pilot/copilot seats.

Use kit #350A82-1094.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Enhanced safety through the secure transportation of loads and equipment inside the helicopter
- Allows internal or external loads to be safely secured
- Enhanced aircraft mission versatility

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
On request	On request	On request	On request	3499 USD (e.c. 2017)	eRFQ

> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- CAA Israel
- FAA USA
- TCCA Canada

Installation of Copilot's front double bench seat with high seat back.

Reference: AS355-25.00.60 (R3)

Applicable to version(s): N, NP

This Service Bulletin consist in installing copilot's front double bench seat with high seat back.

This modification consist in :

- installing reinforcements underneath cabin floor, on copilot's side
- securing rails on cabin floor
- modifying rear structure of console
- relocating BARAN 87 underneath cabin floor, adding 2 shims, 2 riveted reinforcements
- modifying copilot's boot back-plate and blanking plate (attachment fastener)
- installing front double bench seat with high seat back
- installing, on double bench seat, two safety harnesses with winders
- installing covers on front double bench seat

Pre and Post MOD parts are not interchangeable.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow transport of 7 persons.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3,548 kg	+5,958 m.kg	On request	51 Week(s)	37828 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	50 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircraft equipped with VFR autopilot (AFCS) installation 85T31, and not equipped with :

- MOD 071983 (Fixed Part)
- MOD 071940 (Removable Part)
- MOD 072655 (suppression of incompatibility between double bench seat installation and PA85T31)
- MOD OP 1984 (Covers on front double bench seat)

The Harmony covers can be ordered in 4 colours (Will be selected in the configuration assistant).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of Divan Seat for 3 Pax Config AS350/H125

Reference: AS350/371

Applicable to version(s): B3e

Installation shall reconfigure the original 3 pax cabin into a divan seat.

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

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.5 kg	+32.63 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Airframe, Systems	On request

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

Instrument panel lighting

Reference: 2014S04-14

Applicable to version(s): B2, B3, B3e

This is a complement to the Panel Instruments Lighting existing, using post lights over unenlightened instruments on the aircraft.

This is a complement to the Panel Instruments Lighting existing, using post lights over unenlightened instruments on the aircraft.

STC from Helicópteros do Brasil SA (HELIBRAS)



Panel Instruments Post Lights

> BENEFITS

- To ensure full viewing and reading of the Panel Instruments.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)
Airframe, Electrical	6 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

Leather Seat Upholstery 7 Seat Cabin Wollsdorf Ambassador

Reference: 350SEA 87 0312.00

Applicable to version(s): T2

This modification installs hand-crafted natural leather upholstery onto the seats of the aircraft. The upholstery enhances the aesthetic ambience of the cabin, and the tactile comfort of the seats.

Modification comprises: Customised seat upholstery units for all seats.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
WEIGHT					
+3.85 kg	+7.865 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Leather Seat Upholstery 8 Seat Cabin Wollsdorf Ambassador

Reference: 350SEA 87 0311.00

Applicable to version(s): T2

This modification installs hand-crafted natural leather upholstery onto the seats of the aircraft. The upholstery enhances the aesthetic ambience of the cabin, and the tactile comfort of the seats.

Modification comprises: Customised seat upholstery units for all seats.

Leather Seat Upholstery 8 Seat Cabin Wollsdorf Ambassador

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.4 kg	+12.704 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Leather Seat Upholstery Wollsdorf Ambassador

Reference: 350SEA 87 0313.00

Applicable to version(s): B3e

This modification installs hand-crafted natural leather upholstery onto the seats of the aircraft. The upholstery enhances the aesthetic ambience of the cabin, and the tactile comfort of the seats.

Modification comprises: Customised seat upholstery units for all seats.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+4.1 kg	+9.325 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Leather Seat Upholstery Wollsdorf Ambassador

Reference: 350SEA 87 0314.00

Applicable to version(s): B3e

This modification installs hand-crafted natural leather upholstery onto the seats of the aircraft. The upholstery enhances the aesthetic ambience of the cabin, and the tactile comfort of the seats.

Modification comprises: Customised seat upholstery units for all seats.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+7.2 kg	+16.704 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Left Hand Litter

Reference: 350.200034.01

Applicable to version(s): B, B1, B2, B3, BA, D, D1

This portable litter (stretcher) installation allows the transportation of an injured person.

The L/H Litter allows for transportation of an injured person on a portable litter. The litter is secured to the L/H cabin floor, with the L/H forward seat removed and the L/H aft seats in the stowed position.

STC from Airbus Helicopters Canada Ltd (AHCA)

Fixed and detachable provisions can be sold separately. Also available as a RH litter (different PN) for aircraft equipped with LH pilot.



> BENEFITS

- Fixed and detachable provisions can be sold separately
- Fleet interchangeable detachable provisions
- Quick mission changes possible
- Single seats can be stored in the side baggage compartment for remote area usage
- When cargo pods are installed, removed single seat can be stored in one of the pods

> PRE-POST REQUISITE / EFFECTIVITY

Check with Airbus Helicopters representative for compatibility.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada
 ANAC Brasil
 DGAC Mexico
 EASA Europe
 FAA USA

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.67 kg	+1.15 m.kg	4 Day(s)	On request	On request	eRFQ

Left Hand Litter

Reference: 350.200034.01

Applicable to version(s): E, F, F1, F2, N, NP

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

The L/H Litter allows for transportation of an injured person on a portable litter. The litter is secured to the L/H cabin floor, with the L/H forward seat removed and the L/H aft seats in the stowed position.

STC from Airbus Helicopters Canada Ltd (AHCA)

Fixed and detachable provisions can be sold separately. Available as a RH litter (different PN) for aircraft equipped with LH pilot.



> BENEFITS

- Fixed and detachable provisions can be sold separately.
- Fleet interchangeable detachable provisions
- Quick mission changes possible
- Single seats can be stored in the side baggage compartment for remote area usage
- When cargo pods are installed, removed single seat can be stored in one of the pods

> PRE-POST REQUISITE / EFFECTIVITY

Check with Airbus Helicopters representative for compatibility.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.67 kg	+1.15 m.kg	On request	On request	On request	eRFQ

Litter Kit

Reference: 350SEA 87 0100.00

Applicable to version(s): B4

The litter kit provides EMS capabilities to the aircraft.

Modification comprises: Litter Kit

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- EMS provisions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3.6 kg	-3.69 m.kg	5 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	3 Day(s)
Mechanics	4 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Long Rails for Pilot and Copilot SICMA Seats.

Reference: AS350-25.00.83 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Installation of reduced inertia long rails on the rear part.

This Service Bulletin consists of:

- Removing pilot and copilot seats.
- Replacing all pilot and copilot seat attachment rails.
- Installing pilot and copilot seats.

SB from Airbus Helicopters France (AHF)

Rails PRE MOD and POST MOD are not interchangeable. Mixability of rails PRE MOD and POST MOD is prohibited.

> BENEFITS

- Allow greater longitudinal movement of pilot and copilot "SICMA" seats.
- Long rails with reduced-inertia long rails on the rear part to enable their deformation without any risk of rupture.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	6 Hour(s)	19 Week(s)	5386 - 36447 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft fitted with SICMA 159 seats and not equipped with :

- MOD 074338 (SICMA 198 SRP 210 pilot and copilots seats)
- 350V080029.06 or 350V080029.07 (Installation of long rails for pilot and copilot SICMA seats)

- MOD OP 3314 (making the attachment rails longer for the SICMA seats)

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

- MOD 073180

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Lower stretcher installation

Reference: AS350-25-60-Mas (RO)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Installation of a stretcher in order to carry 1 in-bed casualty, accompanied by 1 or 2 people sitting on the RH backseat.

The purpose of improvement is to :

- Installing quick-release pins
- Installing reinforcements on the 15 degree front bulkhead
- Installing a U-shaped support under the cabin floor
- Installing front reinforcements on the cabin floor
- Installing the Removable Part of the upper stretcher

Helicopters version B3 POST-MOD 073368 and PRE-MOD 074222 are not covered by this service bulletin as modification 350a086464.00 does not cover version B3.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to make the helicopter capable of carrying one in-bed casualty on an upper stretcher, accompanied by 1 or 2 people sitting on the RH backseat.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0.6 kg	Fixed Part +1.37 m.kg	3 Day(s)	38 Week(s)	18474 - 18485 EUR (e.c. 2023)	eOrdering
Mobile Part +15.7 kg	Mobile Part +27.8 m.kg				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	12 Hour(s)
Airframe, Structure	20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073368
- and not equipped with :
- MOD 074222
- MOD 071644 (Medical installation compatible with wider long console (Fixed Part)) or AL4734 (Medical installation : upper part)
- MOD 071645 (Medical installation compatible with wider long console (Removable Part))

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

- MOD 350A086464.00 (Installation NR B2 with litter)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Medical installation: lower stretcher

Reference: AS355-25.01.13 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

This installation makes the helicopter capable of receiving the installation of a lower stretcher in order to carry 1 in-bed casualty, accompanied by 1 or 2 people sitting on the RH backseat.

This Upgrade consists in:

- installing reinforcements under the cabin floor, and on the rear bulkhead, for installation of lower stretcher supports
- installing a folding lower stretcher using 4 securing straps attached to the cabin floor with existing rings, for storage in the luggage compartment.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Allow the transport of a passenger in a stretcher

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0,7 kg	Fixed Part +1,1 m.kg	1 Day(s)	27 Week(s)	7529 EUR (e.c. 2023)	eOrdering
Mobile Part +15,1 kg	Mobile Part +26,7 m.kg				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0146 (Lower stretcher installation (Fixed Part))
- MOD OP0283 (medical installation: Folding lower stretcher installation (Removable Part))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Medical Stretcher Installation

Reference: 2018S05-08

Applicable to version(s): B2, B3

The medical stretcher Installation provides to the aircraft capabilities to install one stretcher in the cabin.

The AS350 medical stretcher installation is located on the left side of the cabin. The stretcher shall be installed with patient's head oriented to aircraft's rear direction.

STC from Helicópteros do Brasil SA (HELIBRAS)

> BENEFITS

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

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1444,56 Kg	X.M: 4914,29 Y.M: - 19,563	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	8 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

Modification of the instrument panel for medical evacuation kit

Reference: AS350-53.00.32 (R1)

Applicable to version(s): B3

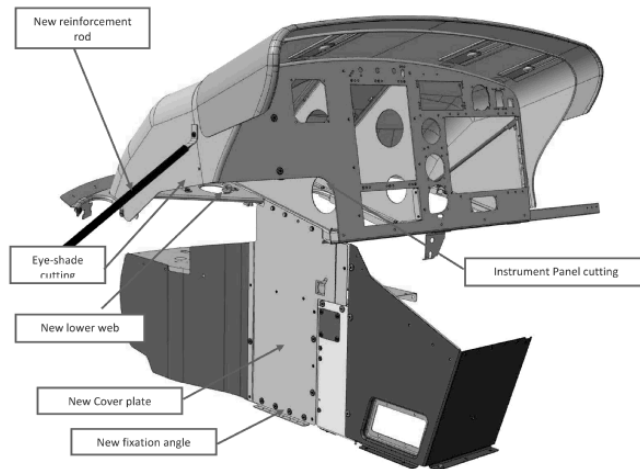
Preparation of the centered instrument panel (POST MOD 072810) for the EMS (Emergency Medical Services) installation

The purpose of this Service Bulletin is to provide clearance for installation of the MEDEVAC option lower longitudinal stretcher by cutting out the LH lower section of the centered instrument panel and reinforcing the support structure of the panel.

This Service Bulletin consists in:

- removal of instrument panel
- modification of LH lighting panel
- modification of console aft closing panel and console assembly structure
- modification of visor
- modification of instrument panel structures:
 - modification of entablature
 - installation of end-cap on tube structure
 - modification of instrument panel
 - installation of instrument panel webs
- re-installation of equipment on instrument panel
- post-installation tests of equipment on instrument panel.

SB from Airbus Helicopters France (AHF)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	30 Hour(s)



Noise reduction in cabin

Reference: AS350-21.90.17 (R0)

Applicable to version(s): B3

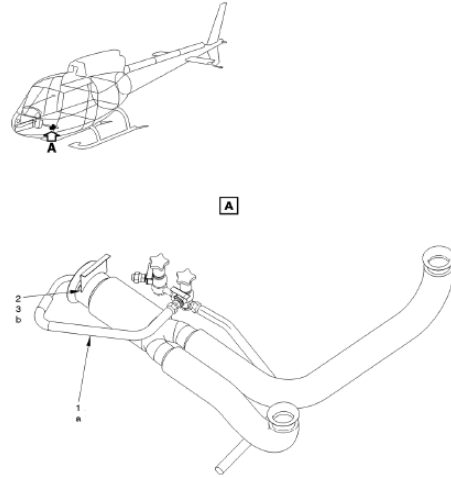
This installation is to reduce noise in cabin by replacing the pipe and the heating diffuser.

This installation consists in :

- Removing and storing the pipe and the heating diffuser.
- Installing the new heating pipe and the new diffuser.

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

- Reduces noise in cabin when P2 air is tapped

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This upgrade is applicable on aircraft not equipped with :

- Modification 350A080729.00
- Heating pipe P/N 350A72-2073-13
- Diffuser P/N 350A72-0715-00

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Overhead box with audio jacks and map lights

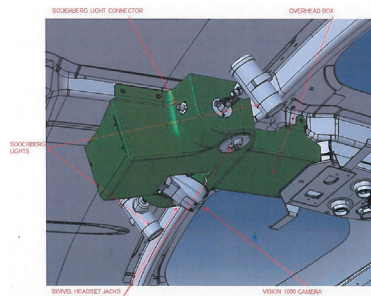
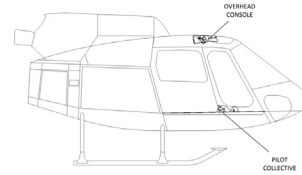
Reference: SR11320DS

Applicable to version(s): B3

This modification adds an overhead console that has 2 map lights and 2 audio jacks for pilot and copilot.

Adds pilot and copilot maplight
 Moves ICS jacks from console to the OVHD
 Jacks are mounted in a swivel base for additional safety
 Provides additional space for rear PAX radio, ICS panel or other equipment (equipment not provided in this STC)

STC from Airbus Helicopters Inc. (AHI)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.7 kg	On request	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA
- ANAC Brasil
- DGAC Mexico

Oxygen system installation

Reference: 2014S10-02

Applicable to version(s): B2, B3, B3e

Oxygen System installation to provide oxygen inside the cabin in order to support medical.







The main function of Oxygen System installation is to provide oxygen inside the cabin in order to support medical, rescue and emergency operations or medical transportation.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To improve patient's survival capacity.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
48.5 kg	157,922 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	32 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

Passenger Headset Hook Support

Reference: 350SEA 72 0300.00

Applicable to version(s): B3, B, B1, B2, BA, BB, D

This modification installs headset hook supports for ground use. It allows better organisation and stowage within the cabin during ground operations.

Modification comprises: Headset Hooks

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- Provides stowage for up 4 passenger headsets on ground.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.12 kg	+0.31 m.kg	1 Day(s)	On request	from 3555 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1 Day(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pilot's and copilot's energy- absorbing seats

Reference: AS350-25.00.57 (R4)

Applicable to version(s): B, B1, B2, B3, BA, D

This Service Bulletin consist in installing pilot's and copilot's energy-absorbing seats.

These seats of improved structural design feature strongly improved impact tolerance and energy absorption capacity.

SB from Airbus Helicopters France (AHF)

After reinforcement, former installation can no longer be reinstalled. Seat mixability is authorized.



> BENEFITS

- To permit installation of pilot's and copilot's energy-absorbing seats.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 17.25 kg to + 32.44 kg depending on aircraft configuration.	+ 30.84 m.kg to + 58.00 m.kg depending on aircraft configuration.	1 to 7 Day(s) depending on aircraft configuration.	30 Week(s)	3463 - 29766 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	0 or 160 Hour(s) depending on aircraft configuration
Airframe, Systems	2 or 160 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs 073380 and OP3110 (Installation of pilot's and copilot's energy-absorbing seats)

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

- MOD 073180 (Standardization of the bottom structures)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pilot's and copilot's energy-absorbing seats

Reference: AS355-25.00.58 (R4)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to install pilot's and copilot's energy-absorbing seats.

This installation requires reinforcement underneath floor by replacement of structural items.

SB from Airbus Helicopters France (AHF)

After reinforcement, former installation can no longer be reinstalled. Seat mixability is authorized.



> BENEFITS

- These seats of improved structural design, feature strongly increased impact tolerance and energy absorption capacity.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 17.25 kg to + 32.44 kg depending on aircraft configuration.	+ 30.84 m.kg to + 58.00 m.kg depending on aircraft configuration.	7 Day(s)	40 Week(s)	3463 - 27585 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	160 Hour(s)
Airframe, Systems	160 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs 073380 and OP3110 (Energy-absorbing seats)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073180 (Standardization of the bottom structures)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Police interior layout

Reference: 2012S10-03

Applicable to version(s): B2, B3, B3e

The installation of the Policial Interior offer several options for the AS350 B2/ H125 dedicated to Public Security and Civil Defense operations.

The installation of the Policial Interior offer several options for the AS350 B2/H125 dedicated to Public Security and Civil Defense operations. In this installation are provided two different configurations of seats, with two different coatings: leather, leatherette and tissue.

STC from Helicópteros do Brasil SA (HELIBRAS)



Policial Interior

> BENEFITS

- Interior adaptation.

KG					
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, Electrical	6 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

Quick Release Stowage Pockets

Reference: AHUK-350-0005

Applicable to version(s): B3e

The Stowage Pocket is installed outboard adjacent to the pilot seat. The stowage can be used for maps, documents and/or any other small item.

The quick release system consists of a camloc quarter-turn fastener which enables the stowage pocket to be removed from the aircraft without tooling and retaining only stowage feet. AHUK offers the replacement of the existing map stowage pocket inboard of the Copilot seat with a quick release solution.

STC from Airbus Helicopters UK Ltd (AHUK)

The modification might require the extinguisher relocation option.
 EASA Minor change



> BENEFITS

- Increased stowage inside the cabin.
- Quick release for removal without tooling.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.35 kg	2.29 m.kg	3 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

- Pilots stowage may require fire extinguisher relocation.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the SICMA 198 copilot seat with a SICMA 159 copilot seat

Reference: AS350-25.04.19 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to replace the SICMA 198 copilot seat with a SICMA 159 copilot seat.

This Service Bulletin consists in:

- Removing SICMA 198 copilot seat MP/N 19810-14-00 or 19810-02-00
- Installing SICMA 159 copilot seat MP/N 1591718-40

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.

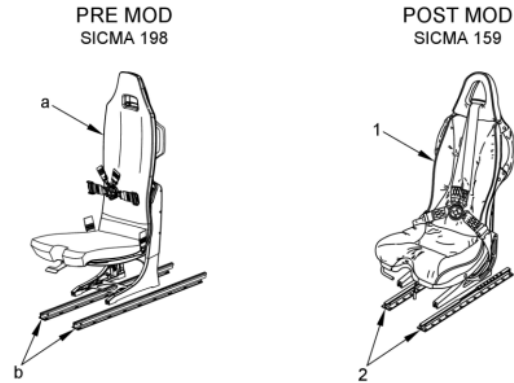
> BENEFITS

- Increase the comfort of the seat during aerial work missions.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,85 kg	-0,3 m.kg	0,5 Day(s)	30 Week(s)	1 6969 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with:

- SICMA 198 copilot seat MP/N 19810-14-00 (P/N 70441120009) or 19810-02-00 (P/N 704A41120140)

and not equipped with:

- MOD OP20031 (Replacement of the SICMA 198 copilot seat with a SICMA 159 copilot seat)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the SICMA 198 pilot seat with a SICMA 159 pilot seat

Reference: AS350-25.04.18 (R1)

Applicable to version(s): B3

The purpose of this Service Bulletin is to replace the SICMA 198 pilot seat with a SICMA 159 pilot seat.

This Service Bulletin consists in:

- removing SICMA 198 pilot seat MP/N 19810-14-00 or 19810-02-00
- installing SICMA 159 pilot seat MP/N 1591718-40

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.

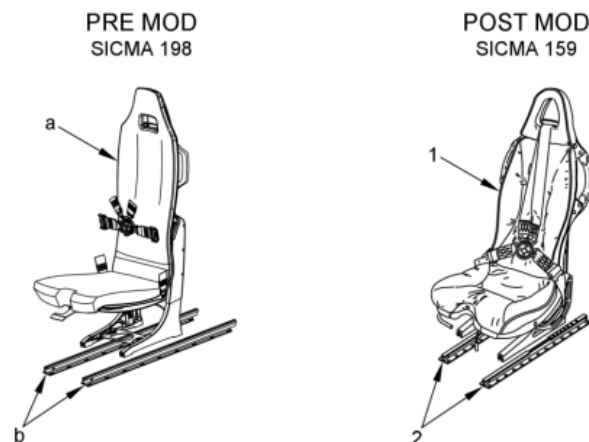
> BENEFITS

- Increase the comfort of the seat during aerial work missions

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+12,48 kg	+4,605 m.kg	2 Hour(s)	30 Week(s)	16969 EUR	eOrdering
+13,33 kg	+4,959 m.kg			(e.c. 2023)	
depending on the configuration aircraft	depending on the configuration aircraft				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Helicopters equipped with SICMA 198 pilot seat MP/N 19810-14-00 (P/N 70441120009) or 19810-02-00 (P/N 704A41120140)

and not equipped with

- MOD OP20019 (Replacement of the SICMA 198 pilot seat with a SICMA 159 pilot seat)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Right Hand Litter Kit

Reference: 130.200034







Applicable to version(s): B4

The Litter Kit allows the helicopter to transport one medical patient on a secured stretcher. The kit installation is located on the right hand side of the cabin floor. The fixed provisions are compatible with both the 7 and 8 place interiors.

The kit is made of aluminum alloy frame and installation provisions.

STC from Airbus Helicopters Canada Ltd (AHCA)



 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+6.2 kg	-1.05 m.kg	4 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

FAA USA

TCCA Canada

Rubber mat

Reference: 2012S09-12

Applicable to version(s): B2, B3, B3e

The installation of the Rubber Mat foresee the installation of the mats in the cabin floor and in the baggage compartment of the aircraft

The installation of the Rubber Mat foresee the installation of the mats in the cabin floor and in the baggage compartment of the aircraft The pad is an elastomeric compound having high qualities resistance (wear, abrasion, water and cleaning chemicals or acids).

Color: Black Standard: Rubber mat for non-slip floor type coin.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Non-slip characteristics
- Floor protection

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
17.80 kg	36,845 kgf.m	1 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	3 Hour(s)



Seat Back Storage(s)

Reference: AHUK-350-0008

Applicable to version(s): B3e

The custom seat back storage pocket can be installed to the rear of the Pilot and/or Copilot seat.

The pocket is finished with specific material and colours to match the aircraft cabin interior. The storage pocket has a zipped enclosure and additional slip pocket on the front.

The main storage pocket is approximately 330mm (h) x 290mm (w) x 60mm (d) and is ideal for storing paperwork, documentation and other small devices.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Additional Storage
- Different Finishes to suit aircraft interior.

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

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Seat Back Storage(s)

Reference: AHUK-130-0014

Applicable to version(s): T2

The custom seat back stowage pocket can be installed to the rear of the Pilot, Copilot and/or Forward Passenger seat.

The stowage pocket comprises of an aluminium backing plate and is finished with leather to match the customers interior.

The new Stowage pockets are cleared for maximum contents weight of 1.0kg as opposed the original 0.5kg capacity and have an elasticated top, dimensions of the pockets are: 260mm (w) x 195mm (d).

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Additional Storage
- Different Finishes to suit aircraft interior

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1 kg	1.68 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Seat belt for operations crew

Reference: 2012S09-13

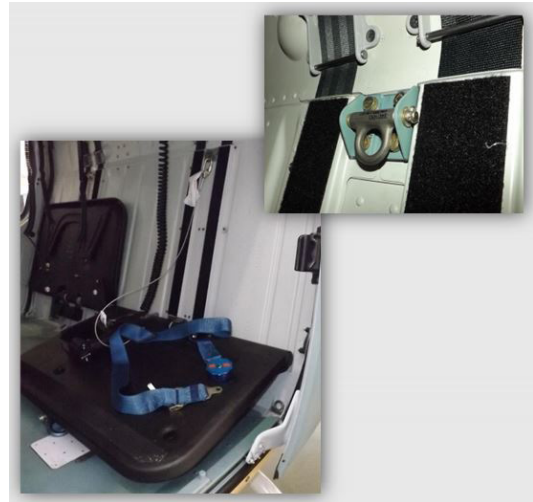
Applicable to version(s): B2, B3, B3e

The installation of the Seat belt for Operating crew member is dedicated to Public Security and Civil Defense operations.

The installation of the Seat belt for Operating crew member is dedicated to Public Security and Civil Defense operations. The objective is to ensure the safety of the crew in situations where it is necessary to move during opened door flight.

Belt Length : 130 cm

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Security
- Support for public security operations

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1 kg	1 kgf.m	8 Hour(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	5 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

Upper stretcher installation

Reference: AS355-25-60-Mas (R1)

Applicable to version(s): E, F, F1, F2, N

This installation allows a stretcher-patient to be carried longitudinally together with one or two medical attendants on the RH rear bench-seat.

The purpose of improvement is to:

- Installing quick-release pins,
- Installing reinforcements on the 15 degree front bulkhead,
- Installing a U-shaped support under the cabin floor,
- Installing front reinforcements on the cabin floor,
- Installing the Removable Part of the upper stretcher.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to make the helicopter capable of carrying one in-bed casualty on an upper stretcher, accompanied by 1 or 2 people sitting on the RH backseat.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 17.671 kg	+33.837 m.kg	1.5 Day(s)	40 Week(s)	18474 - 19257 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	9 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 071644 (Medical installation compatible with wider long console (Fixed Part)) or AL4734 (Medical installation: upper part)
- MOD 071645 (Medical installation compatible with wider long console (Removable Part))

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

- MOD 071310 (Assembly of medical installation with AP coupler)
- MOD OP1041 (autopilot)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Utility Vinyl Seat Covers

Reference: 350.701044

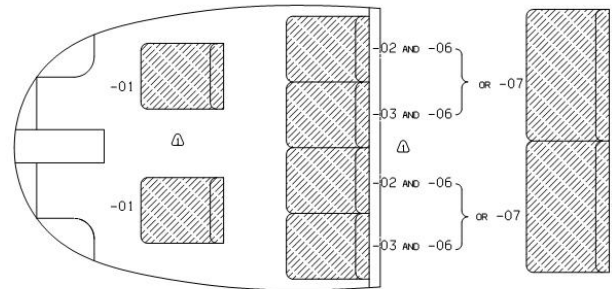
Applicable to version(s): B, BA, B1, B2, B3, D

Heavy Duty Seat Covers.

The utility seat covers are made with a highly wear-resistant aircraft vinyl. The covers can easily fit onto the existing Airbus Helicopters seat foams. Using covers with additional Airbus Helicopters foams can provide replacement cushions.

STC from Airbus Helicopters Canada Ltd (AHCA)

Available in Black vinyl only.



> BENEFITS

- Highly resistant
- Easy to install
- Made with flame resistant materials

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.35 kg	+2.19 m.kg	1 Day(s)	On request	On request	eRFQ

VIP Trim Interior

Reference: AHUK-350-0010

Applicable to version(s): B2, B3, B3e

The customer is free to explore their creativity and develop the bespoke interior design of their dreams matching with a bespoke exterior paint scheme.

Airbus Helicopters UK are on hand to assist with the concept, design and completion every step of the way.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Helicopter bespoke Interior

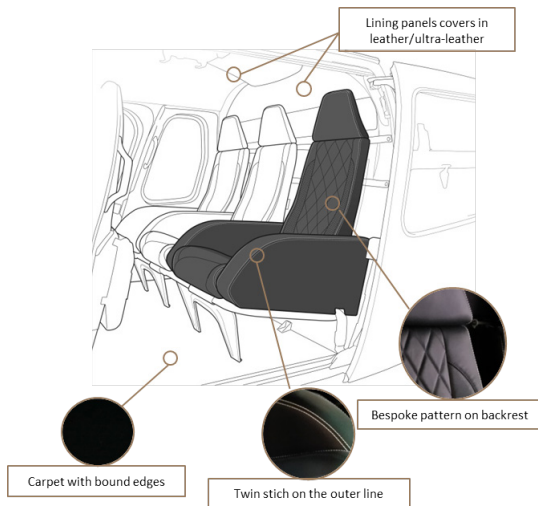
KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	7 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe



VIP Trim Interior

Reference: AHUK-130-0007

Applicable to version(s): T2

The customer is free to explore their creativity and develop the bespoke interior design of their dreams matching with a bespoke exterior paint scheme.

Airbus Helicopters UK are on hand to assist with the concept, design and completion every step of the way.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Customer defined

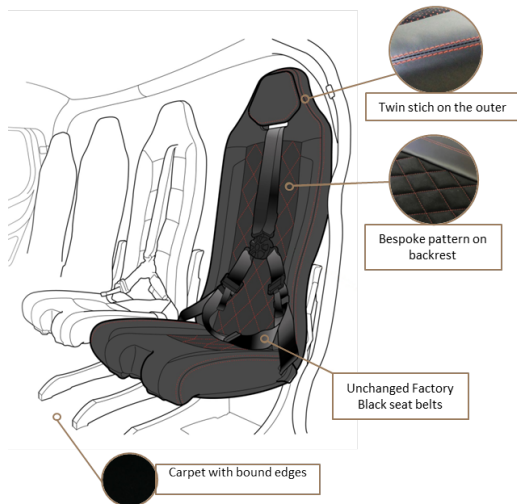
KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	7 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Wool Carpet 7 Seat Cabin Glen Eden Cardigan Bay

Reference: 350SEA 87 0320.00

Applicable to version(s): T2

This modification installs hand-crafted natural wool carpets onto the cabin and cargo compartments of the aircraft. The carpet enhances the aesthetic ambiance of the cabin, and softens vibrations experienced by the passengers.

Modification comprises: Customised carpet units for the cabin and all cargo compartments.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+17.35 kg	+43.275 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Wool Carpet 8 Seat Cabin Glen Eden Cardigan Bay

Reference: 350SEA 87 0321.00

Applicable to version(s): T2

This modification installs hand-crafted natural wool carpets onto the cabin and cargo compartments of the aircraft. The carpet enhances the aesthetic ambiance of the cabin, and softens vibrations experienced by the passengers.







Modification comprises: Customised carpet units for the cabin and all cargo compartments.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+16.1 kg	+38.099 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Wool Carpet Glen Eden Cardigan Bay

Reference: 350SEA 87 0322.00

Applicable to version(s): B3e

This modification installs hand-crafted natural wool carpets onto the cabin and cargo compartments of the aircraft. The carpet enhances the aesthetic ambiance of the cabin, and softens vibrations experienced by the passengers.

Modification comprises: Customised carpet units for the cabin and all cargo compartments.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+14.8 kg	+37.515 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Wool Carpet Glen Eden Cardigan Bay

Reference: 350SEA 87 0325.00

Applicable to version(s): T2

This modification installs hand-crafted natural wool carpets onto the cabin and cargo compartments of the aircraft. The carpet enhances the aesthetic ambiance of the cabin, and softens vibrations experienced by the passengers.

Modification comprises: Customised carpet units for the cabin and all cargo compartments.

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- Improved cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+17.05 kg	+39.980 m.kg	2 Day(s)	On request	from 5238 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

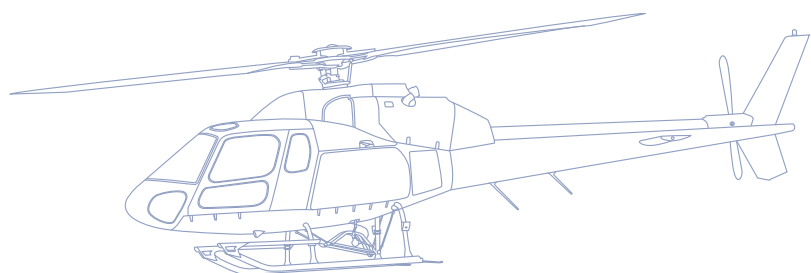
QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore



MAINTENANCE IMPROVEMENT



Adding an attachment point to the fuel supply pipe of the main manifold

Reference: EC130-73-001 (R0)

Applicable to version(s): B4, T2

This modification is developed by Safran Helicopter Engines on Airbus Helicopters request to reduced the risk of engine flame-out.

SafranHE has developed the modification TU 211 to add an attachment on the routing of this pipe in order to reduce the vibration caused fatigue. This comes in complement to the maintenance checks.

This modification can be embodied by the customers and is proposed through SafranHE Service Bulletin No.292 73 2211 (please ref to SafranHE Website)

SB from Airbus Helicopters France (AHF)

This SB has no effect on interchangeability and mixability.



> BENEFITS

- The embodiment of TU 211 to make the installation more resistant to the vibratory phenomenon and to decrease the related maintenance.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

For helicopters that:

- have the starter generator MP/N 524-031 or 515-030
- are PRE MOD TU 211 at engine level.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Adding an attachment point to the fuel supply pipe of the main manifold

Reference: AS350-73.00.02 (R0)

Applicable to version(s): B3

This modification is developed by Safran Helicopter Engines on Airbus Helicopters request to reduced the risk of engine flame-out.

SafranHE has developed the modification TU 211 to add an attachment on the routing of this pipe in order to reduce the vibration caused fatigue. This comes in complement to the maintenance checks.

This modification can be embodied by the customers and is proposed through SafranHE Service Bulletin No. 292 73 2211 (please ref to SafranHE Website)

SB from Airbus Helicopters France (AHF)

This SB has no effect on interchangeability and mixability.

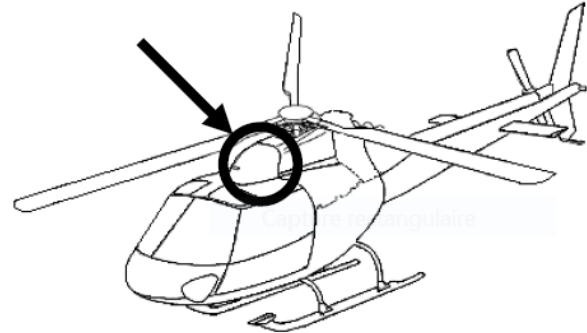
> BENEFITS

- The embodiment of TU 211 to make the installation more resistant to the vibratory phenomenon and to decrease the related maintenance.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

For helicopters that:

- have the starter generator MP/N 524-031 or 515-030 are PRE MOD TU 211 at engine level.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cowling maintenance steps

Reference: 130-200094

Applicable to version(s): B4

The Cowling Maintenance Steps improve access to the rotor head area for routine maintenance and inspection.

Large enough for winter boots, the steps are located on both sides of the aircraft immediately above the cargo compartments.

Part # 130-200094 (LH) Part # 130-200104 (RH)

STC from Airbus Helicopters Canada Ltd (AHCA)

Must be installed as a pair.



> BENEFITS

- Improved access to the main rotor head area for maintenance and inspection

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On Request

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- TCCA Canada

Cowling Maintenance Steps

Reference: 350-200094

Applicable to version(s): B, BA, B1, B2, B3, C, D, D1

Improve Access During Maintenance.

The cowling maintenance steps improve access to the main rotor head for routine maintenance and inspection. Large enough for winter boots, the steps are located on both sides of the aircraft.

STC from Airbus Helicopters Canada Ltd (AHCA)

For use on ground only.



> BENEFITS

- Improved access to the main rotor head for maintenance and inspection.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
On request	On request	3 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable

> CERTIFICATION ORGANIZATION(S)

FAA USA
 DGAC Mexico
 TCCA Canada

Detailed storage conditions for parking, immobilization and maintenance operations

Reference: EC130-20-001 (R1)

Applicable to version(s): B4, T2

The purpose of 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 that must be complied with when a helicopter is grounded, including in the context of maintenance activities.

The purpose of this Service Bulletin is:

- To give the parking and immobilization procedures (for periods of less than 6 months), the related conditions and reactivation procedure,
- To describe the storage rules that must be complied with when a helicopter is grounded for maintenance activities,
- To clarify the TO concept, i.e. the date that must be considered for the beginning of storage and immobilization period.

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

The modification will be integrated into the following manuals:

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

SB from Airbus Helicopters France (AHF)

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



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

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

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Not applicable

Detailed storage conditions for parking, immobilization and maintenance operations

Reference: AS355-20.00.01 (R1)

Applicable to version(s): E, F, F1, F2, N, NP

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 give the parking and immobilization procedures (for periods of less than 6 months), the related conditions and reactivation procedure,
- To describe the storage rules that must be complied with when a helicopter is grounded for maintenance activities,
- To clarify the T0 concept, i.e. the date that must be considered for the beginning of storage and immobilization period.

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

The modification will be integrated into the following manuals:

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

SB from Airbus Helicopters France (AHF)

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



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

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

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Not applicable

Detailed storage conditions for parking, immobilization and maintenance operations

Reference: AS350-20.00.01 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of 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 that must be complied with when a helicopter is grounded, including in the context of maintenance activities.

The purpose of this Service Bulletin is:

- To give the parking and immobilization procedures (for periods of less than 6 months), the related conditions and reactivation procedure,
- To describe the storage rules that must be complied with when a helicopter is grounded for maintenance activities
- To clarify the TO concept, i.e. the date that must be considered for the beginning of storage and immobilization period.

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

The modification will be integrated into the following manuals:

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

SB from Airbus Helicopters France (AHF)

This SB does not require any kit and is Free of Charge.

Just download on TIPI thanks to the above link 'Download SB/STC document' and apply it.



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

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

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

Not applicable

Poly V Trapezoidal Type Belt Installation on Hydraulic Pump Drive.

Reference: AS350-63.00.08 (R3)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Delete OTL 1500 hours.

Change of belt and drive pulley types

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve hydraulic pump drive operation.
- To reduce maintenance time and DMC at belt level.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	25 Hour(s)	58 Week(s)	19436 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	25 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs 079555, 079558, 079559 and 079563 (Poly V trapezoidal type belt installation on hydraulic pump drive)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rear Maintenance Steps (Cross Tube)

Reference: 350.500604

Applicable to version(s): E, F, F1, F2, N, NP

The Rear Maintenance Steps improve access to the engine and transmission decks for routine maintenance and inspection. They are mounted on the landing gear aft cross tube and include an anti-slip surface.

Made of Aluminum Alloy.

STC from Airbus Helicopters Canada Ltd (AHCA)

For use on ground only.



> BENEFITS

- Easier entry and exit for crew & passengers
- Easier access to transmission deck for maintenance



WEIGHT

+2.2 kg



MOMENT

+9.28 m.kg



DOWN TIME

1 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Rear Maintenance Steps (Cross Tube)

Reference: 350.500604

Applicable to version(s): B, BA, B1, B2, B3, D

The Rear Maintenance Steps improve access to the engine and transmission decks for routine maintenance and inspection. They are mounted on the landing gear aft cross tube and include an anti-slip surface.

Made of Aluminum Alloy

STC from Airbus Helicopters Canada Ltd (AHCA)

For use on ground only.



> BENEFITS

- Large contact surface with anti-slip finish for safety
- Improved access to engine and transmission
- Kit includes both left and right step assembly

 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+2.2 kg	+9.28 m.kg	1 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
 DGAC Mexico
 EASA Europe
 FAA USA
 TCCA Canada

TBO for rotating cargo hook with part number (MP/N) AS21-5-7

Reference: AS350-05.00.69 (R0)

Applicable to version(s): B2

Airbus is introducing a Time Between Overhauls (TBO) and a maintenance schedule for rotating cargo hooks with part number (MP/N) AS21-5-7

This Service Bulletin defines a schedule for the return of SIREN rotating cargo hooks with part number AS21-5-7 for complete overhaul following the introduction of new maintenance intervals for AS350 version B2 helicopters.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To ease the implementation of this maintenance operation by defining a schedule for carrying out the complete overhaul of the rotating cargo hooks.

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
Airframe, Cabin	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Cargo-swing fitted with a SIREN rotating cargo hook with part number (MP/N) AS21-5-7

> CERTIFICATION ORGANIZATION(S)

EASA Europe

MISSION & EXTERNAL EQUIPMENT



AEM High power loudspeaker system

Reference: SR09510RC

Applicable to version(s): B3, B3e

The Anodyne Electronics Manufacturing Corp. (AEM) High Power Loudspeaker System broadcasts external audio or siren that is controlled via the pilot / copilot audio panel and LSC22 control panel.

The Anodyne Electronics Manufacturing Corp. (AEM) High Power Loudspeaker System broadcasts external audio or siren that is controlled via the pilot / copilot audio panel and LSC22 control panel.

The audio and siren tones are emitted from speakers mounted on the lower left side of the fuselage. The Loudspeaker System emits a directional sound pattern. For best results position the helicopter so the intended target of the loudspeaker is offset to the left of the helicopter by a distance equal to the height (AGL) of the helicopter.

The PA system is activated by a switch marked 'PA' located on the audio panel.

Notes:

Do not operate the Loudspeaker System when personnel are within 200 feet of the External Loudspeaker.

Do not operate the Loudspeaker System in a hangar or confined area.
Minimum height for Loudspeaker System Siren operation: 200 ft. AGL.

STC from Airbus Helicopters Inc. (AHI)

Compatible with heavy duty cargo tie-downs.



CERTIFICATION ORGANIZATION(S)

- EASA Europe
- ANAC Brasil
- FAA USA
- CAA China
- TCCA Canada

BENEFITS

- The speakers allow the pilot or observer to make announcements through the PA system via the audio panel.
- The system can also be used to broadcast other audio signatures, e.g. A siren.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +15,4 kg	On request	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
	On Request

Airframe reinforcement for Fixed and Removable Parts of cargo sling installation (1500 kg)

Reference: EC130-53-10-Mas (R1)

Applicable to version(s): T2

The purpose of this Upgrade is to reinforce the airframe to provide the helicopter with capability for the Fixed and Removable Parts of the cargo sling installation (1500 kg).

This Upgrade, depending on your helicopter's configuration can either consists in:

- Replacing the rear fairing
- Adapting the airframe
- Replacing the tank cradles
- Installing a compass plate protection
- Adapting the cargo floor panels
- Adapting the scupper electrical bonding
- Adapting the cargo compartment covering
- Replacing the tank stop
- Modifying the RH rear plate
- Installing the RH rear plate
- Adapting the wiring
- Relocating the maximum load labels for lateral cargo compartments

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD parts are not interchangeable. CONF 15 to 28 Mixability of cradles is prohibited.

> BENEFITS

- Install both fixed and removable parts of Cargo sling allowing the carrying of an additional charge of 1500kg

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	6 Day(s)	39 Week(s)	63176 - 115060 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)
Airframe, Electrical	40 to 48 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350R081002.00 (Retrofit of airframe capabilities for cargo sling (Std between 01/2014 and 12/2014))
- MOD 350R081002.01 (Retrofit of airframe capabilities for cargo sling (Std between 07/2012 and 12/2013))

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

- MOD 074406 (Industrialized fuel tank cradles - EC130-T2 (Basic))
- MOD OP4410 (X2 - Emergency floatation gear (Fixed Part))
- MOD 074499 (Reinforcement of EC130T2 airframe for cargo sling installation (1500 kg))
- MOD 074355 (X2 - Main structure)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Audio and video recorder VRDV-5004

Reference: 2013S05-16

Applicable to version(s): B2, B3, B3e

The VRDV-5004 is an Audio and Video Recorder that allows instant playback during the mission if it is connected to a video display device.

The VRDV-5004 is an Audio and Video Recorder compatible with Compact Flash memory cards (contains 2 slots). The VRDV-5004 Recorder also allows instant playback during the mission if it is connected to a video display device. The recorder has a video input that can be used in the HD-SDI format or SD-SDI and an audio input.

STC from Helicópteros do Brasil SA (HELIBRAS)



VRDV-5004 recorder

> BENEFITS

- Image recording in high definition.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2.0 kg	1,985 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

The installations of STC 2013S05-15 - Image Generation System (FLIR STAR SAFIRE 230HD) and STC 2002S10-14 - Dual Buzzer Installation / Audio Selector (Model KMA24H-71 of the King) are considered prerequisites for this change. 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

BMS™ Video Downlink System Installation

Reference: SR0931 1RC-D

Applicable to version(s): B2, B3, B3e

Installation of a BMS Video Downlink System

The Airborne Downlink system is a single box solution containing everything needed for high-quality, reliable transmission. This includes the video encoder, modulator, up-converter and high-power amplifier. It also includes a dependable low cost antenna mounted on the cabin roof and employs an omnidirectional antenna that provides 360° of azimuth coverage. The new Cockpit Downlink Control Panel is designed to give the aircraft operator full control of any BMS digital microwave system.

Use kit #350A82-1647-03.

-01/-02 variants are not provided any more.
Installation in accordance with Drawing List 350A82-1781.

STC from Airbus Helicopters Inc. (AHI)

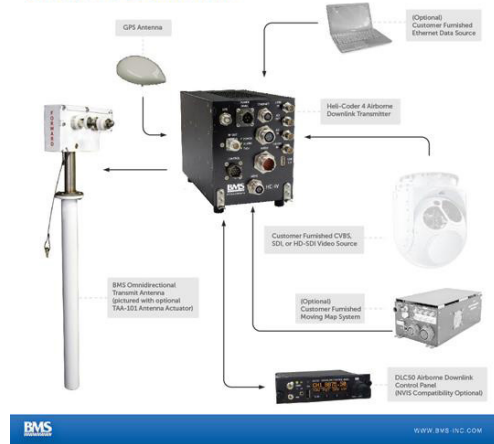
Operation of the BMS downlink system DLC50 Control Panel is restricted to a crewmember that is not manipulating the flight controls.

> BENEFITS

- Low delay time
- Digital signal resistant to multipath degradation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+3.73 kg	40.95 m.kg	On request	On request	79680 USD (e.c. 2017)	eRFQ

Law Enforcement & Security Airborne Downlink



> CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- EASA Europe
- FAA USA
- TCCA Canada

Breeze™ Electrical Hoist (204 kg/450 lb)

Reference: AS355-25-60-Mas (R2)

Applicable to version(s): F2, N, NP

The purpose of this Service Bulletin is to install the BREEZE-type hoist with a load hoisting capacity of 450 lb (204 kg).

Uninstallation of Fixed Part (FP) and/or Removable Part (RP) of the hoist, installation of the hoist operator footstep

The max. consumption of the 450-lb hoist (96 A) requires the installation of a 130-A fuse in the electrical master box.
Increase of DC load: 96 Amperes.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD LH MGB cowlings are not interchangeable.
Pre- and post-MOD cargo compartment coverings are not interchangeable.
The operator footstep installation is incompatible with MOD OP3000 DART long foot board



> BENEFITS

- Increases of capacities enabling to carry out a wide range of missions.
- Emergency jettison device directly controlled by the pilot.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2,5 kg to +47,5 kg depending on aircraft configuration	+7,0 m.kg to +103,0 m.kg depending on aircraft configuration	4 to 9 Day(s) depending on aircraft configuration	44 Week(s)	49504 - 324649 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	22 to 53 Hour(s) depending on aircraft config
Electrical systems	4 to 24 Hour(s) depending on aircraft config

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- MODs OP2700 (or OP3802, OP3803 and 073808), 073116, OP3067, OP3068, 070873, 071787 and 350R840031.00

The kit are impacted depending the installation of the following equipments (will be selected in the CONFIGURATION ASSISTANT) :

- Electrical Hoist Fixed Part
- Electrical Hoist Removable Part
- Operator footstep

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Breeze™ Electrical Hoist (204 kg/450 lb)

Reference: AS350-25-60-Mas (R6)

Applicable to version(s): B3

Installation of both fixed and removable part of the Breeze electrical hoist enabled to hoisting loads up to 204 kg/450 lbs at variable speed.

Swiveling tubular arm equipped with a two-position locking device.
The potentiometer enables to adapt the speed and direction of the unwound cable.
Dual emergency jettison device controlled by the pilot and hoist operator.
Cable length: 50 meters.
The number of consecutive cycles is unlimited.

Total weight including Fixed and Mobile parts (Detail on request).

SB from Airbus Helicopters France (AHF)

Aircraft not having received MOD OP2783 must first receive the application of Service Bulletin No. 80.00.03 (200 A starter generator).
Aircraft Serial Integration Date (DIS) before 07/01/2006 must have applied Service Bulletin 25.00.95 (removal of grounding on winch tow wiring) to carry out this Service Bulletin.

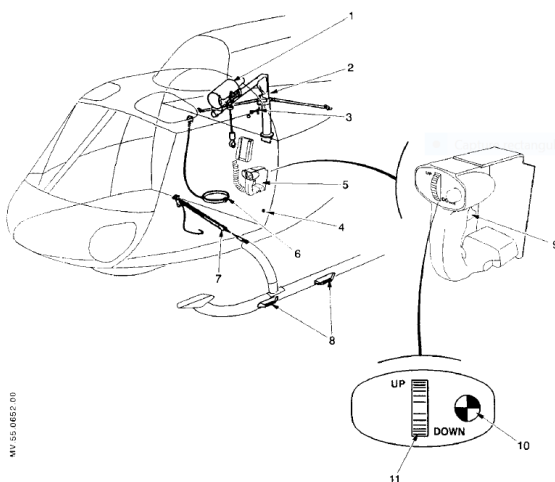
> BENEFITS

- Increases of capacities enabling to carry out a wide range of missions.
- Emergency jettison device directly controlled by the pilot.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Mobile Part +47,5 kg	Mobile Part +116,8 m.kg	9 Day(s)	49 Week(s)	285520 - 297873 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	30 to 38 Hour(s) depending on aircraft configuration
Mechanics	9,5 Hour(s)
Electrical systems	20 to 36 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD OP2700: BREEZE 450 Hoist Lbs Fixed Part (FP)
 - MOD OP3803: Fixed Part (FP) Structure Hoist 300/450 Lbs,
 - MOD OP3805: New Fixed Part (FP) 450 Lbs Hoist,
 - MOD 073004: Hole left hood sealing for Hoist
 - MOD OP2813: Removable Parts (R.P.) BREEZE 450 Lbs Hoist,
 - MOD 074286 : 450 Lbs Optional Hoist Installation
 - MOD 074249: Collective handle modification : new connective and label integration Optional 450lbs Hoist
 - MOD 350A826548.03: Fixed Part (FP) Hoist 204kg, for the modification 074663 (New Garmin radio line Various Optional Installations)
- According to aircraft configuration, MODs impacting this SB/kit are:
(will be selected in the CONFIGURATION ASSISTANT)
- MOD OP3802 (Structure Capability for Hoist 300/450 Lbs)
 - MOD OP3804 (Capability Hoist 450 Lbs (Elec))
 - For Helicopters POST MOD 073368 and PRE MOD 074280, apply the plan 350P086396.00.
 - 073808 -Adaptation for Fixed Part of 300/450 Lbs hoist
 - 071787-Hoistman footstep, LH side
 - 074882 Improvement of hoist beam connectors
 - 350A826548.02 -Fixed Parts (FP) of 450lbs hoist as part of modification 074286 (450 Lbs hoist optional installation),
 - Modification 350A828039.01 to install the fixed parts of the hoist installation, to integrate mod 074882 to install the removable parts
 - 074823 Addition of hoistman anchoring alternative

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Capabilities for extended cargo swing

Reference: AS350-25-60-Mas (R2)

Applicable to version(s): B2, B3, B3e

Enables the installation of the fixed parts of the low sling in order to enable lifting operations using cargo swing at a higher distance from the ground (long line).

This Service Bulletin consist in installing :

- a connector "79M"
- a new panel "20 ALPHA + 20 ALPHA-A"
- a low cargo sling wiring system
- a "LOW REL" label on pilot and copilot cyclic sticks

SB from Airbus Helicopters France (AHF)

Panel "20 ALPHA + 20 ALPHA-A" P/N 355A61-5170-0201 (post-MOD) and PCB panel assembly "20 ALPHA + 20 ALPHA-A" P/N 355A61-5170-0401 (pre-MOD) are not interchangeable, 15-A circuit-breaker (pre-MOD) and 10-A circuit-breaker (post-MOD) are not interchangeable, circuit-breaker P/N EN2495-20AM post-MOD and circuit-breaker P/N EN2495-10AM pre-MOD are not interchangeable. Mixability of parts pre- and post-MOD is prohibited.



> BENEFITS

- Easier lifting operations
- Sling work possibilities increased

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.2 kg to +0.35 kg depending on aircraft configuration	+0.69 m.kg to +1.21 m.kg depending on aircraft configuration	1.5 Day(s) to 3 Day(s) depending on aircraft configuration	45 Week(s)	3543 - 8809 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 to 16 Hour(s) depending on aircraft configuration
Electrical systems	4 to 8 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MOD :

- OP3398 (Low cargo sling Fixed Part with SMS unit)
- P084960 (Low cargo sling installation Fixed Part)
- 074241 (Modification of cyclic grip. Low cargo sling optional equipment)
- 350A828086.02 (Low cargo sling Fixed Part with SMS unit)
- 350A828086.03 (Replacement of SMS unit by multi-unit - Low cargo sling optional equipment)
- 350A828086.04 (New GARMIN radio line - Installation of miscellaneous optional equipment)

Pre-requisite :

Applicable on aircraft equipped with "CARGO SWING" optional equipment

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

- MOD 073273 and 073274 (SMS Block)
- MOD 074280 (Multi Block)
- MOD 073397 (Hydraulic cut-off switch reliability on the collective lever grip improved)
- MOD 073450 (Control grip modified : reorganization of the collective pitch grip + replacement CI20/22A)
- MOD OP4305 (B3 Arriel 2D administrative version)
- MOD 074654 (New GARMIN radio line - basic installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Capability and Fixed Part for Cargo Sling

Reference: AS350-25.00.04 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

To make helicopter capable for quick mounting of external underslung load transport installation.

Installation of Fixed Part of the cargo sling enabling quick mounting of Removable Part.

The last revision is intended to allow installation of underslung load indicator outside instrument panel.
Comply jointly with SB 25.00.05, MOD 070385: Electrical load release capability.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Quick mounting of external underslung load transport installation

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.700 kg	+ 3.550 m.kg	3 Day(s)	88 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	9 Hour(s)
Mechanics	11 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 070239 (Installation of emergency load release (manual) and normal load release (electrical) systems as well as underslung load checking system)
- MOD 070822 and 071114 (Emergency load release control installation, actuated from the collective pitch lever, adapted to all collective grip types)
- MOD 071938 (Installation of underslung load indicator on instrument panel)
- MOD 071306 (New HONEYWELL push-buttons for sealed control panel)
- MOD 070276 (New 750 Kg max load transport limitation labels and rest connector cap for release hook)
- MOD 070589 (if S/N is less than 1305)(improvement of underslung load checking system)
- MOD 071128 (if S/N is less than 1885)(improved protection of sling connector)
- MOD 071506 (if S/N is less than 1998)(replacement of connectors on optional installations)
- MOD 082850 (Installation of underslung load indicator on canopy post) not equipped with :
 - Observation camera in vertical position

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo sling 1500kg

Reference: EC130-25-50-Mas (R3)

Applicable to version(s): T2

Installation of 1,500-kg sling with two independent control systems (electrical and hydraulic).

Installing the Fixed Part and/or Removable Part of the 1,500-kg sling. The purpose of Revision 3 of this Service Bulletin is to integrate modification 074585 which enlarges the opening in the rear cowling so as to be able to disassemble it without previously removing the sling hook.

Interchangeability:

Cradle P/N 350A21-0592-01 pre-MOD and cradle P/N 350A21-1642-00 post-MOD are not interchangeable.

Pre-MOD (P/N 350A21-0540-0101) and post-MOD (P/N 350A08-7424-00) cowlings are not interchangeable.

Mixability: Not applicable

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MOD :

- OP4497 (Cargo Sling - Fixed Part)
- OP4498 (Cargo Sling - Removable Part)
- 074554 (Serialization of bi-directional cross-member)
- 074774 (Removal of the additional external load label)
- 079807 (Serialization of MGB/engine coupling drive shaft)
- 079808 (Serialization of MGB/engine coupling engine flange)
- 350A084784.00 (Sling low release retrofit)
- 350R001024.00

- 074585 (Cowling opening enlarged for cargo sling)

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

- 074554 (Serialization of bi-directional cross-member)
- 079807 (Serialization of MGB/engine coupling drive shaft)
- 079808 (Serialization of MGB/engine coupling engine flange)
- OP4497 (Cargo Sling - Fixed Part already installed)
- OP4483 (New Garmin Radio Line - GMA35)
- 074499 or 350R081002.00 or 350R081002.01 (Retrofit of airframe capabilities for cargo sling)
- 074585 (Cowling opening enlarged for cargo sling)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Command located on the control panel
- Load indicator system
- Release the load in normal or in emergency conditions
- Does not affect the aircraft flight performance
- The last revision allow disassembling the rear cowling without previously removing the sling hook.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +3,34 kg to +6,93 kg	Fixed Part +7,43 kgf.m to +17,55 m.kg	On request	103 Week(s)	29103 - 128223 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 to 96 Hour(s) depending on aircraft configuration
Electrical systems	0 to 10 Hour(s) depending on aircraft configuration

Cargo Swing

Reference: AS350-25-60-Mas (R5)

Applicable to version(s): B2, B3, B3e

Install the cargo swing for versions B2 (1,160 kg) and B3 (1,400 kg).

This Service Bulletin consists in installing the electrical cargo swing, installing shackle assemblies on the front and rear landing gear fittings, installing a new mechanical release control cable, installing the wiring and adapting the control panel "30 ALPHA".

Can be installed together with 'Capabilities for extended cargo swing' (to be ordered separately)

Modification OP3809 has been integrated in the design of new helicopters delivered as from 01 January 2002, Modification 072772 has been integrated in the design of new helicopters delivered as from 01 January 1998. Those dates are for information.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD RH canopy post upholsteries (optional equipment) are not interchangeable if cargo swing Fixed Part (FP) is installed, cargo swing load indicators P/Ns D00448-001 and AS22-121 are not interchangeable.



> PRE-POST REQUISITE / EFFECTIVITY

This SB applies only to helicopters post-"common section" (i.e. after 01/07/2001).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Improves the stability of the helicopter during aerial work compared to simple cargo sling, easy and quick installation, easy access and dismantling of the removable parts, Electrical release and emergency mechanical release.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.8 kg to +12.8 kg depending on aircraft configuration	+0.9 m.kg to +47.36 m.kg depending on aircraft configuration	1 Day(s) to 3 Day(s) depending FP and RP	66 Week(s)	269 - 66960 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	5 to 12 Hour(s) depending FP and RP
Aircraft Maintenance Engineer	1 to 6 Hour(s) depending FP and RP



Cargo swing 1,045 Kg and 1,134 kg - SIREN or E.R.C. common fixed parts

Reference: AS355-25.00.04 (R5)

Applicable to version(s): E, F, F1, F2, N, NP

This modification consist of installing Multi-purpose standby control grip and protection of cargo swing release system electrical connector.

Installation of fixed parts consists of creating capability on lower rear cowling, equipping front and rear L/G cross members with two shackles, installing emergency mechanical cargo swing release control and electrical system allowing normal mode hook opening by pilot. Affixing label.

The last revision extend the service bulletin to version NP and increase the external load weight transport capacity from 1,045kg (2,303 lbs) to 1,134 kg (2,500 lbs), for versions F2, N and NP.

This installation requires the optional installation "High-type L/G" (modification 072646).

The electrical system must mandatorily include modification 070873 (Improvement to cargo swing release and squib percussion system), which is the object of Service Bulletin No. 25.02.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Extend installation of Fixed Part to helicopters version NP and increase the external load weight transport capacity.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.850 kg	+ 8.800 daN.m	1 Week	88 Week(s)	19441 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	20 Hour(s)
Mechanics	15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs OP0685, 071048, 071114, 071214, 071938, 071890 and 071742 (1,045 kg and 1,134 kg cargo swings - SIREN or E.R.C common fixed parts.)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo swing release hook ONBOARD SYSTEMS™

Reference: AS350-25.00.87 (R2)

Applicable to version(s): B2, B3

ON BOARD cargo swing release hook

- replacing the original release hook by the "ON BOARD" release hook equipped with a damper ring,
- installing a wire and harness specific to the new release hook and allowing manual or electrical release of the load,
- adding 2 bungee cords allowing retraction of the cargo swing frame on front section of aircraft when installation is not in use,
- masking underslung load indicator's "LD ON" and "LD OFF" captions which are no longer operational.

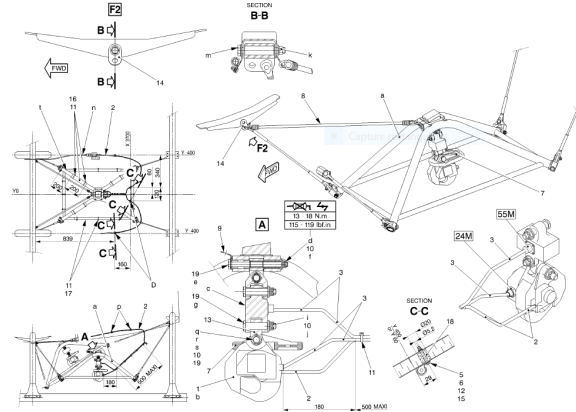
Interchangeability:

Release hook P/N 52802351 is not interchangeable with release hook P/N S1609-6 or AS21-5-7.

Mixability:

Mixing between PRE MOD and POST MOD components is prohibited.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- AS350 B3 version, the installation of "ON BOARD" release hook as replacement for the "SIREN" release hook.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -4,5 kg	Fixed Part -17,5 m.kg	4 Hour(s)	Week(s)	14221 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)
Airframe, Mechanics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Applicability to the B3 version POST MOD 0720034.

Helicopters equipped with fixed and removable parts of optional 1.400 kg cargo swing B2 version (OP3809, OP3810), B3 version (OP3809, OP3810, OP2773, OP2774 and OP3078) and pre MOD OP3218.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo Swing with On Board™ Hook

Reference: EC130-25-50-Mas (R0)

Applicable to version(s): B4

The Cargo Swing equipment is used to undersling heavy and voluminous loads outside the helicopter for a maximum weight of 1,160 kg / 2257 lb by means of an "Onboard" type cargo hook.

Cargo swing equipment used to undersling heavy and voluminous loads outside the helicopter. Load indicator installed on the vertical mount of the pilot canopy.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduces the moment applied by the underslung load to the helicopter

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+11.42 kg	+33.52 m.kg	6 Day(s)	88 Week(s)	48885 - 49373 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	19 Hour(s)
Mechanics	19 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP2914 (Cargo swing FP)
- MOD OP3630 (Installation of reinforced cradles)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Digital Video Recorder AVR8345

Reference: SR11338DS

Applicable to version(s): B3, B3e

The Avalex DVR AVR-8345 digital video recorder is installed in the pre-installed AFT center console (installed by STC SR11335DS) and has interfaces with the following existing equipment:
Crew audio control panel for audio source
Crew audio control panel for audio playback
Video splitter for video stream source
Video splitter for video playback and display of system status and information

The Avalex DVR AVR-8345 provides the crew with panel controls necessary to place the Avalex DVR AVR-8345 in the Play, Stop, and Record modes of operation. System status and system information is presented onto the same video output stream provided for pre-recorded video.

When operating in Record mode the Avalex DVR AVR-8345 will receive and record audio output from the existing crew audio control panel and receive and record the video stream content provided by the output of the existing video splitter.

When operating in Playback mode the Avalex DVR AVR-8345 provides its audio output back to the crew audio control panel to allow the crew to hear the recorded audio, and provides its video output to the existing video splitter for further distribution to suitable video monitors accessible to the crew (and occupants depending on the installed video distribution network topology).

The Avalex DVR AVR-8345 is capable of recording and storing both audio and video input streams to either internal 16GB memory or to any of the following three (3) removable media types:

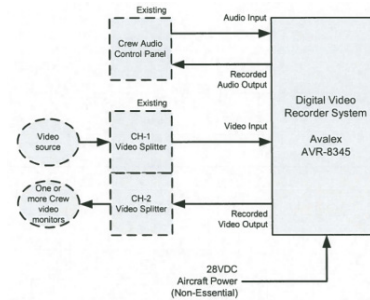
2.5" SATA Solid State Drive (SSD)

Secure Digital (SD) memory Card

Universal Serial Bus (USB) memory stick

If the Avalex DVR AVR-8345 is configured to record onto internal memory then the recorded files can be transferred to removable media at a later time when the aircraft is on the ground.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

DGAC Mexico

ANAC Brasil

FAA USA

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+2.0 kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

Directional retractable landing light

Reference: AS350-33-40-Mas (R3)

Applicable to version(s): B2, B3

The objective of this Service Bulletin is to install the optional adjustable retractable landing light on the helicopter to get two directional adjustments in elevation and in azimuth.

This SB consists of: retractable light beneath the fuselage on the LH side in place of the fixed one including :

- A high-power lamp (450 Watts / 17 Amperes)
- A reflector
- A supply source
- 1 bracket securing the light to the fuselage
- 1 remote control and on/off device for the light on the pilot collective pitch grip

The last revision extend the applicability to helicopters with a multiple control unit (POST MOD 074280).

This optional equipment does not affect the aircraft flight performance. Therefore the regulatory performance data specified in the Basic Flight Manual and in the supplements remain applicable.

SB from Airbus Helicopters France (AHF)



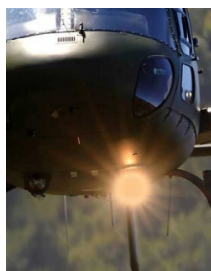
BENEFITS

- This service bulletin allow to obtain two directional adjustments: in elevation and in azimuth.
- Landing Light enhances safety when approaching the ground and during helicopter manoeuvres on the ground.
- The light beam can be pivoted forwards through 110 degrees with respect to the aircraft's vertical axis and left and right through 360 degrees.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +6.0 kg to +5.25 kg depending on aircraft configuration	Complete Installation +11.382 m.kg to +9.959 m.kg depending on aircraft configuration	2 Day(s)	37 Week(s)	14547 - 16467 EUR (e.c. 2023)	eOrdering

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	3 Hour(s)
Airframe, Structure	6 Hour(s)



PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- MOD 073401 (Impact on the moving part of the swiveling light installation)
- MOD 073480 (Relays replaced with models on rails)
- MOD 074243 (Coll. handle modification : PCB 20/22ALP replacement and label integration - Optional Swiveling Light)
- MOD OP3816 (Provision for installation of swiveling light) (MOD integrated in serial production since 01/04/2001)
- MOD OP3817 (Installation of swiveling light)
- Drawing 350A826513.02

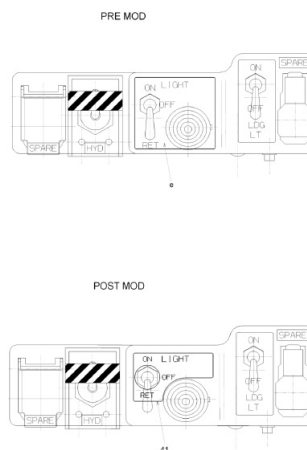
The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 074280 (Multi block)
- MOD 073273 and 073274 (SMS block)
- MOD 073450 (Collective stick modification)
- MOD 073479 (Replacement and relocation of relays "706L1" and 706L2")
- MOD 073400 (Standardization of instrument panel)
- MOD 074335 (New swiveling light installation)
- MOD 073368 (Electrical installation)

CERTIFICATION ORGANIZATION(S)

EASA Europe

No. AS350-33-40-01



Dual Cargo Mirrors

Reference: 350.200264.03

Applicable to version(s): E, F, F1, F2







Mirrors installation for cargo hook operations.

The Cargo Mirrors position two mirrors directly outside the Pilot's chin window for improved visibility when performing cargo hook operations. Mirrors can be installed on the left hand side, right hand side or both sides of the aircraft.

STC from Airbus Helicopters Canada Ltd (AHCA)

Approved installation: Canada Ltd LH and/or RH USA LH or RH.



 WEIGHT	 MOMENT	 DOWNTIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
+1.72 kg	+0.48 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Dual cargo mirrors

Reference: 130-201414

Applicable to version(s): T2

Mirrors installation for cargo hook operations.

The Cargo Mirrors position two mirrors directly outside the pilot's chin window for improved visibility when performing cargo hook operations. The mirrors is installed on the left hand side of the aircraft.

STC from Airbus Helicopters Canada Ltd (AHCA)

The mirror is only available as a left-hand configuration.



> BENEFITS

- Eases maneuverability
- Lightweight

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.72 kg	+0.48 m.kg	1 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Not Applicable.

> CERTIFICATION ORGANIZATION(S)

DGAC Mexico
 EASA Europe
 FAA USA
 TCCA Canada
 ANAC Brasil

Dual Cargo Mirrors

Reference: 350.200264.03

Applicable to version(s): B, BA, B1, B2, B3, D, D1

Mirrors installation for cargo hook operations.

The Cargo Mirrors position two mirrors directly outside the Pilot's chin window for improved visibility when performing cargo hook operations. Mirrors can be installed on the left hand side, right hand side or both sides of the aircraft.

STC from Airbus Helicopters Canada Ltd (AHCA)

Can be installed on the left hand side, right hand side or both sides of the aircraft.



> BENEFITS

- Eases maneuverability
- Lightweight

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.72 kg	+0.48 m.kg	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	40 Hour(s)
Avionics	20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

EASA Europe
 DGAC Mexico
 TCCA Canada
 FAA USA
 LBA Germany
 ANAC Brasil

Electrical provisions for Bambi Bucket

Reference: 2000S03-06

Applicable to version(s): F1, F2, N

The Installation of Provision Electrical for Bambi Bucket allows Bambi-Bucket® devices to be used in fire-fighting.

The electrical installation provision for Bambi Bucket system consists of an electrical wiring integrated to the aircraft, which permits the power on, the command and control of the aerial fire fighting system. The water flexible reservoir can be commanded by a switch located in the pilot and copilot cyclic.

The aircraft shall be equipped with the cargo hook compatible with the Bambi Bucket total load capacity. The total weight of the mobile part (Bambi Bucket + Maximum capacity of water) shall not exceed the hook capacity.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased Mission.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.2 kg	0,46 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)
Airframe, Electrical	3 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

Electrical provisions for Bambi Bucket

Reference: 2012S08-26

Applicable to version(s): B2, B3, B3e

The Installation of Provision Electrical for Bambi Bucket allows Bambi-Bucket devices to be used in fire-fighting.

The electrical installation provision for Bambi Bucket system consists of an electrical wiring integrated to the aircraft, which permits the power on, the command and control of the aerial fire fighting system. The water flexible reservoir can be commanded by a switch located in the pilot and copilot cyclic.

The aircraft shall be equipped with the cargo hook compatible with the Bambi Bucket total load capacity. The total weight of the mobile part (Bambi Bucket + Maximum capacity of water) shall not exceed the hook capacity: AS350 B2: 1.160kg H125: 1.400kg

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- The system can be better controlled
- New possibilities of use

KG	✈️	🕒	📦	🔌	📄
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.2 kg	0,46 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	3 Hour(s)
Avionics	6 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

Electrical Rear View Mirror with De-Iced System

Reference: AS350-25-50-Mas (R4)

Applicable to version(s): B2, B3

Installation of an external electric rear-view mirror on the RH side of the helicopter allowing the pilot to monitor the external load.

This Service Bulletin includes:

- Installation of the Fixed Part (FP) of the external mirror composed of 3 base supports on the right external front side of the cabin
- Installation of the Removable Part (RP) of the external mirror composed of the external mirror and its support arm
- Modification of the front access hatch
- Installation of the "MIRROR" label on the pilot cyclic stick
- Installation of the push-button on control panel "30ALP"
- Installation of the push-button on control panel "131ALP"
- Installation of the circuit breakers on panel "31ALP32"
- Installation of the fuses on panels "31ALP" and "30ALP"
- Installation of the relay supports under the cabin floor
- Installation of the electrical wiring.

The purpose of this service bulletin is to install the electrical rear view mirror fixed and/or removable part.

SB from Airbus Helicopters France (AHF)

For aircraft Pre SMS unit and before common section, please contact Airbus helicopters to place order.

> BENEFITS

- The pilot can adjust the mirror position according to the load movement and improve visibility thanks to the de-icing capacity.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.45 kg to +2.77 kg depending on aircraft configuration	+0.25 m.kg to +1.332 m.kg depending on aircraft configuration	2 Day(s) (up to) depending on aircraft configuration	36 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	2 to 3 Hour(s) depending on aircraft config
Avionics	1 to 10 Hour(s) depending on aircraft config



> CERTIFICATION ORGANIZATION(S)

EASA Europe

Electrical Rear-View Mirror with De-Iced System

Reference: EC130-25-50-Mas (R1)

Applicable to version(s): B4

The purpose is to install a swivel electrically-heated rear-view mirror enabling the pilot to monitor permanently the underslung load, through the LH forward lower window of the cabin.

The modification consists in:

- Modifying the nose section upholstery
- Modifying the structure for the installation of the grommet
- Installing a relay / strip "89M" support
- Installing an electric heated rear-view mirror
- Installing the rear-view mirror electrical circuit
- Installing a "MIRROR" label
- Installing the nose section upholstery

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Ground or cabin adjustment of rear-view mirror positioning.
- Anti-icing function for use in cold weather.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.6 kg or 3.7 kg depending on aircraft configuration	+ 1.35 m.kg or + 2.23 m.kg depending on aircraft configuration	1.5 or 2 Day(s) depending on aircraft configuration	31 Week(s)	7337 - 30839 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	4 Hour(s)
Airframe, Electrical	8 or 12 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP3748 (electric heated rear-view mirror Removable Part (Pilot on LH side))
- MOD 073846 (LH rear-view mirror Fixed Part)

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

- MOD OP3794 (7-PAX Elegance interior outfitting)
- MOD 073245 (New panels 31 ALPHA and 32 ALPHA)
- MOD 073537 (Installation of new control panel 30 ALPHA)
- MOD 350V870340.00 (Upholstery of nose section equipped with rear-view mirror access doors)
- MOD 073587 (New SMS pushbutton with position memory)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Enhanced SX-16 Searchlight w/ or w/o Spectrolink

Reference: SH7011SW-D

Applicable to version(s): B, BA, B1, B2, B3, D

Installation of a Nightsun or Starburst Searchlight.

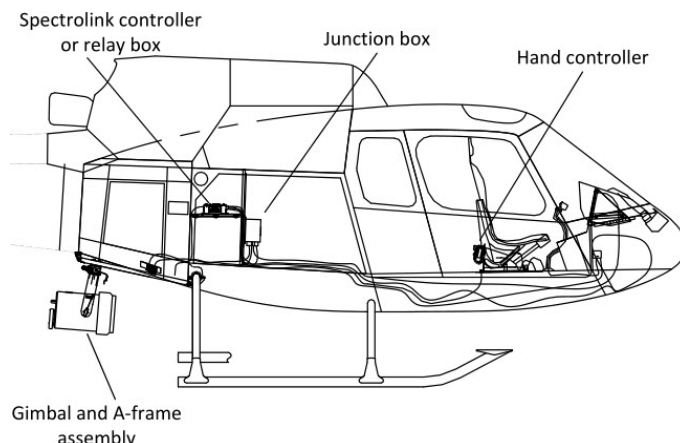
The Spectrolab SX-16 Nightsun® is a high-intensity (30-40 million candlepower) searchlight located at the junction with tailboom of the helicopter. The light and gimbal are mounted using a quick release assembly for fast, tool free installation and removal. This installation consists of:

- SX-16 searchlight and mount
- A gimbal assembly supporting the light
- A junction box located on the shelf in the aft baggage compartment
- A removable hand controller in the cockpit
- Internal and external wiring, circuit breakers and connectors
- Optional modified gimbal & Gen II control box for Spectrolink system

Use kit #350A82-1648-01 (without Spectrolink) or -02 (with Spectrolink).

- Vertical: 0° up to 47° down
- Horizontal: 30° right to 90° left
- Beam width (focus): 4° to 20°
- Lamp power output: 1600W/30 Million Cd
- Voltage: 28 VDC

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

- ANAC Argentina
- ANAC Brasil
- EASA Europe
- FAA USA
- TCCA Canada

> BENEFITS

- Improved ground visibility in low light conditions and at night
- Enhanced mission effectiveness for law enforcement and search and rescue operators

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+29.5 kg	+447.33 m.kg	On request	On request	60020 - 65277 USD (e.c. 2017)	eRFQ

> INSTALLATION TIME

QUALIFICATION
Airframe

INSTALLATION DURATION
On Request



Enlarging of rear lower cowling opening for passage of sling hook

Reference: EC130-53-037 (R0)

Applicable to version(s): T2

Enlarge the opening in the rear lower cowling.

Removing the fire extinguisher P/N H1-10AIR (704A32810008) and its associated support.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Enlarging the current opening in the rear cowling (located in monolithic area) so as to be able to disassemble it without intervention on sling hook.

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 :

- MOD OP4497
- and not equipped with :
- MOD 074585 (Enlargement of cowling opening for cargo sling)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

EOS - Electronic optical system FLIR Star Safire 230HD

Reference: 2013S05-15

Applicable to version(s): B2, B3, B3e

The EOS (Electronic optical system) FLIR Star Safire 230HD is a set of sensors / devices dedicated to acquire and processing images in the infrared band.

The image acquired is available in the 6 video outputs, composed of 2 HD-SDI outputs (high definition) and 4 analog video outputs.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Support for air patrol missions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
28.846 kg	28,285 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	14 Hour(s)
Avionics	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

The Imagery Generation System - FLIR Star Safire 230HD, can be installed only in aircraft configures with high skid landing gear, PN 350A82 4010 03 and/or related further evolution. The installation of the STC 2011S12-02 "Universal Support Installation" is considered a pre requirement for this modification. 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

EOS FLIR UltraForce 350-HD

Reference: SR11333DS

Applicable to version(s): B3, B3e

FLIR UltraForce 350-HD surveillance (camera) system, manufactured by FLIR Systems, Inc., along with additional video distribution and video display equipment.

The UltraForce 350-HD System consists of a Turret Camera Line Replaceable Unit (LRU), a dedicated Hand Controller LRU, dedicated GPS antenna, video splitter, and two optional monitors. The turret is located at the LH forward fuselage on a down post mount. The hand controller is stowed on the back of the pilot collective housing. The GPS antenna is mounted on the cabin upper fuselage and provides an independent source of GPS-based date, time, and geometric position information for inertial reference and recording purposes.

Video output from the UltraForce 350-HD surveillance system is fed to the Applied Video Imaging's video splitter installed under the LH cabin floor (Figure 6) which provides the video source to two optional Avalex AVM4127C, 8.47" x 11.6", ruggedized video monitors, one located in the LH instrument panel for crew video display (Figure 8) and one mounted in the AFT cabin overhead for use by cabin occupants (including the TFO and passengers).

This STC also supports a searchlight slaving option which installs the required harness that allows a compatible searchlight system to be steered by TCU (searchlight installation is outside the scope of this STC).

STC from Airbus Helicopters Inc. (AHI)



PRE-POST REQUISITE / EFFECTIVITY

AS 350B3 Post OP-4962

CERTIFICATION ORGANIZATION(S)

FAA USA

EASA Europe

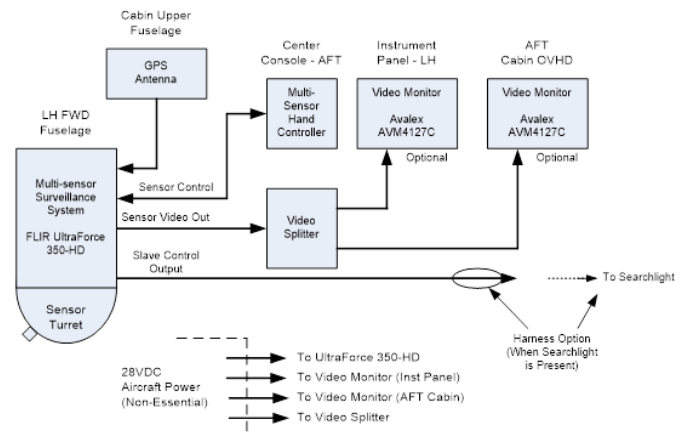
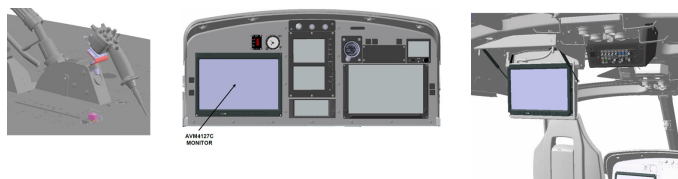
KG	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
WEIGHT				
+30.0 kg	On request	On request	On request	eRFQ

INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request



External Loudspeaker System Cobham TS 92

Reference: 350SEA 07 7207.00

Applicable to version(s): B2

The TS92 Loudhailer is a high intensity external loudspeaker for external aural communications and public address.

Modification comprises: TS92 Loudhailer, PA Driver, PA250 Power Amplifier

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- To provide means of broadcasting audio from the BFE Media Player device through the AA21-400 Cabin Pa Unit

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.480 kg	+0.457 m.kg	7 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	5 Day(s)
Electrical systems	5 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)

KCAB Korea

Fixed Part for heliroping

Reference: AS350-25.00.65 (R1)

Applicable to version(s): B2, B3, B, BA, B1

The purpose of this Service Bulletin is to make the helicopter capable for heliroping.

The purpose of this Service Bulletin is to make versions B, BA, B1 of the AS350 capable for heliroping, to improve the attachment of the anchoring rings and to install the protection on helicopters equipped with the "DART" high L/G long footstep (post-MOD OP3000) except for aircraft delivered after January 1st, 2003

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the attachment of the anchoring rings,
- Protection on helicopters equipped with the "DART" high L/G long footstep.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 5,463 m.kg or + 7,081 kg depending on aircraft configuration.	+ 2,310 kg or + 2,944 kg depending on aircraft configuration.	3 Day(s)	30 Week(s)	10113 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	25 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with 2 sliding doors and not equipped with :

- MOD 355P840080.00 (Fixed Part for heliroping installation)

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed Part for heliroping

Reference: AS355-25.00.61 (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this modification is to make the helicopter capable for heliroping.

This Service Bulletin consists of installing:

- Removable anchoring rings on cabin floor, between crew seats and passenger seats
- Structural stiffeners underneath cabin floor, to match the rings
- A sliding door rail protection shoe on either side of aircraft
- Next to the anchoring rings, a label indicating maximum hanging load: 120 kg
- Protections on long "DART" footstep

The last revision extend the validity of this Service Bulletin to versions E, F, F1, F2, N, NP of the AS355, improve the attachment of the anchoring rings, install the protection on helicopters equipped with the "DART" high L/G long footstep (post-MOD OP3000) except for aircraft delivered after January 1st, 2003

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Make the helicopter capable for heliroping.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.310 kg to 3.2 kg depending on aircraft configuration.	+ 5.463 m.kg to 7.69 m.kg depending on aircraft configuration.	3 Day(s)	30 Week(s)	10113 - 11850 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	25 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with 2 sliding doors, and not equipped with :

- MOD 355P840080.00 (Fixed Part for heliroping installation)

The delivery date of the aircraft and the following MODs also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD OP3000 (Long "DART" L/G)
- Emergency flotation gear

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed Part provisions for Bambi Bucket

Reference: 350SEA 67 7840.00

Applicable to version(s): B3e

The Bambi Bucket provides fire fighting capabilities to the aircraft.

Modification comprises: Bambi Bucket Fixed Part Provisions

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)

> BENEFITS

- Firefighting provisions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	5 Day(s)	On request	from 8698 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

CAA Singapore

Goodrich™ Electrical Hoist (136 kg/300 lb)

Reference: AS350-25-60-Mas (R2)

Applicable to version(s): B2, B3

This upgrade consists in the installation of the Fixed Part (FP) and/or Removable Parts (RP) of the rescue hoist, able to hoist a capacity of 136 kg (300 lb) in hovering configuration through the left side of the helicopter.

This Service Bulletin involves:

- Installation for the helicopters pre-MOD (OP3802 or OP3804)
- Cutting out a grommet opening
- Drilling the 7° cabin rear bulkhead for the arm twist grip passage
- Installing the hoist operator electrical box and its harness
- Creating an anchor point for the hoist operator belt
- Fitting an anchor fitting and its titanium ring
- Installing Teflon protection on the skids
- Trimming the left MGB cowling to allow the passage of the hoist's arm
- Installing a valve on the left lateral cowling when the hoist arm is not installed
- Installing the control buttons
- Installing the circuit-breakers
- Installing a footboard for the hoist operator for helicopters pre-MOD OP3000.

For the installation of Removable Parts, this Service Bulletin involves:

- Installing special pins to attach the hoist arm tie-rods
- Installing the arm support
- Installing the arm and the hoist
- Installing the hoist grip
- Installing a 100 A fuse in the electrical master box of helicopters equipped with an SMS block or a multi block
- Installing the delayed 2.5A fuse element in the electrical master box of helicopters equipped with a Honeywell block
- Installing the cable cutter and its sleeve
- Installing the squib and the electrical cartridge

The modifications OP3802 and OP3804 have been integrated into the design for new helicopters delivered from 202-01-01

Modification O73808 has been integrated into the design of new helicopters delivered from 2001-07-01

Refer to the individual inspection record (RIC AMS), the Equipment Log Cards (FM) or the aircraft Log Book for identify the actual configuration of the helicopter.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- In passengers transport mission, the winchman's control and locking handles in cabin can be removed
- A safety device stops the cable at either end.
- At any moment during the operation the pilot can shear the hoist cable in the event of an emergency.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part	Fixed Part	6 Day(s)	49 Week(s)	17779 - 178571 EUR	eOrdering
+3.75 kg	+10,4 m.kg			(e.c. 2023)	
Mobile Part	Mobile Part				
+38.2 kg	+106,9 m.kg				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	31 to 38 Hour(s) (depending on aircraft conf)
Airframe, Cabin	1 to 9.5 Hour(s) (depending on aircraft conf)
Aircraft Maintenance Engineer	20 to 36 Hour(s) (depending on aircraft conf)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- 071499 (Hoist removable part installation)
- 071787 (Additional Fixed Parts for footboard installation)
- 071833 (Wiring adaptation in the hoist circuit to control release)
- 073004 (Blanking of left cowling hole for hoist)
- 073190 (Modification of the electrical fixed parts of the 300lb hoist (time-delay fuse))
- 073306 (Hoist removable part installation)
- 073340 (Column installation upon taking squib test)
- OP3802 (Structure capability for 300/450lb hoist)
- OP3803 (Structure FP for 300/450lb hoist)
- OP3806 (Additional FP 300lb hoist)
- 073808 (300/450lb hoist Fixed Part adaptation)
- 074248 (Collective pitch grip modification: new connection cable and label on the collective pitch grip)
- 350A826545.02 (Replacement of SMS block by the installation of Multi block)
- 350A828002.05
- 350R840031.00 (Adaptation of hoist operator anchoring ring)

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

- OP3804 (450lb hoist capability)
- OP0807 (Emergency flotation equipment)
- OP3000 (DART long foot board)
- 073808 (Fixed part adaptation, 300/450lb hoist)
- OP3802 (Structure capability for 300/450lb hoist)
- 073450 (Control grip modified)
- 071737 (New placement of the push buttons (optional impact))
- Equipped with SMS block, multi block or Honeywell block
- With or without fixed part 136kg hoist installed

> CERTIFICATION ORGANIZATION(S)

EASA Europe



HD downlink system ECS

Reference: 2013S05-18

Applicable to version(s): B2, B3, B3e

The System HD Downlink ECS transmits audio and video to the ground stations.

The System HD Downlink ECS transmits audio and video to the ground stations. The operational frequency is 4.9 GHz. This system was developed for recognition and enforcement purposes parapublic use.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Video and audio real time transmission.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
23.2 kg	64,655 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	19 Hour(s)
Avionics	19 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

The STC 2013S05-15 - Imagery Generation System FLIR 230HD and STC 2002S10-14 – Installation of Dual Interphone/Audio Selector– KMA24H-71 King are considered as pre requirement for this modification. 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



High intensity searchlight Trakka A800

Reference: SR09496RC-D

Applicable to version(s): B2, B3, B3e

This modification installas a High intensity searchlight (HISL) Trakka A800.

The Trakka Searchlight installation consists of a gimbal / searchlight unit, a PCIU, control panel, power switch, annunciator, system cables and a hand held control unit.

The hand controller is located in the cockpit in easy reach of the observer or co-pilot, and is utilized to control the searchlight including start, stop, focus, and directional control. The PCIU is used to interface control and power inputs with the gimbal / searchlight assembly.

The gimbal / searchlight assembly is secured to a steel frame which is secured to the aircraft under the aft baggage compartment.

The light source is an 800W short arc xenon lamp.

- Reduce Rate of Climb by 120 FPM at VY.
- Maximum speed in level flight is reduced by 7%. The crew should expect that the range in cruise will be reduced by 8%.

STC from Airbus Helicopters Inc. (AHI)

> BENEFITS

- Searchlight and EOS/FLIR slaving.

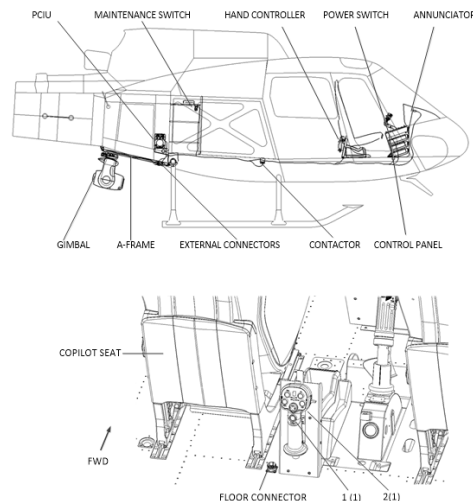
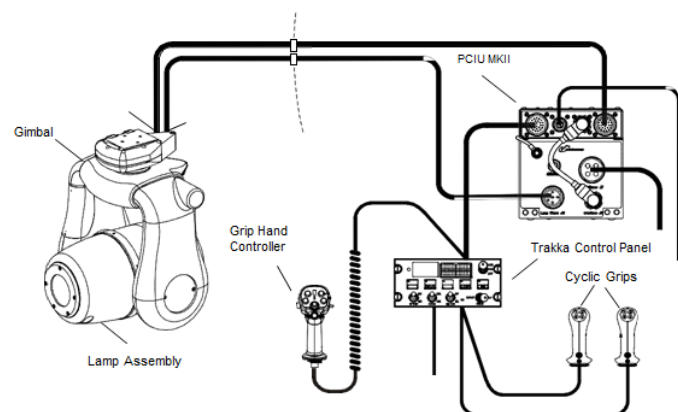
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+29.0 kg	On request	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

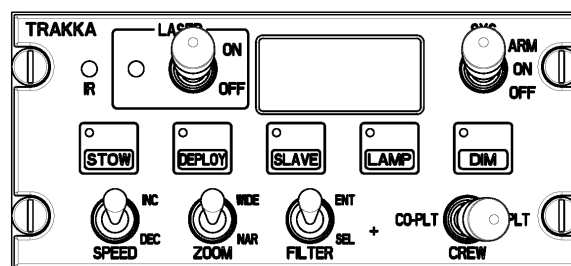
On Request



> CERTIFICATION ORGANIZATION(S)

EASA Europe

FAA USA



Hoist 136kg/300lbs Fixed Part

Reference: AS355-25.00.11 (R2)

Applicable to version(s): E, F, F1, F2, N

This SB installs the Fixed Part of 136 kg hoist.

Reinforcement of transmission deck allowing installation of hoist jib arm support.
 Drilling hole in 7 deg bulkhead for passage of hoist installation.
 Installation of anchor point for hoist operator's seat belt on front bulkhead and hoist operator's control panel on 7 deg bulkhead.
 Addition of electrical system required for the installation.
 Producing cut-out in lower MGB cowling for passage of hoist jib arm.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To allow the removable part of the 136kg/300lbs hoist to be installed.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.350 or + 3.050 kg depending on aircraft configuration.	+ 8.400 or 7.050 m.kg depending on aircraft configuration.	18 Hour(s)	37 Week(s)	15046 - 16063 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	18 Hour(s)
Avionics	16 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0169 (Reinforcement of transmission deck allowing installation of hoist jib arm support)
 - MOD 070341 (Increased cross section of power supply wire)
 - MOD 070873 (Improvement of release and percussion systems)
 - MOD 071367 (Wire protection)
 - MOD 071702 (Caps on electrical connectors)
 - MOD 071972 (Protection of strut attachment bolts)
 - MOD 073190 (Improvement of hoist squibs triggering function)
- The version, the delivery date of the aircraft and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD OP3802 (optional equipment for the "COMMON PART" definition for version N)
 - MOD OP3803 (optional equipment for the "COMMON PART" definition for version N)
 - MOD 073808 (Creation of anchor point for hoist operator's seat belt)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Image generation system EOS FLIR 8500 XR

Reference: 2012S04-12

Applicable to version(s): B4

The Imagery Generation System (FLIR Systems - Ultra model 8500 XR) is a device dedicated to capturing and processing images in bands of infrared and visible lights.

The Imagery Generation System (FLIR Systems - Ultra model 8500 XR) is a device dedicated to capturing and processing images in bands of infrared and visible lights. The obtained image is displayed on a screen or color monitor installed on the instrument panel. The system is used in police and rescue operations.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Support for dedicated missions
- Top technology

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
35.95 kg	51,22 kgf.m	10 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	94 Hour(s)
Avionics	17,5 Hour(s)



EC130B4 instrument panel with Flir System.

Incandescent swiveling retractable and directional landing light

Reference: SH8154SW-D

Applicable to version(s): B, BA, B1, B2, B3, D

Installation of an incandescent steerable landing light

The AS350's 450 W retractable landing light is designed to improve safety during approach and taxiing maneuvers. It is mounted on the underside of the lower structure, in the center of the fairing in front of the forward cross-tube of the landing gear. The wide beam angle projected both horizontally and vertically (swiveling in elevation and azimuth) by the light provides maximum illumination and enhances safety when approaching the ground and during helicopter maneuvers on the ground.

The light is compatible with lower cutter cables. With light retracted, the cutter is still functional. With the light extended, it is not.

Installation in accordance with Drawing List 350A82-1724.

STC from Airbus Helicopters Inc. (AHI)



> BENEFITS

- Improves visibility during approach for safety
- Range angle capacities : 110° vertically and 360° horizontally
- Increased helicopter mission capabilities



PRICE RANGE ONLINE CAT.

On request eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

Depending on A/C configuration.

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil
EASA Europe
FAA USA

Installation of Cineflex V14 HD camera

Reference: AS350/341

Applicable to version(s): B, BA, BB, B1, B2, B3, D

A Cineflex V14 HD Camera System is installed on AS350 SERIES for live broadcast and cinematic filming. The system consists of a Stabilized Gimbal Camera Turret, Auxiliary Control Unit, Auto-Shed System and fixed provision in the cabin for mission equipment. The camera is installed on an AFSP-1 Single Mount Utility Mount (FAA STC No. SR01785LA)

The modification creates a spacious divan seat in the cabin by replacing the arm rest with filler trims. We recommend incorporating customised cabin interior for the best result.

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+42.25 kg	+23.97 m.kg	On request	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Composites	On request
Aircraft Maintenance Engineer	On request

Installation of Corona 350 FLIR EOS System

Reference: AHX/349

Applicable to version(s): D, B, BB, BA, B1, B2, B3

To enable FLIR Corona 350 Camera system to be mounted on the Airfilm Single Down Post Utility Bracket AFDP-1 (FAA STC# SR01784LA) and provides fixed provision in the cabin for mission equipment.

The Installation incorporates external pole mount (FAA STC# SR01784LA) which holds EOS or camera system up to 55 kg, and provides fixed parts for installing EOS equipment onboard with approved power supply.

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+59.4 kg	+92.445 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Aircraft Maintenance Engineer	On request
Composites	On request

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

Installation of RIEGL LiDAR system

Reference: AHX/360

Applicable to version(s): F, F1, F2, N, NP

A RIEGL LiDAR System is installed on AS350& AS355 Series for airborne laser scanning purpose. The RIEGL VP-1 LiDAR Turret is installed on the AFSP-1 Single Mount Utility Mount (FAA STC No. SR01785LA), with electrical provision in the cabin, ready for mission equipment.

The modification consists of:

- Corona 350 FLIR System
- Aerial Filmworks AFDP
- 1 Single Down Post Utility Bracket with adapter
- Fixed provision for cabin mission equipment
- Fixed Provision on Lower Front Cowling

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+22.5 kg	+32.63 m.kg	On request	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Aircraft Maintenance Engineer	On request
Composites	On request

Installation of ShotOver F1 Camera System

Reference: AHX/380

Applicable to version(s): D, B, BB, BA, B1, B2, B3

SHOTOVER F1 System is installed on AS350& AS355 Series for airborne cinematic filming. The system consists of SHOTOVER F1 camera turret and Junction control box. The camera turret is installed to the AFSP-1 Single Mount Utility Mount (FAA STC No. SR01785LA). A junction control box is secured to the cabin seat, providing interface between the camera turret, power source and portable equipment.

- The modification consists of:
- HD Cineflex V14 Gimbal Assy
 - Auxiliary Control Unit
 - Fixed provision for cabin mission equipment

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+63 kg	+2.66 m.kg	On request	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On request
Aircraft Maintenance Engineer	On request
Composites	On request

LED swiveling retractable and directional landing light

Reference: SH8154SW-D

Applicable to version(s): B3, B3e

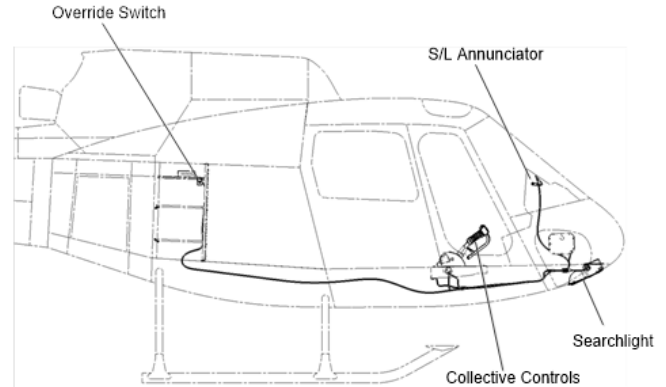
Installation of a steerable landing light. LED bulb for longevity. IR functionality fully FAA approved. Tied to radar altimeter 5ft trip point.

The AS350's 450 W retractable landing light is designed to improve safety during approach and taxiing maneuvers. It is mounted on the underside of the lower structure, in the center of the fairing in front of the forward cross-tube of the landing gear. The wide beam angle projected both horizontally and vertically (swiveling in elevation and azimuth) by the light provides maximum illumination and enhances safety when approaching the ground and during helicopter maneuvers on the ground.

The light is compatible with lower cutter cables. With light retracted, the cutter is still functional. With the light extended, it is not.

Installation in accordance with Drawing List 350A82-1724.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

- FAA USA
- ANAC Brasil
- TCCA Canada
- DGAC Mexico
- EASA Europe

> BENEFITS

- Improves visibility during approach for safety
- Range angle capacities : 110° vertically and 360° horizontally
- Increased helicopter mission capabilities

KG	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+6.0 kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

Mechanical attachment for mission systems

Reference: 2011S12-02

Applicable to version(s): B2, B3, B3e

The Mechanical Attachment for Mission Systems is an interface structure to couple equipment.

The Mechanical Attachment for Mission Systems is an interface structure to couple equipment such as: Imagery Generation System cameras, search lights, among others. The kit is composed by an aluminum structure, a quick disconnect, known as Dove Tail and covering cowling for the installation.

Maximum load capacity 41,7 (kg)

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Operational versatility
- Quick installation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2.5 kg	2,425 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	52 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

Outside panoramic rear view mirror (RBE)

Reference: AS350-25-50-Mas (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Installation of outside panoramic rear view mirror (RBE).

This service bulletin consist in installing the panoramic external rear-view mirrors Fixed Part (FP) and/or Removable Part (RP).

Assembly of the fixed parts, including three brackets located on :

- The lateral arch of the canopy
- The front bulb
- The cabin floor

Assembly of the removable parts, including :

- A three-segment support
- Two panoramic rear-view mirrors (one to monitor the sling load operations and the other to monitor the cargo hook under the aircraft)

The last revision integrate modification 074870 to add new Fixed Parts of the rear-view mirror for helicopter versions that have integrated a new metallic canopy through modification 073439.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- To enable the pilot to monitor the "cargo hook release unit" during external load carrying missions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.808 kg	+ 1.942 m.kg	1.5 Day(s)	36 Week(s)	1230 - 5328 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin defines the following MODs

- MOD 073365 (Vision systems aeronautics, external mirror installation)
 - MOD 074870 ((Modification of FP rear-view mirror mounting on metallic canopy)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073439 (Canopy re-design)
 - MOD 350A828071.01 (Installation, rear-view mirror (FP))
 - MOD 350A828070.01 (Installation, rear-view mirror (RP))

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Outside panoramic rear view mirror (RBE)

Reference: AS355-25-50-Mas (R1)

Applicable to version(s): E, F, F1, F2, N, NP

Installation of outside panoramic rear view mirror (RBE).

This service bulletin consist in installing the panoramic external rear-view mirrors Fixed Part (FP) and/or Removable Part (RP).

Assembly of the fixed parts, including three brackets located on:

- The lateral arch of the canopy,
- The front bulb,
- The cabin floor.

Assembly of the removable parts, including:

- A three-segment support,
- Two panoramic rear-view mirrors (one to monitor the sling load operations and the other to monitor the cargo hook under the aircraft).

The last revision integrate modification 074870 to add new Fixed Parts of the rear-view mirror for helicopter versions that have integrated a new metallic canopy through modification 073439.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- To enable the pilot to monitor the "cargo hook release unit" during external load carrying missions.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.808 kg	+ 1.942 m.kg	0.5 Day(s)	36 Week(s)	1230 - 5328 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION

Airframe, Cabin

INSTALLATION DURATION

2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MOD :

- 073365 (Vision systems aeronautics, external mirror installation)
- 074870 (Modification of FP rear-view mirror mounting on metallic canopy)

The FP and/or RP installation and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 350A828071.01 (Rear-view mirror (FP) already installed)
- MOD 350A828070.01 (Rear-view mirror (RP) already installed)
- MOD 073439 (Canopy re-designed)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Power Sonix Speaker PS-1004-A

Reference: SR09299RC-D

Applicable to version(s): B, B1, BA, B2, B3

This modification installs Power Sonix Inc. PSAIR22 speaker provisions to support short-range broadcast capability.

This modification installs Power Sonix Inc. PSAIR22 speaker provisions to support short-range broadcast capability. The PSAIR22 speaker assembly is mounted within the left hand intermediate chine panel and is oriented with the speaker bells directed outboard and downward. The basic aircraft's lower intermediate cover and the demisting bleed air lines in the vicinity of the speakers are modified to accommodate the installation.

Use kit #350A73-1720.

Not applicable on aircraft post ECP 07-4723.

STC from Airbus Helicopters Inc. (AHI)



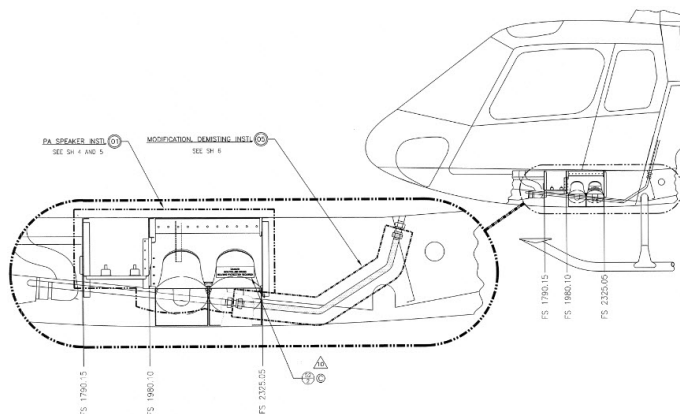
> BENEFITS

- Effective air-to-ground communication
- Nearly flush speaker installation has no impact on aircraft performance

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
9 kg	19.3 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	On Request
Airframe, Structure	On Request



> CERTIFICATION ORGANIZATION(S)

- CAA Israel
- TCCA Canada
- FAA USA

Provision for rappel

Reference: 2010S12-02

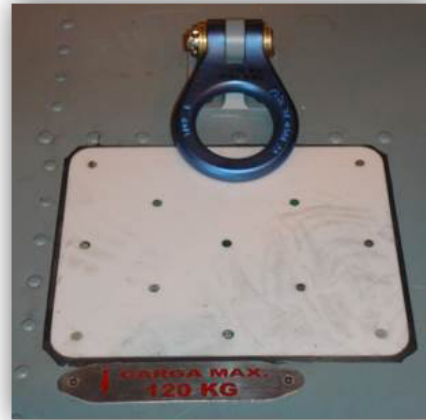
Applicable to version(s): B4

The Rappel Provision Installation allows rappeling operations to be performed by qualified operators.

The Provision for Rappel installation involves a set of structure/ring of coupling installed on the cabin floor, and of protections to the floor, step and landing gear. As a complement to this installation, it can be applied the Operational Crew Belt installation.

Simultaneous assembly incompatibility with the mobile part of the following equipments: Aeromedical kit and interior cabin installation.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Support for rescue operations
- Increased security to Operating crew member

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
5.0 kg	10,965 kgf.m	4 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 Hour(s)



Provision for rappel and step guard

Reference: 2013S04-17

Applicable to version(s): B2, B3, B3e

The Rappel Provision Installation allows rappelling operations to be performed by qualified operators.

The Provision for Rappel installation involves a set of structure/ring of coupling installed on the cabin floor, and of protections to the floor, step and landing gear.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Security in rappelling operations.

 WEIGHT	 MOMENT	 DOWN TIME	 LEAD TIME	 PRICE RANGE	 ONLINE CAT.
5.0 kg	10,965 kgf.m	4 Hour(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 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

Public Address speaker system 250W

Reference: SR09301RC-D

Applicable to version(s): B, B1, B2, B3, D

Installation of a Northern Airborn Technology 250 Watt Public Address System in accordance with Drawing List 350A82-1778.

This hailer installation consists in NAT speakers, amplifier and controller to support short-range broadcast capability. The speaker and amplifier assemblies are mounted within the left hand intermediate chine panel and the speaker assembly is oriented with the speaker bells directed outboard and downward. The PA system controller is (typically) mounted in the center pedestal area. The basic aircraft's lower intermediate cover and the demisting bleed air lines in the vicinity of the speakers are modified to accommodate the installation.

Use kit #350A73-1719.

Not compatible with aircraft post ECP 07-4723 - The speakers allow the pilot or observer to make announcements through the PA system via the audio box. - The system can also be used to broadcast other audio signatures, e.g. a siren. - The best audio clarity in the PA mode is obtained by placing helicopter in a left hand orbit at approximately 500 ft AGL and at minimum power setting (65 kts). - The PA system is activated by a switch marked 'PA' located on the audio panel. - The siren is activated from the pilot's cyclic switch.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

FAA USA

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+8.25 kg	48.09 m.kg	On request	On request	22888 USD (e.c. 2017)	eRFQ

Public Address speaker system 600W

Reference: SR09506RC

Applicable to version(s): T2

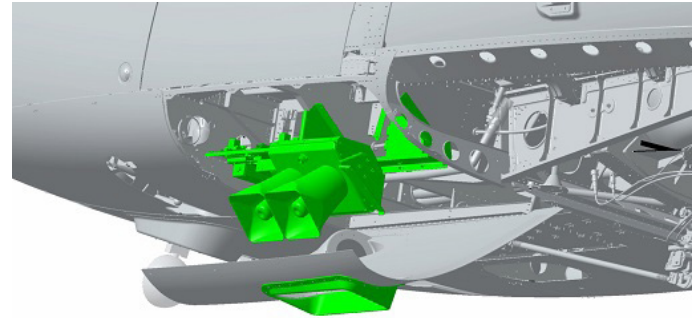
Installation of AEM 600W PA Speaker System on EC130T2 aircraft

This modification installs 600W speakers, amplifier and AA22-492 controller to support short-range broadcast capability. The speaker and amplifier assemblies are mounted within the left hand immediate chin panel and the speaker assembly is oriented with the speaker bells directed outboard and downward. The PA system controller is mounted in the center pedestal area. The aircraft's lower intermediate cover and the demisting bleed air lines in the vicinity of the speakers are modified to accommodate the installation.

Use kit #130A82-0007-01.

In accordance with Drawing List 130A82-8023.

STC from Airbus Helicopters Inc. (AHI)



CERTIFICATION ORGANIZATION(S)

- ANAC Brasil
- CAA China
- FAA USA
- TCCA Canada

BENEFITS

- Allows crew to communicate with people on ground through siren or voice
- Nearly flush speaker installation has no impact on aircraft performance

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+14.85 kg	+35.02 m.kg	5 Day(s)	On request	39090 USD (e.c. 2017)	eRFQ

Rear mirror installation

Reference: 9410-03

Applicable to version(s): B2, B3, B3e

The Rear Mirror installation enables the pilot to view the lower outer regions of the helicopter, especially the attachment and lowering devices of the load hook.

The Rear Mirror installation aims to provide visibility of the bottom part of the aircraft, specially to the cargo hook operations, for observation of the pilot if the load is properly secured or if it was jettisoned. The double rear mirror installation, allows visibility of the load and its behavior during the flight.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To allow visibility for the hook operator.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.3 kg	0,90 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	6 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

Rear mirror installation

Reference: 9410-04

Applicable to version(s): F2, N

The Rear Mirror installation enables the pilot to view the lower outer regions of the helicopter, especially the attachment and lowering devices of the load hook.

The Rear Mirror installation aims to provide visibility of the bottom part of the aircraft, specially to the cargo hook operations, for observation of the pilot if the load is properly secured or if it was jettisoned. The double rear mirror installation, allows visibility of the load and its behavior during the flight.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To allow visibility for the hook operator.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.3 kg	0,90 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	6 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

Searchlight Trakka™ A800

Reference: AHUK-350-0017

Applicable to version(s): B3e

The Trakka A800 Searchlight delivers a high-powered, uniform beam of light that eliminates black holes and fading and ensures optimum clarity and cover for all types of tracking and surveillance.

The Searchlight is installed under the belly of the aircraft. Control of the Trakka is via the Grip Hand Controller and the Control Panel that are installed on the centre console.

The Trakka A800 searchlight includes the industries only in-flight, multi-filter solution allowing the operator to change through a maximum of six filters. Different filter options ensure enhanced performance whatever the conditions and subject matter, including NVIS.

STC from Airbus Helicopters UK Ltd (AHUK)



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe



> BENEFITS

- Flywheel Filter Selection.
- NVG Compatible

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
25.12 Kg	115.61 m.kg	On request	On request	On request	eRFQ



Super Night Scanner

Reference: 2011S09-11

Applicable to version(s): B4

The Super Night Scanner (search system headlight) installation enables the performance of night search missions.

The Super Night Scanner (search system headlight) installation enables the performance of night search missions. It is a top technology equipment, which provides a low power consumption and superior longevity compared to conventional headlights.

The Super NightScanner search system can damage floats (when installed on the aircraft). The use of this system aimed to the float may not exceed one minute.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased longevity
- Low power consumption

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
4.66 kg	5,697 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	21 Hour(s)
Avionics	21 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

Swiveling Retractable and Directional Landing Light

Reference: EC130-33-40-Mas (R2)

Applicable to version(s): B4, T2

Installation of a 450 W white retractable and swiveling landing light located at the front belly panel in replacement of the 150 W taxi light.

Retractable light installed at the front belly panel, off-centered to the left. Deflection angle : 85 degree vertically and 360 degree horizontally.

This Service Bulletin consists in :

- Removing the 150-W taxi light
- Installing the 450-W white retractable light at the front, underneath the bottom structure
- Adapting the wiring
- Reversing the "in-out" controls of the white retractable light

SB from Airbus Helicopters France (AHF)

The 150-W landing light (pre-MOD) and the 450-W white retractable light (post-MOD) are not interchangeable, Mixability of 150-W landing light (pre-MOD) and 450-W white retractable light (post-MOD) is prohibited.



> BENEFITS

- Improves visibility during approach.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 4.29 kg	+ 1.09 m.kg or 4.676 m.kg following the model	2 Day(s)	22 Week(s)	20806 - 25080 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	10 Hour(s)
Aircraft Maintenance Engineer	7 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MOD :

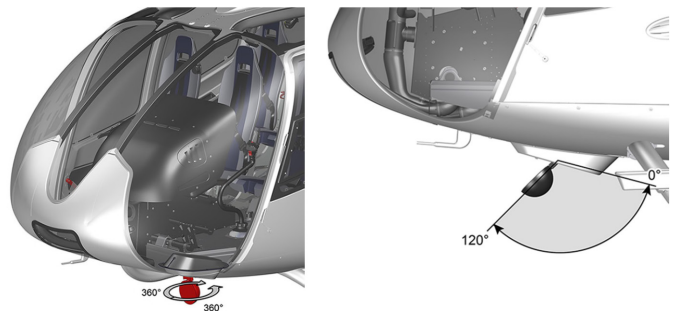
- MOD OP3742 (Retractable and directional light)
- MOD OP4392 (Directional light)
- MOD 074514 (Impact on directional light optional equipment of reindustrialization of fairings underneath bottom structure)

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

- MOD 074363 (Definition of electrical installation)
- MOD 074513 (Fairings underneath bottom structure industrialized on EC130-T2)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Swivelling NVG Landing Light

Reference: AHUK-350-0026

Applicable to version(s): B3e

Landing Light (swivelling in elevation and azimuth) enhances safety when approaching the ground and during helicopter manoeuvres on the ground.

AHUK is offering a NVIS compliant version of the landing light with an integrated dual mode light:

- 400W White
- 200W Infra-Red

The modification reuses the existing installation and replaces the light mount and light to be NVIS compatible.

The switch located on the Collective allows switching on and off the landing light while the joystick allows controlling the orientation of the light. A dedicated indicator is installed on the instrument panel to inform the pilots.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- NVIS compatibility

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.85 kg	1.68 m.kg	On request	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

- 06-42005-00-CI LH landing light (swivelling in elevation and azimuth)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

OBSOLESCENCE MANAGEMENT





Cabin floor fire extinguisher

Reference: EC130-26-002 (R0)

Applicable to version(s): B4, T2

Replacement of cabin floor fire extinguisher.

This Service Bulletin consists in:

- Removing the fire extinguisher and its associated support
- Installing a new fire extinguisher and its associated new support.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to remedy obsolescence of fire extinguishers P/N H1-10AIR (704A32810008) and to propose their replacement with fire extinguishers P/N 12085-01 (S262A10T1001).

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0,291 kg	- 0,110 m.kg	0.5 Day(s)	47 Week(s)	618 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 :

- Firre extinguisher H1-10AIR (704A32810008)
- and not equipped with :
- MOD 074708 (Installation of LHOTELLIER new extinguisher on floor)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modified center lock bolt for LH and RH cargo doors

Reference: AS350-52.00.62 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Service Bulletin is to ensure the replacement of the old type "4L" locks which have become obsolete on the LH and RH side cargo doors.

This Service Bulletin includes the work steps that follows:

- Removal of the LH and RH lock bolt assemblies
- Replacement of the door stops by new stops
- Modification of the composite door components to accommodate the new lock bolt
- Cut-out for the new lock bolt
- Installation of the new lock bolt
- Modification of the electrical signaling cables.

Replacement of "4L" car-type lock bolt by lock bolt P/N C2-32-21 requires lateral cargo door adaptation work.

SB from Airbus Helicopters France (AHF)

> BENEFITS

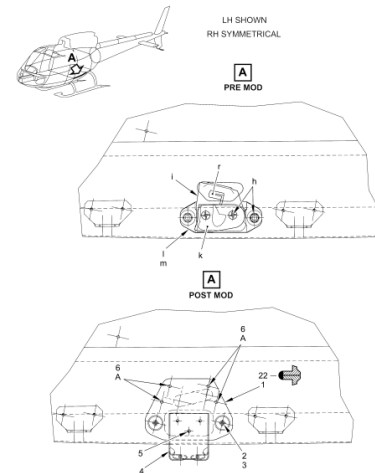
- Replacement with new locking bolts, product improvement (following obsolescence).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -0,205 kg	Fixed Part -0,728 m.kg	2 Day(s)	Week(s)	3125 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)
Airframe, Structure	6 Hour(s)
Composites	3 Hour(s)

No. AS350-52.00.62



> PRE-POST REQUISITE / EFFECTIVITY

Post Mod 073016
Post Mod 073041
Pre Mod 073406.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modified Center Lock Bolt for LH and RH cargo doors

Reference: AS355-52.00.36 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

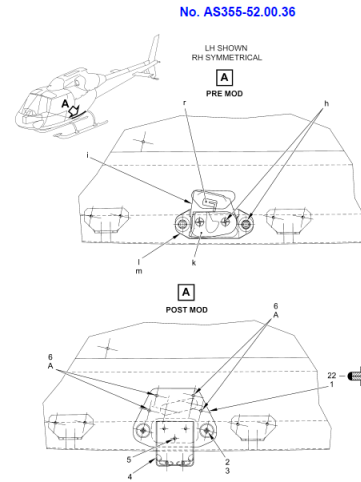
The purpose of this Service Bulletin is to ensure the replacement of the old type "4L" locks which have become obsolete on the LH and RH side cargo doors.

This Service Bulletin includes the work steps that follows:

- Removal of the LH and RH lock bolt assemblies
- Replacement of the door stops by new stops
- Modification of the composite door components to accommodate the new lock bolt
- Cut-out for the new lock bolt
- Installation of the new lock bolt
- Modification of the electrical signaling cables.

Replacement of "4L" car-type lock bolt by lock bolt P/N C2-32-21 requires lateral cargo door adaptation work.

SB from Airbus Helicopters France (AHF)



No. AS355-52.00.36

> BENEFITS

- Replacement with new locking bolts, product improvement (following obsolescence).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -0,205 kg	Fixed Part -0,728 m.kg	2 Day(s)	Week(s)	3099 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	6 Hour(s)
Composites	3 Hour(s)
Airframe, Electrical	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Post Mod 073016
Post Mod 073041
Pre Mod 073406

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New NR sensor on the Main Rotor Hub (MRH)

Reference: AS350-63.00.18 (R4)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin is to propose a new NR sensor on the Main Rotor Hub (MRH).

The installation consists in replacing the current NR sensor by a new model, replacing the connector and adding a new electrical harness.

Comply with jointly with Service Bulletin No. 63.00.25 (Modification of NR sensor electrical system). Helicopters on which last Revisions of this Service Bulletin were complied with are not concerned by Revision 4.

SB from Airbus Helicopters France (AHF)

Sensors pre- and post-MOD are not interchangeable.



> BENEFITS

- To manage the current sensors obsolescence.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0,5 Day(s)	26 Week(s)	41 - 3726 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)
Pilot, Flight test	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 076120 (Improvement of rotor mast assembly)

and not equipped with :

- MOD 074223 (Change in NR sensor)

The application or not of the previous revision, the ordered kit and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

- MOD 072760 (Arriel 2B electrical control and monitoring assembly) (version B3)
- MOD 073273 (Control panel 30ALP with new technology (SMS))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New NR sensor on the Main Rotor Hub (MRH)

Reference: AS355-63.00.24 (R4)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to propose a new NR sensor on the Main Rotor Hub (MRH) further to obsolescence of the current sensors.

The installation consists in:

- Replacing the current NR sensor by a new model
- Replacing the connector
- Adding a new electrical harness

The purpose of the last Revision is to modify the P/Ns of the wiring cable. Helicopters on which last Revisions of this Service Bulletin were complied with are not concerned by Revision 4.

Comply with jointly with Service Bulletin No. 63.00.29 (Modification of NR sensor electrical system)

SB from Airbus Helicopters France (AHF)

Sensors pre- and post-MOD are not interchangeable.



> BENEFITS

- To deter the obsolescence of the current sensors.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 Day(s)	26 Week(s)	96 - 4807 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Aircraft Maintenance Engineer	1 Hour(s)
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 076120 (Improvement of rotor mast assembly)
- and not equipped with :
- MOD 074223 (Installation of a new NR sensor on the Main Rotor Hub (MRH))

The aircraft version the ordered Kit and the application or not of the previous revisions also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New NR sensor on the Main Rotor Hub (MRH)

Reference: EC130-63-006 (R5)

Applicable to version(s): B4

The purpose of this Service Bulletin is to install a new NR sensor on the main rotor hub.

The installation consists of :

- replacing the current NR sensor by a new model
- replacing the connector
- adding a new electrical harness

During compliance with this Service Bulletin, jointly comply with Service Bulletin No. 63-011 (Modification of the NR sensor electrical system)

SB from Airbus Helicopters France (AHF)

Pre MOD and post MOD sensors are not interchangeable



> BENEFITS

- Manage the obsolescence of current sensors.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	26 Week(s)	41 - 3928 EUR (e.c. 2023)	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 076301 (Main Rotor Mast Assembly)
- and not equipped with :
- MOD 074223 (Installation of a new NR sensor on the Main Rotor Hub (MRH))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of door lock

Reference: EC130-52-021 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to replace the lock of the LH and RH lateral cargo doors.

This modification consists in :

- replacing the locking system of the LH and RH cargo doors
- modifying the structure of the LH and RH cargo doors

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

- Obsolescence management of the lock of the LH and RH lateral cargo doors.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,076 kg	+0,276 m.kg	1 Day(s)	36 Week(s)	5003 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 073542 (Improvement of cargo door safety)
- and not equipped with :
- MOD 078009 (MRO-New H130 door lock following obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of NR/NF indicator

Reference: EC130-63-008 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is, further to obsolescence of the NR/NF indicator, to replace it with a new NR/NF indicator.

This Service Bulletin consists in removing the NR/NF indicator, adapting the NR/NF indicator electrical installation and installing the new NR/NF indicator.

SB from Airbus Helicopters France (AHF)

The NR indicator PRE MOD P/N 742593-1-1 and POST MOD P/N NDC2000 is not interchangeable.



> BENEFITS

- New NR/NF indicator

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	32 Week(s)	10426 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	1 Hour(s)
Electrical systems	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Indicator P/N 742593-1-1
- MOD 074223 (Change in NR sensor)

and not equipped with :

- MOD 074222 (Change in NR/NF indicator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Obsolescence of NR/NF indicator

Reference: AS350-63.00.21 (R0)

Applicable to version(s): B2, B3

Installation news NR/NF indicator for aircraft.

This Service Bulletin consists in:

- Removing the NR/NF indicator
- Removing the circuit-breaker and the converter
- Installing the relay "271L" support
- Adapting the NR/NF indicator electrical installation
- Installing the new NR/NF indicator

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is, further to obsolescence of the NR/NF indicator, to replace it with a new NR/NF indicator.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible or - 0.29 kg	Negligible or - 0.087 kg.m	1 Day(s)	32 Week(s)	9048 - 12017 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	5 Hour(s)
Avionics	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 074223 (Change in NR sensor)
- Indicator NR/NF : P/N 742476-1-1 or P/N 742593-1-1

and not equipped with :

- MOD 074222 (Change in NR/NF indicator)

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

- MOD 073264 (VEMD on version B2 and modernization of avionics)
- MOD 074280 (Multi-unit installation)
- MOD OP4305 (X1 modification)

The aircraft version also impact the the applicability of the SB.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of AUXITROL™ hydraulic pressure switch

Reference: EC130-29-003 (R0)

Applicable to version(s): B4

Replacement of AUXITROL pressure switch to anticipate his obsolescence.

Replacing the AUXITROL pressure switches by the INDUSTRIA pressure switches with adaptation of the electrical harness specific to this new pressure switch

SB from Airbus Helicopters France (AHF)

The AUXITROL and INDUSTRIA pressure switches are not interchangeable. The AUXITROL and INDUSTRIA pressure switches are mixable on an aircraft provided that the electrical wiring of the replaced pressure switch is adapted



> BENEFITS

- This modification is used to anticipate the future procurement interruption of AUXITROL pressure switches.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 Day(s)	31 Week(s)	6848 EUR (e.c. 2023)	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 073391 (Replacement of AUXITROL hydraulic pressure switch)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of AUXITROL™ hydraulic pressure switch

Reference: AS355-29.00.09 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The reason for this Service Bulletin is to take into account the obsolescence of the AUXITROL pressure switches MA124-01 and MA125-00.

This modification is used to anticipate the future procurement interruption of AUXITROL pressure switches. In replacement, this modification proposes the use of the INDUSTRIA pressure switches with adaptation of the electrical harness specific to this new pressure switch.

SB from Airbus Helicopters France (AHF)

The AUXITROL and INDUSTRIA pressure switches are not interchangeable. The AUXITROL and INDUSTRIA pressure switches are mixable on an aircraft provided that the electrical wiring of the replaced pressure switch is adapted.



> BENEFITS

- To manage the AUXITROL pressure switches obsolescence.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 Day(s)	32 Week(s)	3633 - 6848 EUR (e.c. 2023)	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 073391 (Replacement of AUXITROL hydraulic pressure switch)

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of AUXITROL™ hydraulic pressure switch.

Reference: AS350-29.00.14 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The obsolescence of the AUXITROL pressure switches MA124-01 and MA125-00.

This modification is used to anticipate the future procurement interruption of AUXITROL pressure switches.

SB from Airbus Helicopters France (AHF)

- The AUXITROL and INDUSTRIA pressure switches are not interchangeable.
- The AUXITROL and INDUSTRIA pressure switches are mixable on an aircraft provided that the electrical wiring of the replaced pressure switch is adapted.

> BENEFITS

- In replacement, this modification proposes the use of the INDUSTRIA pressure switches with adaptation of the electrical harness specific to this new pressure switch.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
negligible	Negligible	0.5 Day(s)	32 Week(s)	3633 - 6848 EUR (e.c. 2023)	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 073391 (Replacement of AUXITROL hydraulic pressure switch)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of cabin floor fire extinguisher further to obsolescence

Reference: AS350-26.00.04 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Service Bulletin is to remedy obsolescence of fire extinguishers P/N H1-10AIR (704A32810008) and to propose their replacement with fire extinguishers P/N 12085-01 (S262A10T1001).

This Service Bulletin consists in removing the fire extinguisher P/N H1-10AIR (704A32810008) and its associated support and installing a new fire extinguisher P/N S262A10T1001 and its associated new support.

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

- New fire extinguishers

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.291 kg	- 0.170 m.kg	0,5 Day(s)	7 Week(s)	627 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 :

- Fire extinguisher H1-10AIR (704A32810008)
- and not equipped with :
- MOD 074708 (Installation of LHOTELLIER new extinguisher on floor)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of cabin floor fire extinguisher further to obsolescence

Reference: AS355-26.00.13 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this modification is to remedy obsolescence of fire extinguishers P/N H1-10AIR and to propose their replacement with fire extinguishers P/N 12085-01.

This Service Bulletin consists in removing the fire extinguisher P/N H1-10AIR and its associated support and installing a new fire extinguisher P/N S262A10T1001 and its associated new support.

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

- To manage the cabin floor fire extinguisher obsolescence, reduced weight.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.291 kg	- 0.170 m.kg	0.5 Day(s)	7 Week(s)	627 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 :

- Extinguisher H1-10AIR (704A32810008)
- and not equipped with :
- MOD 074708 (Installation of LHOTELLIER new extinguisher on floor)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of cargo swing load indicator further to obsolescence

Reference: AS350-25.01.87 (R0)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to provide a new load indicator P/N AS22-121 as a replacement further to obsolescence of indicator P/N D00448-0001.

This modification consist in :

- remove the load indicator P/N D00448-0001
- install the relay 155M in the console (helicopters post-MOD 074280)
- modify the electrical wiring of the load indicator
- install the new load indicator P/N AS22-121

For helicopters post-MOD 074716, the display of the data of the swing load indicator on the VEMD is kept.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provide a new load indicator P/N AS22-121 as a replacement further to obsolescence of indicator P/N D00448-0001.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0.5 Day(s)	32 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Avionics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- An indicator P/N D00448-0001
- MOD OP3810 (Cargo swing) version B2
- MOD OP2773 (Cargo swing) version B3

and not equipped with :

- MOD 074348 (Adaptation of swing load indicator support to new canopy)
- MOD 074614 (Replacement of cargo swing load indicator further to obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of fire extinguisher on type S159-S198 seats and buckets

Reference: AS350-26.00.03 (R2)

Applicable to version(s): B2, B3

This Service Bulletin is to remedy obsolescence of fire extinguishers P/N H1-10AI and to propose their replacement with fire extinguishers P/N 12085-01

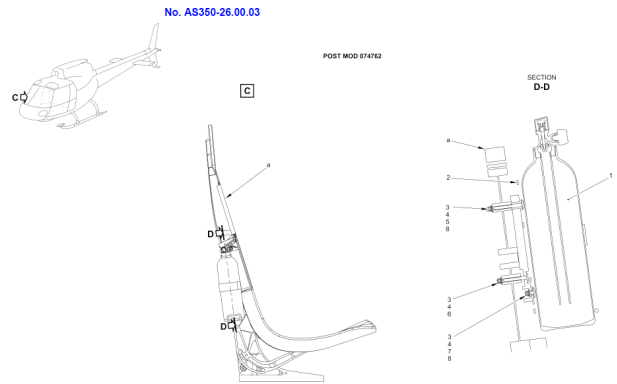
This Service Bulletin consists in:

- Removing the fire extinguisher (704A32810008) and its associated support
- Installing a new fire extinguisher (S262A10T1001) and its associated new support.

Interchangeability:

Parts Pre and Post Mod are not interchangeable: a Post Mod fire extinguisher cannot be installed on a Pre Mod support.

SB from Airbus Helicopters France (AHF)



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 074762
Post Mod OP4323

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

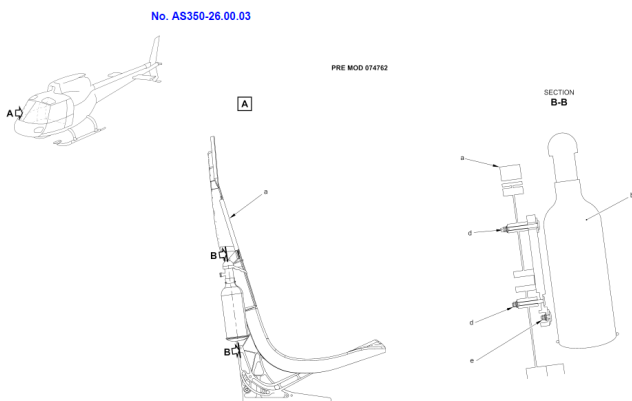
- Improvement of the product following obsolescence their replacement by extinguishers reference 12085-01, providing
- an update of the Mass and Balance data.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -0,291 kg	Fixed Part -0,51 m.kg to -0,16 m.kg	5 Hour(s)	7 Week(s)	179 - 230 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION
Airframe, Electrical

INSTALLATION DURATION
3 Hour(s)



Replacement of NR warning boards

Reference: AS350-31.00.53 (R1)

Applicable to version(s): B, BA

The purpose of this modification is to propose a replacement solution for NR board P/N: E659 which is no longer procurable.

Removal of NR warning board, of 30DELTA panel and installation of rotor NR warning 54E panel and electrical adaptation for new panel connection.

SB from Airbus Helicopters France (AHF)

Parts / equipment items are not interchangeable.



> BENEFITS

- To manage the obsolescence of NR board P/N: E659.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	28 Week(s)	4036 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Board NR warning board P/N: E659
- and not equipped with :
- MOD 350A085308 (Replacement of NR warning boards)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the relays and relay supports of the “sand filter” and “hour meter”

Reference: AS350-31.00.99 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

This Service Bulletin is to replace the existing relay supports and the “30K” and “33D” relays of the “sand filter” and “hour meter”

This SB includes the work steps that follow :

- Replacement of the existing relay support(s)
- Replacement of the “30K” and/or “33D” relay(s) in the console.

This SB has no effect on mixability.

SB from Airbus Helicopters France (AHF)

Weight and Balance: There is non change in weight and moment.
Record the full embodiment of the modifications that follow in the helicopter documents: 073435/073436 and /or 073437.

> BENEFITS

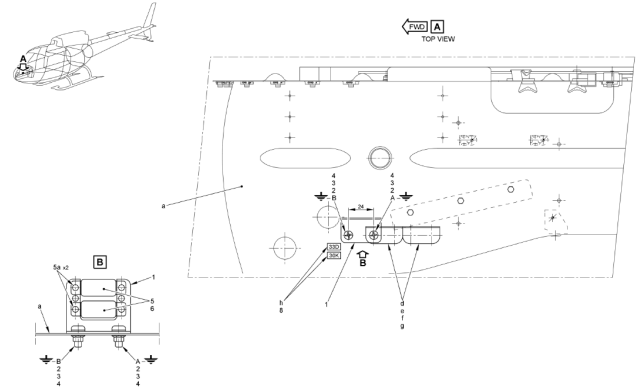
- Obsolescence produit

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 Day(s)	Week(s)	507 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)
Airframe, Structure	6 Hour(s)

N° AS350-31.00.99



> PRE-POST REQUISITE / EFFECTIVITY

PreMOD: to modifications 073435, 073436 and 073437

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SIGMATEK™ 4-data indicator

Reference: AS350-39.00.07 (R3)

Applicable to version(s): D, B, BA

The modification consists in installing a "SIGMATEK" 4-data system in place of the existing "JAEGER" system.

Consequently the following items are installed :

- On the instrument panel, a new 4-data indicator : fuel pressure, engine oil pressure, engine oil temperature and ammeter
- On the fuel system at the filter, a new pressure transmitter with installation adaptation.
- On the engine oil system, a new pressure transmitter secured directly on the engine and a new temperature probe installed in place of the previous probe at the oil tank output.
- Electrical wiring adapted to the new system.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Replacement of existing 4-data indicator by a "SIGMATEK" indicator subsequent to discontinued manufacture.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	15 hour(s)	70 Week(s)	17604 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	15 Hour(s)
Electrical systems	15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 072524 (SIGMATER 4-data indicator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

OPERATIONAL PROTECTION



Floor armouring

Reference: 2014S04-12

Applicable to version(s): B2, B3, B3e

The On-floor Reinforced installation provide extra protection to passengers against perforating objects.

The On-floor Reinforced installation is composed of plates made of polyethylene with high molecular weight, coated with synthetic fiber that will be installed on the original aircraft's floor, providing extra protection to passengers against perforating objects.

Ballistic level: Level III according to N 11 STD 0108.01

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety
- Improved finishing

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
48.2 kg	84,049 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	20 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



POWER PLANT RELATED OPTIONS



Anti-sand filter

Reference: AS355-71.00.19 (R0)

Applicable to version(s): NP

Anti-sand filter (FAS) installation.

This installation separates the sand from engine supply air and avoids early wear of the engines.
The SB proposes a kit including engine cowlings pre-fitted with FAS to customers who cannot modify their engine cowlings or who would like to keep a set of engine cowlings with air intake grid.

Engine cowling fitted with FAS fairing is mechanically interchangeable with engine cowling fitted with air intake grid.

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

- Prevent engine internal erosion
- Improve engine performance in hot weather and at altitude

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 25 kg	+ 105.075 m.kg	48 Hour(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	10 Hour(s)
Airframe, Structure	15 Hour(s)
Mechanics	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Anti-sand filter

Reference: AS355-71.00.14 (R3)

Applicable to version(s): N

Anti-sand filter (FAS) installation.

This installation separates the sand from engine supply air and avoids early wear of the engines.

The last revision propose a kit including engine cowlings pre-fitted with FAS to customers who cannot modify their engine cowlings or who would like to keep a set of engine cowlings with air intake grid.

SB from Airbus Helicopters France (AHF)

Engine cowling fitted with FAS fairing is mechanically interchangeable with engine cowling fitted with air intake grid.



> BENEFITS

- Prevent engine internal erosion
- Improve engine performance in hot weather and at altitude

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 25 kg	+ 105.075 m.kg	48 Hour(s)	122 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	15 Hour(s)
Avionics	10 Hour(s)
Mechanics	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP2064 and 073017 (Anti-sand filter installation)
- It's possible to order a kit including engine cowlings pre-fitted with FAS (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

ARRIEL™ engine washing installation.

Reference: AS350-71.00.07 (R6)

Applicable to version(s): B, BA, BB, B1, B2, B3

Setting-up an engine washing with cowling closed.

For helicopters on which the previous Revisions of this Service Bulletin were not complied with, this Service Bulletin consists of :

- Modifying the air intake
- Installing supports for the bleed valve pipe
- Creating an access to the washing system from outside the helicopter, using a union and a pipe
- Providing for washing product evacuation to outside using a large diameter pipe
- Modifying the engine cowling,
- Creating a local deformation in the duct in order that the play with the ARRIEL 2D fuel control unit (HMU)

This Revision supersedes compliance with previous Revisions for helicopters embodying MOD 073207

SB from Airbus Helicopters France (AHF)

Parts pre- and post-MOD are not interchangeable.

> BENEFITS

- To facilitate aircraft maintenance.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.645 kg	+ 2.630 m.kg	2 Day(s)	41 Week(s)	6685 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	10 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP1142
- MOD 071378 (Providing for washing product evacuation)
- MOD OP1670 (Ariel 1D engine flushing with closed cowling)
- MOD 073227 (ARRIEL engine rinsing)
- MOD 073452 (Engine wash option with closed cowling for ARRIEL 2D engine)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Engine flushing with cowlings closed

Reference: AS355-53.00.18 (R2)

Applicable to version(s): N, NP

Installation of a flushing system for engine compressor.

Installation of a flushing system for each engine with 2 quick connectors on the LH side of the engine compartment (turbo-shaft engine).

SB from Airbus Helicopters France (AHF)

The spares and tools of this Service Bulletin have to be ordered from INTERTURBINE AVIATION LOGISTICS Company.



> BENEFITS

- To ensure engine compressor flushing and washing, with cowlings closed.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.400 kg	+ 1.814 m.kg	2 Day(s)	50 Week(s)	8200 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	1 Hour(s)
Mechanics	15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- TURBOMECA modifications TU 64A and 65
- and not equipped with :
- MOD OP2028
- MOD 073975

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Engine washing

Reference: EC130-71-003 (R1)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to enable engine washing with cowling closed.

This Service Bulletin consists of:

- Installing supports for the bleed valve pipe,
- Modifying the air intake,
- Creating an access to the washing system from outside the helicopter, using a coupling and a pipe,
- Providing for washing product evacuation outwards, using a large diameter pipe,
- Producing an orifice in the engine cowling at the evacuation pipe location.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This installation thus facilitates the maintenance and reduces the helicopter grounding time when carrying out engine washing by minimizing the handling operations.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.79 kg	+3.24 m.kg	2 Day(s)	26 Week(s)	5422 EUR (e.c. 2023)	eOrdering

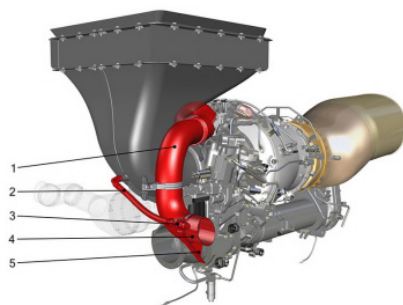
> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

10 Hour(s)



- 1 - Discharge hosing
- 2 - Injection hosing
- 3 - Injection plug
- 4 - Outside extension plug
- 5 - Connector support fixture

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP1670 (engine washing installation)
- MOD 073098 (washing pipe/bleed valve)
- MOD 073227 (modification of bleed valve pipe routing)
- MOD 073452 (adaptation of the engine washing with cowling closed optional equipment for ARRIEL 2D engine)

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

- MOD 073207 (ARRIEL engine equipment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Fuel Management on VEMD

Reference: AS350-28-40-Mas (R0)

Applicable to version(s): B2

The fuel flowmeter is designed to display all fuel management information on the VEMD.

Display and centralisation of information on the VEMD.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Able to manage fuel located in the aircraft
- Determine setting such as: fuel quantity for take-off, hour consumption for both engines, fuel quantity staying in fuel tanks, the remaining flight time in minutes
- Allow to choose between the following measurement units: kg, liter, Lbs, US gallon, imperial Gallon
- Associated to VEMD (Vehicle and Engine Multifunction Display)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.27 kg	+ 1.12 m.kg	0.5 Day(s)	31 Week(s)	13723 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 073264 (VEMD)
- and not equipped with :
- MOD OP3301 (Installation of flowmeter fuel)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of peel shims on the fuel plate of the CRFS

Reference: EC130-28-017 (R0)

Applicable to version(s): B4, T2

The function of this Service Bulletin is to improve attachment of the frangible links on the fuel plate of the Crash Resistant Fuel System (CRFS) and prevent future corrosion.

This Service Bulletin includes the work steps that follow:

Removal of:

- The drain cover
- The frangible links, the shims and the hardware.

Modification of the drain cover

Installation of:

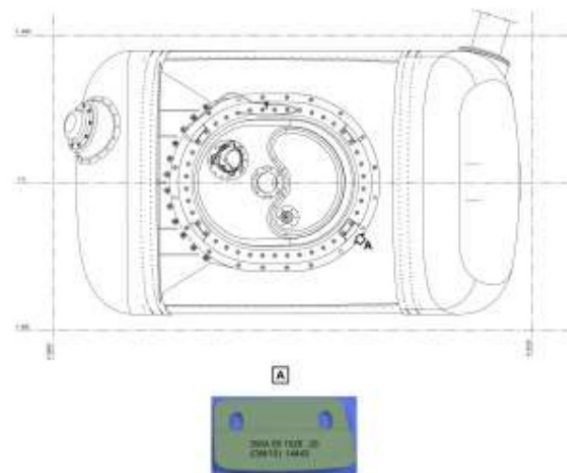
- The new frangible links, the new shims and the hardware
- The new electrical bonding braids
- The changed drain cover.

During maintenance operations (compliance with ALERT SERVICE BULLETIN EC130 No. 28A006), the technicians found corrosion and one case of rupture of the frangible link of the Crash Resistant Fuel System (CRFS).

Airbus Helicopters thus introduced MOD 0720018 to make the frangible link installation better and prevent future corrosion.

SB from Airbus Helicopters France (AHF)

Please download on TIPI the information notice 2423-I-24 and apply it.



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts

For helicopters equipped with breakable links MP/N 350A55-1526-20 (for B4 version: POST MOD MC8020 and PRE MOD MC8023; for T2 version: PRE MOD 0720018).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,057 kg	+0,02 m.kg	1 Day(s)	Week(s)	2573 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

6 Hour(s)

PRE SERVICE BULLETIN	POST SERVICE BULLETIN
<p>350A 55 1526 . 20 (OM/10) 14443</p>	<p>350A 55 1582 . 20 73820 2R Δ /EP</p>

Installation of peel shims on the fuel plate of the CRFS

Reference: AS350-28.00.81 (R0)

Applicable to version(s): B3

The function of this Service Bulletin is to improve attachment of the frangible links on the fuel plate of the Crash Resistant Fuel System (CRFS) and prevent future corrosion.

This Service Bulletin includes the work steps that follow:

Removal of:

- The drain cover
- The frangible links, the shims and the hardware

Modification of the drain cover

Installation of:

- The new frangible links, the new shims and the hardware
- The new electrical bonding braids
- The changed drain cover.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- During maintenance operations (compliance with ALERT SERVICE BULLETIN EC130 No. 28A006), the technicians found corrosion and one case of rupture of the frangible link of the Crash Resistant Fuel System (CRFS).
- Airbus Helicopters thus introduced MOD 0720018 to make the frangible link installation better and prevent future corrosion.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,057 kg	+0,02 m.kg	1 Day(s)	Week(s)	2573 EUR (e.c. 2023)	eOrdering

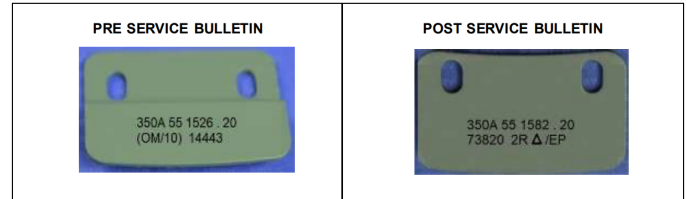
> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters/installed equipment or parts

For helicopters equipped with breakable links MP/N 350A55-1526-20 (POST MOD OP4605 and PRE MOD 0720018).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New ARRIEL™ engine air intake seal

Reference: EC130-53-015 (R0)

Applicable to version(s): B4

Replacement of the engine air intake seal.

- Replacing the existing engine air intake seal by a seal with a different design.
- Replacing the 2 flat butt straps by 4 preformed butt straps to increase the seal's spring effect, or installing 4 preformed butt straps to increase the seal's spring effect depending on aircraft configuration.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the air intake sealing and delete any fretting effects on the engine cowling collar.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0,190 kg or Negligible depending on aircraft configuration	- 0,78 m.kg or Negligible depending on aircraft configuration	2 Hour(s) or 4 Hour(s) depending on aircraft configuration	41 Week(s)	1529 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics Airframe, Electrical	2 Hour(s) Negligible or 1 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- ARRIEL engine and not equipped with :
- MOD 073453 (New ARRIEL engine air intake seal)

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

- MOD 073207 or SB 53-009 (Replacement of air intake seal with sand filter capability)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New ARRIEL™ engine air intake seal

Reference: AS350-53.00.40 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3

Replacement of the engine air intake seal.

This Service Bulletin consists in:

- Replacing the existing engine air intake seal by a seal with a different design
- Replacing the 2 flat butt straps by 4 preformed butt straps to increase the seal's spring effect
- Installing 4 preformed butt straps to increase the seal's spring effect

SB from Airbus Helicopters France (AHF)

Part mixability pre- and post-modification is forbidden.



> BENEFITS

- To improve the air intake sealing and delete any fretting effects on the engine cowling collar.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,19 kg or Negligible depending on aircraft configuration	-0,8 m.kg or Negligible depending on aircraft configuration	2 or 4 Hour(s) depending on aircraft configuration	41 Week(s)	1529 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical Mechanics	0 to 2 Hour(s) depending on aircraft configuration 2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with ARRIEL engine and a double hydraulic circuit, and not equipped with :

- MOD 073453 (New ARRIEL engine air intake seal)

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

- MOD 073207 (Air intake seal improved for ARRIEL engine)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection of Air Intake

Reference: AS350-71.00.11 (R2)

Applicable to version(s): B, B1, B2, BA

Offering the operators who operate their aircraft in especially severe climatic conditions a protection against foreign matter ingestion.

This Service Bulletin consists in:

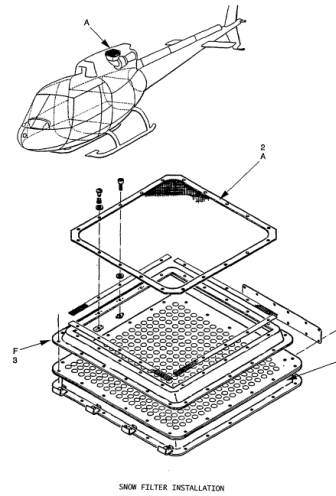
- the modification consists in installing on the engine Air Intake a protection (MOD 350AOP-2561)
- Stiffening the Air Intake seal and placing attachment angles (MOD 350A07-2681)

The aircraft must be fitted with a removable air intake screen, comply with Service Bulletin No 30.04

SB from Airbus Helicopters France (AHF)

Effectivity:

Versions B,B1,B2,BA modified according to modification N°07-1537 (Air intake screen secured with" Dzus "fasteners) as per SB N°30.04



SNOW FILTER INSTALLATION

> BENEFITS

- Improvement of the product by protecting against the ingestion of foreign bodies in particular climatic conditions (in the event of snow cover)

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +4,619 kg	Complete Installation +18,563 m.kg	1 Day(s)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:350AOP-2561
Pre Mod:350A07-2681

> CERTIFICATION ORGANIZATION(S)

DGA France

Sand Filter for Arriel 2D™ Engine

Reference: EC130-71-60-Mas (R3)

Applicable to version(s): T2

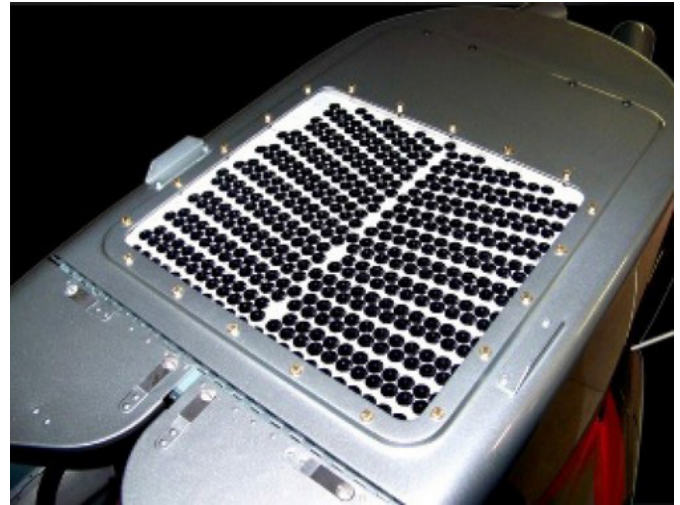
Filtering of the air entering the air intake system of the ARRIEL 2D engine.

This Service Bulletin consists in :

- Modifying the cowling
- Installing the sand filter Removable Part
- Installing the harness, relays and light
- integrating a raised engine cowling cutting loft

The sand filter does not result in any loss of performance.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Filtering reduces ingress of sand and dust, what enables to reduce premature engine aging due to erosion. This installation also protects from absorption of falling snow.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+7,1 kg	+30,89 m.kg	3 Day(s)	17 Week(s)	61801 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	7 Hour(s)
Airframe, Structure	14 Hour(s)
Pilot, Functional Check	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft powered with an Arriel 2D engine and already equipped with :

- MOD OP4376 (Installation of electrical Fixed Part of sand filter) and not equipped with :
- MOD OP4303 (Removable Part of ARRIEL 2D sand filter)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sand Filter for Arriel 2D™ Engine

Reference: AS350-71-60-Mas (R4)

Applicable to version(s): B3, B3e

The purpose of this Service Bulletin is to enable the sand filter to be installed on helicopters post-MOD 074280 (Multi-unit installation) and pre- or post-MOD OP3346 (Double hydraulics).

This upgrade, mandatory for flights under snowfall, is also used to filter efficiently sand or dust particles and provides a good ice protection. It protects the engine from the ingestion of sand. It therefore prevents the premature wear of the compressor blades due to the ingestion of sand and other contaminants. In addition, the Sand filter installation also protect the air intake against the potential induction of flying particles.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD engine cowling assemblies are not interchangeable.



> BENEFITS

- Filtering reduces ingress of sand and dust, what enables to reduce premature engine ageing due to erosion. This installation also protects from absorption of sand and snow, self-cleaning system, reduces direct maintenance cost. Flights are prohibited under snowfall without the sand filter installed. The sand filter does not result in any loss of performance.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+7,1 kg	+30,89 m.kg	3 Day(s)	44 Week(s)	62360 - 63752 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	16 Hour(s)
Aircraft Maintenance Engineer	4 to 5 Hour(s) depending on aircraft configuration
Pilot, Functional Check	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft powered with an Arriel 2D engine equipped with :

- MOD OP2781 (Installation of Fixed Part (FP) for sand filter) and not equipped with :
- MOD OP4303 (Removable Part (RP) of ARRIEL 2D sand filter)
- MOD 074291 (Installation of sand filter further to replacement of SMS unit by multi-unit)
- MOD 074659 (Relocation of sand filter optional button on multi-unit)

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

- MOD 074280 (Multi-unit installation)
- MOD OP3346 (Double hydraulics)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sand filter installation

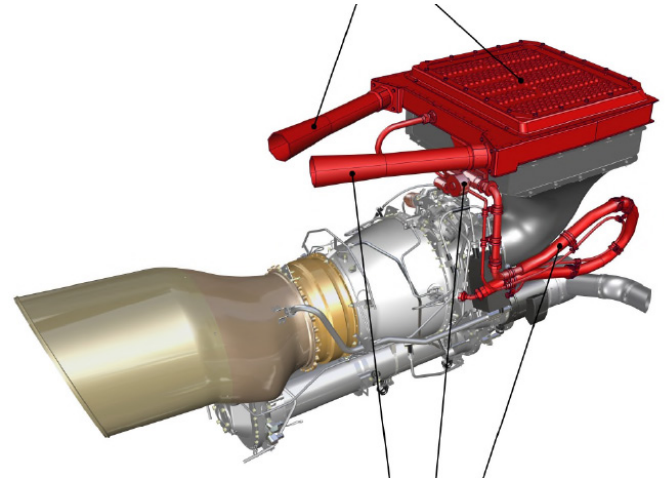
Reference: EC130-25-034 (R0)

Applicable to version(s): B4

Make power plant capable for installation of anti-sand filter optional equipment and to install fixed and removable part of anti-sand filter.

- Anti-sand filter replacement means
- Power plant with anti-sand filter capacity
- Improvement of engine air intake seal
- Improvement of anti-sand filter tightness
- Installation of anti-sand filter (optional)
- Installation of anti-sand filter electrical fixed parts (optional)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent engine internal erosion
- Improve engine performance in hot weather and at altitude

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0,261 to + 8,059 kg depending on aircraft configuration.	- 1,1 to + 31,95 m.kg depending on aircraft configuration.	On request	140 Week(s)	969 - 43855 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	8 to 12 Hour(s) depending on aircraft configuration
Electrical systems	0 to 5 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073207 (improvement of engine air intake seal)
- MOD 073267 (improvement of anti-sand filter tightness)
- MOD 073703 (power plant with anti-sand filter capacity)

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

- MOD 071537 (anti-sand filter replacement means)
- MOD OP3104 (optional installation of anti-sand filter)
- MOD OP3744 (optional installation of anti-sand filter electrical fixed parts)
- MOD 073245 (New panels 31 ALPHA and 32 ALPHA)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sand filter on ARRIEL™ 2B engine.

Reference: AS350-71.00.14 (R1)

Applicable to version(s): B3

Installation of a sand filter on the engine air intake.

To provide filtering of the air drawn into the air system of ARRIEL 2B engine.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent engine internal erosion
- Improve engine performance in hot weather and at altitude

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 8,48 kg	+ 40,7 mkg	On request	24 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	10 Hour(s)
Electrical systems	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs OP2781 (Fixed Parts) ,OP2702 (Removable Parts) and 072824

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

- MOD 072811

> CERTIFICATION ORGANIZATION(S)

EASA Europe

PRODUCT IMPROVEMENT



Adaptation of ENG FIRE and BATT TEMP lights when battery is OFF

Reference: AS350-31.00.62 (R0)

Applicable to version(s): B2

Suppress untimely illumination of red "ENG FIRE" and "BATT TEMP" lights on the failure warning panel when the battery is set to "OFF".

Modification O74695 consists in introducing a dual power supply on the relay that manages the illumination of the "ENG FIRE" and "BATT TEMP" lights.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Suppress untimely illumination of red "ENG FIRE" and "BATT TEMP" lights

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	11 Week(s)	221 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 074280 (Helicopters equipped with multi control block)

and not equipped with :

- MOD 074695 (Adaptation of "ENG FIRE" and "BATT TEMP" lights when battery is "OFF")

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Add a drainage hole on the rear cradle of the fuel tank

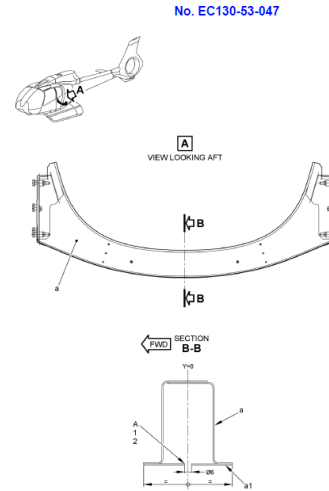
Reference: EC130-53-047 (R0)

Applicable to version(s): B4, T2

The function of this Service Bulletin is to add a drainage hole in the reinforced sheet of the rear cradle to prevent its corrosion because of water accumulation.

This Service Bulletin includes the addition of drainage hole on the rear cradle.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid having a water retention in the Rear cradle of the fuel tank.
- Prevents corrosion.

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
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Versions T2: Pre mod 074406 & MC20157
 Versions B4: Post Mod OP3630 or Post Mod MC8020
 Versions B4: Pre Mod MC8023 & MC20157

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Air conditioning: Replacement of aluminum lines

Reference: AS350-21.00.25 (R2)

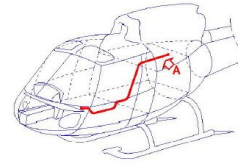
Applicable to version(s): B, B1, B2, B3, BA, BB, D

Replacement of aluminum lines with stainless steel lines

Remove the aluminum lines,
Installing the stainless steel lines and the protective sheaths on the line connections.

Interchangeability:
PRE MOD and POST MOD lines are not interchangeable.
Mixability: Mixing between Pre MOD and Post Mod lines is prohibited

SB from Airbus Helicopters France (AHF)



A



> BENEFITS

- The purpose of this Service Bulletin is therefore to replace the aluminum lines of the heating/demisting system with stainless steel lines to prevent any corrosion.
- In addition, protective sheaths are installed on the line connections to prevent any condensation.

> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to modification 074866

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +1,5 kg	Fixed Part +2,7 m.kg	4 Hour(s)	Week(s)	1170 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	5 Hour(s)

Air intake duct on cooling module

Reference: EC130-21-015 (R1)

Applicable to version(s): T2

The purpose of this Service Bulletin is to install a new carbon air intake duct on the cooling module as a replacement for the current one (in polycarbonate or carbon), in order to improve resistance to vibrations, reduce the weight and simplify installation.

This Service Bulletin consists in removing the air intake duct and installing the new carbon air intake duct.

SB from Airbus Helicopters France (AHF)

PRE MOD parts P/N 350A53-4138-00 or 350A53-4138-01 or 350A53-4152-00 and POST MOD parts P/N 350A53-1103-00 are interchangeable.



> BENEFITS

- To improve resistance to vibrations, reduce the weight and simplify installation.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 1.547 kg to - 0.735 kg depending on aircraft configuration.	- 3.991 m.kg to - 1.896 m.kg depending on aircraft configuration.	0,5 Day(s)	20 Week(s)	7001 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 equipped with :

- Air intake duct P/N 350A53-4138-00 or 350A53-4138-01 or 350A53-4152-00 and not equipped with :
- MOD 074568 (Installation of air intake duct on cooling module)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Carbon rear fan hopper

Reference: EC130-21-017 (R1)

Applicable to version(s): T2

The purpose of this Service Bulletin is to install a carbon rear fan hopper on the cooling module as a replacement for the current one in order to improve resistance to vibrations, reduce weight and simplify installation.

This new fan hopper is equipped with safety cables which have the same function as the reinforcement rods introduced through MOD 074547. These cables are installed between the structure and the two upper attachment points of the fan and their purpose is to prevent that the fan interferes with the flight controls in the event of rupture of the hopper.

SB from Airbus Helicopters France (AHF)

Air intake ducts PRE MOD P/N 350A53-4137-00 or 350A53-4135-00 and POST MOD P/N 350A53-1104-00 are interchangeable.



> BENEFITS

- Better resistance to vibrations, lower weight and easier installation.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0.2 kg	0.58 m.kg	0,5 Day(s)	25 Week(s)	5833 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 equipped with :

- Hopper P/N 350A53-4137-00 or 350A53-4135-00
 - MOD 074547 (Fan hopper reinforcement)
- and not equipped with :
- MOD 074567 (Industrialization of carbon fan hopper)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Change of fitting material for the landing gear footsteps

Reference: EC130-32-006 (R0)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to improve resistance to corrosion for the landing gear footstep fittings.

Airbus Helicopters developed modification 074454 in order to improve the resistance of fittings to corrosion due to a material and protection change: aluminum fittings 2024 with alodine protection are replaced by fittings of the same shape in aluminum 7175 (rear fittings) and 7010 (front fittings) with Sulfuric Anodizing (SA) protection.

SB from Airbus Helicopters France (AHF)

Mixability of fittings PRE and POST MOD 074454 is not permitted on a same footstep.



> BENEFITS

- To improve the resistance of fittings to corrosion.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	18 Week(s)	12907 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074454 (Change of fitting material for the landing gear footsteps)
- The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073759 (bent plate footstep fittings replaced by machined footsteps)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Collective lever hooking with return spring

Reference: AS355-67.00.21 (R1)

Applicable to version(s): E, F, F1, F2, N

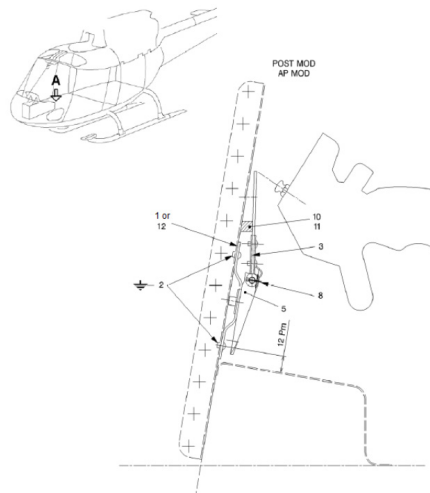
This Upgrade is to improve the return to the unlocked position of the collective lever low pitch hooking tang.

This Upgrade consists in :

- Adding rubber strips on the console to ensure tang damping.

SB from Airbus Helicopters France (AHF)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	Week(s)	799 EUR (e.c. 2023)	eOrdering



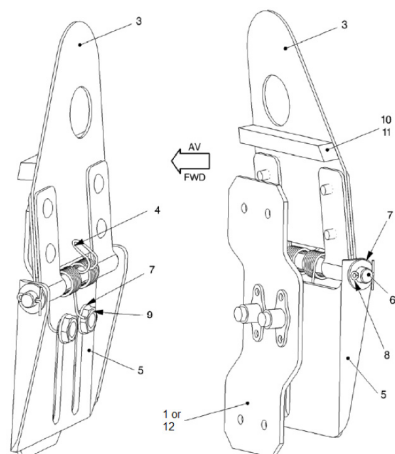
> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable on aircraft not equipped with :

- MOD 073175
- Tang assemblies P/N : "350A27-2402-20"

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Collective lever hooking with return spring.

Reference: AS350-67.00.21 (R1)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

This update is to prevent untimely hooking of the collective lever further to deformation of the locking tang in "fine pitch" position.

The modification consists of replacing the original flexible tang with a stiff tang hinged at its lower end and returned to FWD position by means of a spring

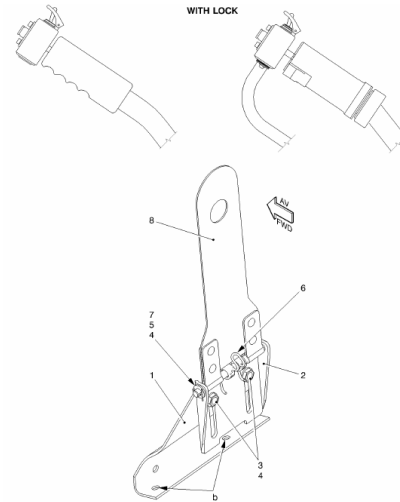
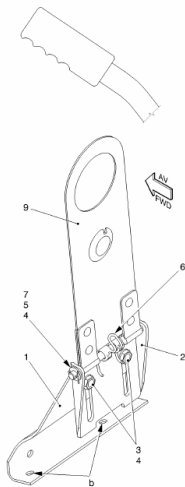
SB from Airbus Helicopters France (AHF)

New collective lever locking assembly is mechanically interchangeable with original design definition one

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	On request	Week(s)	607 - 748 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on aircraft not equipped with :

- MOD 073175
- Locking tang P/N: 350A27-3107-26 or 350A27-1377-23

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Diode on the input circuit of the red GOV indicator light on the Comtronic type warning panel.

Reference: AS350-31.00.58 (R1)

Applicable to version(s): B3

This modification consist of add a blocking diode on the input of the "red GOV" indicator light on the Comtronic type warning panel.

This Service Bulletin consists of modifying the wiring of strip "66K".

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To suppress the reverse current that may cause damage to a component of the input circuit of the Comtronic type warning panel "red GOV" indicator light.

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	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- ARRIEL 2B1 or 2D engines

and not equipped with :

- MOD 074317 (Installation of a diode on the input circuit of the "red GOV" indicator light on the Comtronic type warning panel)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Dual Locking of Tail Rotor Servo-control

Reference: AS350-67.00.22 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this service bulletin is to obtain positive dual locking of the end-fitting relative to the tail rotor servo-control rod.

This modification consist in replace the non-slotted end-fitting and the associated lock-washer with a slotted end-fitting and a tab washer.
 The end-fitting is locked with the washer in the rotational axis by the tab.
 The washer is locked in the rotational axis on the tail rotor servo-control rod by the slot in the end of the servo-control rod.
 The nut is safetied to the tab washer with lock-wire (MTC).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Cancels the checks every 500 hours which are covered by Alert Service Bulletin No. 05.00.37 (Checking the tail servo-control eye end-fitting for correct locking).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	29 Week(s)	1140 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	9 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073139 (Dual locking of tail rotor servo-control)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Engine cut-off device after overspeed phenomenon

Reference: EC130-76-008 (R0)

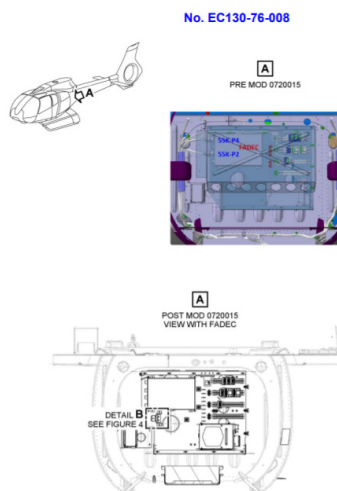
Applicable to version(s): T2

The purpose of this Service Bulletin is to install an engine cut-off device to prevent the "Blade Shedding" phenomenon if overspeed occurs on ARRIEL 2D engines.

This Service Bulletin consists in:

- Installing a new harness at the connectors of boxes "55K" (FADEC) and "26K" (SELECT STARTING),
- Installing a connector support

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The "Blade Shedding" is designed to prevent the bursting of the turbine disc.
- The solution consists in using the capacity of the FADEC (Full Authority Digital Engine Control)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,67 kg	Complete Installation +2.85 m.kg to -0.14 m.kg	3 Day(s)	Week(s)	5044 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Flight test	1 Hour(s)
Airframe, Electrical	12 Hour(s)
Airframe, Structure	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0720015
Post Mod TU210
Post Mod 074830

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Engine cut-off device after overspeed phenomenon (New Harness)

Reference: AS350-76.00.28 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to install an engine cut-off device to prevent the "Blade Shedding", phenomenon if overspeed occurs on ARRIEL 2D engines.

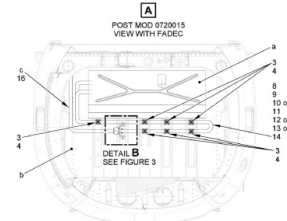
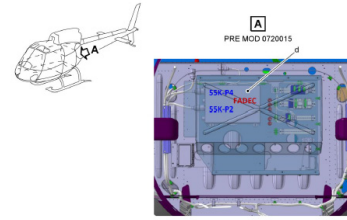
This Service Bulletin consists in:

- Installing a new harness at the connectors of boxes "55K" (FADEC) and "26K" (SELECT STARTING),
- Installing a protective plate,
- Installing a connector support

Compliance with this Service Bulletin is not compatible with POST MOD 074831 helicopters.

SB from Airbus Helicopters France (AHF)

N° AS350-76.00.28



> BENEFITS

- The "Blade Shedding" is designed to prevent the bursting of the turbine disc.
- The solution consists in using the capacity of the FADEC (Full Authority Digital Engine Control)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0720015
Post Mod TU210 or Post Mod 074830

> CERTIFICATION ORGANIZATION(S)

EASA Europe

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +1,16 kg	Complete Installation +4.96 m.kg to -0.02 m.kg	3 Day(s)	Week(s)	8617 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Pilot, Flight test	1 Hour(s)
Airframe, Structure	6 Hour(s)

Fan air intake screen

Reference: AS355-71.00.03 (R2)

Applicable to version(s): E, F, F1, F2

The purpose of this modification is to improve the installation of the fan air intake screen.

This Service Bulletin consists in:

- installing new air intake screens
- installing a sealing rib on the transmission deck

SB from Airbus Helicopters France (AHF)

PRE MOD lower screens P/Ns 355A58-0545-04 or 355A58-0545-09 and upper screens P/Ns 355A58-0545-05 or 355A58-0545-08 and post-MOD screens P/Ns 355A58-0454-1101 and 355A58-0545-1201 are not interchangeable.



> BENEFITS

- To prevent suction of objects that may damage the fan wheel.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,1 kg	+0,42 m.kg	1,5 Day(s)	41 Week(s)	1897 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	9 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 071122 (New definition screen with no clearance on cooling system)
- MOD 071546 ((Immobilizing of engine/MGB oil system pipes on transmission deck – POST AMS 071122)
- MOD 071879 (Attachment of fan protection screen)

Helicopters on which previous revisions of this Service Bulletin had been complied with are not concerned by this Revision 2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Firewall reinforcement

Reference: AS350-71.00.18 (R2)

Applicable to version(s): B, BA, B1, B2, B3

The purpose of this Service Bulletin is to reinforce the front firewall in order to avoid incipient cracks:

- On the firewall support legs at the interconnection with the transmission deck
 - On the upper horizontal arch member at the attachment points of the engine cowling hinge
- And to reinforce the firewalls showing incipient cracks.**

Compliance with this Service Bulletin consists of :

- On upper part :
Riveting the upper hinge on the rear vertical face of the firewall, replacing the reinforcements on each side by corner reinforcements, adding two aluminum sections at the upper part of firewall and replacing the half-hinge
- On lower part :
Replacing two existing attachment legs by two new firewall support legs equipped with a reinforcement

SB from Airbus Helicopters France (AHF)

Firewalls pre- and post-MOD remain physically interchangeable.

> BENEFITS

- To avoid incipient cracks on the front firewall.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,35 kg	+1,36 m.kg	2 Day(s)	35 Week(s)	4155 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 073219 (Firewall reinforcement)
- For helicopters on which Revision 0 and Revision 1 of this Service Bulletin were complied with, the kits are impacted. (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuel pipe centering device

Reference: EC130-28-004 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is to remove the risk of friction between the fuel system pipes and the box at the connections with the tank and to remove the periodic maintenance Task "Check for wear".

The modification consists of replacing the heat-shrinkable protection by a centering device at the location where the fuel system pipes go through the tank box flanges.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Remove the risk of friction between the fuel system pipes and the box at the connections with the tank and remove the periodic maintenance Task "Check for wear".

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg	+ 0.77 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 074441 (Installation of a fuel pipe centering device)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Functional check procedure for the tail rotor load compensator

Reference: AS350-67.00.66 (R1)

Applicable to version(s): B3

To insert the appended pages into the Flight Manual, pending the Flight Manual update.

Compliance with this Service Bulletin consists in inserting the appended pages into the Flight Manual, pending the Flight Manual update.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Functional check for the tail rotor load compensator

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

> PRE-POST REQUISITE / EFFECTIVITY

AS350 helicopters, version B3.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GMA 350H software correction and customization of the Garmin radio equipment configuration

Reference: AS350-23.00.07 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to:

- update the software of the GMA 350H intercommunication system to prevent losses of communication related to the use of a heavy helmet,
- correct the NAV Angle parameter of the GTN 650H,
- identify again the other GARMIN equipment items as per the general configuration applied on the helicopter.

This Service Bulletin consists in:

- Configuring the NAV Angle parameter of the GTN 650H
- Updating the GMA 350H software:
 - by an Airbus Helicopters Technician,
 - or by return to Airbus Helicopters,
 - or by return to a GARMIN maintenance center,
- Identifying again the other GARMIN equipment items

SB from Airbus Helicopters France (AHF)

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

> BENEFITS

- Updating the software of the GMA 350H intercommunication system
- Correct an incompatibility with a type of heavy audio
- Avoid losses of communication

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 Day(s) (excluding time to return equipment)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Approved Airbus Helicopters Technician	2 Hour(s) if the GMA 350H is configured by AH
Avionics	7 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP4655 (New Garmin Avionics - ICS GMA 350H),
- MOD 074796 (Replacement of the GMA 350H (Garmin Inter Communication System) following obsolescence),
- MOD 074784 (Replacement of the Transponder GTX33H by GTX335R),

and not equipped with:

- MOD 074927 (GMA 350H Software Correction)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heating noise reduction

Reference: AS350-21.00.18 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

To replace the pipe and the heating diffuser.

This Service Bulletin consists of removing and storing the pipe and the heating diffuser and installing the new heating pipe and the new diffuser.

SB from Airbus Helicopters France (AHF)

Pre- and post-modification parts are not interchangeable.

> BENEFITS

- Reduce heating noise in cabin.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074293 (Heating noise reduction)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hydraulic ground power coupling

Reference: AS355-29.00.11 (R0)

Applicable to version(s): NP

The purpose of this modification is to allow the connection of hydraulic bench by means of self-sealing couplings.

This service bulletin consist of:

- Installing Fixed Part (F.P.) components, notably a hydraulic unit support on transmission deck,
- Installing Removable Part (R.P.) components, notably a hydraulic manifold, as well as its installation on the hydraulic unit support and its connection to the hydraulic system.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To obtain hydraulic power during maintenance works.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.596 kg	+ 5.581 m.kg	1 Day	35 Week(s)	4442 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP1684 (Hydraulic ground power coupling installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Hydraulic ground power receptacle installation

Reference: EC130-29-004 (R0)

Applicable to version(s): B4

The aim of this Service Bulletin is to allow a hydraulic bench to be connected via self-sealing couplings.

This Service Bulletin consists of :

- Installing a hydraulic unit equipped with a self-sealing coupling and a check valve
- Installing a set of hoses

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Provide hydraulic power during maintenance works.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.596 kg	+ 5.581 m.kg	3 Day(s)	35 Week(s)	5185 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	25 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP1909 (Hydraulic ground power receptacle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved Closing System for the Side Baggage Compartment Doors

Reference: AS355-52.00.19 (R1)

Applicable to version(s): E, F, F1, F2, N

The purpose of this Service Bulletin is to improve the closing system for the side baggage compartment doors.

This modification improves the indicating system and closing system of the side baggage compartment doors.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the closing system for the side baggage compartment doors.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	27 Week(s)	5507 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350A073016 (Improved Closing System for the Side Baggage Compartment Doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved control cable function on S198 pilot seats

Reference: EC130-25-071 (R0)

Applicable to version(s): T2

Preventing the control cable from disengaging from the adjustable stop on S198 pilot seats.

This Service Bulletin consists in:

- Removing the S198 pilot seat
- Complying with appended ZODIAC SEATS Equipment Manufacturer Service Bulletin No. 198-25-003
- Installing the S198 pilot seat

KIT P/N F0461725 have to be order from the ZODIAC SEATS, Please contact Airbus Helicopters to place order.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of the modification is to bond a base under the seat bucket in order to hold the cables in position using a plastic clamp

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Pilot seats MP/N 19820-02-00 (704A41120132)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved locking of the MGB cowling

Reference: AS350-71.00.46 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to install a new design of the MGB cowling locking system to reduce the weight and enhance reliability of the system by improving the strength of the stops.

This Service Bulletin consists in:

- Removing lock modules P/N 355A58-3044-05, supplementary locking shims (0.5 mm) P/N 350A58-6201-20 and supplementary locking shims (1 mm) P/N 350A58-6201-21,
- Installing MGB cowling lock modules P/N 355A58304406, supplementary locking shims (0.5 mm) P/N 350A58-6201-01 and supplementary locking shims (1 mm) P/N 350A58-6201-02.

SB from Airbus Helicopters France (AHF)

Interchangeability:

- Pre Mod and Post Mod components are not interchangeable.

Mixability:

- Mixing between Pre Mod and Post Mod components on the same cowling is prohibited.
- Mixing between Pre Mod and Post Mod components on either the RH or the LH cowling is authorized.

> BENEFITS

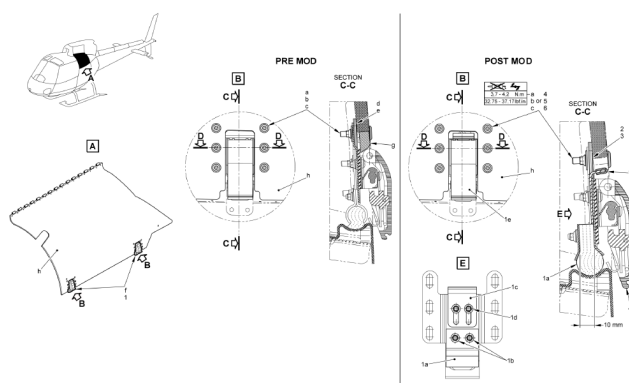
- To reduce the weight and enhance reliability of the system by improving the strength of the stops.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part -0,32 kg	Fixed Part +1,082 m.kg	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 Hour(s)

N° AS350-71.00.46



> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 074891

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA starter-generator

Reference: EC130-24-005 (R1)

Applicable to version(s): B4, T2

This Service Bulletin consist in sending the SKURKA starter-generator for improvement.

This Service Bulletin consists in:

- Removing SKURKA starter-generator Part Number (MP/N) 150SG122Q and return to an approved repair station
- Installing new SKURKA starter-generator Part Number (MP/N) 150SG122Q-4
- Defining the new maintenance instructions

Revision 1 affects compliance with Revision 0 of this document.

SB from Airbus Helicopters France (AHF)

Send the SKURKA starter-generator to an approved repair station for improvement



> BENEFITS

- Through this improvement:
- The Time Between Overhaul (TBO) of SKURKA starter-generator Part Number (MP/N) 160SG140Q-4 is increased from 900 to 1000 flying hours.
- The interval for the periodic replacement of the brushes is increased from 300 to 500 flying hours.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.091 kg	+ 0.38 m.kg	2 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- SKURKA starter-generator, Part Number (MP/N) 150SG122Q,
- and not equipped with :
- MOD 074692.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA™ starter-generator

Reference: AS350-24.00.26 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB

To send the SKURKA starter-generator to an approved repair station for improvement.

This Service Bulletin consists in removing SKURKA starter-generator Part Number (MP/N) 150SG122Q, returning the starter-generator to an approved repair station, installing new SKURKA starter-generator Part Number (MP/N) 150SG122Q-4 and defining the new maintenance instructions.

The Starter-generator P/N 150SG122Q is to be returned to an approved repair station which is listed in SKURKA Service Bulletin SB 150SG164 appended to Information Notice No. 2936-I-80.

SB from Airbus Helicopters France (AHF)

SKURKA starter-generators 150SG122Q and 150SG122Q-4 are interchangeable, provided that the maintenance defined for each starter-generator Part Number is complied with.



> BENEFITS

- Avoid starter-generator failure, improve the fan, the efficiency of the damper system and the service life limit of the brushes.
- The Time Between Overhaul (TBO) of SKURKA starter-generator Part Number (MP/N) 150SG122Q-4 is increased from 900 to 1200 flying hours,
- The interval for the periodic replacement of the brushes is increased from 300 to 600 flying hours,
- The periodic adjustment of the damper system is deleted.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,091 kg	+ 0,38 m.kg	0.5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- SKURKA starter-generator, Part Number (MP/N) 150SG122Q and not equipped with :
- MOD 074692 (Improved SKURKA starter-generator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA™ starter-generator (ARRIEL 2B/2B1 engines)

Reference: AS350-24.00.28 (R1)

Applicable to version(s): B3

To send the SKURKA starter-generator to an approved repair station for improvement.

This Service Bulletin consists in:

- Removing SKURKA starter-generator Part Number (MP/N) 200SGL130Q,
- Returning the starter-generator to an approved repair station,
- Installing new SKURKA starter-generator Part Number (MP/N) 200SGL130Q-4,
- Defining the new maintenance instructions.

This Service Bulletin does not cancel the limitation introduced by modification 073345, which was embodied through ALERT SERVICE BULLETIN No. 01.00.57

SB from Airbus Helicopters France (AHF)

The Starter-generator is to be returned to an approved repair station which is listed in SKURKA Service Bulletin SB 200SGL168 appended to Information Notice No. 2936-I-80.



> BENEFITS

- Avoid starter-generator failure.
- The improvements made by this modification leads to the following:
 - The Time Between Overhaul (TBO) of SKURKA starter-generator Part Number (MP/N) 200SGL130Q-4 is increased from 900 to 1200 flying hours,
 - The interval for the periodic replacement of the brushes is increased from 300 to 600 flying hours,
 - The periodic adjustment of the damper system is deleted.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.091 kg	+ 0.38 m.kg	0.5 Day(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074696 (Improved SKURKA starter-generator (ARRIEL 2B/2B1 engines))

For helicopters equipped with an Arriel 2B/2B1 engine and SKURKA starter-generator Part Number (MP/N) 200SGL130Q.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA™ starter-generator (Arriel 2B1 engine)

Reference: EC130-24-007 (R1)

Applicable to version(s): B4

To send the SKURKA starter-generator to an approved repair station for improvement.

This Service Bulletin consists in :

- Removing SKURKA starter-generator Part Number (MP/N) 200SGL130Q,
- Returning the starter-generator to an approved repair station,
- Installing new SKURKA starter-generator Part Number (MP/N) 200SGL130Q-4,
- Defining the new maintenance instructions.

SKURKA starter-generators 200SGL130Q and 200SGL130Q-4 are interchangeable, provided that the maintenance defined for each starter-generator Part Number is complied with

SB from Airbus Helicopters France (AHF)

Please contact Airbus Helicopters to place order.

> BENEFITS

- The improvements made by this modification leads to the following :
- The Time Between Overhaul (TBO) of SKURKA starter-generator Part Number (MP/N) 200SGL130Q-4 is increased from 900 to 1200 flying hours
- interval for the periodic replacement of the brushes is increased from 300 to 600 flying hours,
- The periodic adjustment of the damper system is deleted.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.091 kg	+ 0.38 m.kg	2 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Arriel 2B1 engine
 - SKURKA starter-generator Part Number (MP/N) 200SGL130Q
- and not equipped with :
- MOD 074696 (Improved SKURKA starter-generator (Arriel 2B1 engine))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA™ starter-generator (Arriel 2D engine)

Reference: AS350-24.00.27 (R1)

Applicable to version(s): B3e

The purpose of this Service Bulletin is to send the SKURKA starter-generator to an approved repair station for improvement.

The modification 074693, which upgrades SKURKA starter-generator Part Number (MP/N) 200SGL130Q, improve the efficiency of the damper system, the service life limit of the brushes and the fan.

SB from Airbus Helicopters France (AHF)

SKURKA starter-generators 200SGL130Q and 200SGL130Q-4 are interchangeable, provided that the maintenance defined for each starter-generator Part Number is complied with. The SKURKA starter-generator must be sent to an approved repair station for improvement.



> BENEFITS

- Better efficiency of the damper system, service life limit of the brushes and fan.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.091 kg	+ 0.38 m.kg	0,5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with an Arriel 2D engine and SKURKA starter-generator Part Number (MP/N) 200SGL130Q and which do not embody modification 074693 (Improved SKURKA starter-generator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved SKURKA™ starter-generator (Arriel 2D engine)

Reference: EC130-24-006 (R1)

Applicable to version(s): T2

To send the SKURKA starter-generator to an approved repair station for improvement.

This modification consists in :

- removing SKURKA starter-generator Part Number (MP/N) 200SGL130Q
- returning the starter-generator to an approved repair station
- installing new SKURKA starter-generator Part Number (MP/N) 200SGL130Q-4
- defining the new maintenance instructions

Material to be returned :

Starter-generator (Former P/N: 200SGL130Q / New P/N: 200SGL130Q-4)

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopters and SKURKA introduced this MOD which upgrades SKURKA starter-generator Part Number (MP/N) 200SGL130Q, in order to improve :
- The efficiency of the damper system
- The service life limit of the brushes
- The fan

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Arriel 2D engine and SKURKA starter-generator Part Number (MP/N) 200SGL130Q and not equipped with :
- MOD 074693 (upgrades SKURKA starter-generator Part Number (MP/N) 200SGL130Q)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.091 kg	+ 0.38 m.kg	0.5 Day(s)	On request	On request	eOrdering

Improvement of air conditioning compressor attachment

Reference: EC130-21-008 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is to improve the attachment of the air conditioning compressor.

The modification consists of adding a new attachment lug between the Main Gearbox - engine (MGB engine) junction casing and the air conditioning compressor.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the attachment of the air conditioning compressor.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.129 kg	+ 0.48 m.kg	0.5 Day(s)	25 Week(s)	4679 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 not equipped with :

- MOD 079803 (a new attachment lug between the Main Gearbox - engine junction casing and the air conditioning compressor)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of assembly of vertical stabilizer tip attachment angles

Reference: AS350-55.00.19 (R1)

Applicable to version(s): B, BA, B1, B2, B3, BB, D

The purpose of this Service Bulletin is to improve the attachment of the vertical stabilizer tip.

This Service Bulletin consists in removing the tip attachment angles and installing reinforcement attachment supports and adjustable angles on the vertical stabilizer.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- To limit the stresses and thus the risk of cracks.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,069 kg	+ 0,700 m.kg	1.5 Day(s)	24 Week(s)	12130 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	9 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 072367 (Reinforcement of extended tip on upper vertical stabilizer) or Service Bulletin No. 55.00.07 (Reinforcement of upper vertical stabilizer light)
- GPS antenna of the vertical stabilizer tip

and not equipped with :

- MOD 074613 (Attachment of vertical stabilizer tip)
- MOD 073454 (New vertical stabilizer tip) (versions B2 and B3 only)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of assembly of vertical stabilizer tip attachment angles

Reference: AS355-55.00.15 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

Modify the assembly on vertical stabilizer with new fixation.

This Service Bulletin consists in :

- Removing the tip attachment angles
- Installing reinforcement attachment supports and adjustable angles on the vertical stabilizer

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to improve the attachment of the vertical stabilizer tip so as to limit the stresses and thus the risk of cracks.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,069 kg	+ 0,700 m.kg	36 Hour(s)	24 Week(s)	12130 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	9 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- 074613 (Attachment of vertical stabilizer tip)
 - 073454 (New vertical stabilizer tip) (version NP only)
- and not equipped with :
- equipped with a GPS antenna of the vertical stabilizer tip
 - POST MOD 072367 (Reinforcement of extended tip on upper vertical stabilizer)
- or on which Service Bulletin No. 55.00.08 (Reinforcement of upper vertical stabilizer light) was complied with

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of fin attachment

Reference: AS350-55.00.11 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin is to improve the installation of the fin guards, the spar fitting on the tail boom and the TGB.

This modification consist in:

- Replacing the fixed nut plates with removable nut plates on the TGB and fin guard attachments and on the spar fitting attachments to the tail boom (all versions except B3 version),
- Replacing the bolts attaching the spar fitting to the tail boom and the shim assemblies (version B3 only).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid cracks on the rear frame of the tail boom.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	37 Week(s)	318 - 1226 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 073192 (Improvement of fatigue strength of the fin attachment frame) (B3 version only)
- and not equipped with :
- MOD 073382 (Improvement of fin attachment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of fin attachment

Reference: AS355-55.00.10 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to improve the installation of the fin guards, the spar fitting on the tail boom and the TGB.

This Service Bulletin consists in replacing the fixed nut plates with removable nut plates on the TGB and fin guard attachments, replacing the shyms assy and the bolts attaching the spar fitting to the tail boom.

This modification has been integrated in the design of new helicopters delivered as from January 01, 2010. This date is given for information only.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid incipient cracks on the rear frame of the tail boom.
- Improve the installation of fin guards, spar fitting on tail boom and TGB.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day	37 Week(s)	1226 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 073382 (Improvement of fin attachment)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of front dome light

Reference: AS350-25.01.46 (R0)

Applicable to version(s): B3

This service bulletin consists in replacing the front dome light insulating seal and adding spacers.

To suppress the interference between the rotor brake and shut-off ball controls and the wiring of the "EBCAUTEST" and "ENG. START" switches on the front dome light, Airbus defined MOD 073379.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent interference between the auxiliary controls on the ceiling and the electrical harnesses of the front dome

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg	+ 0.31 m.kg	1 Hour	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 :
- MOD 072810 (Removal engine starting electrical controls from the instrument panel to the front dome light)
 - MOD 072816 (Removal rotor brake lever and shut-off lever from the cabin floor to the ceiling)
- and not equipped with :
- MOD 073379 (Improvement of front dome light installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of LH hydraulic pump suction hose connection

Reference: AS355-29.00.10 (R1)

Applicable to version(s): F, F1, F2, N, NP

The purpose of this Service Bulletin is to remove the risk of cracks occurrence at pump suction coupling of the LH hydraulic generation system.

This modification consists of replacing the LH hydraulic reservoir, pump suction hose and pump suction coupling from the LH hydraulic generation system.

SB from Airbus Helicopters France (AHF)

PRE MOD 074216 and POST MOD 074216 LH hydraulic reservoirs are not interchangeable.

> BENEFITS

- Avoid risk of crack at the pump suction coupling on LH hydraulic reservoir.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.14 kg	- 0.508 m.kg	0.5 Day(s)	46 Week(s)	5294 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Flight test	0,5 Hour(s)
Mechanics	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- LH hydraulic reservoir P/N 355A75-1330-03

and not equipped with :

- MOD 074216 (Improvement of LH hydraulic pump suction hose connection)

The application of the previous revision also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of sealing between ventilation scoop and 7° bulkhead

Reference: AS350-21.00.19 (R0)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to improve sealing between the air intake scoop and the 7 deg bulkhead.

This Service Bulletin consists in removing the existing scoop, installing the water trap support and installing the scoops, water trap and pipe.

SB from Airbus Helicopters France (AHF)

Pre-MOD top scoops P/Ns 350A72-4201-04 and 350A72-0325-01 and post-MOD top scoops P/N 350A72-4835-01 are not interchangeable. Mixability of pre- and post-MOD parts is prohibited.

> BENEFITS

- Better sealing between the air intake scoop and the 7 deg bulkhead.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,58 kg.	+ 1,769 m.kg	2 Day(s)	19 Week(s)	7556 EUR (e.c. 2023)	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 074741 (Seal and sealing between canopy, 7° bulkhead and scoop)
- MOD 350A081033.00 (Improvement of sealing between ventilation scoop and 7° bulkhead)
- MOD 350A081033.03 (Improvement of sealing between ventilation scoop and 7° bulkhead)

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

- MOD OP3346

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of stabilizer attachment

Reference: EC130-55-001 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to replace the fittings and threaded pins (MOD 350A087412.00) or the threaded pins only (MOD 073896) of the horizontal stabilizer attachment on the tail boom.

This service bulletin consist in:

- Replacing the horizontal stabilizer fittings with reinforced fittings,
- Increasing the bore diameters of the stabilizer attachment bushes and bearings from 8H7 to 8.2H10,
- Replacing the horizontal stabilizer attachment bolts on the fittings.

For tail booms that are cracked in the horizontal stabilizer attachment, spar or stabilizer opening area, contact Airbus Helicopters before performing any work.

SB from Airbus Helicopters France (AHF)

The horizontal stabilizer fittings and attachment hardware on the tail boom, pre- and post-MOD350A087412.00 are not interchangeable. The horizontal stabilizer attachment hardware on the tail boom, pre- and post-MOD 073896 is not interchangeable. Mixability of parts pre- and post-MOD 350A087412.00 is prohibited. Mixability of parts pre- and post-MOD 073896 is prohibited



> BENEFITS

- Improve the horizontal stabilizer attachment on the tail boom

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.152 kg	+ 1.254 m.kg	5 Day(s)	21 Week(s)	289 - 19756 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical (Airbus Helicopters Technician)	30 Hour(s)
Airframe, Electrical(Customer Technician)	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350A087412.00 (Horizontal stabilizer brackets change)
- MOD 073896 (Horizontal stabilizer mounting improvement)

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

- MOD 073840 (Improvement of the stabilizer assembly on EC130 B4)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of starter generator attachment to its support

Reference: AS355-80.00.10 (R1)

Applicable to version(s): N

The purpose of this Service Bulletin is to facilitate the assembly of the starter generator on the helicopter and improve its attachment to its support.

This modification consists in replacing the existing half-shells and clamp by a more robust clamp with sectors with shells riveted to the clamp strap.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD clamp/flange assemblies are interchangeable.



> BENEFITS

- This modification is used to reduce the risks of incorrect assembly of the half-shells and improve attachment of the generator to its support by applying a higher and more easily controllable tightening torque value on the clamp bolt.
- The clamp assembly operation is significantly easier

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :
• MOD 073156 (Change of attachment clamp for THALES/ARRIUS generator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of tail prop assembly

Reference: EC130-53-022 (R0)

Applicable to version(s): B4

The tail prop assembly is redefined to avoid its installation under stress and prevent the formation of cracks on the attachment fittings.

From an operational point of view, the function of the tail prop is to minimize the effects of an impact on the structure in case of a nose-up landing. Airbus therefore redefined the tail prop assembly through MOD 073899 which consists in replacing the tail prop assembly by a new, improved assembly which will avoid installation under stress.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To avoid cracks on the tail prop attachment fittings.
- Analyses showed that the tail prop was installed under stress, which caused damage to the attachment fittings protection and subsequent corrosion.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Hour(s)	34 Week(s)	4316 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with tail prop assembly P/N :

- 350A23-0407-00

or

- 350A23-0407-01

and not equipped with :

- MOD 073899 (Improvement of tail prop assembly)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the attachment of the hoist cable cutter in its support

Reference: AS355-25.01.32 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

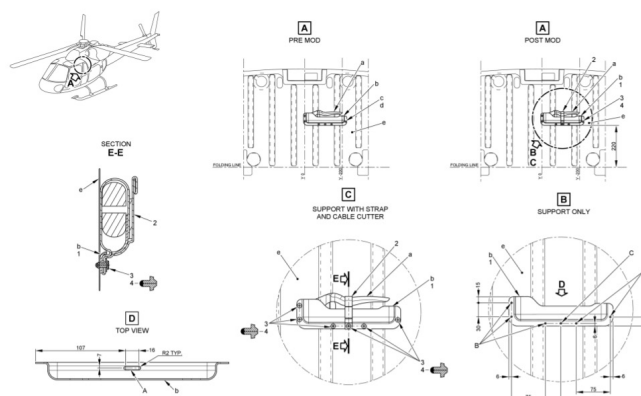
The objective of this Service Bulletin is to improve the attachment of the hoist cable cutter in its support by adding a retaining strap .

This Service Bulletin includes the work steps that follow:

- Removal of the support from the 7° bulkhead
- Modification of the support (if the customer's decision is to use the existing support)
- Installation of the support on the 7° bulkhead.

SB from Airbus Helicopters France (AHF)

N° AS355-25.01.32



> BENEFITS

- This prevents it from falling from the support, a more suitable way.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0,01 kg	Fixed Part +0.03 m.kg to -0.01 m.kg	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Post MOD 072235
Pre MOD 0720017.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the locking of the engine air inlet screen

Reference: AS350-71.00.24 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3

The purpose of this Service Bulletin is to improve the locking of the engine air inlet screen by developing the type of quick-release fastener in order to eliminate the risk of engine deterioration.

- Removing and modifying the air inlet screen of the engine upper cowling in order to receive the new quick-release studs with Torkset recess,
- Removing and modifying the air inlet duct of the engine upper cowling in order to install the receptacles of the new quick-release fasteners,
- Re-installing the air inlet screen and duct on the engine cowling.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The modification proposes a quick-release fastener offering a higher tolerance interval to be tightened eliminating thus any engine deterioration risk.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	37 Week(s)	1 465 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 equipped with :

- MOD 071537 (Helicopter equipped with the engine air inlet screen 350A58-1607-03)

and not equipped with :

- MOD 074277 (Locking of the engine air inlet screen improvement)

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

- MOD 071537 (Helicopter equipped with the air inlet duct 350A54-1079-01)
- MOD 072387 (Helicopter equipped with the air inlet duct 350A54-1079-02)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the locking of the engine air inlet screen

Reference: EC130-71-006 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to improve the locking of the engine air inlet screen by developing the type of quick-release fastener in order to eliminate the risk of engine deterioration.

This modification consists of :

- Removing and modifying the air inlet screen of the engine upper cowling in order to receive the new quick-release studs with Torkset recess
- Removing and modifying the air inlet duct of the engine upper cowling in order to install the receptacles of the new quick-release fasteners
- Re-installing the air inlet screen and duct on the engine cowling

SB from Airbus Helicopters France (AHF)

Parts PRE MOD 074277 and POST MOD 074277 are not interchangeable. Mixability of parts PRE MOD 074277 and POST MOD 074277 is prohibited (screen attachment systems onto the air inlet duct are incompatible).



> BENEFITS

- Avoid ruptures of DZUS fasteners of the engine air inlet screen
- Improved attachment system of the engine air inlet screen
- Higher tolerance interval to be tightened eliminating thus any engine deterioration risk

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	37 Week(s)	1465 EUR (e.c. 2023)	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 already equipped with :

- MOD 071537
 - engine air inlet screen P/N 350A58-1607-03
 - air inlet duct P/N 350A54-1079-01
- and not equipped with :
- MOD 074277 (Improvement of the locking of the engine air inlet screen)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the Stabilizer / Tail Boom Fittings interface

Reference: AS355-55.00.14 (R2)

Applicable to version(s): E, F, F1, F2, N, NP

The Upgrade is to add peel washers to interface with the Stabilizer and the Tail Boom Fittings.

Cases of crack on the flanged edge of the tail boom on the stabilizer fittings have been reported, this modification consist in resolve this problem.

This last revision takes into account the installation alternative with two types of axes (M6 or M8).

SB from Airbus Helicopters France (AHF)

Mixability of PRE and POST MOD parts is prohibited.



> BENEFITS

- Reduce crack risk on the flanged edge of the tail boom on the stabilizer fittings.

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 074643 (Improvement of the Stabilizer / Tail Boom Fittings interface)

The kit are impacted following the installation with axe M6 or M8. (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the Stabilizer / Tail Boom Fittings interface

Reference: AS350-55.00.18 (R2)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

This Upgrade is to add peel washers to interface with the Stabilizer and the Tail Boom Fittings.

Cases of crack on the flanged edge of the tail boom on the stabilizer fittings have been reported, this modification consist in resolve this problem.

The last revision take into account the installation alternative with two types of axes (M6 or M8).

SB from Airbus Helicopters France (AHF)

Mixability of PRE and POST MOD parts is prohibited.



> BENEFITS

- Reduce crack risk on the flanged edge of the tail boom on the stabilizer fittings.

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 074643 (Improvement of the Stabilizer / Tail Boom Fittings interface)

The kit are impacted following the installation with axe M6 or M8 (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the tightness of the Main Gearbox (MGB) output flange

Reference: AS355-63.00.27 (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to improve the tightness of the MGB rear output flange on the bevel gear by means of a new flange and a new securing washer for the Sta-Lock nut.

The modification consists in :

- Removing the forward section of the tail rotor drive
- Removing the flange/rotor brake disk assembly from the bevel reduction gear assembly
- Inspection of micro-serrations on the bevel pinion for any wear, corrosion, pits, color differences and material removal
- Removal of the bevel reduction gear assembly and returning it to Airbus Helicopters for repair, if the microserrations of the bevel pinion are not in good condition
- Replacing the current aluminum flange with a stainless steel flange
- Replacing the current securing washer of the Sta-Lock nut with a thicker washer
- Installing the flange/rotor brake disk assembly
- Installing the forward section of the tail rotor drive

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)



> BENEFITS

- To prevent the loss of tightness of the Sta-Lock nut situated on the MGB rear output.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,78 kg	Negligible	1 to 4 Day(s)	49 Week(s)	4708 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 to 30 Hour(s)
Mechanics	0 to 30 Hour(s) if reduction gear needs to be repaired

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 077231 (Improvement of the tightness of the Main Gearbox (MGB) output flange)

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

- Bevel reduction gear assemblies 355A32-0600-XX and 355A32-0601-XX which have not embodied modification 077231
- Main Gearbox (MGB) assemblies 355A32-0020-XX, 355A32-0021-XX, 355A32-0022-XX and 355A32-0023-XX which have not embodied modification 077231.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the tightness of the splined shaft of the main hydraulic pump

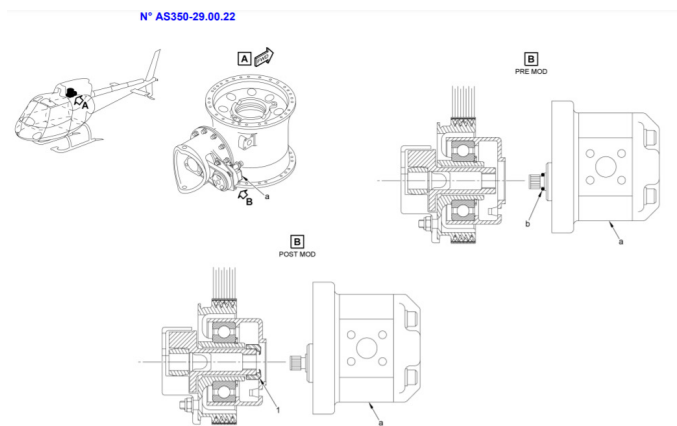
Reference: AS350-29.00.22 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The objective of this Service Bulletin is to improve the tightness of the splined shaft of the main hydraulic pump by replacing the existing O-ring with a sealing sleeve.

- This Service Bulletin includes the work steps that follow:
- Removal of the O-ring of the main hydraulic pump
 - Installation of a sealing sleeve in the main hydraulic pump.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the tightness of the splined shaft of the main hydraulic pump

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 079561

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the tightness of the splined shaft of the main hydraulic pump

Reference: EC130-29-008 (R0)

Applicable to version(s): B4

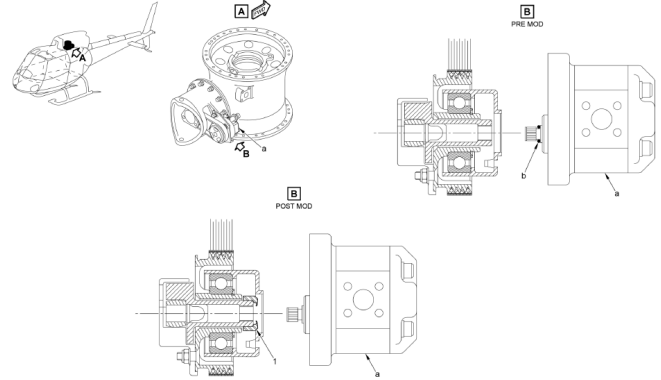
The objective of this Service Bulletin is to improve the tightness of the splined shaft of the main hydraulic pump by replacing the existing O-ring with a sealing sleeve.

This Service Bulletin includes the work steps that follow:

- Removal of the O-ring of the main hydraulic pump
- Installation of a sealing sleeve in the main hydraulic pump.

SB from Airbus Helicopters France (AHF)

N° EC130-29-008



> BENEFITS

- To improve the sealing quality of the splined shaft

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Post Mod 079561

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of window panel installation on pilot and copilot doors

Reference: AS355-52.00.25 (R2)

Applicable to version(s): E, F, F1, F2, N, NP

To improve the window panel installation on the various types of doors.

This modification consists in bonding the window panel by interlaying PR-type compound between the window panel and the seal then between the door structure and the seal.

SB from Airbus Helicopters France (AHF)

Interchangeability is prohibited. Mixability is prohibited.



> BENEFITS

- To improve the resistance of window panels on the pilot or copilot doors.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Hour(s) for one door.	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1,5 Hour(s) for one door

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft whose serial number is lower than 5792 and not equipped with :

- MOD AL4220 (Improvement of window panel installation on pilot and copilot doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of window panel installation on pilot and copilot doors

Reference: AS350-52.00.32 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

To improve the window panel installation on the various types of doors.

To improve the resistance of window panels on the pilot or copilot doors, Airbus Helicopters developed modification AL4220 which consisted in bonding the window panel by interlaying PR-type compound between the window panel and the seal then between the door structure and the seal.

SB from Airbus Helicopters France (AHF)

Interchangeability is prohibited. Mixability is prohibited.



> BENEFITS

- To improve the window panel installation.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1,5 Hour(s) for one door

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft whose serial number is lower than 7183 and not equipped with :

- MOD AL4220 (Improvement of window panel installation on pilot and copilot doors)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of wiring protection in the stabilizer

Reference: EC130-33-011 (R0)

Applicable to version(s): B4, T2

Improve protection of the vulnerable part of the harness of the position lights located at the ends of the stabilizer.

This Service Bulletin consists of :

- Removing position lights
- Shortening harnesses (if necessary)
- Protecting harnesses
- Installing position lights

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopters developed this modification which consists in improving the routing and protecting position lights wiring in the stabilizer.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.060 kg	+ 0.5 m.kg	0.5 Day(s)	Week(s)	2 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 350A086440.00 (SB 33-007)

or

- MOD 074720 (improving the routing and protecting position lights wiring in the stabilizer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of wiring protection in the stabilizer

Reference: AS355-33.00.21 (R0)

Applicable to version(s): NP

Improve protection of the vulnerable part of the harness of the position lights and strobe position lights located at the ends of the stabilizer.

This Service Bulletin consists of: Removing position lights, protecting harnesses, installing position lights

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Airbus Helicopters developed this modification which consists in improving the routing and protecting the vulnerable part of the position lights and strobe position lights harness

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.060 kg	+ 0.5 m.kg	0.5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is not applicable on aircraft equipped with :
- MOD 074720 (wiring protection in the stabilizer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of wiring protection in the stabilizer

Reference: AS350-33.00.40 (R1)

Applicable to version(s): B2, B3

Improve protection of the vulnerable part of the harness of the position lights and strobe position lights located at the ends of the stabilizer.

This Service Bulletin consists of removing position lights, protecting harnesses and installing position lights.
The friction of the harness on the tube end or on the stabilizer rib caused conductor stripping, leading to a short circuit.

The purpose of the last revision is to specify that the non-installed stabilizers P/N 355A13-0520-XX are concerned by compliance with this Service Bulletin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid possible short circuit.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.060 kg	+ 0.5 m.kg	0.5 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 074720 (Improvement of wiring protection in the stabilizer)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

Improvement of yaw primary flight control stops

Reference: AS350-67.00.73 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

This Upgrade is to replace the yaw stop lever by a new yaw stop lever machined in aluminium.

It consists in :

- removing the yaw stop lever
- installing a new yaw stop lever

As a result of the embodiment of modification 074602, which modified the primary stop screws and installed a double locking, it was found that the adjustment range of the bolts was sometimes not sufficient.

Since the structure cannot be modified, it has been decided to improve the primary yaw stop lever to prevent major structure dispersions resulting in yaw authority limitation by creating modification 074819.

Compliance with this Service Bulletin cancels the mandatory scheduled inspection introduced by ALERT SERVICE BULLETIN No. 05.00.64

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD yaw stop levers are not interchangeable.

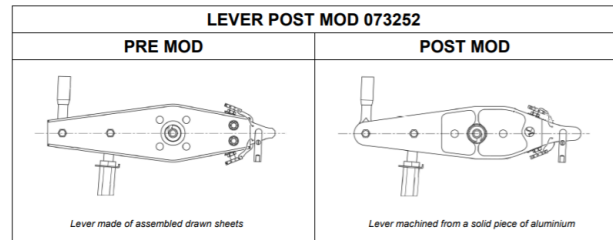
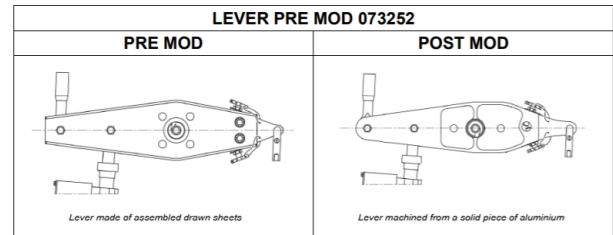
> BENEFITS

- Improve the absorption of dispersions of the structure to prevent yaw authority limitation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,05 kg	-0,238 m.kg	0,5 Day(s)	35 Week(s)	12473 - 12771 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft :

- Equipped with adjustable yaw primary stops in the luggage compartment.

or

- The yaw primary stops in the luggage compartment are equipped with stop screws locked with lockwire to block their rotation.

equipped with a lever P/N :

- 350A27-2151-02
- 350A27-2151-03
- 350A27-2151-04
- 350A27-2151-05
- 350A08-8636-12
- or 350A08-8636-13

not equipped with :

- MOD 074819 (Improvement of yaw primary flight control stops)

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

- MOD 074602 (Modification of the primary stop screws and installation of a double locking)
- MOD 073252 (Improvement of the yaw control for the introduction of anticipator type 355N)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of yaw primary flight control stops

Reference: AS355-67.00.45 (R2)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to replace the yaw stop lever by a new yaw stop lever machined in aluminium.

This Service Bulletin consists in :

- removing the yaw stop lever
- installing a new yaw stop lever

This Service Bulletin has an effect on the application of the former revisions of this Service Bulletin

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD yaw stop levers are not interchangeable.

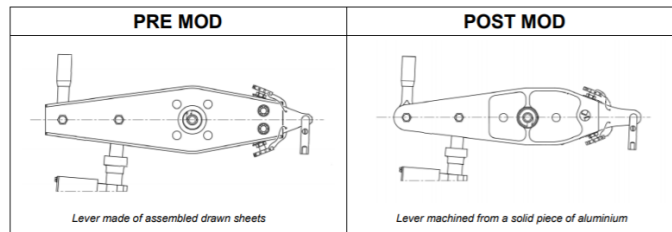
> BENEFITS

- Improve the absorption of dispersions of the structure to prevent yaw authority limitation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,05 kg	-0,238 m.kg	0,5 Day(s)	35 Week(s)	12771 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft :

- Equipped with adjustable yaw primary stops in the luggage compartment.
 - or
 - On which the yaw primary stops in the luggage compartment are equipped with stop screws locked, with lockwire to block their rotation
- equipped with a lever P/N :
- 350A27-2151-02
 - 350A27-2151-04
 - or 350A08-8636-13

and not equipped with :

- MOD 074819 (Improvement of yaw primary flight control stops)

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

- MOD 074602 (Modification of the primary stop screws and installation of a double locking)
- MOD 073252 (Improvement of the yaw control for the introduction of anticipator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement to the lower-splice assembly of the landing gear

Reference: AS350-53.00.64 (R0)

Applicable to version(s): B3

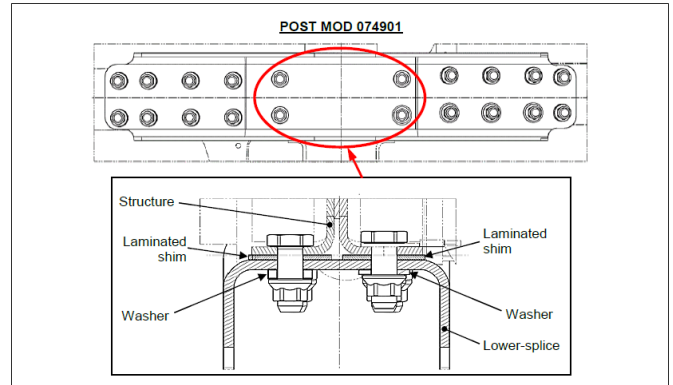
This Service Bulletin's objective is to make the installation of the landing gear lower-splices on the helicopter structure better.

This Service Bulletin includes the work steps that follow:

- Removal of the lower-splices from the structure
- Installation of the lower-splices on the structure with shims and washers.

Only one lower-splice assembly is shown in the illustration. Modification 074901 is applicable to the left and right lower-splice assemblies.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- These laminated shims and the washers keep the clearance between the lower-splices and the structure to a minimum. This prevents the deformation of the lower-splices.

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 074901.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0,12 kg	Fixed Part +0,324 m.kg	5 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	2 to 4 Hour(s)

Increase of tightening torque of the MGB/engine coupling

Reference: AS350-63.00.26 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Service Bulletin is to increase the tightening torque value of the flexible coupling attachments on Main Gearbox (MGB) side and engine side.

This Service Bulletin consists of :

- removing MGB/engine coupling
- replacing lower castellated nuts with higher elliptic castellated nuts in order to increase the number of engaged threads
- replacing the screws with longer screws for compatibility with elliptic castellated nuts
- increasing the tightening torque of flexible coupling attachment screws
- modifying the identification of the engine flange assembly

For helicopters PRE MOD 079555, prior compliance with Service Bulletin 63.00.08 is a prerequisite for compliance with this Service Bulletin.

SB from Airbus Helicopters France (AHF)

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

> BENEFITS

- In a view to harmonizing maintenance operations, this new tightening torque is extended to all other single engine Ecureuil family versions through recommended Service Bulletins.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	34 Week(s)	1351 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 079804 (Increase of tightening torque of the MGB/engine coupling)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 079566 (New hydraulic pump drive)
 - MOD 079555 (Hydraulic Pump Drive with Poly V trapezoidal type belt)
 - Service Bulletin 63.90.10 or 63.00.08 (MGB / Engine coupling - Poly V trapezoidal type belt installation on hydraulic pump drive)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Increase of tightening torque of the MGB/engine coupling

Reference: EC130-63-014 (R1)

Applicable to version(s): B4

The purpose of this Service Bulletin is to increase the tightening torque value of the flexible coupling attachments on Main Gearbox (MGB) side and engine side.

This Service Bulletin consists of :

- Removing MGB/engine coupling
- Replacing lower castellated nuts with higher elliptic castellated nuts in order to increase the number of engaged threads
- Replacing the screws with longer screws for compatibility with elliptic castellated nuts
- Increasing the tightening torque of flexible coupling attachment screws
- Modifying the identification of the engine flange assembly

SB from Airbus Helicopters France (AHF)

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

> BENEFITS

- Increase in the tightening torque value of the flexible coupling attachments on Main Gearbox (MGB) side and engine side.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	34 Week(s)	1 351 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 079804 (Increase of tightening torque of the MGB/engine coupling)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 079566

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Increasing upper fin strength

Reference: AS350-55.00.20 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to increase the strength of the upper fin leading edge.

During several scheduled inspections, cracks were found in the leading edge skin of the upper fin. These cracks initiated under the tail gearbox fairing, close to the fin attachment fitting.

After these cracks were found, Airbus Helicopters updated the maintenance manual to specify that the fin area requires monitoring, and developed a reinforcement solution.

Helicopters PRE MOD 073148 (installation of a fin with a reduced angle) and upper fins P/N 350A14-0020-1901, shall be previously made compliant with Service Bulletin No. 55.00.14.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reduce the risk of cracking in the leading edge skin of the upper fin.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,13 or + 0,08 kg depending on aircraft configuration	+ 0,79 or + 1,28 m.kg depending on aircraft configuration	3 or 10 Hour(s) depending on aircraft configuration	19 Week(s)	613 - 738 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	3 or 10 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073312 (Replacement of upper fin leading edge rib)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073193 (Increased strength of upper fin leading edge)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Increasing upper fin strength

Reference: AS355-55.00.16 (R0)

Applicable to version(s): E, F, F1, F2, N

The purpose of this Service Bulletin is to increase the strength of the upper fin leading edge.

This modification consist in :

- remove the fin assembly
- remove the leading edge rib or the rib and the leading edge reinforcement
- inspect the leading edge skin (if PRE MOD 073223)
- drill the new reinforcements and the skin (if PRE MOD 073223)
- rivet the new reinforcements (if PRE MOD 073223)
- drill and rivet the new rib
- install the fin assembly

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To reduce the risk of cracking of the upper fin leading edge.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.18 kg or + 0.08 kg depending on aircraft configuration	+ 0,79 m.kg or + 1,78 m.kg depending on aircraft configuration	1 Day(s) or 1.5 Day(s) depending on aircraft configuration	43 Week(s)	613 - 2304 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 or 10 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073312 (Replacement of upper fin leading edge rib)

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

- MOD 073223 (Increasing upper fin strength)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Indication of the hydraulic failure test

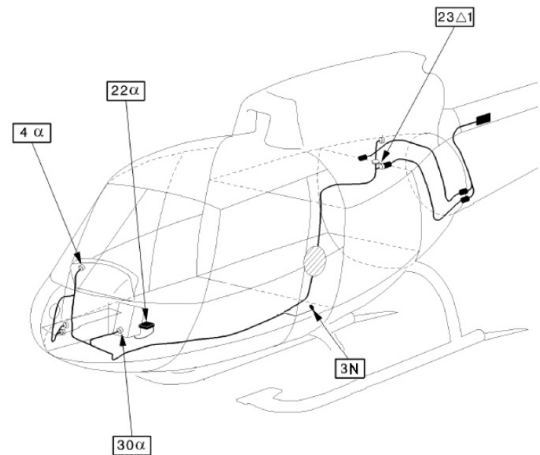
Reference: AS350-29.00.12 (R2)

Applicable to version(s): B, B1, BA, BB, B2, B3

Optimize the hydraulic failure indication by installing a timer controlled by the "HYD TEST" pushbutton.

To have the flight manual procedure complied with during training on hydraulic failure, Airbus Helicopters developed modification 073317 which consists in improving the hydraulic failure indication by installing a timer controlled by the "HYD TEST" pushbutton.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This timer enables:
- The warning light to flash during the "hydraulic failure" test
- Continuous illumination of the warning light during a real failure

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,16 kg	+3,6 m.kg	1 Day(s)	26 Week(s)	2075 - 3037 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)
Pilot, Flight test	1 Hour(s)
Avionics	8 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073317 (Indication of the hydraulic failure test)
- The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073254

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Integration of a free-wheeling diode in the electrical master box wiring

Reference: AS355-76.00.06 (R1)

Applicable to version(s): N, NP

The purpose of this modification is to install a "free-wheeling" diode in the electrical master box wiring.

This Service Bulletin consists in installing a free-wheeling diode in the electrical master box wiring and modifying the electrical master box wiring.

SB from Airbus Helicopters France (AHF)

Mixability between the LH engine electrical master box and the RH engine electrical master box is prohibited.

> BENEFITS

- To prevent untimely engine starting when the aircraft electrical circuit is energized (BATT button).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	50 Week(s)	102 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Functional Check	0,5 Hour(s)
Electrical systems	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft :

- POST MOD 072005 and PRE MOD 072079
- Or POST MOD 072079 and PRE MOD 072155
- Or POST MOD 073265
- Or POST MOD 072155 and PRE MOD 073265.

and not equipped with :

- MOD 074624 (Integration of a free-wheeling diode in the electrical master box wiring)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Integration of a relay in the fuel pump control circuit

Reference: AS350-28.00.21 (R0)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to make the fuel pump control more reliable by integrating a relay in the control circuit.

This modification consists of Installing the relay support and its base and Wiring and installing relay 49Q.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- It prevents internal damage to the control button by the starting current of the fuel pump
- .

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	26 Week(s)	541 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	1 Hour(s)
Avionics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- MOD 073273 (Control panel 30 ALPHA with new "SMS" technology)
- and not equipped with :
- MOD 074280 (Multi block)
 - MOD 350A084578.00 (Relay in the fuel pump control circuit)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Interchangeability between batteries P/Ns 1606-1 and 151CH1

Reference: AS350-24.00.07 (R1)

Applicable to version(s): B, D, B1, B2, B3, BA, BB

The purpose of this Service Bulletin is to allow the interchangeability of an existing long battery and a new and lighter short battery.

This Service Bulletin consists of:

- installing a battery stirrup
- modifying the battery support to attach the new battery
- installing a static port square
- installing a new electrical interface to connect the thermostat
- indicating the P/N of the new battery

SB from Airbus Helicopters France (AHF)

The batteries P/Ns 1606-1 and 151CH1 are functionally interchangeable. Mixability of the batteries P/Ns 1606-1 and 151CH1 is prohibited in the case of a double battery installation (extreme cold weather start optional equipment).



> BENEFITS

- The new batterie P/N 151CH1 is lighter and smaller.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to - 2.5 kg depending on aircraft configuration.	Negligible to - 9.8 m.kg depending on aircraft configuration.	2 Hour(s)	17 Week(s)	157 - 325 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Fitter	1,5 Hour(s)
Electrical systems	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 072769 (Installation of EC120-type battery)
- MOD 073297 (Improvement of battery toggle latch locking)

The P/N of the battery to be installed and the application or not of the last revision also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Interchangeability between batteries P/Ns 1606-1 and 151CH1

Reference: AS355-24.00.13 (R1)

Applicable to version(s): E, F, F1, F2, N

The purpose of this Service Bulletin is to allow the interchangeability of an existing long battery and a new and lighter short battery.

This modification consist of installing a battery stirrup, a static port square, a new electrical interface to connect the thermostat and modifying the battery support to attach the new battery.

SB from Airbus Helicopters France (AHF)

The batteries P/Ns 1606-1 and 151CH1 are functionally interchangeable. Mixability of the batteries P/Ns 1606-1 and 151CH1 is prohibited in the case of a double battery installation (extreme cold weather start optional equipment).



> BENEFITS

- The new batterie P/N 151CH1 is lighter and smaller.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to - 2.5 kg depending on aircraft configuration.	Negligible to - 9.8 m.kg depending on aircraft configuration.	2 Hour(s)	17 Week(s)	157 - 325 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073297 (Improvement of battery toggle latch locking)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 072769 (installation of EC120-type battery)
- Helicopters on which Revision 0 of this Service Bulletin was complied with are concerned by this Revision 1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Keep NR indicator and FADEC control energized when “main cutoff” function is not enabled

Reference: AS350-77.00.11 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to keep the NR indicator and FADEC control energized when the "main cutoff" function is not enabled.

The electrical power supply of the NR indicator and FADEC CTL will be provided through the contact switch 35P when the "main cut-off" function is not enabled.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This Service Bulletin consists of modifying the electrical circuit of the helicopter in order to keep the NR indicator and FADEC CTL energized when the "main cut-off" function is not enabled.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	11 Week(s)	64 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Control panel 30 ALPHA (MODs 073273 + 073274)

and not equipped with :

- MOD 073476 and 074280 (MULTI-UNIT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Low-pressure pump failure indication

Reference: AS350-28.00.10 (R1)

Applicable to version(s): B1

The purpose of this Service Bulletin is to allow a pressure drop resulting from the failure of a pump to be indicated.

This Service Bulletin consists in installing a pressure switch on the outlet of each pump, installing a warning panel identification label on the instrument panel and adapting the electrical wiring.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To allow a pressure drop resulting.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,408 kg	+ 1,296 m.kg	1,5 Day(s)	25 Week(s)	3327 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 Hour(s)
Electrical systems	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 071753 (Installation of twin pumps in the fuel system)

and not equipped with :

- MOD 071842 (Low-pressure fuel pump failure indication)
- MOD 072663 (SET pressure switch on improved-reliability fuel system)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Maintain Nr indicator and engine FADEC control power supply when the main cut-off function is not activated

Reference: EC130-77-003 (R1)

Applicable to version(s): B4

Update electrical supply of the FADEC (Full Authority Digital Engine Control) to maintain nr indicator.

Update electrical supply of the FADEC (Full Authority Digital Engine Control) to maintain nr 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

- Maintain Nr indicator and engine FADEC control power supply when the main cut-off function is not activated.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	12 Hour(s)	14 Week(s)	559 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	3 Hour(s)
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073587 (control unit 30 ALPHA (SMS technology))

and not equipped with :

- MOD 074363 (Multi-unit)
- MOD 073476 (Dual Nr indicator and engine control dual power supply)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Maintenance footstep evolution

Reference: AMM 53-10-00,8-37

Applicable to version(s): B2, B3, B3e

The goal of this modification is to replace the maintenance footsteps in polyethylene by aluminum footsteps.

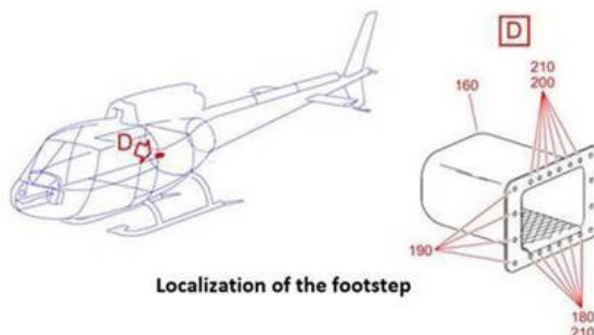
Replacement procedure is described in the AMM documentation (in ORION).

Replacement of footstep either side or both side.

SB from Airbus Helicopters France (AHF)

It is permitted to mix a polyethylene footstep and an aluminum footstep on a single helicopter.

STRUCTURE ASSY, REAR



Localization of the footstep

> BENEFITS

- Improve sustainability of the footsteps.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE
Negligible	Negligible	1 Day(s) per unit	5 Week(s)	Ref to detailed price online.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION

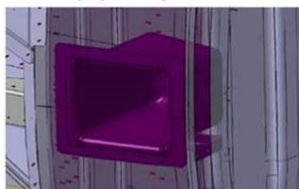
Airframe, Structure

INSTALLATION DURATION

8 Hour(s) per unit

BEFORE MODIFICATION

Polyethylen footstep



AFTER MODIFICATION

Metallic footstep



Maintenance footstep evolution

Reference: AMM 53-10-00,8-37

Applicable to version(s): B4, T2

The goal of this modification is to replace the maintenance footsteps in polyethylene by aluminum footsteps.

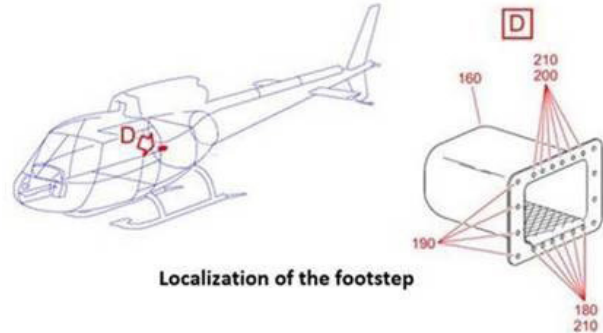
Replacement procedure is described in the AMM documentation (in ORION).

Replacement of footstep either side or both side.

SB from Airbus Helicopters France (AHF)

It is permitted to mix a polyethylene footstep and an aluminum footstep on a single helicopter.

STRUCTURE ASSY, REAR



Localization of the footstep

> BENEFITS

- Improve sustainability of the footsteps.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE
Negligible	Negligible	1 Day(s) per unit	5 Week(s)	Ref to detailed price online.

> INSTALLATION TIME

QUALIFICATION

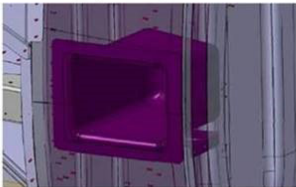
Airframe, Structure

INSTALLATION DURATION

8 Hour(s) per unit

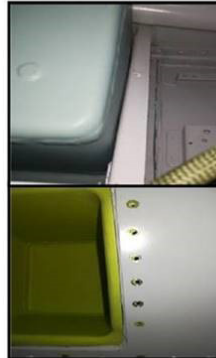
BEFORE MODIFICATION

Polyethylen footstep



AFTER MODIFICATION

Metallic footstep



Modification of relay "47D".

Reference: AS350-29.00.16 (R0)

Applicable to version(s): B2, B3

Some cases of loss of the "hydraulic cut-off function" were experienced in service. The tests performed have shown that the loss of this function was due to a failure of relay "47D". This service bulletin resolve this problem.

This modification consists in disconnecting one ground from relay 47D

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To enhance the reliability of relay 47D which is installed on the hydraulic cut-off circuit.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- MOD 073273 and 073274 (Control unit "30 Alpha" replaced with a SMS unit)
 - MOD 073397 (Hydraulic cut-off switch reliability on the collective lever grip improvement)

- and not equipped with :
- MOD 074627 (Modification of relay "47D")

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the cable protection device used to supply power to the air conditioning power fans

Reference: AS355-21.00.11 (R0)

Applicable to version(s): NP

The purpose of this Service Bulletin is to remove the tripping of the 40-A thermal circuit-breaker, used to protect the air conditioning power fans power cable.

The modification consists in replacing the cable protection device used to supply power to the air conditioning power fans. The cable protection device is a 40-A thermal circuit-breaker pre-MOD and is replaced by a 50-A fuse post-MOD.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To remove the tripping of the 40-A thermal circuit-breaker.

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	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- RH electrical master box P/N 483GC01AV122

and not equipped with :

- MOD 355A636030.01 (Modification of the cable protection device used to supply power to the air conditioning power fans)

Helicopters modified as per Service Bulletin No. 21.90.10 are not affected by this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the chin weight support to avoid any interference with the laminated halfbearings

Reference: AS350-64.00.11 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to modify the tail rotor chin weight supports to avoid any interference with the laminated half-bearings

This Service Bulletin consists in increasing the chamfer size on the chin weight support.

SB from Airbus Helicopters France (AHF)

Pre and post MOD tail rotor blade assemblies are interchangeable.

> BENEFITS

- To avoid any interference with the laminated half-bearings.

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Arriel 2D engines
- MOD 075601
- Tail rotor blade assembly (M/PN) 355A12-0055-00

and not equipped with :

- MOD 076604 (Modification of the chin weight support)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the material and position of the MGB intake O-ring

Reference: AS350-63.00.23 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

This Service Bulletin consists in replacing the existing MGB intake O-ring with a fluorocarbon O-ring and modifying its position.

This Service Bulletin consists in:

- Removing the rotor brake
- Removing the friction ring, lubrication spacer and MGB intake O-ring
- Installing a new lubrication spacer, a new O-ring and a new friction ring
- Installing the rotor brake

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Improve sealing OF THE MGB

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s)	22 Week(s)	1390 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Pinion O-ring P/N MS 29561.135
- Friction ring P/N 350A32-3175-20
- Lubrication spacer P/N 350A32-3174-20

and not equipped with :

- MOD 077240 (Modification of the material and position of the MGB intake O-ring)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the material and position of the MGB intake O-ring

Reference: EC130-63-010 (R2)

Applicable to version(s): T2, B4

Replacing the existing MGB intake O-ring with a fluorocarbon O-ring and modifying its position.

This modification consists in :

- removing the rotor brake
- removing the friction ring, lubrication spacer and MGB intake O-ring
- installing a new lubrication spacer, a new O-ring and a new friction ring
- installing the rotor brake

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

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve sealing.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	2 Day(s)	22 Week(s)	1390 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Pinion O-ring P/N MS 29561.135
- Friction ring P/N 350A32-3175-20
- Lubrication spacer P/N 350A32-3174-20

and not equipped with :

- MOD 077240 (Modification of the material and position of the MGB intake O-ring)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the NR sensor electrical system

Reference: EC130-63-011 (R1)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to modify the NR sensor electrical system.

This service bulletin consist in adding a resistance of 2.2kΩ in parallel with the sensor coil.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Prevent untimely triggering of warning signals.

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
Pilot, Functional Check	1 Hour(s)
Airframe, Structure	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Helicopters B4 MOD 074223 and not equipped with
- Helicopters T2 MOD 074713 or 350A084672.03

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the NR sensor electrical system

Reference: AS350-63.00.25 (R1)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin is to modify the NR sensor electrical system installed POST MOD 074223.

This modification consists in adding a resistance of 2.2k Ohms in parallel with the sensor coil.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- To prevent untimely triggering of warning signals.

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
Pilot, Flight test	1 Hour(s)
Avionics	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074223 (new NR sensor on the main hub) or Service Bulletin 63.00.18

and not equipped with :

- MOD 074713 (Modification of the NR sensor electrical system) or 350A084672.00/01 (addition of a resistance of 2.2 kΩ in parallel with the sensor coil)

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

- MOD 071502
- MOD 071665
- MOD 071736 (New control pushbutton layout)
- MOD 071966

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the NR sensor electrical system

Reference: AS355-63.00.29 (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to modify the NR sensor electrical system installed POST MOD 074223.

This modification consist in adding a resistance of 2.2k Ohms in parallel with the sensor coil.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- To prevent untimely triggering of warning signals.

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
Pilot, Flight test	1 Hour(s)
Avionics	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074223 (new NR sensor on the main hub) or Service Bulletin 63.00.24 and not equipped with :

- MOD 074713 (Modification of the NR sensor electrical system)

or

- MOD 350A084672.02 (Resistance of 2.2 kΩ in parallel with the sensor coil)
The aircraft version also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modifying the wiring between the indicating panel and the autopilot control unit

Reference: AS350-22.00.07 (R0)

Applicable to version(s): B3

Modify the electrical harness by adding diodes between the indicating panel (Autopilot (AP) Higher Modes) and the autopilot control unit.

This Service Bulletin consists in adding three diodes between the indicating panel and the AP control unit.

Since AP indicating panel 714C (POST MOD 074280 Multiple control unit) was introduced, the "DAY / NIGHT" lighting voltage has caused interference on the AP control unit.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To prevent interference with AP operation when switching between "DAY / NIGHT" modes.

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
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Autopilot (AP)
- MOD 074280 (Multiple control unit)

and not equipped with :

- MOD 350P084798.00 (Modifying the wiring between the indicating panel and the autopilot control unit)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New cabin door handles (improved front LH door locking mechanism)

Reference: EC130-52-006 (R0)

Applicable to version(s): B4

Installation of news handles.

The modifications consist of:

- Replacing the machined aluminum or molded plastic interior handle by an injected composite material interior handle (EC 120 type),
- Replacing the machined aluminum or molded plastic exterior handle by an injected composite material exterior handle (EC 120 type),
- Modifying the upholstery trimming to match the new handles,
- Installing a new seal between upholstery and door.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To install injected composite material handles on front LH door in order to reduce its weight and improve its ergonomics.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.140 kg	- 0.203 m.kg	3 Day(s)	45 Week(s)	1 677 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s)
Composites	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Front LH cabin door : P/N C526S2101051
- and not equipped with:
- MOD 073674 (New cabin door handles (improved front LH door locking mechanism))

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New cabin vibration damper blade

Reference: AS355-53.00.25 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

To propose cabin vibration damper blades allowing simplified adjustment.

This Service Bulletin consists of replacing existing vibration damper assemblies underneath cabin floor, and round head rivet lines by countersunk head rivets, located above the vibration damper assembly attachment bolts.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Better cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day	46 Week(s)	6320 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Pilot, Flight test	1 Hour(s)
Mechanics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073353 (New cabin vibration damper blade)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New cabin vibration damper blade.

Reference: AS350-53.00.42 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

To propose cabin vibration damper blades allowing simplified adjustment for better cabin comfort.

The existing vibration damper assemblies underneath cabin floor, round head rivet lines by countersunk head rivets, located above the vibration damper assembly attachment bolts are replaced.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Better cabin comfort.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	46 Week(s)	6320 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	7 Hour(s)
Pilot, Functional Check	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073353 (New cabin vibration damper blade)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New hydraulic pump drive

Reference: AS350-29.00.15 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Service Bulletin is to propose an improvement to the hydraulic pump drive system.

- Aluminium machined pump support reinforced,
- Use of a regreasable double-row ball bearing,
- Replacement of the hydraulic pump splines by a key and bolt type assembly,
- New hydraulic pump P/N 704A34-310-004,
- Stainless steel driven pulley,
- EC130 air conditioning unit type simplified belt tension adjustment mechanical system.

The Tschan type flexible coupling system remains unchanged so as to keep an operating flexibility and avoid hydraulic drive premature wear. The last revision propose to replace the hydraulic pump drive assembly P/N 350A35-0132-00 by P/N 350A35-0132-01.

SB from Airbus Helicopters France (AHF)

The hydraulic pump drive assembly pre-MOD P/N 350A35-0131-00 or 350A35-0131-01 and post-MOD P/N 350A35-0132-01 are not functionally interchangeable. The hydraulic pumps pre-MOD P/N 704A34-3100-03 or A5026780 and post-MOD P/N 704A34-310-004 are not interchangeable. Mixability of the hydraulic pump drive assembly pre-MOD P/N 350A35-0131-00 or 350A35-0131-01 and post-MOD P/N 350A35-0132-01 is prohibited. Mixability of hydraulic pumps pre-MOD P/N 704A34-3100-03 or A5026780 and post-MOD P/N 704A34-310-004 is prohibited.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 079555 (POLY V belt installation) or on which Service Bulletin No. 63.00.08 (Poly V belt installation on hydraulic pump drive)

and not equipped with :

- MOD 079566 (New hydraulic pump drive)
- MOD 079568 (Modification of hydraulic pump drive bearing)

Helicopters on which the previous Revisions were complied with are not concerned by this Revision 2, however they are concerned by compliance with Service Bulletin No. 63.00.22 or Alert Service Bulletin No. 63.00.24.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Improve the alignment between the hydraulic system and the driving pulley, reduce the angular displacement of the driven pulley, new hydraulic pump used on the Dauphin type helicopter range.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.5 kg	+ 1.7 m.kg	0.5 Day(s)	38 Week(s)	10255 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

New hydraulic pump drive

Reference: EC130-29-005 (R2)

Applicable to version(s): B4

Insure the reability of the hydraulic pump drive system.

This Service Bulletin consists in :

- Removing the hydraulic pump and the hydraulic pump drive assembly
- Installing a new hydraulic pump and a new hydraulic pump drive assembly

Helicopters on which the previous Revisions of this Service Bulletin were complied with are not concerned by this Revision 2, however they are concerned by compliance with Service Bulletin No. 63-009.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- This Service Bulletin improve the reliability of the hydraulic pump drive system.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.5 kg	+ 1.7 m.kg	12 Hour(s)	38 Week(s)	13515 EUR (e.c. 2023)	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 pump drive by POLY.V belt
- and not equipped with :
- MOD 079568 (Modification of hydraulic pump drive bearing).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New pitch rods and TGB control lever

Reference: AS350-64.00.09 (R4)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

This modification consists in replacing the tail rotor pitch rod by an elastomeric spherical bearing rod.

This Service Bulletin consists of replacing the TGB control lever, the pitch levers for self-lubricated spherical bearing rods with new levers fitted with a rotational locking system, install an elastomeric pitch rods and adjusting the tail rotor transmission assembly system.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD 076602 pitch rods are not interchangeable. PRE MOD and POST MOD 076602 pitch levers are not interchangeable. PRE MOD and POST MOD 078551 control levers are not interchangeable. Mixing between PRE MOD and POST MOD 076602 pitch rods is prohibited. Mixing between PRE MOD and POST MOD 076602 pitch levers is prohibited. Mixing between PRE MOD 078551 TGB assembly with POST MOD 076602 pitch rods and tail rotor assemblies is prohibited. Mixing between POST MOD 078551 TGB assembly with PRE MOD 076602 pitch rods and tail rotor assemblies is prohibited.



> BENEFITS

- Improve reliability of the tail rotor pitch rod and simplify its maintenance.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 to 1 Day(s) depending on aircraft configuration.	84 Week(s)	7261 - 9310 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 or 6 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- 078551, 076602 and 076605 for helicopters equipped with a tail rotor transmission assemblies equipped with tail gear box (TGB) assembly P/N 350A33-0200-04 / -05 / -06 / -07. According to aircraft configuration, Pre/Post MODs impacting the kit are: (will be selected in the CONFIGURATION ASSISTANT)
 - 076550 (Tail rotor pitch change plate - four contact bearing)
 - 078508 (Improvement of TGB inlet sealing)
 - 078534 (Increase of running-in time of TGB bevel gear)
 - 078540 (New forging of the casing and TGB cover)
 - 075601 (Additional chin weights on tail rotor and compensator actuator removal)

Helicopters which have already complied with any Revisions prior to Revision 4 of this Service Bulletin are concerned by revision 4 of this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New pitch rods and TGB control lever

Reference: AS355-64.00.07 (R4)

Applicable to version(s): E, F, F1, F2, N, NP

Modify the assembly of the vertical stabilizer.

This Service Bulletin consists of :

- Replacement of TGB control lever
- Replacement of pitch rods by pitch rods with elastomeric spherical bearings
- Replacement of pitch levers for self-lubricated spherical bearing rods with new levers fitted with a rotational locking system
- Installation of elastomeric pitch rods
- Adjustment of tail rotor transmission assembly system
- Modification of TGB assembly, tail rotor blade assembly and tail rotor transmission assembly part numbers

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Simplify the maintenance and improve reliability by replacing the pitch rods of the Tail Rotor Hub (TRH) as well as the control lever of the Tail Gear Box (TGB) assembly.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	24 Hour(s)	84 Week(s)	7261 - 9310 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	3 to 6 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 076550 (Tail rotor pitch change plate - four contact bearing)
- TC assembly : 350A33-0200-04 or 350A33-0200-05 : 078508, 078534, 078540
- TC assembly : 350A33-0200-06 or 350A33-0200-07 : 075601

and not equipped with :

- MOD 078551 (New tail gear box control lever)
- MOD 076602 (Elastomeric pitch rod for the tail rotor.)
- MOD 076605 (Decrease of tightening torque of TRH pitch rod)

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

- TC assembly : 350A33-0200-04 or 350A33-0200-05 : 078508, 078534, 078540
- TC assembly : 350A33-0200-06 or 350A33-0200-07 : 075601

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Optimization of the yaw sheath routing

Reference: AS350-67.00.57 (R1)

Applicable to version(s): B3

The purpose of this Service Bulletin is to modify the routing of the yaw ball-type control in order to reduce the risk of the sliding rod rubbing at its servo-control end.

This modification consists in re-orienting the attachment clamp located beneath the structure frame next to the fuel tank, from the exterior towards the interior and repositioning the attachment clamp of the yaw ball-type control located beneath the transmission deck.

The last revision consist in delete interference between the yaw ball-type control and the RH roll flight control lever located beneath the transmission deck.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Avoid yaw ball-type control's sliding rod rubbing at its tail servo-control end.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073252
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073422 (Orientation of the attachment clamp)
 - MOD AL4738 (Repositioning of the attachment clamp)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection from corrosion near the upper cylinder of the servocontrols

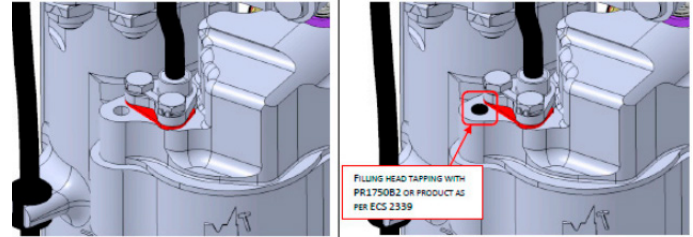
Reference: EC130-67-020 (R0)

Applicable to version(s): B4, T2

Airbus Helicopter propose a protection from corrosion for the servocontrols of main rotor.

This service bulletin consist in fill head tapping of the actuator with resin.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Suppress an area on the servocontrols which is likely to retain water, by applying sealing compound to prevent the risk of corrosion.

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	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073423 : equipped with dual hydraulic servocontrols with Servo actuator :
- S/N below and including 00081 for SA7450-100 and
- S/N below and including 00122 for SA7650-100

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection of ground power connector circuit against overvoltage

Reference: AS355-24.00.06 (R1)

Applicable to version(s): E, F, F1, F2, N

The purpose of this Service Bulletin is to improve the protection of the electrical circuit against overvoltage coming from the electrical ground power unit.

This modification consists of replacing a 2.5-A fuse by a 0.63-A fuse.

SB from Airbus Helicopters France (AHF)

PRE MOD 2.5-A fuse P/N DW8 and POST MOD fuse P/N HA23-OU63 are not interchangeable.



> BENEFITS

- Improve the protection of the electrical circuit.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 Hour	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 071123 (Improvement of electrical power generation for IFR equipment) and not equipped with :
- MOD 071631 (Protection of ground power connector circuit against overvoltage)

Helicopters on which Revision 0 of this Service Bulletin had been complied with are not concerned by this Revision 1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protection of the Transparent Panel Bonding Area

Reference: EC130-56-002 (R2)

Applicable to version(s): B4, T2

To apply anti-UV and thermal protection.

The modification consists of applying an anti-UV and thermal protection to the glass pane bonding area.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improve the glass pane bonding lifetime.

WEIGHT	MOMENT	DOWN TIME	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, Structure	10 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073706 (applying an anti-UV and thermal protection to the glass pane bonding area)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Putting into service of an epicyclic reduction gear

Reference: AS355-63.00.05 (R2)

Applicable to version(s): E, F, F1, F2

The purpose of this service bulletin is to draw the attention of operators to the requirements for bringing into service the epicyclic reduction gear.

This modification consist in installing bearings, a epicyclic reduction gear comprising a reinforced planet gear cage and a lubrification system with oil cups and replacing the forward jet by a jet with an additional orifice.

Before delivery as from S/N 5320.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- To guarantee optimal lubrication of the reinforced planet gear cages.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.45 to + 6.95 kg depending on aircraft configuration.	+ 1.53 to + 23.630 m.kg depending on aircraft configuration.	8 Hour(s)	97 Week(s)	77692 - 89508 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MODs 077095, 077092 and 077111 (Putting into service of an epicyclic reduction gear)

The kit are impacted according to the version of the helicopter, and if the helicopter is equied with a Main Rotor Mast 4-contact point ball bearings or tapered roller bearings.

Helicopters having received revisions 0 and 1 are not concerned with revision 2 of this Service Bulletin.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforced battery support

Reference: EC130-53-020 (R0)

Applicable to version(s): B4

Replace the battery support with a reinforced support.

Airbus Helicopters defined this modification which consists in replacing battery support parts with thicker parts and with reinforcements on the web of the tail boom.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Reinforce the battery support in order to avoid incipient cracks during operation.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.383 kg	+ 0.71 m.kg	1 Day(s)	20 Week(s)	6303 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 not equipped with :
- MOD 350A086350.00 (Reinforced battery support)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforced horizontal stabilizer on tail boom

Reference: AS355-55.00.03 (R3)

Applicable to version(s): E, F, F1, F2

The purpose of this modification is to install a reinforced horizontal stabilizer on tail boom.

The new horizontal stabilizer comprises of upper and lower steel reinforcing plates, calibrated bushes in attachment bores and shims slanted to attachments.

This Service Bulletin consists of:

- Removal of existing horizontal stabilizer,
- Installation of shims,
- Equipping new horizontal stabilizer with existing position lights,
- Installation of horizontal stabilizer.

The last revision consist in updating the kit.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD horizontal stabilizers are not interchangeable.



> BENEFITS

- This modification reinforce the horizontal stabilizer on tail boom.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,610 kg	+ 4,941 m.kg	2.5 Day(s)	41 Week(s)	13841 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	10 Hour(s)
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 071368 (Reinforcement of the horizontal stabilizer)
- MOD 072242 (Reinforcement of the horizontal stabilizer on twin-engine and single-engine aircraft)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of No. 5 bearing on tail boom

Reference: AS350-53.00.19 (R1)

Applicable to version(s): B

This Service Bulletin is to introduce a criterion for flatness of the No. 5 bearing.

The modification consists in removal of existing reinforcements from No. 5 bearing mount, and replacement by new reinforcements and two shims.

SB from Airbus Helicopters France (AHF)

> BENEFITS

- To improve reliability of No. 5 bearing mount

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	3 Hour(s)	Week(s)	91 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	3 Hour(s)

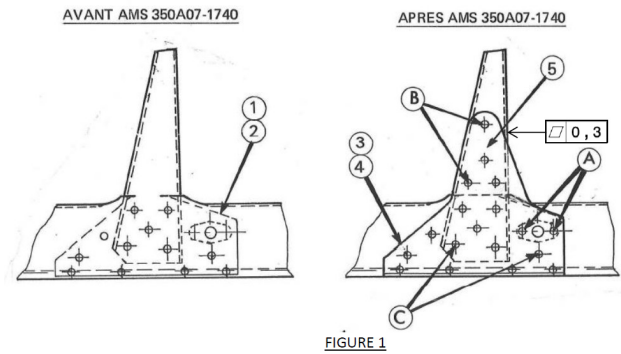


FIGURE 1

> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to modification : AMS 350A07-1740

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the air conditioning condenser / oil cooler assembly air intake duct

Reference: EC130-21-013 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is to reinforce the air conditioning condenser/oil cooler assembly air intake duct.

A modification has been introduced to change washers to a wider washer and also a change in the tightening torque.

SB from Airbus Helicopters France (AHF)

Pre AMS and post AMS air conditioning condenser/oil cooler assembly air intake ducts are not interchangeable.



> BENEFITS

- To improve the air conditioning condenser/oil cooler assembly air intake duct.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.720 kg	+ 1.982 m.kg	1 Day(s)	35 Week(s)	2963 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)
Airframe, Structure	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- AMS 074557 (oil cooler assembly air intake duct)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the lower crossbeams of the yaw control bellcrank support

Reference: AS350-53.00.48 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

Reinforcement of the lower crossbeams of the yaw control bellcrank support.

To replace the LR and RH lower crossbeams of the yaw control bellcrank by reinforced crossbeams.
In addition and for helicopters equipped with AFCS installation, replaces the lower crossbeam on the pilot's side with adjustable friction capacity by a reinforced crossbeam.

SB from Airbus Helicopters France (AHF)

PRE MOD 073466 lower crossbeams are not interchangeable with POST MOD 073466 lower crossbeams.
Mixability of PRE MOD 073466 lower crossbeams and POST MOD 073466 lower crossbeams is not permitted.



> BENEFITS

- The aim is avoiding cracks on the lower crossbeam of the yaw control bellcrank support.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	25 Week(s)	2390 - 2686 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073466 (Reinforcement of the lower crossbeams of the yaw control bellcrank support)
- MOD AL4227 (Reinforcement the lower crossbeam on helicopters equipped with Automatic Flight Control System)

Modification AL4227 must be applied jointly with modification 073466 for helicopters equipped with the installation of Automatic Flight Control System (AFCS) (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the lower crossbeams of the yaw control bellcrank support

Reference: AS355-53.00.27 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The reason for this Service Bulletin is to take into account the obsolescence of the AUXITROL pressure switches MA124-01 and MA125-00.

This modification consists in replacing the LR and RH lower crossbeams of the yaw control bellcrank supports by reinforced crossbeams. (MOD 073466)
In addition and for helicopters equipped with AFCS installation, this service bulletin replaces the lower crossbeam on the pilot's side with adjustable friction capacity by a reinforced crossbeam. (MOD AL4227)

Modification AL4227 must be applied jointly with modification 073466 for helicopters equipped with the installation of Automatic Flight Control System (AFCS).

SB from Airbus Helicopters France (AHF)

PRE MOD 073466 lower crossbeams are not interchangeable with POST MOD 073466 lower crossbeams. Mixability of PRE MOD 073466 lower crossbeams and POST MOD 073466 lower crossbeams is not permitted.

> BENEFITS

- Avoiding cracks on the lower crossbeam of the yaw control bellcrank support, cancels the periodic inspection of Service Bulletin No. 05.00.55

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day	25 Week(s)	2686 - 3881 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 not equipped with :
- MOD 073466 (Reinforcement of the flight control support beam)
 - MOD AL4227 (Reinforcement of the lower cross-beam for the yaw friction assembly)

The kit are impacted depending if Automatic Flight Control System (AFCS) is installed (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reinforcement of the MGB cowling hinge

Reference: EC130-53-044 (R0)

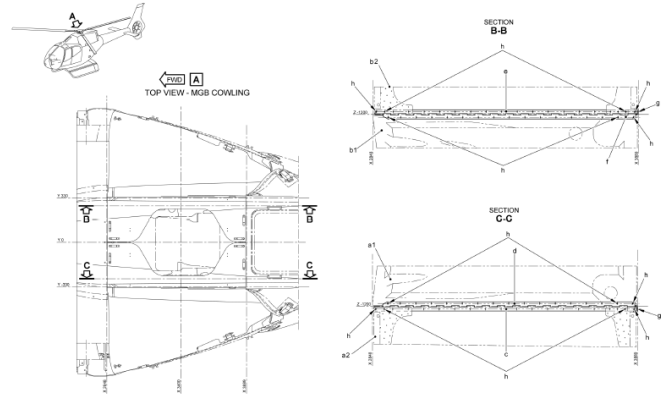
Applicable to version(s): T2

The purpose of this Service Bulletin is to replace the aluminium hinges of the MGB cowlings with stainless steel hinges.

This Service Bulletin consists in:

- Removing the MGB cowlings
- Replacing the hinges
- Installing the MGB cowlings

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Assembly of stainless steel hinges on MGB hoods, bringing better quality to the product by stainless steel hinges

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 0720022

> CERTIFICATION ORGANIZATION(S)

EASA Europe

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,834 kg	Complete Installation +2,827 m.kg to +0,001 m.kg	1 Day(s)	Week(s)	5363 EUR (e.c. 2023)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s)

Reinforcement solution for lateral X-bulkheads

Reference: AS350-53.00.50 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

Reinforce lateral X-bulkheads in LH and RH lateral cargo compartments.

This reinforcement consists in installing two splices in the central area of each lateral X-bulkhead.

SB from Airbus Helicopters France (AHF)

Compliance with MOD 074349 is performed on both RH and LH lateral bulkheads.

> BENEFITS

- Reduce the stress loading in the cracks initiation area.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.446 kg	+ 1.546 m.kg	2 Day(s)	24 Week(s)	5175 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074349 (Reinforcement solution for lateral X-bulkheads)

For helicopters on which the two lateral X-bulkheads are not cracked, have never been repaired.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relay 47D

Reference: AS350-29.00.18 (R0)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

New relay support, adding or replacing relay "47D" and modifying the wiring.

This modification consists in securing the system by :

- Adding a relay "47D" for helicopters on which it is not installed.
- Or
- Modifying the technology of relay "47D" and deleting the connection of the grounding in rest position of the switching element for helicopters on which this relay is already installed.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable. PRE and POST MOD components are not mixable.

> BENEFITS

- Prevent early deterioration of the hydraulic cut-off switch mounted on the collective lever.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	28 Week(s)	1932 - 3061 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)
Pilot, Flight test	0,5 Hour(s)
Airframe, Structure	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074688 (Installation or replacement of relay 47D)

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

- MOD 073263 (Securing of the hydraulic system)
- MOD 073273 (Control unit "30ALP" new technology (SMS))
- MOD 073397 (Improvement of the hydraulic cut-off switch reliability on the collective lever grip)
- MOD 073317 (Modification of the hydraulic indicating system failure in test)
- MOD 073397 (Improvement of the hydraulic cut-off switch reliability on the collective lever grip)
- MOD 073391 (Replacement of AUXITROL pressure switches by Industria pressure switches)
- MOD 073450 (Sticks modification: collective grip refitting, CI20/22ALP printed circuit replacement and "Spare" placard installation)
- MOD 073441 (Installation of cut-off connectors DMC/MD for equipped canopy and tail boom (base))
- MOD 075601 (Additional chin weights on tail rotor, reinforced control rod, suppression of compensator lever on yaw channel, reinforced pitch lever and elastomeric pitch)
- MOD 075606 (Removal of additional chin weights on tail rotor and addition of compensator lever on yaw channel)
- MOD 074280 (Change of the Systems Control Unit SMS by a Multiblock, base and optional installation pointed)
- MOD 074622 (Yaw servo test caution light HYD modification on dual hydraulic H/C)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Relay 47D

Reference: AS355-29.00.12 (R0)

Applicable to version(s): E

The purpose of this modification is to prevent early deterioration of the hydraulic cut-off switch mounted on the collective lever.

This Service Bulletin consists of:

- installing a relay support
- adding relay "47D"
- modifying the wiring

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable and PRE and POST MOD components are not mixable.

> BENEFITS

- Avoid cases of loss of the "HYD CUT OFF" function, securing the system.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	28 Week(s)	2061 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	4 Hour(s)
Airframe, Structure	1 Hour(s)
Pilot, Flight test	0,5 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on single hydraulic helicopters, already equipped with :

- MOD 073263 or Service Bulletin No. 29.00.04 (Securing the hydraulic system)

and not equipped with :

- MOD 073397 (Improvement of hydraulic cutoff switch reliability on the collective lever)
- MOD 074688 (Installation of relay 47D)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of the additional external load label specifying class B approval

Reference: AS350-11.00.04 (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Service Bulletin is to remove the additional external load label specifying that the helicopter-load combination is class B approved. This label is to be removed as it is the operator's responsibility to comply with the regulations in force and to submit to its local authority to operate in class B or C.

This Service Bulletin consists in removing the additional external load label from the console.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To remove the additional external load label specifying that the helicopter-load combination is class B approved because it is the operator's responsibility to comply with the regulations in force and to submit to its local authority to operate in class B or C.

KG	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
Airframe, Electrical	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074774 (Removal of external load carrying class marking)

Helicopters which have complied with Revision 0 of this Service Bulletin are not affected by this Revision 1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Removal of the additional external load label specifying class B approval

Reference: EC130-11-002 (R1)

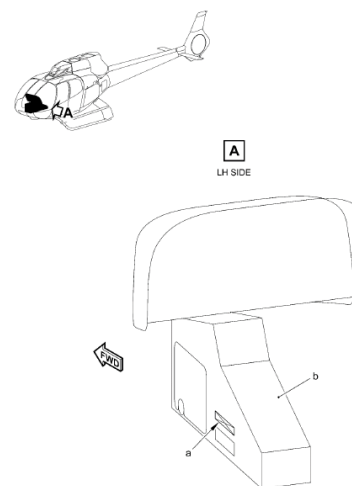
Applicable to version(s): B4, T2

This service bulletin is to prevent untimely hooking of the collective lever further to deformation of the locking tang in "fine pitch" position.

This Service Bulletin consists in removing the additional external load label from the console.

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.



> BENEFITS

- Comply with the regulations in force and to submit to its local authority to operate in class B or C.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	Not applicable	Free of charge	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft version T2 already equipped with :

- MOD OP4497 (1,500-kg Cargo Sling Fixed Part).

and not equipped with :

- MOD 074774

This service bulletin is applicable on aircraft version B4 not equipped with :

- MOD 074774

This service bulletin is not applicable on aircraft equipped with :

- revision 0 of this service bulletin

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Removal of the additional external load specifying class B approval

Reference: AS355-11.00.02 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to remove the additional external load label specifying that the helicopter-load combination is class B approved.

This Service Bulletin consists in removing the additional external load label from the console.

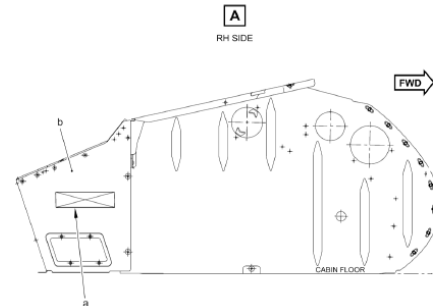
This Service Bulletin does not require any kit and is Free of Charge:
Just download the SB on TIPI via the link below 'Download SB/STC document'.

SB from Airbus Helicopters France (AHF)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	5 Hour(s)	Not applicable	Free of charge	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

PRE MOD 074774

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of aluminum pipes by stainless steel pipes

Reference: AS350-21.00.24 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to replace the aluminum pipes of the heating/demisting circuit by stainless steel pipes to avoid corrosion. Additionally, protections sheaths are installed at pipe connections.

This Service Bulletin consist in replacing the aluminum pipes by stainless steel pipes and install protections sheaths at pipe connections.

SB from Airbus Helicopters France (AHF)

POST MOD and PRE MOD pipes are not interchangeable.

Mixing between PRE and POST MOD pipes is authorized only if being difficult to get the new stainless steel pipes.



> BENEFITS

- To avoid corrosion on the pipes of the heating/demisting circuit.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,95 kg	+2,65 m.kg	0,5 Day(s)	19 Week(s)	5031 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073360

and not equipped with :

- MOD 074765 (Replacement of aluminum pipes by stainless steel pipes)

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

- MOD 071953
- MOD 071954
- MOD 072761

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of drain pipes

Reference: AS350-71.00.33 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to replace the pipes at the nozzle draining outlet.

Airbus Helicopters defined MOD 074672 to mount nozzle drain pipes with an inner diameter adjusted to the engine interface

SB from Airbus Helicopters France (AHF)

Mixability is not permitted.



> BENEFITS

- New pipes at the nozzle draining outlet.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable not equipped with :

- ARRIEL 2D

and not equipped with :

MOD 074672 (Replacement of drain pipes)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of drain pipes

Reference: EC130-71-008 (R0)

Applicable to version(s): T2

Replacement the pipes at the nozzle draining outlet.

- This Service Bulletin consists of:
- Removing the nozzle drain pipes
 - Installing the new nozzle drain pipes

SB from Airbus Helicopters France (AHF)

Mixability is not permitted



> BENEFITS

- Mount nozzle drain pipes with an inner diameter adjusted to the engine interface

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
Mechanics	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft already equipped with :
- ARRIEL 2D engine
- and not equipped with :
- MOD 074672 (Replacement of drain pipes)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of electrical chip detector of conical housing by a 1/4-turn magnetic plug

Reference: AS350-62.00.36 (R0)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to replace the electrical chip detector of the conical housing by a 1/4-turn magnetic plug.

The electrical magnetic-plug is removed and the manual 1/4-turn magnetic plug is installed.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Replace the electrical chip detector of the conical housing by a 1/4-turn magnetic plug.

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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Electrical magnetic chip detector P/N : 1B373 (704A34543009)
- MOD 076120 (Main rotor mast assembly with 4-contact bearing) for version B2

and not equipped with:

- MOD OP7245 (Optional manual magnetic chip detector with bayonet locking on the conical housing)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of electrical chip detector of conical housing by a 1/4-turn magnetic plug

Reference: EC130-62-012 (R0)

Applicable to version(s): B4, T2

The purpose of this Service Bulletin is to replace the electrical chip detector of the conical housing by a 1/4-turn magnetic plug.

This Service Bulletin consists in:

- Removing the electrical magnetic-plug
- Installing the manual 1/4-turn magnetic plug

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To replace the electrical chip detector of the conical housing by a 1/4-turn magnetic plug.

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

On Request

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Electrical magnetic plug P/N 1B373 and not equipped with :
- MOD OP7245 : Replacement of electrical chip detector of conical housing by a 1/4-turn magnetic plug

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of servocontrols nut retainers

Reference: AS355-67.00.39 (R1)

Applicable to version(s): F, F1, F2, N, NP

This modification consists in replacing the nut retainers of the dual body servocontrols ball end-fittings with nut retainers that are less thick.

This Service Bulletin consists in removing servocontrols, ball end-fittings, replacing nut retainers on both ends of the three main servocontrols, reinstate ball end-fittings, servocontrols and rigging flight controls.

SB from Airbus Helicopters France (AHF)

Equipment pre- and post-MOD is not interchangeable and mixability not authorized.

> BENEFITS

- Preventing the RH servocontrol from reaching its internal stop.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	1 Day	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with servocontrols assemblies P/N :

- 355A75-1350-01 (LH) composed of SC8042 servocontrol,
 - 355A75-1350-02 (front) composed of SC8042 servocontrol,
 - 355A75-1350-03 (RH) composed of SC8043 servocontrol.
- and not equipped with :
- MOD 073417 (Replacement of servocontrols nut retainers)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of servocontrols nut retainers

Reference: EC130-67-016 (R1)

Applicable to version(s): B4

Replace nut retainers of the dual body servocontrols ball end-fittings by nut retainers less thick.

These nut retainers must be replaced on both ends of the three main servocontrols.

SB from Airbus Helicopters France (AHF)

Interchangeability: Equipment pre- and post-MOD is not interchangeable. Mixability: Mixability not authorized.



> BENEFITS

- Airbus Helicopters designed this modification which reduces the thickness of the nut retainers of the two servocontrol end-fittings, thus making it possible to tighten the end-fittings by 2 mm (0.70 in) on each side thereby increasing servocontrol travel by 4 mm (0.15 in) and preventing the RH servocontrol from reaching its internal stop.

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	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with : dual body servocontrols assemblies P/N :

- 355A75-1350-01 (LH) composed of SC8042 servocontrol
 - 355A75-1350-02 (front) composed of SC8042 servocontrol
 - 355A75-1350-03 (RH) composed of SC8043 servocontrol
- and not equipped with :
- MOD 073417(Replacing the nut retainers of the two servocontrols end-fittings)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of servocontrols nut retainers

Reference: AS350-67.00.52 (R1)

Applicable to version(s): B3

The purpose of this Service Bulletin is to replace the nut retainers of the dual body servocontrols ball end-fittings with nut retainers that are less thick.

This modification reduces the thickness of the nut retainers of the two servocontrol end-fittings, thus making it possible to tighten the end-fittings by 2 mm (0.70 in) on each side thereby increasing servocontrol travel by 4 mm (0.15 in) and preventing the RH servocontrol from reaching its internal stop.

These nut retainers must be replaced on both ends of the three main servocontrols.

SB from Airbus Helicopters France (AHF)

Equipment pre- and post-MOD is not interchangeable. Mixability not authorized.



> BENEFITS

- Preventing the RH servocontrol from reaching its internal stop.

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	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with dual body servocontrols assemblies P/N :

- 355A75-1350-01 (LH) composed of SC8042 servocontrol
- 355A75-1350-02 (front) composed of SC8042 servocontrol
- 355A75-1350-03 (RH) composed of SC8043 servocontrol and not equipped with :
- MOD 073417 (Replacement of servocontrols nut retainers)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the accumulator for the rear position

Reference: AS350-29.00.24 (R0)

No. AS350-29.00.24

Applicable to version(s): B1, B2, B3

The accumulator of the Yaw Load Compensator is a necessary component of the hydraulic circuit. It participates in the control of the tail rotor if the hydraulic pressure decreases quickly or during "Hydraulic Off" training.

This Service Bulletin includes the work steps that follow:

- Removal of the equipped load compensator
- Removal of accumulator MP/N 82268 01902 (P/N 704A34240015)
- Installation of accumulator MP/N 4523912 (P/N 704A34240024)
- Installation of the equipped load compensator

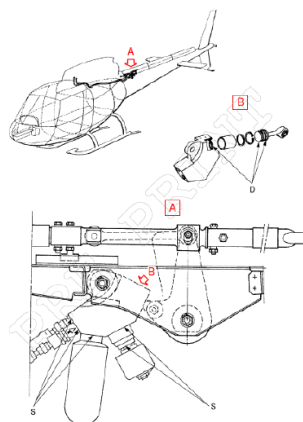
SB from Airbus Helicopters France (AHF)

Interchangeability:

Pre Mod and Post Mod equipment items are not interchangeable.

Mixability:

This Service Bulletin has no effect on mixability.



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

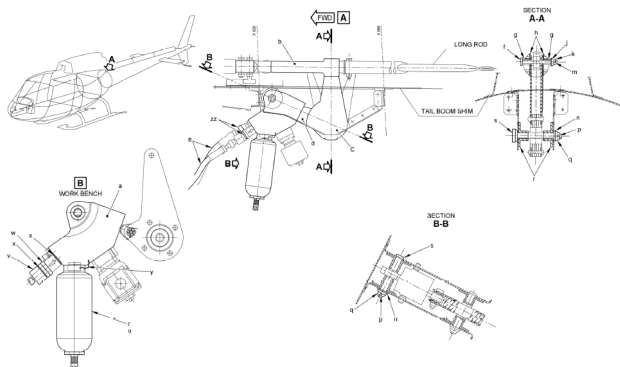
- Significant improvement in reliability, welded metal bellows replace the elastomer tank
- This new accumulator will not require the usual pressure check through the charging valve

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,15 kg	Complete Installation +0,97 m.kg	1 Day(s)	Week(s)	3397 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	8 Hour(s)

N° AS350-29.00.24



Replacement of the landing light silicium diodes

Reference: AS355-33.00.24 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to replace the obsolete silicium diodes of the landing light (fixed or retractable) with a diode module.

This Service Bulletin consists in:

- removing the silicium diodes 129L1 and 129L2 with P/N BYX67-1000I,
- installing diode module 316L with P/N STH200L06TV.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To replace the obsolete silicium diodes

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	0,5 Day(s)	4 Week(s)	394 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 :

- silicium diodes "129L1" and "129L2" with P/N BYX67-1000I

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

- MOD 078010 (Replacement diode silicium BYX67-1000I by diode module STH200L06TV),
- MOD 072719 (IMPROVED POWER SUPPLY SYSTEM FOR LANDING LIGHT 8 ALPHA),
- MOD 073265 (ELECTRICAL CONTROL WITH VEMD),
- MOD 072821 (SWIVELING LANDING LIGHT. RELOCATION OF POWER SUPPLY DIODES),
- MOD OP3903 (RH RETRACTABLE LANDING LIGHT INSTALLATION).

> CERTIFICATION ORGANIZATION(S)

DGA France
EASA Europe

Replacement of the relay and relay support of "hour meter" installation

Reference: AS355-31.00.07 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

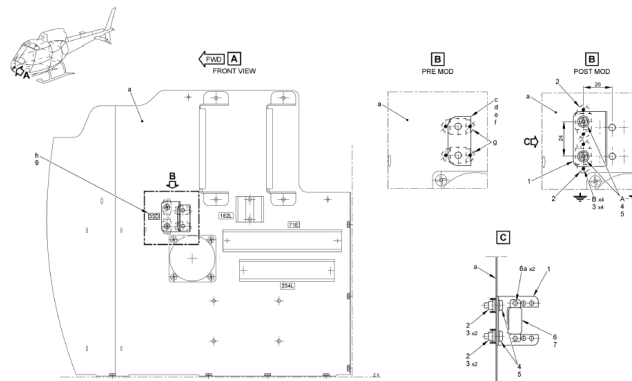
The objective of this Service Bulletin is to replace the existing relay support and the "33D" relay of the "hour meter" installation with a standard model because its relay socket becomes obsolete.

This Service Bulletin includes the work steps that follow:

- Replacement of the existing relay support
- Replacement of the "33D" relay in the console.

SB from Airbus Helicopters France (AHF)

N° AS355-31.00.07



> BENEFITS

- Assembly of a standard model.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	Week(s)	280 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	6 Hour(s)
Airframe, Electrical	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod 073435
Pre Mod 073436

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the shim on AVCS Top rotor sensor

Reference: EC130-18-001 (R0)

Applicable to version(s): T2

To avoid risks of corrosion on the shim of AVCS (ACTIVE VIBRATION CONTROL SYSTEM) Top rotor sensor.

This Service Bulletin consists of: replacing the shim of AVCS Top rotor sensor and associated hardware, performing shim insulation, varnishing hardware.

SB from Airbus Helicopters France (AHF)

Interchangeability: Parts PRE MOD and POST MOD are not interchangeable.



> BENEFITS

- The purpose of this Service Bulletin is to limit the risks of corrosion on the shim of AVCS Top rotor sensor by modifying shim material and associated hardware

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	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD AL4558

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Return to service of the FUELTRON flowmeter installation

Reference: AS355-28.00.21 (R0)

Applicable to version(s): E, F, F1, F2

The purpose of this Service Bulletin is to make the use of the FUELTRON flowmeter installation possible after modification of the booster pumps.

This Service Bulletin consists in :

- the modification of the booster pumps of the forward and aft fuel tanks
- the installation of the optional FUELTRON flowmeter on the RH and LH engine systems

SB from Airbus Helicopters France (AHF)

After compliance with this Service Bulletin, booster pumps P/N P94C16-620 can no longer be replaced with booster pumps P/N P94C16-602 when the FUELTRON flowmeter installation is installed on a helicopter. Booster pump P/N P94C16-602 and the new booster pump P/N P94C16-620 cannot be mixed.



> BENEFITS

- New fuel pump with Part Number P94C16-620, equipped with a strainer and the optional FUELTRON flowmeter.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	7 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	7 Day(s)
Avionics	7 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 355A085801 thru ALERT SERVICE BULLETIN No. AS355-28.00.20 (Removal of the FUELTRON flowmeter)

and not equipped with :

- MOD 074694 and 355A085206.00 (Return to service of the FUELTRON flowmeter installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sealing improvement between canopy and 7° bulkhead

Reference: AS350-56.00.05 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to relocate the electrical bonding between the canopy and the 7 deg bulkhead and to improve the sealing between the canopy and the 7 deg bulkhead by applying a bead of sealing compound.

This Service Bulletin consists in removing the canopy, modifying the canopy electrical bonding, modifying the 7 deg bulkhead electrical bonding and installing the canopy and applying a continuous bead of sealing compound between the canopy and the 7 deg bulkhead.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD parts are not interchangeable. Mixability of PRE and POST MOD parts is prohibited. Helicopters on which Revision 0 of this Service Bulletin was complied with are concerned by this Revision 1.



> BENEFITS

- To improve the sealing between the canopy and the 7 deg bulkhead.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Week(s)	Depending on Spare Parts needed	Ref to detailed price online.	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 :

- MOD 073439 (Canopy re-design)
- and not equipped with :
- MOD 074741 (Seal and sealing between canopy, 7 deg bulkhead and scoop)
 - MOD 350A081024.09 (Sealing improvement between canopy and 7 deg bulkhead)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sleeve flanges with straight winding

Reference: AS355-62.00.18 (R5)

Applicable to version(s): E, F, F1, F2, N

The purpose of this Service Bulletin is to install sleeve flanges with straight winding.

This upgrade is to install sleeve flanges with straight winding to improve sleeve lifetime and reduce direct operating cost.

SB from Airbus Helicopters France (AHF)

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

> BENEFITS

- To improve sleeve lifetime and reduce direct operating cost.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.480 kg.	+ 11.832 m.kg.	1 Week(s)	68 Week(s)	81206 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION
Mechanics

INSTALLATION DURATION
30 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable not equipped with :

- MOD 076160 (MRH: sleeve flanges with straight winding)
- MOD 076161 (MRH: Offset in azimuth of mast vibration absorber)
- MOD 076194 (Drilling of vibration absorber support)
- MOD 076200 (Mast vibration absorber - Cutout in spring cover plate)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sleeve flanges with straight winding

Reference: AS350-62.00.14 (R4)

Applicable to version(s): B, D, BA, B1, B2

Installation of sleeve flanges with straight winding.

This modification consist in replacing the current flanges by flanges with straight winding, installing a new lower stop fitting, new spherical thrust-bearing bolts, new frequency adapter bolts, replacing the hub flange and modify the vibration absorber.

The spare P/N 350A31201902 is not necessarily to be ordered, see SB

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- To improve sleeve lifetime and reduce direct operating cost.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 3.480 kg	+ 11.832 m.kg	1 Week	68 Week(s)	81206 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 already equipped with droop restrainers

and not equipped with :

- MOD 076160 (MRH: Sleeve flanges with straight winding)
- MOD 076161 (MRH: Offset in azimuth of mast vibration absorber)
- MOD 076194 (Drilling of vibration absorber support)
- MOD 076200 (Mast vibration absorber - Cutout in spring cover plate)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding door locking mechanism improvement

Reference: EC130-52-010 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to improve the Sliding door locking mechanism.

This modification consists in installing injected plastic handles on the sliding door in order to reduce weight and improve ergonomics.

SB from Airbus Helicopters France (AHF)

Pre and post MOD handles are not interchangeable. Mixing between new and former handles is prohibited.



> BENEFITS

- Lower weight and better ergonomics.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 1,59 kg	- 3,47 m.kg	4 Day(s)	45 Week(s)	1826 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Composites	4 Hour(s)
Airframe, Structure	11 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters equipped with a sliding door and interior and exterior handles whose P/N are mentioned below :

- Sliding door P/N C526S1 101051
- Interior handle P/N 677-1-10-200
- Exterior handle P/N 677-1-10-100

and not equipped with :

- MOD 073745 (Sliding door lockig mechanism improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail boom conversion

Reference: AS350-53.00.44 (R0)

Applicable to version(s): B, B1, BA, BB, D

The purpose of this modification is to authorize the installation of a tail boom of version B2 on helicopters of versions B, B1, BA, BB and D.

This Service Bulletin consists of removing the longitudinal angle from the new B2 tail boom and installing the new modified B2 tail boom.

SB from Airbus Helicopters France (AHF)

Pre- and post-MOD tail booms are not interchangeable



> BENEFITS

- Have a B2 tail boom installed on versions B, B1, BA, BB or D.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,79 kg	-5,2 m.kg	1,5 Day(s)	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 350A086324.00 (Tail boom conversion)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor hub pitch change spider

Reference: AS350-65.00.38 (R1)

Applicable to version(s): D, B, B1, B2, B3, BA, BB

To prevent deterioration due to Brinell effect and spalling of the pitch change spider bearing, and to improve sealing and to sets the bearing check interval at 100 hours

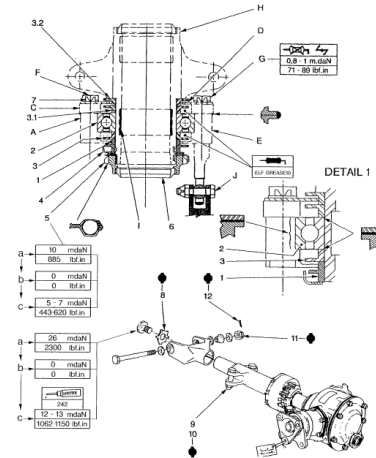
This Service bulletin consists in:

- Consists in replacing the existing "SKF" bearing with a better designed "SNR" bearing.
- Return to dual baffle system, similar to that of the original fit.

SB from Airbus Helicopters France (AHF)

Effectivity:

- Pitch change spiders P/N 350A33.2004.06 are not affected by this SB.
- Ensure compliance with this SB in conjunction with mandatory SB 05.00.33



> BENEFITS

- Improved bearing design
- Provide better sealing
- Put checks at 100 hours (maintenance gain)
- Reduce the number of parts to be tightened inside the spider.

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:076551

> CERTIFICATION ORGANIZATION(S)

DGA France

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1,5 Day(s)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	10 Hour(s)

Tail rotor hub pitch change spider

Reference: AS355-65.00.15 (R1)

Applicable to version(s): E, F, F1, F2, N

To prevent deterioration due to Brinell effect and spalling of the pitch change spider bearing, and to improve sealing and to sets the bearing check interval at 100 hours

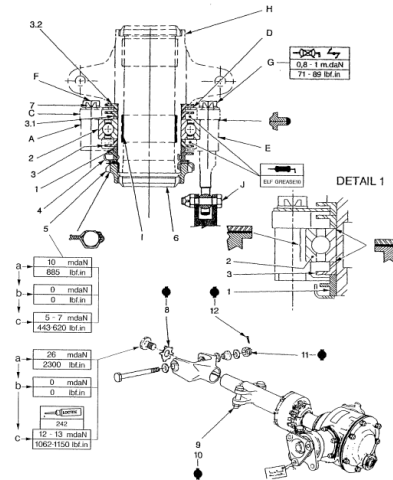
This Service bulletin consists in:

- Consists in replacing the existing "SKF" bearing with a better designed "SNR" bearing.
- Return to dual baffle system, similar to that of the original fit.

SB from Airbus Helicopters France (AHF)

Effectivity:

- Pitch change spiders P/N 350A33.2004.06 are not affected by this SB.
- Ensure compliance with this SB in conjunction with Mandatory SB 05.00.33



> BENEFITS

- Improved bearing design
- Provide better sealing
- Put checks at 100 hours (maintenance gain)
- Reduce the number of parts to be tightened inside the spider.

> PRE-POST REQUISITE / EFFECTIVITY

Pre mod:076551

> CERTIFICATION ORGANIZATION(S)

DGA France

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1,5 Day(s)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	10 Hour(s)

Tail rotor pitch change plate - four contact bearing

Reference: AS350-65.00.43 (R3)

Applicable to version(s): B, BA, BB, B1, B2, D

The purpose of this service bulletin is to modify four contact bearing in order to improve reliability of the tail rotor pitch change plate assembly.

This service bulletin consist in :

- Install a new 4-contact regreasable bearing with a solid-bronze cage with optimized clearance
- Install a lubricator, a single-lip seal, a double-lip seal and sealing bushes to ensure lubrication of the bearing

SB from Airbus Helicopters France (AHF)

PRE and POST MOD components are not interchangeable.



> BENEFITS

- To improve the reliability of the tail rotor pitch change plate assembly.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.2 kg	- 1.9486 m.kg	12 to 48 Hour(s) depending on aircraft configuration.	36 Week(s)	7356 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 to 12 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 076550 : reliability of the tail rotor pitch change plate assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor pitch change plate - four contact bearing

Reference: AS355-65.00.17 (R4)

Applicable to version(s): N

Modify four contact bearing to improve reliability.

This service bulletin consist in :

- Installation of a new 4-contact regreasable bearing with a solid-bronze cage with optimized clearance.
- Installation of a lubricator, a single-lip seal, a double-lip seal and sealing bushes to ensure lubrication of the bearing.

Helicopters which have complied with any revision prior to revision 4 of this Service Bulletin are concerned by this revision 4.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the reliability of the tail rotor pitch change plate assembly.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.2 kg	- 1.9486 m.kg	1 day or 2 days depending on aircraft configuration	36 Week(s)	7356 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

All Helicopters AS355 version N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	12 Hour(s)
Mechanics	3 to 6 Hour(s) depending on aircraft configuration

Tail rotor pitch change plate - four contact bearing

Reference: AS350-65.00.41 (R5)

Applicable to version(s): B3

Improvement of the tail rotor pitch change plate assembly.

Installation of a new 4-contact regreasable bearing with a solid-bronze cage with optimized clearance, installation of a lubricator, a single-lip seal, a double-lip seal and sealing bushes to ensure lubrication of the bearing. The bearing assembly is installed on a new optimized non-rotating pitch change plate.

SB from Airbus Helicopters France (AHF)

PRE and POST MOD components are not interchangeable.

> BENEFITS

- To improve the reliability of the tail rotor pitch change plate assembly.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
- 0.2 kg	- 1.9486 m.kg	1 or 2 Day(s) depending on aircraft configuration.	36 Week(s)	7356 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	6 or 12 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MODs :

- 076550

The kit are impacted depending if the pitch change plate assembly is to be modify or replace.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor pitch change plate - four contact bearing

Reference: AS355-65.00.19 (R3)

Applicable to version(s): E, F, F1, F2

The purpose of this service bulletin is to improve the reliability of the tail rotor pitch change plate assembly.

This service bulletin consist in :

- Install a new 4-contact regreasable bearing with a solid-bronze cage with optimized clearance
- Install a lubricator, a single-lip seal, a double-lip seal and sealing bushes to ensure lubrication of the bearing

Helicopters which have complied with any revision prior to revision 3 of this Service Bulletin are concerned by this revision 3.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the reliability of the tail rotor pitch change plate assembly.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,2 kg	-1,949 m.kg	12 to 48 Hour(s)	36 Week(s)	7356 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 076550 : reliability of the tail rotor pitch change plate assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor pitch change spider

Reference: AS350-65.00.31 (R0)

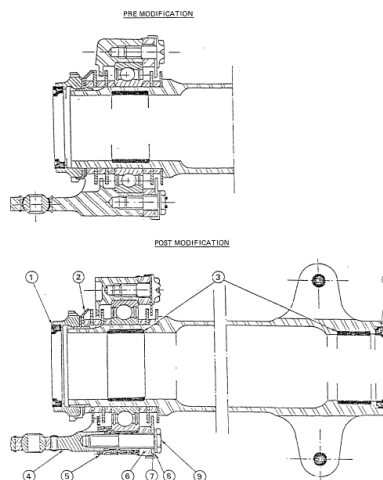
Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this modification is to enable easy, rapid replacement of the non-rotating pitch change a spider swivel bearing.

The modification consists in:

- Removing the stationary pitch change spider and in fitting at same location a new spider with a removable carburized swivel bearing fitting.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Product improvement, to enable easy, rapid replacement of the non-rotating pitch.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0,06 kg	Fixed Part +0,6 m.kg	1,5 Day(s)	Week(s)	2940 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod:AMS 350A075544
All AS350 helicopters whose tail gearbox is equipped with long shaft P/N 350A33.0200.04

> CERTIFICATION ORGANIZATION(S)

DGA France

TRH tie bar improvement

Reference: EC130-64-002 (R0)

Applicable to version(s): B4

Improvement of the tie bar installation.

The modification consists of:

- Changing the heat-shrinking sheath on tie bars,
- Adding an anticorrosion (and lubricating) product between tie bar blades

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improvement the strength of the tie bars notably in case of aircraft operations in corrosive environments.

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	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 076801 (TRH tie bar improvement)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Twist grip marking and functional harmonization for ARRIEL™ 2B engines.

Reference: AS350-76.00.19 (R2)

Applicable to version(s): B3

This Upgrade is to propose an electrical lock on the Pilot and Copilot twist grip installation and improve the twist grip position identification for helicopters versions B3 with ARRIEL 2B engines. This includes the application of locking compound to the threads of the locking finger of the twist grip solenoid.

This Service Bulletin consists of:

- Suppressing the FLIGHT detent stop on twist grip,
- Relocating the existing "forced idle" mini-switch,
- Applying locking compound to the threads of the locking finger of the twist grip solenoid.
- Installing a solenoid to ensure the Min and Max stops, Flight detent and Flight detent stop functions,
- Ensuring touch identification of the Pilot twist grip position by adding a protruding shape on the grip,
- Ensuring visual identification of the Pilot and Copilot twist grip rotating directions by adding a marking on the grips,
- Replacing the existing guide by a guide offering better guidance of the solenoid finger to favor controlled unlocking and adding a resistor to limit the locked position holding current,
- Replacing the plate which acts as support for the "forced idle" mini-switch by a square with increased adjustment capacity.

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD Components are not interchangeable and mixability between PRE MOD and POST MOD components is prohibited.

> BENEFITS

- Improvement of twist grips position identification.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Day(s)	32 Week(s)	12225 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	12 Hour(s)
Avionics	12 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073084 (Twist grip marking)
- MOD 073222 (Functional harmonization for ARRIEL 2B engines)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF antenna tightness

Reference: AS350-23.00.06 (R1)

Applicable to version(s): B, BA, BB, B1, B2, B3, D

The purpose of this Service Bulletin is to install an antenna seal.

This Service Bulletin consists in installing a Hi-Tak seal between the VHF antenna and its support.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve tightness between the VHF antenna and its support.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	On request (Depending on Spare Parts needed)	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 equipped with the radio/NAV installations listed below :

- Versions B2 and B3:
 - VOR/VHF GNC255
 - VHF COLLINS 251E
 - VHF KING KY196A
 - VHF KX165

- Versions B, B1, BA, BB and D:
 - VHF COLLINS 251E
 - VHF KING KY196 or KY196A

and not equipped with:

- MOD 074715 (VHF antenna tightness)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Warning diode on the input circuit of the red GOV indicator

Reference: EC130-31-011 (R0)

Applicable to version(s): B4

Add a blocking diode on the input of the "red GOV" indicator light on the Comtronic type warning panel.

This Service Bulletin consists of modifying the wiring of strip "66K".

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Suppress the reverse current that may cause damage to a component of the input circuit of the Comtronic type warning panel "red GOV" indicator 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 074317 : warning diode on the input circuit of the red GOV indicator

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Yaw Teleflex control routing improvement

Reference: EC130-67-011 (R0)

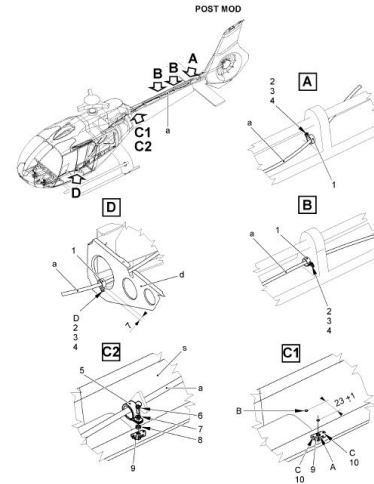
Applicable to version(s): B4

To improve the strength of the attachment clamps on yaw Teleflex control route.

- Replacing the aluminum alloy attachment clamps by stainless steel clamps on yaw Teleflex control route,
- Replacing the first attachment system (by binding clamp) by a sheathed stainless steel clamp.

Pre- and post-MOD clamps are not interchangeable.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the strength of the attachment clamps on yaw Teleflex control route.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	4 Hour(s)	Week(s)	50 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

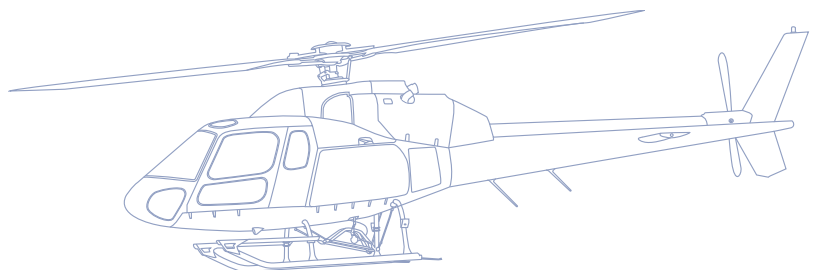
QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to MOD 073589

> CERTIFICATION ORGANIZATION(S)

EASA Europe



SAFETY



Addition of the ADS-B OUT function

Reference: EC130-34-010 (R0)

Applicable to version(s): T2

The purpose of this Service Bulletin is to modify the parameters of the GTX 335R to add the ADS-B OUT function (Automatic Dependent Surveillance Broadcast) and identify again the entire GARMIN equipment line.

This Service Bulletin consists in:

- Updating the parameters of the GTX 335R,
- Identifying again the GARMIN equipment.

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- Add the ADS-B OUT function (Automatic Dependent Surveillance Broadcast)

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s) (excluding time for the return of equipment or parts)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	14 Hour(s)
Approved Airbus Helicopters Technician	2 Hour(s) (for the configuration of the GTX 335R)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074784 (Replacement of the GTX33H by the GTX335R)
- MOD 074796 (Replacement of GMA35xx series (GARMIN InterCommunicationSystem) following obsolescence)

and not equipped with:

- MOD 074818 (ADS-B OUT system installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Addition of the ADS-B OUT function to TDR Garmin GTX 335R

Reference: AS350-34.00.28 (R0)

Applicable to version(s): B3

The purpose of this Service Bulletin is to modify the parameters of the GTX 335R to add the ADS-B OUT function (Automatic Dependent Surveillance Broadcast) and identify again the entire GARMIN equipment line.

This Service Bulletin consists in:

- updating the software of the GTX 335R
- identifying again the GARMIN equipment

SB from Airbus Helicopters France (AHF)

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

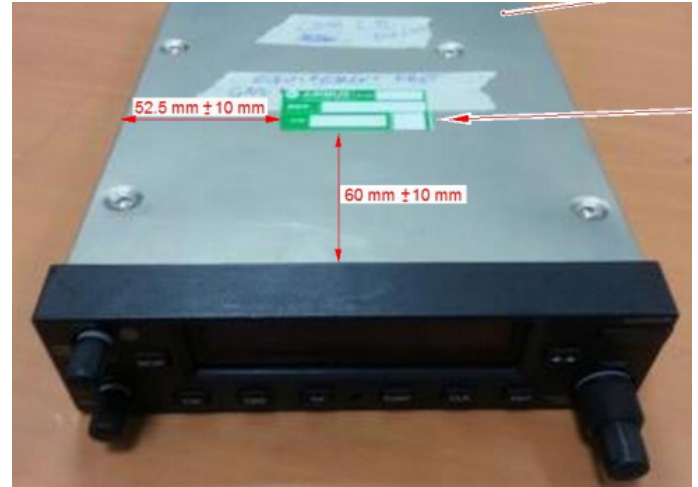
> BENEFITS

- Add the ADS-B OUT function (Automatic Dependent Surveillance Broadcast)

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	2 Day(s) (excluding time for the return of equipment or parts)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Approved Airbus Helicopters Technician	2 Hour(s) (for the configuration of the GTX 335R)
Avionics	14 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074927 (Correction Software GMA 350H)
- or which have complied with the Service Bulletin No. 23.00.07 (GMA 350H Software correction and customization of the Garmin radio equipment configuration)

and not equipped with:

- MOD 074818 (ADS-B OUT system installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Aerazur™ Emergency Floatation Gear

Reference: EC130-25-60-Mas (R3)

Applicable to version(s): B4

The emergency floatation equipment is intended to keep the helicopter afloat after ditching. It aids in keeping the rotorcraft sufficiently upright to allow safe and orderly evacuation. This equipment is attached to the helicopter's landing gear.

Two separated floatation gear with four stretchable watertight compartments on either side of the helicopter, triggered simultaneously

It is not approved nor intended for water landings and it is not designed for takeoff after ditching.

Helicopters post-MOD 073774 and pre-MOD 073591 or on which ASB No. 88A001 has not been complied with are concerned by Revision 3 of this Service Bulletin. Refer to Maintenance Program (MSM), General, Paragraph 7 (Introduction section) to identify any assembly incompatibility with the Fixed Part and Removable Part of the emergency floatation gear installation.

SB from Airbus Helicopters France (AHF)

*Seat-State 7 : Certified to resist with waves up to 9 meters. ** Mobile Parts.



> BENEFITS

- Fully compatible with towing tooling.
- OEM warranty.
- Strong product liability.
- Extends the helicopter
- AH Support (AOG, Spares, Technical Queries).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
For fixed part: negligible to 2.58 kg depending on aircraft configuration	For fixed part: negligible to + 7.27 m.kg depending on aircraft configuration	1.5 Week(s)	54 Week(s)	130774 - 141655 EUR (e.c. 2023)	eOrdering
For removable part: 0.363 kg or 65 kg depending on aircraft configuration	For removable part: + 1.41 m.kg. or + 175.05 m.kg depending on aircraft configuration				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	20 Hour(s)
Mechanics	43 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- MOD 073774
 - MOD 350A04-7057 (LH side pilot installation)
- and not equipped with :
- MOD OP3627
 - MOD 073775
 - MOD 073845
 - MOD OP3626
 - MOD 073881
 - MOD 073591

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

- MOD 073537
- MOD 073587
- MOD 073629
- MOD OP3720

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Aerazur™ Emergency Floatation Gear

Reference: AS350-25-60-Mas (R5)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The emergency floatation equipment is intended to keep the helicopter afloat after ditching. It aids in keeping the rotorcraft sufficiently upright to allow safe and orderly evacuation. This equipment is attached to the helicopter's landing gear.

Two separated floatation gear with four stretchable watertight compartments on either side of the helicopter, triggered simultaneously.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Sea-State 7 approval.
- Fully compatible with towing tooling.
- OEM warranty.
- Strong product liability.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE
+75.0 kg	+251.0 m.kg	10.5 Day(s)	44 Week(s)	151440 - 159463 EUR (e.c. 2023)

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	40 Hour(s)
Avionics	20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

For helicopters which have not integrated the following modifications 071156, 071306, 071583 and 071605, please apply the Service Bulletin number 39-00-09 prior to equip with the floatation system.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Appareo Vision 1000™ cockpit camera

Reference: EC130-25-10-Mas (RO)

Applicable to version(s): T2

Installation of APPAREO camera recorder in the cockpit to have a video and audio record of the instrument panel and cockpit area on SD card with GPS position.

Installation of :

- Antenna and camera supports
- Antenna and Camera
- Electrical harnesses

SB from Airbus Helicopters France (AHF)

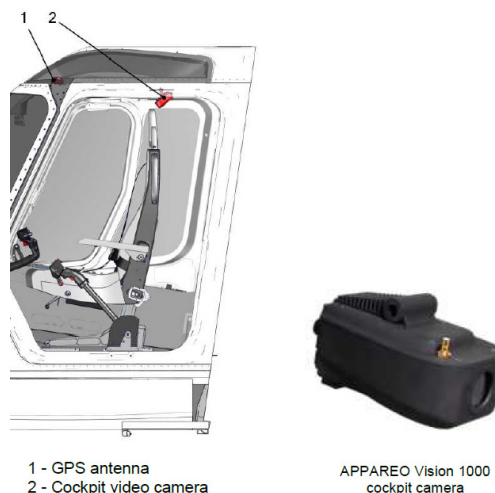
> BENEFITS

- Low-cost flight data recording solution
- Comprehensive FDM program
- Capture of Attitude data (pitch, roll, yaw, etc.)
- Capture of WAAS GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.)
- Capture of Cockpit imaging
- Capture of Ambient audio
- Capture of Intercom system audio for crew and ATC communications (optional)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,5 kg	+0,987 m.kg	1 Week(s)	24 Week(s)	18624 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	15 Hour(s)
Airframe, Cabin	20 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft standard of 07/2011 on 16/10/2013 already equipped with :

- MOD 074363 (X2 basic electrical wiring installation)
- and not equipped with :
- MOD 073893 (Overhead panel and upholstery)
 - MOD 074427 or 350R630100.10 (Installation of APPAREO camera recorder)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Appareo Vision 1000™ cockpit camera

Reference: EC130-25-10-Mas (RO)

Applicable to version(s): B4

The purpose of this upgrade is to install an APPAREO camera recorder in the cockpit to have a video and audio record of the instrument panel and cockpit area on SD card with GPS position.

This Service Bulletin consists in installing :

- The antenna and camera supports
- The antenna and the camera
- The electrical harnesses

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Low-cost flight data recording solution
- Comprehensive FDM program
- Capture of Attitude data (pitch, roll, yaw, etc.)
- Capture of WAAS GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.)
- Capture of Cockpit imaging
- Capture of Ambient audio
- Capture of Intercom system audio for crew and ATC communications (optional)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.5 kg	+ 0.987 m.kg	7 Day(s)	24 Week(s)	19625 - 20305 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	20 Hour(s)
Avionics	15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074427 or 350R630100.XX (Installation of APPAREO camera)

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

- MOD OP3701 (Basic ventilation corridor assembly)
- Air conditioning
- MOD 073245 (New panels 31/32 ALPHA)
- MOD 074363 (Definition of electrical installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Appareo Vision 1000™ cockpit camera

Reference: AS350-25-10-Mas (RO)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The purpose of this Upgrade is to install an APPAREO camera in the cockpit to have a video and audio record of the instrument panel and cockpit areas on an SD card with GPS position.

This Service Bulletin consists in installing:

- The antenna and camera supports,
- The antenna and the camera,
- The electrical harnesses.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Low-cost flight data recording solution
- Comprehensive FDM program
- Capture of Attitude data (pitch, roll, yaw, etc.)
- Capture of WAAS GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.)
- Capture of Cockpit imaging
- Capture of Ambient audio
- Capture of Intercom system audio for crew and ATC communications (optional)

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.45 kg	+ 0.987 m.kg	7 Day(s)	23 Week(s)	13615 - 15677 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	20 Hour(s)
Avionics	15 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin is applicable on aircraft not equipped with :

- MOD 074318 (Installation of APPAREO camera)

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

- MOD 073441 (Canopy and tail boom cut-off connector),
- MOD 073477 (Overhead panel lighting),
- MOD 073379 (Interference between auxiliary control and overhead panel wiring),
- MOD 073273 (Control panel 30ALP with new "SMS" technology),
- MOD 073274 (Replacement of fuses by circuit-breakers),
- MOD 073137 (Improvement of B3 elec manufacturing),
- MOD 072810 ("B3" enlarged instrument panel and cockpit integral lighting),
- MOD 072759 (ARRIEL 2B lighting assembly),
- MOD 072620 (Adaptation of existing upholsteries in aisle and replacement of upholsteries on normal and sliding doors),
- MOD 072246 (Repercussion of installation of "Delta NG" indicator),
- MOD 071736 (New control pushbutton layout),
- MOD 071156 (Sealing of HONEYWELL pushbuttons),

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Avidyne SkyTrax615 (TAS615A) Traffic Advisory System

Reference: AHUK-350-0004

Applicable to version(s): B3e

The SkyTrax600 (TAS6XXA) Series Traffic Advisory System combines active with passive ADS-B traffic information to provide a hybrid solution for identifying potential collision threats.

The SkyTrax615A (TAS615A) system comprises of the following main components: a processor, a transponder coupler, a single blade antenna, a dual blade antenna and a display. The system is also installed with a Mute switch.

The Traffic Advisory System can be interfaced to a multitude of different displays such as the G500H or the GTN650/750.

- The SkyTrax615A (TAS615A) has an Active range of 17nm and ADS-B range of 30nm, the system can display a maximum of 30 targets.
- The SkyTrax620A (TAS620A) has an Active range of 20nm and ADS-B range of 40nm, the system can display a maximum of 30 targets.

STC from Airbus Helicopters UK Ltd (AHUK)

AHUK installs an ADS-B IN compatible system. The ADS-B IN functionality is not installed.

The modification includes the wipe antenna relocation.

EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

- Transponder and Altitude Encoder required.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Detection of potential collision threats.
- Lightweight
- Graphical overlay with many display options.
- ADS-B IN compatible

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
7.99 kg	30.73 m.kg	7 Day(s)	On request	On request	eRFQ

Belly-mounted LED strobe anti-collision light

Reference: SH4343SW-D

Applicable to version(s): B, BA, B1, B2, B3, D

Installation of LED strobe anti-collision light installation and/or supplemental strobe light in accordance with Drawing List 350A82-1176.

The Belly Mounted Strobe Light enhances collision avoidance by making your aircraft more visible to others, thereby improving flight safety. Installation of the LED anti-collision strobe light on the belly of the aircraft is done just aft of the rear landing gear cross tube.

Use kit #350A82-1576-11.

STC from Airbus Helicopters Inc. (AHI)

Customer has the choice of Red or Red/White light. Light must be turned off during night take-offs and landings. To avoid optical illusions and vertigo turn strobe lights off upon entering clouds, fog or haze.



> BENEFITS

- Enhanced night visibility
- Pilot controlled for situation effectiveness
- Reduced risk of a mid-air collision

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0.4 kg	+1.72 m.kg	On request	On request	from 4547 USD (e.c. 2017)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	On Request

> CERTIFICATION ORGANIZATION(S)

- EASA Europe
- FAA USA
- TCCA Canada
- ANAC Brasil

Belly-mounted strobe anti-collision light

Reference: 1999S10-04

Applicable to version(s): BA, B2, B3, B3e

The Belly Mounted Strobe Light enhances collision avoidance by making your aircraft more visible to others, thereby improving flight safety

As a complement to this installation, it can be applied the Operational Crew Belt installation.

STC from Helicópteros do Brasil SA (HELIBRAS)

There are no links between this installation and the base Strob Light installation (installed at the top the tail boom).



> BENEFITS

- Safety
- Increase in external signs of the aircraft

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.3 kg	+4.61 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	6 Hour(s)
Airframe, Electrical	3 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



Blanking of tail rotor drive shaft to prevent ingress of foreign matter

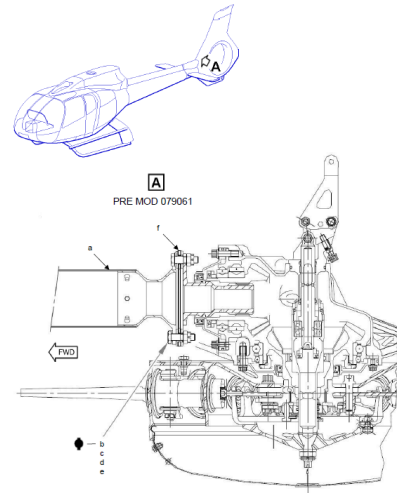
Reference: EC130-65-003 (R1)

Applicable to version(s): B4, T2

This Upgrade is to blank the rear section of the tail rotor drive.

This modification consists in adding a blanking plate between the rear section of the tail rotor drive and the flector.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose consists in adding a stainless steel blanking plate between the rear section and the flector of the TGB flange.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0,5 Day(s)	55 Week(s)	812 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	4 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD 079061 (adding a blanking plate between the rear section of the tail rotor drive and the flector)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

BRISTOL™ Wire Strike Protection System (WSPS, cable cutter) for poly-carbonate canopy

Reference: AS350-25-60-Mas (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Install a WSPS for cable cutter, with LH center and RH lower reinforcements for helicopters versions B, B1, B2, BA, BB, D and B3 (pre-MOD 072816 Auxiliary controls on overhead panel).

For the installation of the Fixed Part (FP) and Removable Part (RP), this Service Bulletin consists in:

- Reinforcing the cabin floor to install a lower WSPS,
- Reinforcing the canopy to install an upper WSPS,
- Modifying the front lower cowling,
- Connecting the two static ports in parallel,
- Installing embrittled Pitot tube supports,
- Installing static port angle brackets,
- Installing the upper and lower WSPS Removable Part.

For installation of the fixed part (FP) only, this Service Bulletin consists in:

- Reinforcing the cabin floor to allow installation of a lower WSPS,
- Reinforcing the canopy to allow installation of an upper WSPS,
- Modifying the front lower cowling.

For installation of the Removable Part (RP) only, this Service Bulletin consists in:

- Modifying the front lower cowling,
- Connecting the two static ports in parallel,
- Installing embrittled Pitot tube supports,
- Installing static port angle brackets,
- Installing the upper and lower WSPS Removable Part.

SB from Airbus Helicopters France (AHF)

The front lower cowling P/N 350A21-0024-00 and the front lower cowling P/N 350A21-0040-00 are not interchangeable (For installation of FP and RP). The front lower cowling P/N 350A08-6314-00 and the front lower cowling P/N 350A21-0040-00 are interchangeable under conditions (For installation of RP only). When the Removable Part of the WSPS installation is installed, the lower cowling P/N 350A21-0040-00 must be installed (mandatory). The Pitot tube support P/N 350A76-1043-00 or 350A76-1009-20 pre-MOD and the total pressure pick-off support assembly P/N 350A76-1043-0102 post-MOD are not interchangeable. It is forbidden to install the Pitot tube support P/N 350A76-1043-00 or 350A76-1009-20 if the Removable Part of the WSPS is installed on the helicopter. The embrittled Pitot tube support P/N 350A76-1043-0102 must be installed (mandatory)

> BENEFITS

- Increase operational safety for flights close to aerial lines. Protection against accidents caused by collision with tension ropes of buildings, towers and masts.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 2.561 kg to 9.5 kg depending on aircraft configuration	+ 3.165 m.kg to 10.3 m.kg depending on aircraft configuration	3 Day(s) to 4 Week(s) depending on aircraft configuration	50 Week(s)	18104 - 29268 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	25 to 135 Hour(s) depending on aircraft configuration
Airframe, Cabin	25 to 135 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin defines the following MOD

- 072213 (Air data system: installation of static ports in parallel)
 - 072616 (New embrittled Pitot tube support with WSPS optional equipment)
 - 073123 (Angle brackets on static ports of air data system)
 - 073311 (Lower fairing compatible with WSPS fitting)
 - OP1945 (WSPS installation (RP))
 - OP1946 (Reinforcement of canopy for upper WSPS)
 - OP1947 (Reinforcement of cabin floor for lower WSPS) (optional equipment pointed after 01/01/2003)
 - 350A085006 (WSPS compatible with controls on overhead panel) (Version B3)
- The aircraft version and the following MOD impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD OP1946 (Reinforcement of canopy for upper WSPS)
 - MOD OP1947 (Reinforcement of cabin floor for lower WSPS)
 - MOD OP3814
 - MOD 072816 (Auxiliary controls on overhead panel)
 - MOD 072213 (Air data system: installation of static ports in parallel)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cable anti-retention device on the canopy center post

Reference: EC130-53-025 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to perform the installation of a cable anti-retention deflector on the sideslip indicator.

The sideslip indicator is installed on the canopy center post. It is screwed onto the cover strip and it protrudes from the canopy profile.

SB from Airbus Helicopters France (AHF)

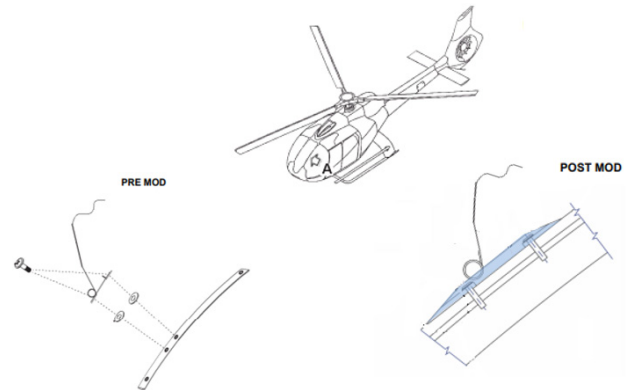
> BENEFITS

- Prevent the cable from slipping if it is struck in flight.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour(s)	Week(s)	401 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	1 Hour(s)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cable cutter (Wire Strike Protection System WSPS)

Reference: AS355-25-10-Mas (R3)

Applicable to version(s): E, F, F1, F2, N, NP

The system cuts the electrical cables in case of hit. This installation includes two knives located on the windshield at the ends of a rail used to steer the cable towards the cutting blades.

Two cutting knives above and below the cabin, as well as a guiding rail located on the windshield.

SB from Airbus Helicopters France (AHF)

The basic front lower cowling assembly P/N 350A21-0024-XX (pre-MOD) and the front lower cowling P/N 350A68-2170-XX (post-MOD) are not interchangeable. The Pitot tube support P/N 350A76-1009-20 pre-MOD and the embrittled Pitot tube support assembly P/N 350A76-1043-0102 post-MOD are interchangeable. (All versions except NP) It is forbidden to install Pitot tube support P/N 350A76-1009-20 pre-MOD if the Removable Part of the WSPS is installed on the helicopter. The embrittled Pitot tube support P/N 350A76-1043-0102 must then be installed (mandatory)



> BENEFITS

- Protects the helicopter when encountering electrical cables in flight in particular under adverse climatic conditions.
- Protection against accidents caused by collision with tension ropes of buildings, towers and masts.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 9.45 kg	+ 10.22 m.kg	3 week(s) to 4 week(s) depending on aircraft configuration.	50 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	5 or 10 Hour(s) depending on aircraft configuration
Airframe, Structure	80 or 100 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- OP1945 (WSPS installation (RP))
 - OP1947 (Reinforcement of cabin floor for lower WSPS)
 - OP1950 (Reinforcement of canopy for WSPS and roof-mounted sight capabilities)
 - 072213 (Air data system: installation of static ports in parallel)
 - 072249 (Air data system: double static port for two-pilot IFR)
 - 072616 (New embrittled support with WSPS optional equipment)
 - 073123 (Angle brackets on static ports of air data system)
 - 073311 (Lower fairing compatible with WSPS fitting)
 - 073921 (355 NP canopy structure)
- According to aircraft configuration, Pre/Post MODs impacting this SB/kit are : (will be selected in the CONFIGURATION ASSISTANT)
- OP3961 (Adaptation of canopy reinforcement for WSPS reinforcement capability)
 - 072736 and OP2743 (Helicopters with or without pilot and copilot windshield wiper installation Removable Part)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cable cutter (Wire Strike Protection System WSPS)

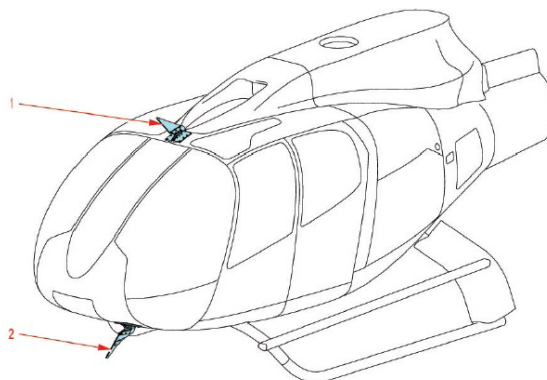
Reference: EC130-25-60-Mas (RO)

Applicable to version(s): T2

The purpose of this upgrade is to install a WSPS (Wire Strike Protection System) for partial protection against percussion of electrical cables in low height flight.

The system cuts the electrical cables in case of hit. This installation includes two knives located on the windshield at the ends of a rail used to steer the cable towards the cutting blades.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Increased operational safety for flights close to aerial lines.
- Protection against accidents caused by collision with tension ropes of buildings, towers and masts.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 4.3 kg or + 5.6 kg depending on aircraft configuration	+ 4.73 m.kg or + 6.16 m.kg depending on aircraft configuration	3,5 Day(s) or 4 Day(s) depending on aircraft configuration	57 Week(s)	44423 - 47082 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	25 or 30 Hour(s) depending on aircraft configuration
Avionics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074420 (Structure modification further to development and integration of WSPS compatibility) and not equipped with :
- MOD OP4431 (WSPS installation)

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

- MOD 074435 and/or 350P080948 (Setup of drawing set of kits produced on PS1) and/or (Lower cable cutter installation retrofit)
- MOD 074464 (Upper WSPS capabilities)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cable Cutters (Wire Strike Protection System WSPS)

Reference: 350.252004

Applicable to version(s): E, F, F1, F2, N, NP

The cable cutter installation offers a measure of protection against impacting horizontally strung cables. The cutters are installed on the lower and upper canopy. This installation is highly recommended by Airbus Helicopters for improved safety of passengers and crew.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Protection against cable strike
- Improved safety for pilot and passengers
- No additional maintenance
- Lightweight installation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+6.64 kg	+6.18 m.kg	7 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

Kit compatible only with airframe post factory modifications OP 1946 & 1947.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): F, F1, F2, N

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

Avionics

INSTALLATION DURATION

20 to 30 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

More than 20 Airbus helicopter models are already covered by EASA certification STC

> CERTIFICATION ORGANIZATION(S)

EASA Europe



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

Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): B, BA, BB, B1, B2, B3, B3e

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

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 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

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> 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)



> PRE-POST REQUISITE / EFFECTIVITY

More than 20 Airbus Helicopter models are already covered by EASA certification STC

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): B4, T2

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 an 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



Chip detectors in MGB and TGB

Reference: AS355-63.00.02 (R3)

Applicable to version(s): E, F, F1, F2

The purpose of this Service Bulletin is to install chip detectors.

This Service Bulletin consists of :

- Replacement of MGB magnetic plug and TGB magnetic plug
- Modification of caution warning panel
- Installation of anchoring pin on attachment tab of TGB cover and installation of wiring
- Post-installation test

SB from Airbus Helicopters France (AHF)

PRE MOD and POST MOD magnetic plugs are not interchangeable.

> BENEFITS

- To facilitate the monitoring of MGB and TGB meshing mechanism from failure warning panel.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,22 kg	+1,2 m.kg	1 Day(s)	18 Week(s)	4121 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Mechanics	2,5 Hour(s)
Pilot, Functional Check	0,5 Hour(s)
Airframe, Electrical	3 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0751 (Particle detectors on MGB and TGB with indicator lights on warning panel 4 Alpha)
- MOD 071211 (The current magnetic plug is replaced with a plug with SAMARIUM-COBALT magnet which has a higher attraction power)

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

- Plate name (French)
- Plate name (English)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Crash Resistant Fuel System (CRFS) on AS350 B3e (H125) under STC

Reference: AS350-28.00.28-STC (R2)

Applicable to version(s): B3e

The purpose of this Service Bulletin is to explain how to introduce or remove compliance with crashworthiness regulations (CS 27.952) according to the operational configurations.

For aircraft not yet equipped with new plate modification (MOD 07-20034) this Service Bulletin allows the helicopters not equipped with any installation affecting the design of the fuel installation, such as external equipment installed in the plate area (sling, cargo swing or belly fairing tank type) to claim for compliance with CS 27.952.

The modification ST7500 cannot be complied with if an installation affecting directly or indirectly the resisting rupture nature of the fuel system (e.g.: installation under the plate) is installed on the helicopter, unless this installation is certified with the same certification bases as STC (Supplemental Type Certificate) ST7500. It will allow claiming for compliance with regulation CS 27.952.

The modification ST7501 shall be complied with if the limitations defined below are not complied with, preventing from claiming for compliance with regulation CS 27.952.

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'.

For compliance with certification requirement CS/FAR 27.952 "Fuel system crash resistance" Operator can apply 2 different STCs depending on the mission (only a paper process):

- The STC ST.7500 makes the helicopter compliant with 27.952 requirement but prohibits underbelly external installation, as cargo swing
- The STC ST.7501 removes the compliance with 27.952 but allows underbelly external installation.

STC selection has to be recorded in helicopter log book.

Nota: in countries where these STC ST.7500 and ST.7501 have not been certified, this optional equipment remains operational but these STCs will not be applied.

SB from Airbus Helicopters France (AHF)

This STC from Airbus Helicopters France (AHF) 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.

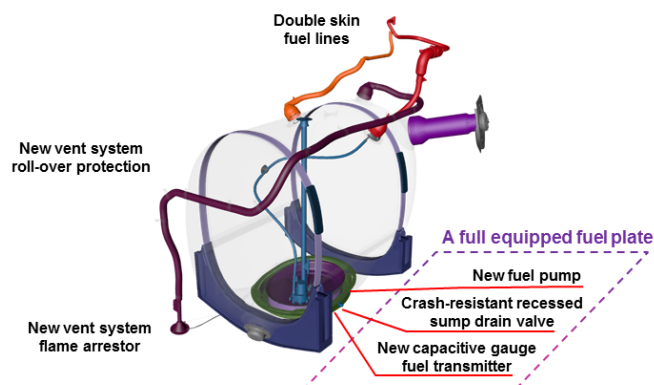
> BENEFITS

- To reduce the risk of post-crash fires.
- To improve occupant survivability in an accident.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour(s)	N/A	Free of charge	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

AS350B3e (H125) helicopter must be equipped with the Rupture Resistant fuel tank (SB "Replacement of standard fuel tank by a Crash Resistant Fuel System CRFS").

This SB-STC is applicable on helicopters POST MODS:

- 074791
- OP4305

And PRE MOD 0720034 (Service Bulletin No. 28.00.49)

STC ST.7500 and STC ST.7501 are no more required on helicopters POST MOD 0720034.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Crash Resistant Fuel System (CRFS) on EC130 B4 under STC

Reference: EC130-28-009-STC (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to explain how to introduce or remove compliance with crashworthiness regulations (CS 27.952) according to the operational configurations.

Through this Service Bulletin, Airbus Helicopters allows the helicopters not equipped with any installation affecting the design of the fuel installation, such as external equipment installed in the plate area (sling, cargo swing or belly fairing tank type) to claim for compliance with CS 27.952.

The modification ST7500 cannot be complied with if an installation affecting directly or indirectly the resisting rupture nature of the fuel system (e.g.: installation under the plate) is installed on the helicopter, unless this installation is certified with the same certification bases as STC (Supplemental Type Certificate) ST7500. It will allow claiming for compliance with regulation CS 27.952.

The modification ST7501 shall be complied with if the limitations defined below are not complied with, preventing from claiming for compliance with regulation CS 27.952.

It is not necessary to remove the cradles to go from ST.7500 to ST.7501 or vice versa, only a record in the helicopter documents is required.

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'.

For compliance with certification requirement CS/FAR 27.952 "Fuel system crash resistance" Operator can apply 2 different STCs depending on the mission (only a paper process):

- The STC ST.7500 makes the helicopter compliant with 27.952 requirement but prohibits underbelly external installation, as cargo swing
- The STC ST.7501 removes the compliance with 27.952 but allows underbelly external installation.

STC selection has to be recorded in helicopter log book.

Nota: in countries where these STC ST.7500 and ST.7501 have not been certified, this optional equipment remains operational but these STCs will not be applied.

SB from Airbus Helicopters France (AHF)

This STC from Airbus Helicopters France (AHF) 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.

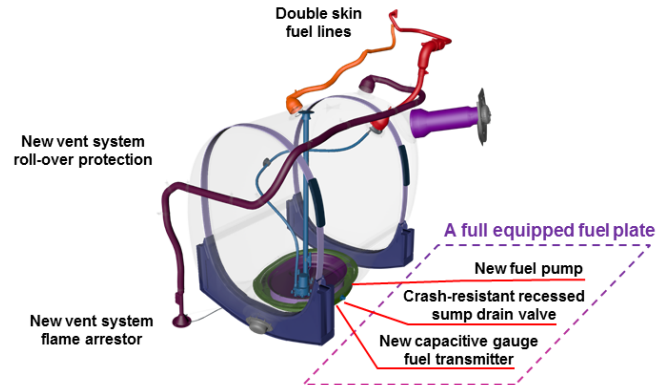
> BENEFITS

- To reduce the risk of post-crash fires.
- To improve occupant survivability in an accident.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	0.5 Day(s)	N/A	Free of charge	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 MC.8020 (EC130B4 Retrofit - Crash Resistant Fuel System)
 or
 • MOD MC.8023 (Retrofit CRFS with swing capability on EC130B4)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Door Open Warning

Reference: 130.900104

Applicable to version(s): B4, T2

This system warns in case of an improper latching of the cargo doors. Compatible with standard cargo doors and cargo pods. The AFT cargo door open warning option is connected to the same system as the basic aircraft door open warning indicator.

STC from Airbus Helicopters Canada Ltd (AHCA)



> BENEFITS

- Safety indicator on standard indicator panel
- Ease pilot workload
- Connected to standard door open warning system

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	3 Day(s)	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

TCCA Canada

Dual Colour LED Anti-Collision Light (HISL) RedBaron

Reference: AHUK-350-0016

Applicable to version(s): B3e

The dual-colour HISL LED red and white anti-collision light incorporates some of the brightest LEDs available in the world today.

The HISL chromaticity and intensity is compliant to all international aviation and safety standards. The lightweight standalone HISL does not require an external power supply and is capable of a voltage input range between 18 and 36 volts. AHUK completes the installation of the HISL with an ON/OFF and RED/WHITE switched annunciator.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Lightweight
- Cost Effective
- No additional power supply.

> PRE-POST REQUISITE / EFFECTIVITY

- Removal of existing Anti-Collision Light. Modification of the upper fin cap assembly

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

ELT KANNAD 406 AF-H installation

Reference: EC130-25-022 (R0)

Applicable to version(s): B4

To install E.L.T. KANNAD 406 AF-H "three-frequency" onboard aircraft, thereby making aircraft compliant with the ICAO requirements for emergency locator-transmitter installations .

E.L.T. KANNAD 406 AF-H "three-frequency", with automatic impact trigger and manual trigger function, uses, on the one hand, conventional emergency frequency facilities and, on the other hand, the COSPASSARSAT satellite network.

Interchangeability: E.L.T. installation "three-frequency" KANNAD 406 AF-H is not interchangeable with other E.L.T. installation.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Basic encoding of E.L.T. is ensured by programming the memory module (DUNGL) included in aircraft harness
- connector.
- Portable antenna permits E.L.T. use in portable mode.

> PRE-POST REQUISITE / EFFECTIVITY

Pre Mod OP3515
 Post Mod OP3741

> CERTIFICATION ORGANIZATION(S)

EASA Europe

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,91 kg to +2,09 kg	Complete Installation +2,81 m.kg to +7,72 m.kg	24 Hour(s) 6H Mini - 24H Maxi	44 Week(s)	18109 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	8 Hour(s) Not Equipped ELT
Avionics	4 to 10 Hour(s) Equipped or Not Equipped ELT

Emergency EXIT labels

Reference: EC130-11-001 (R0)

Applicable to version(s): B4

This modification consists in removing emergency "EXIT" labels from aircraft doors and replacing them by phosphorescent "EXIT" labels bonded in cabin.

This Service Bulletin consists in removing emergency exit labels installed on aircraft doors and replacing them by phosphorescent "EXIT" labels adapted to aircraft configuration language in cabin. These labels are bonded on fixed parts and show helicopter doors.

These doors are considered as emergency exits as well

SB from Airbus Helicopters France (AHF)

Interchangeability: Parts pre- and post-MOD are not interchangeable. Mixability: Mixability of parts pre- and post-MOD is prohibited



> BENEFITS

- The purpose of this Service Bulletin is to comply with JAR OPS 3 regulation.

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, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with:

- MOD 074213 : Emergency EXIT labels

The installation of sliding door option also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT).

Label are available in : french, english, spanish, portuguese and russian.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency EXIT labels

Reference: AS355-11.00.01 (R0)

Applicable to version(s): E, F, F1, F2, N, NP

This modification consists in removing emergency "EXIT" labels from aircraft doors and replacing them by phosphorescent "EXIT" labels bonded in cabin.

These labels are bonded on fixed parts and show helicopter doors.

These doors are considered as emergency exits as well.

SB from Airbus Helicopters France (AHF)

English marking should be used in aircraft the basic configuration language of which is French, English, Spanish or Portuguese.



> BENEFITS

- The purpose of this Service Bulletin is to comply with JAR OPS 3 regulation.

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, Structure	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074213

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

- Helicopter with RH sliding door option
- The basic configuration language of which is French, English, Spanish or Portuguese
- The basic configuration language of which is Russian

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency EXIT labels

Reference: AS350-11.00.03 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Replacing emergency "EXIT" labels from aircraft by phosphorescent "EXIT" labels bonded in cabin.

This Service Bulletin consists in removing emergency exit labels installed on aircraft doors and replacing them by phosphorescent "EXIT" labels adapted to aircraft configuration language in cabin. These labels are bonded on fixed parts and show helicopter doors.

These doors are considered as emergency exits as well.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The purpose of this Service Bulletin is to comply with JAR OPS 3 regulation

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Hour	Depending on Spare Parts needed	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Systems	1 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 074213 (INSTALLATION OF EMERGENCY "EXIT" LABELS)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency floatation gear fixed part installation

Reference: AS355-25.00.91 (R2)

Applicable to version(s): NP

The purpose of this service bulletin is to install the fixed part of the emergency floatation gear and the electrical part.

The installation consists of:

- Installing the fixed part of the Emergency floatation gear.
- Reinforcing the L/Gs.
- Installing circuit-breakers on the electrical system.
- Modifying the wiring.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To make aircraft capable of accommodating the removable part of the emergency floatation gear installation.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 10.016 kg	+ 29.36 daN.m	8 Day(s)	34 Week(s)	17380 - 34286 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	20 Hour(s)
Airframe, Cabin	40 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073265

and not equipped with :

- MOD OP3904 (Emergency floatation gear fixed part installation)

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

- MOD OP3000 (large footsteps "DART")

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency Floatation System

Reference: EC130-25-60-Mas (R3)

Applicable to version(s): T2

The emergency floats enable an emergency landing on water and keep the helicopter, afloat even on rough sea.

The system is armed and tested by positioning the FLOAT ARM switch, located on the central panel, to ARM. A test voltage checks the system and as a result the caution indication FLOAT ARM comes to ON.

The system is activated by a guarded spring-loaded switch FLOAT FIRING on the pilot and co-pilot collective pitch the inflation process is done within about 4 seconds.

It is not approved nor intended for water landings and it is not designed for takeoff after ditching.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Fully compatible with towing tooling.
- OEM warranty.
- Strong product liability.
- Extends the helicopter
- AH Support (AOG, Spares, Technical Queries).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2,647 kg +57,4 kg	+9,968 m.kg +191,0 m.kg	1 Day(s) or 1.5 Week de- pending on configuration	26 Week(s)	15257 - 118590 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	8 to 30 Hour(s) depending on aircraft configuration
Avionics	0 to 20 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD AL4510 (Modification of emergency floatation gear optional equipment for installation of windshield wiper capability on EC130 T2)
- MOD OP4409 (Optional emergency floatation gear RP)
- MOD 074472 (Emergency floatation gear RP)

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

- MOD 074448 (Windshield wiper capability on EC130 T2)
- MOD OP4410 (Optional Emergency floatation gear)
- MOD 074473 (Emergency floatation gear FP)

and depending if Fixed and/or Removable Part is to install.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency gyro horizon

Reference: 2002S11-02

Applicable to version(s): BA, B2, B3, B3e

The Emergency Gyro Horizon 2 has the function of providing aircraft attitude information in case of electrical failure, ensuring its operation by an emergency battery dedicated.

The horizon moves up to indicate that the nose of the aircraft moved down and the horizon moves down to indicate that the nose moved up.

STC from Helicópteros do Brasil SA (HELIBRAS)



Gyro Horizon of Emergency 2*

> BENEFITS

- Safety

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.7 kg	9,298 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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



Extreme cold weather start (2nd battery kit)

Reference: 130.700234

Applicable to version(s): B4

Installation of additional hardware to secure an additional NICAD battery to the existing second battery tray and a modified wiring harness to connect the second battery to the helicopter's electrical system.

STC from Airbus Helicopters Canada Ltd (AHCA)

> BENEFITS

- Improved cold weather starting
- Reduced ballast
- Increased battery capacity

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+16.61 kg	+118.93 m.kg	8 Day(s)	On request	On request	eRFQ



> PRE-POST REQUISITE / EFFECTIVITY

Not applicable.

> CERTIFICATION ORGANIZATION(S)

TCCA Canada
 FAA USA

Extreme cold weather start (2nd battery kit)

Reference: AS350-24-30-Mas (R4)

Applicable to version(s): B, B1, B2, B3, BA, BB

Installation of second battery and modification of the battery wiring to prevent the "BATTTEMP" light on warning panel "4ALPHA" coming on (versions B2).

Different installations for aircraft before and after common section (July 1st, 2001):

- the battery support
- a new generation battery (OP2780)
- specific wiring and equipment depending on aircraft standard

To comply with this Service Bulletin, helicopters equipped with battery P/N 1606-1 and pre-MODs 072769 and 073297 must previously comply with Service Bulletin 24.00.07.

SB from Airbus Helicopters France (AHF)

Mixability of batteries P/Ns 151CH-1 and 1606-1 is prohibited.



> BENEFITS

- Increase electrical power in order to facilitate extreme cold weather starting.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+16,95 kg to +17,2 kg depending on aircraft configuration	+65,64 m.kg to +66,61 m.kg depending on aircraft configuration	2 Day(s)	38 Week(s)	3860 - 6233 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- MOD 070300 (installing an additional battery support, making it possible to install a second battery, in parallel in the electrical generation system)
- MOD 070511 (installing an isolating diode in the electrical circuit of the second battery installation)
- MOD 072769
- MOD 073297 (Modification of battery support "21P")
- MOD 073370 (integrating, in the battery wiring, an impedance adaptation device composed of two diodes and a resistor, behind the instrument panel at warning panel "4ALPHA")
- MOD OP2779
- MOD OP2780 (installing a new generation battery)
- MOD OP3827 (installing a stirrup to secure the new-generation battery)
- MOD 074320 (installing the diode module "27P-D01")
- MOD 074838 (modifies the orientation of the "+BATT" power cable lug on the second battery)

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

- MOD OP3826, 074320 or MOD OP3828 (Extreme cold weather start capability)
- MOD 073273/073274 (SMS block)
- MOD 074280 (Multi block)
- MOD 073370 (Battery temperature light on B2 with VEMD (Vehicle and Engine Multifunction Display))

The aircraft version also impact the applicability of the SB.

Garmin™ GTS 800 Traffic Advisory System (TAS)

Reference: SB-EC130-N°-KAS-85-173

Applicable to version(s): T2

The Garmin GTS 800 is a Traffic Advisory System (TAS), which provides visual and acoustic information to the flight crew when traffic signals have been received.

The Garmin GTS 800 is a Traffic Advisory System (TAS), which provides visual and acoustic information to the flight crew when traffic signals have been received. The visual information is displayed on the interfaced Garmin G500H displays and the aural alerts are communicated via the aircraft ICS system to the flight crew. The GTS 800 is a system that can track up to 45 Mode A/C/S targets, and display up to 30 intruder threats at a time, depending on the display being utilized. Offering 40 watts of transmission power, a ±1000 foot vertical separation maximum, and an active interrogation range of up to 5 NM in the forward direction, the GTS 800 system has an interface to the already existing G500H/GTN750 system and the data are shown on the G500H/GTN750 display.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- The system provides traffic information to the pilot or the flight crew to improve the situational awareness of the actual traffic situation
- The respective traffic information will be presented with the GARMIN G500H display system and for GTN 750 display
- Generates aural and visual traffic advisories
- Combines active surveillance with passive (ADS-B) surveillance
- Actively tracks up to 45 targets to 22 nm

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
11.341 kg	+35,689 m.kg	2 Month(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	30 Day(s)
Airframe, Electrical	30 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

Pre-installed equipments: G500H/GTN750 system

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Garmin™ GTS 800 Traffic Advisory System (TAS)

Reference: AHUK-130-0006

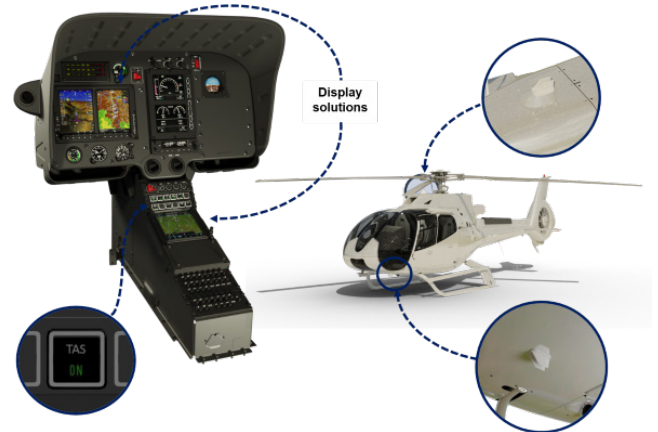
Applicable to version(s): T2

The GTS800 Traffic Advisory System is a feature rich system design to bring full TAS traffic surveillance to the pilot. Voice alerts are given to enable the pilot to remain eyes out.

The Garmin GTS800 system comprises of the following main components: Processor, Lower and Upper Antenna. The Garmin GTS800 has a typical forward direction range of 22nm and can track up to 45 traffic targets simultaneously and depict up to 30 intruder threats at a time

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Detection of potential collision threats
- Graphical overlay with many display options
- Aural and Visual traffic advisories

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+7.94 kg	+37.32 m.kg	10 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	On Request

> PRE-POST REQUISITE / EFFECTIVITY

- Transponder Required.
- Altitude Encoder Required.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Garmin™ GTS 800 Traffic Advisory System (TAS) integrated with G500H

Reference: SR09508RC

Applicable to version(s): B3, B3e

Garmin GTS 800 traffic Advisory System (TAS).

GTS 800 traffic Advisory System (TAS) actively interrogates transponders of other nearby aircrafts to determine their bearing, distance, altitude and vertical trend relative to your helicopter. Aircraft with operating transponders are detected, and aircraft with altitude reporting transponders will also altitude and vertical trend information (level, climbing, or descending). This information is then shown on the G500H FDS displays.

GTS 800 TAS also provides visual and aural alerts to the flight crew to assist in external visual acquisition of traffic. Aural and visual alerts as Traffic Advisory (TA) for conflicting traffic. The G500H displays are designed to show traffic threats generated by the TAS. The system can only display transponder equipped threats from aircraft with an operating transponder. Aircraft without altitude reporting are displayed, but without altitude separation data or climb/descent information. Traffic advisories are displayed on the MFD Traffic Map page on the PFD when the SVT feature is enabled.

A single "Traffic" voice alert is generated for traffic advisories.

For detailed system description see the Garmin G500H Cockpit Reference Guide, P/N 190-01150-03 and the G500H Pilot's Guide, P/N 190-01150-02.

Use kit #350A82-1657-01.

STC from Airbus Helicopters Inc. (AHI)



> PRE-POST REQUISITE / EFFECTIVITY

Only applicable to aircraft post ECP 07-4723 G500H.

> CERTIFICATION ORGANIZATION(S)

- FAA USA
- ANAC Brasil
- EASA Europe
- TCCA Canada

> BENEFITS

- Actively tracks up to 45 targets to 22 nm
- Combines active surveillance with passive (ADS-B) surveillance
- Generates aural and visual traffic advisories
- Interfaces with a range of displays

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+5,42 kg	+22,7 m.kg	On request	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
	On Request

Garmin™ GTS 800 Traffic Advisory System (TAS) integrated with G500H TxI

Reference: SR09508RC

Applicable to version(s): B3, B3e

The GTS Traffic System provides information regarding nearby traffic to the crew

The GTS 800 Traffic system includes a system processor, a directional antenna, and is designed to interface with a compatible Mode S transponder, and the G500H TxI Flight Display System. The GTS 800 Traffic System has a maximum range of 22 NM and can track up to 45 targets. The GTS Traffic System provides information regarding nearby traffic to the crew. For each traffic target that is tracked by the GTS, the system computes the bearing, range, relative altitude, and vertical trend for the target. Relative altitude and vertical trend are available for targets with altitude reporting capability. When ADS-B data is received from a traffic target, additional information is available such as directionality, ground track, and other identifying information (ICAO address, flight ID, tail number).

The Garmin G500H TxI Flight Display System incorporated with a GDU 1060 display(s) (Figure 1), consists of a single Liquid Crystal Display (LCD) Multi-touch Touchscreen with a configurable Primary Flight Display (PFD) and Multi-Function Display (MFD). The GDU 1060 Flight Display is housed in a single unit that displays primary air data, the aircraft heading and altitude reference, navigation information, traffic information, and Helicopter Terrain Awareness and Warning System (if installed).

The G500H TxI system displays traffic threats generated by the TAS. The system will only display transponder equipped threats from aircraft with an operating transponder. Threats without an operable transponder or outside of radar coverage will not be displayed. Aircraft without altitude reporting are displayed, but without altitude separation data or climb/descent information.

STC from Airbus Helicopters Inc. (AHI)

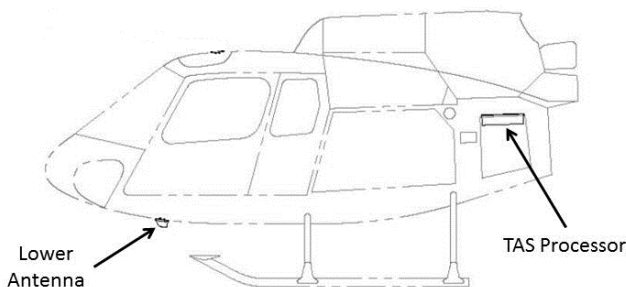
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	ONLINE CAT.
+5.0 kg	On request	On request	On request	eRFQ

INSTALLATION TIME

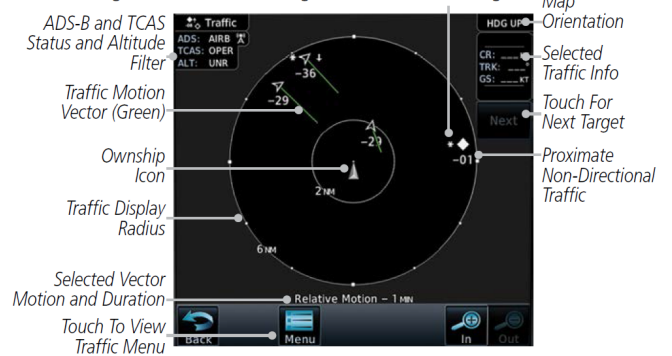
QUALIFICATION

INSTALLATION DURATION

On Request



* Indicates Multiple Targets. Touch the target to show all targets. Then touch Next to get info on each of the targets.



PRE-POST REQUISITE / EFFECTIVITY

GTX345R needed together for compatibility with G500H TxI

CERTIFICATION ORGANIZATION(S)

- FAA USA
- ANAC Brasil
- TCCA Canada
- EASA Europe

Garmin™ GTX 330 Transponder mode S as replacement of GTX 327 mode C

Reference: EC130-34-003 (R0)

Applicable to version(s): B4

Installation of GARMIN transponder GTX 330 mode "S" as replacement for GTX 327 mode "C". This equipment provides information to the air traffic control services. The GTX 330 uses the mode "S" in addition to modes "A" and "C" (existing on GTX 327).

The GARMIN transponder GTX 330 is a radio transceiver which uses radar frequencies. The transponder receives interrogations from a ground radar or an onboard collision avoidance system or TCAS (Traffic Alert and Collision Avoidance System) on 1,030 MHz and transmits its response by encoded pulses on the 1,090 MHz frequency. The GTX 330 device supports the IDENT function which allows SPI pulses (Special Position Identification) to be activated for 18 seconds. The GTX 330 transponder responds interrogations from the ATC radar beacon system or ATCRBS (Air Traffic Control Radar Beacon System) mode "A", mode "C" and mode "S"



SB from Airbus Helicopters France (AHF)

The GARMIN GTX 330 installation is not mechanically and functionally interchangeable with the GARMIN GTX 327 installation.

> BENEFITS

- This equipment can be required in the scope of operation of the aircraft under JAR-OPS3 rules, for example for maritime flying.
- Transmits location, identification and altitude on the ATC controller's screen.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg	+ 0.169 m.kg	1 Day(s)	26 Week(s)	6504 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	9 Hour(s)
Airframe, Mechanics	3 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD OP3500 (GARMIN transponder GTX 327)
- and not equipped with :
- MOD OP3557 (GARMIN transponder GTX 330 mode "S")

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Garmin™ GTX330 (mode S) Transponder

Reference: AS350-34-30-Mas (R1)

Applicable to version(s): B2, B3

Installation of GARMIN transponder GTX 330 mode "S" wether as a replacement for GTX 327 mode "C" or not.

The GARMIN GTX 330 transponder is a radio transceiver using radar frequencies. The transponder receives interrogations from a ground radar or an onboard TCAS (Traffic Alert and Collision Avoidance System) on frequency 1,030 MHz and transmits its reply in the form of encoded pulses on frequency 1,090 MHz. The GTX 330 is equipped with the "IDENT" function used to enable the SPI (Special Position Identification) pulse for 18 seconds. The GTX 330 replies to the interrogations of the ATCRBS (Air Traffic Control Radar Beacon System) mode "A", mode "C" and mode "S".

This equipment may be required within the frame of helicopter use under JAR-OPS3 during offshore flight, for example. Refer to Maintenance Program (MSM) Chapter "OPTIONAL EQUIPMENT" to identify any assembly incompatibility with the transponder installation

SB from Airbus Helicopters France (AHF)

For helicopters pre-MOD OP3184 Not applicable. For helicopters post-MOD OP3184 Pre- and post-MOD transponders are not interchangeable



> PRE-POST REQUISITE / EFFECTIVITY

- This service bulletin is applicable on aircraft not equipped with :
- MOD OP3294 (GARMIN GTX 330 mode "S" transponder)
- The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD OP3184 (Installation of GARMIN GTX 327 transponder)
 - Drawing 350A826428.01
 - Helicopters fitted with the Honeywell block, SMS block or Multi block

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The GARMIN GTX 330 transponder installation provides for:
- Individual identification and location of the helicopter by a ground radar equipped with an interrogator (mode "A").
- Associated with an encoding altimeter, transmission of helicopter altitude (mode "C").
- Transmission of a specific identify code (mode "S"). The three data: location, identification and altitude are displayed on the air traffic controller's screen.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.2 kg or + 2.147 kg depending on aircraft configuration	+ 0.194 m.kg or + 3.07 m.kg depending on aircraft configuration	2 Day(s) or 4 Day(s)	26 Week(s)	9117 - 12660 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	9 or 25 Hour(s) dependings on aircraft configuration
Airframe, Electrical	10 or 3 Hour(s) depending on aircraft configuration

Garmin™ GTX330 (mode S) Transponder

Reference: AS355-34-30-Mas (RO)

Applicable to version(s): N, NP

Installation of GARMIN transponder GTX 330 mode "S" as replacement for GTX 327 mode "C". This equipment provides information to the air traffic control services. The GTX 330 uses the mode "S" in addition to modes "A" and "C" (existing on GTX 327).

The GARMIN transponder GTX 330 is a radio transceiver which uses radar frequencies. The transponder receives interrogations from a ground radar or an onboard collision avoidance system or TCAS (Traffic Alert and Collision Avoidance System) on 1,030 MHz and transmits its response by encoded pulses on the 1,090 MHz frequency. The GTX 330 device supports the IDENT function which allows SPI pulses (Special Position Identification) to be activated for 18 seconds. The GTX 330 transponder responds interrogations from the ATC radar beacon system or ATCRBS (Air Traffic Control Radar Beacon System) mode "A", mode "C" and mode "S".

SB from Airbus Helicopters France (AHF)

For Helicopters Versions N:

- Transponders before modification (KT76A) and after modification (GTX330) are interchangeable mechanically but not functionally.
- Antennas before modification and after modification are interchangeable mechanically but not functionally.



PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- OP3910 and OP3936 (Transponder (TDR) GTX330)
- OP3296 (application of the modification)

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

- OP0471, OP0472 and 070915 (Transponder (TDR) KT76A)

CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

- Requirement set by the European mandate for mode S level 2 surveillance.
- Complying with ICAO annex 6 Part III and EASA Part CAT (EU Regulation 965/2012).
- Transmission of a specific identity code (mode "S").

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0,06kg or + 4.28 kg depending on aircraft configuration.	+ 0,068m.kg or + 5,67m. kg depending on aircraft configuration.	0,5 Day(s) or 1 Day(s) depending on aircraft configuration.	30 Week(s)	6504 - 6669 EUR (e.c. 2023)	eOrdering

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	0 or 5 Hour(s) depending on aircraft configuration
Avionics	0 or 8 Hour(s) depending on aircraft configuration

GTM cut-off device following an overspeed phenomenon

Reference: EC130-76-005 (R1)

Applicable to version(s): T2

The purpose of this Service Bulletin is to implement a GTM (TurboMotor Group) cut-off device in the event of an overspeed phenomenon for ARRIEL 2D engines.

This modification consists in modifying the ARRIEL 2D overspeed wiring at the connectors of the "55K" (FADEC) and "26K" (SELECT STARTING) boxes in order to install a GTM cut-off device.

Although the safety level of the helicopter complies with airworthiness regulations, this Service Bulletin guarantees the improvement of Airbus Helicopters safety standards.

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

- avoid « Blade Shedding »
- avoid mechanical and thermal damage to the engine and the airframe
- improve safety

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	18 Hour(s)
Pilot, Flight test	0,5 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of Appareo Vision 1000™ cockpit camera

Reference: AS350-25.01.86 (R1)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to propose installation of the new APPAREO camera.

This Service Bulletin consists in :

- Replacing the helicopter harness connector (as the connector of the new video recorder has been modified to increase the reliability of the connection)
- Removing the former APPAREO camera P/N: 706A35-3310-01
- Install the new APPAREO camera P/N: 706A35-3310-02

SB from Airbus Helicopters France (AHF)

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



> BENEFITS

- new lens
- increased memory capacity
- new internal processing software

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible	Negligible	1 Day(s)	13 Week(s)	13633 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	7 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 074318 (APPAREO video recorder system)

And not equipped with

- MOD 074649 (APPAREO video recorder obsolescence)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the attachment of the hoist cable cutter in its support

Reference: AS350-25.04.22 (R0)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Improvement of the attachment of the hoist cable cutter in its support

- Removal of the support from the 7° bulkhead
- Modification of the support (if the customer's decision is to use the existing support)
- Installation of the support on the 7° bulkhead.

Interchangeability:

PRE MOD and POST MOD components are not interchangeable.

Mixability: Not applicable

SB from Airbus Helicopters France (AHF)

> BENEFITS

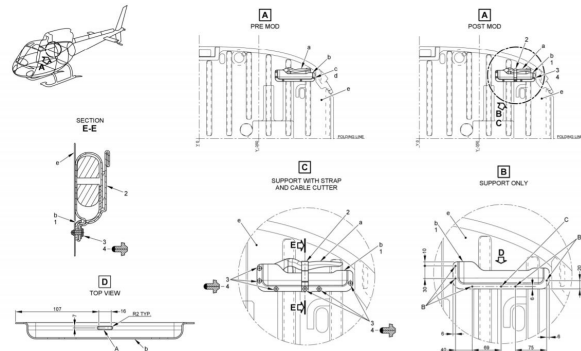
- To improve the attachment of the hoist cable cutter in its support by adding a retaining strap.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +0,01 kg	Complete Installation +0,03 m.kg	4 Hour(s)	On request	On request	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	4 Hour(s)

N° AS350-25.04.22



> PRE-POST REQUISITE / EFFECTIVITY

Helicopters with a hoist that are POST MOD 072235 and PRE MOD 0720017. Support P/N 350A84-0015-21.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improvement of the Rupture Resistant Fuel Tank for Crash Resistant Fuel System (CRFS)

Reference: AS350-28.00.49 (R0)

Applicable to version(s): B3, B3e

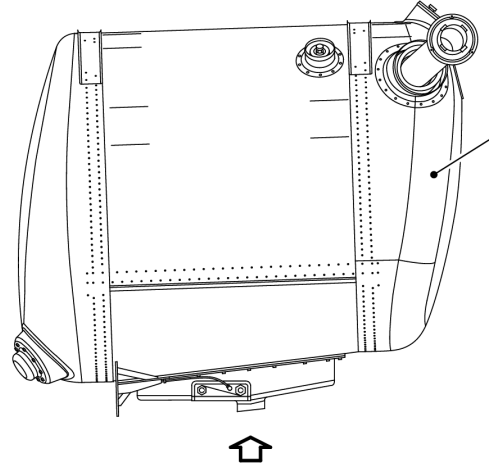
The purpose of this Service Bulletin is to modify the crash resistant fuel tank through modification 0720034, in order to be compliant with the requirements requested by the CS27 Amdt 3 §952, when optionals are installed under the fuselage.

This Service Bulletin consists in:

- Disassembling the crash resistant fuel system,
- Installing the mounting plate,
- Installing the canister, the fuel gauge and the reinforcement flat on the mounting plate,
- Routing the wire of the canister and the fuel gauge,
- Installing the foam,
- Installing the electrical bonding braid,
- Installing the segregation.

This modification 0720034, apply through this Service Bulletin supersede the STC ST.7500 and STC ST.7501.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To reduce the risk of post-crash fires.
- To improve occupant survivability in an accident.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+1.21 kg	-4.25 m.kg	1 Week(s)	On Request	9373 EUR (e.c. 2021)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	35 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Compliance with this Service Bulletin is not compatible with helicopters POST MOD 071797 (Cargo sling 750kg "ERC") and 071370 (optional metallic ferry flight fuel tank).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of Pulselite Landing light system

Reference: 2004S07-03

Applicable to version(s): BA, B2, B3, B3e

The Pulselite System enhances collision avoidance by making your aircraft more visible to others, thereby improving flight safety

The Pulselite operates in the power supply of the landing and taxi lights that tend to have pulsating feature, which allows you to call the attention of other aircraft and operators on the ground.

STC from Helicópteros do Brasil SA (HELIBRAS)



> 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

> BENEFITS

- Best visibility. Safety.

KG					
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0,7 kg	1,40 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	16 Hour(s)

Installation of Artex C406-2 HM ELT

Reference: AS355F2/387

Applicable to version(s): F2

This installation replaces obsolete ELTs with an Artex C406-2 HM ELT.

This approval installs Garmin avionic suite with GTN 750 GPS Navigator as the core of the system, integrating Moving Map, Transponder, ICS, VOR, Glide Slope, VHF and other existing equipment into one touch screen interface.

This system streamlines the Human Machine Interface (HMI) and replaces obsolete equipment.

The modification consists of:

- GTN 750 GPS & Multifunction Touchscreen,
- GMA 35 Audio panel,
- GTX 335R Transponder,
- GA 56 GPS Antenna,
- Nav1/Nav2 switch (Optional)

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.14 kg	+7.75 m.kg	On request	On request	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	On request
Avionics	On request
Airframe	On request

Installation of Position/Strobe lights on horizontal stabilizer

Reference: 2003S06-06

Applicable to version(s): B4, T2

The Strobe lights improve the helicopter light indication in low visibility weather conditions.

The Position/Strobelights installation in Horizontal Stabilizer aims to provide an aeronautical luminous signaling device to the aircraft. The disposal of fixed lights (position lights) green on the right, and red on the left, indicates the flight direction of the aircraft and its position relative to the observer, while the strob lights, white, emit a high intensity flash light, expanding the capacity of the aircraft to be detected at a distance.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1,83 kgf	10,813 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	3 Hour(s)
Aircraft Maintenance Engineer	22 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

Installation of SHADIN 8800T altitude encoder

Reference: AS350-34.00.10 (R0)

Applicable to version(s): B, BA, B2, B3

Installation of SHADIN 8800T Altitude Encoder

The modification consists in:

- Installation of the altitude encoder
- Modification of the static pressure system and connection of altitude encoder
- Routing and wiring

SB from Airbus Helicopters France (AHF)

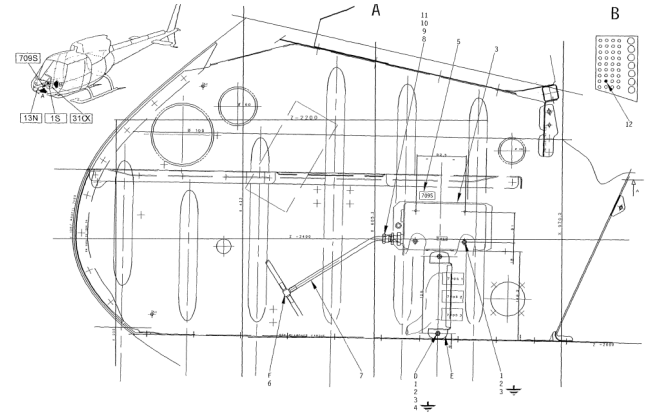


FIGURE 1
Approved selon agreement DGAC N° F.3403 350 34.00.10^H

> BENEFITS

- To provide altitude data for the transponder.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
On request	On request	On request	Week(s)	1141 EUR (e.c. 2023)	eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

Pre MOD drawing 350P084951

> CERTIFICATION ORGANIZATION(S)

DGA France

> INSTALLATION TIME

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

Installation of the Open Door Detection System

Reference: 2007S12-03

Applicable to version(s): B4, T2

Open Door Sensor Installation indicates the open condition of the cabin doors in the alarms panel.

The Cabin Open Door Sensor is a set of devices, sensor and light annunciator (existing in the aircraft Alarms Panel), in order to inform the Pilot the open door condition of the cabin.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0,300 kgf	0,930 kgf.m	1 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	3 Hour(s)
Aircraft Maintenance Engineer	3 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

Interface module ELT/NAV

Reference: 2012S10-04

Applicable to version(s): B2, B3, B3e

The installation of the Interface Module ELT / NAV provides the location and identification of the aircraft by means of geographic coordinates and identification code.

The installation of the Interface Module ELT / NAV provides the location and identification of the aircraft by means of geographic coordinates and identification code. Its purpose is to combine the aircraft identification code with the aircraft's position, generating a "long message" sent to the COSPAS / SARTSAT (case of rescue).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Greater speed aircraft location.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
0.913 kg	3,773 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	2 Hour(s)
Avionics	7,5 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

Kannad™ 406 AF-H Emergency Locator Transmitter (ELT)

Reference: AS350-25-60-Mas (R1)

Applicable to version(s): B, BA, B1, B2, B3

The purpose of this Service Bulletin is to install on board a KANNAD 406 AF-H tri-frequency emergency beacon, thus making the aircraft compliant with the requirements of the International Civil Aviation Organization (ICAO) for emergency locator transmitter facilities.

Omni-directional signal system enables the emergency services to locate the position of the transmitter. Transmits on three international distress frequencies: 121.5 MHz, 243 MHz and 406 MHz.

SB from Airbus Helicopters France (AHF)

Transmits on three international distress frequencies: 121.5 mhz, 243 mhz and 406 mhz. *For complete installation : Upgrade from Kannad 121 AF-H : + 0.15 kg



> BENEFITS

- Compliant with ICAO annex 6 Part III and EASA Part CAT (EU Regulation num 965/2012).
- Designed to use both the usual distress frequency means and the COSPAS-SAR-SAT satellite network.
- Usable in portable configuration with the addition of an antenna.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2,216 kg or 2,267 kg depending on aircraft configuration	8,92 m.kg to 9,144 m.kg depending on aircraft configuration	0,5 Day(s) to 3 Day(s) depending on aircraft configuration	44 Week(s)	8511 - 15174 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	2 or 8 Hour(s) depending on aircraft configuration
Airframe, Mechanics	0 or 8 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP3119 and 074205 (Kannad 406 AF-H beacon installation)
- The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD OP3203 (Kannad 121 AF-H beacon installation)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Kannad™ 406 AF-H Emergency Locator Transmitter (ELT)

Reference: AS355-25-60-Mas (R1)

Applicable to version(s): E, F, F1, F2, N, NP

The purpose of this Service Bulletin is to install a KANNAD 406 AF-H emergency beacon tri-frequencies on board of the aircraft, to comply with the requirements of the International Civil Aviation Organization (ICAO) for emergency locator transmitter facilities.

The KANNAD 406 Tri-Frequency with automatic Triggering on impact or manual uses on the one hand, the traditional means of distress frequencies and on the other hand the COSPAS-SARSAT satellite network.

SB from Airbus Helicopters France (AHF)

Emergency beacon KANNAD 121 AF-H before modification (reference S182650202) and Emergency beacon KANNAD 406 AF-H before modification (reference S1822502502) are not interchangeable.



> BENEFITS

- Compliant with ICAO annex 6 Part III and EASA Part CAT (EU Regulation n 965/2012).
- Designed to use both the usual distress frequency means and the COSPAS-SAR-SAT satellite network.
- Usable in portable configuration with the addition of an antenna.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to + 3,06 kg depending on aircraft configuration	Negligible to + 10,47 m.kg depending on aircraft configuration	2 Day(s)	44 Week(s)	8511 - 17405 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	8 Hour(s)
Airframe, Mechanics	6 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

- For Helicopters Versions E, F, F1, F2, N and Pre MOD OP3119 (Tri-frequency distress beacon installation KANNAD 406 AF-H) and Pre or Post MOD OP3203 (Tri-frequency emergency beacon installation KANNAD 121 AF-H)
- For Helicopters NP Pre MOD OP3119 (Tri-frequency emergency beacon installation KANNAD 406 AF-H)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

KSTOR™ Wire Strike Protection System (WSPS, cable cutter) for metal canopy

Reference: AS350-25-50-Mas (R3)

Applicable to version(s): B2, B3

The objective of this Service Bulletin is to install the Removable Parts (RP) of the cable cutter. This helps prevent that the helicopter hits electrical cables when it flies at low altitude.

This Service Bulletin includes the work steps that follow:

- Modification of the bottom front cowling
- Installation of static pressure port brackets
- Replacement of the pitot support
- Installation of the top and bottom RP of the cable cutter

SB from Airbus Helicopters France (AHF)

Interchangeability:

Pre Mod bottom front cowling P/N 350A21-0040-00 or 350A21-0024-0X and the Post Mod bottom front cowling P/N 350A21-0040-01 are not interchangeable.

For helicopters B2 and B3 Pre Mod OP4305:

Pre Mod pitot support P/N 350A76-1043-00 and the Post Mod pitot support P/N 350A76-1043-0102 are not interchangeable.

For helicopters B3 Post Mod OP4305:

Pre Mod pitot support and the Post Mod pitot support are not interchangeable.

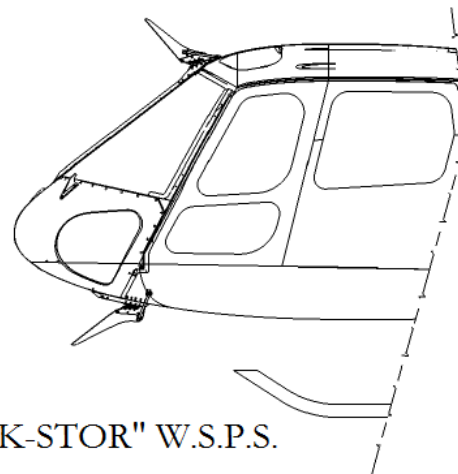
Mixability:

For helicopters B2 and B3 Pre Mod OP4305:

You must not install the pitot support Pre Mod P/N 350A76-1009-20 when the removable parts of the cable cutter are installed on the helicopter; it is thus mandatory to install the embrittled pitot tube P/N 350A76-1043-0102.

For helicopters B3 Post Mod OP4305:

you must not use Pre Mod and Post Mod components together.



"K-STOR" W.S.P.S.

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable:

- Pre Mod:OP4272
- Pre Mod :074735
- Post Mod:073439
- Post Mod:OP4305 (only B3 version)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Increased operational safety for flights close to aerial lines.
- Protection against accidents caused by collision with tension ropes of buildings, towers and masts.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +6,5 kg	Complete Installation +1,025 m.kg	3 Day(s)	40 Week(s)	19093 - 24158 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	25 Hour(s)

L3 Lynx NGT-9000 or Garmin GTX 345 transponder ADS-B Out, plus In (Part 27)

Reference: VAHS-ADSB-SR02478AK-001

Applicable to version(s): B4, T2

ADS-B 'Out' transponder options from L3 and Garmin with enhanced 'In' functionality for the full range of Airbus light helicopters.

L3 Lynx NGT-9000 or Garmin GTX 345 solutions available with the following features:

- Panel mounted Mode S extended squitter (ES) transponder with intuitive touchscreen interface (touchscreen interface for L3 solution only)
- 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 (for L3 solution only)

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	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.93 kg	9.21	3 Day(s)	On request	15500 - 25000 USD (e.c. 2022)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	32 Hour(s)
Airframe, Electrical	10 Hour(s)

L3 Lynx NGT-9000 or Garmin GTX 345 transponder ADS-B Out, plus In (Part 27)

Reference: VAHS-ADSB-SR02478AK-001

Applicable to version(s): C, D, D1, B, B1, B2, BA, B3

ADS-B 'Out' transponder options from L3 and Garmin with enhanced 'In' functionality for the full range of Airbus light helicopters.

L3 Lynx NGT-9000 or Garmin GTX 345 solutions available with the following features:

- Panel mounted Mode S extended squitter (ES) transponder with intuitive touchscreen interface (touchscreen interface for L3 solution only)
- 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 (for L3 solution only)

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	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
1.94 kg	14.97	3 Day(s)	On request	15500 - 25000 USD (e.c. 2022)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	10 Hour(s)
Avionics	32 Hour(s)

Landing and taxi LED lights

Reference: 2017S08-09

Applicable to version(s): B2, B3

Landing and taxi LED lights.

LED TAXI AND LANDING LIGHTS INSTALLATION and consists in the substitution of the Bulb taxi light to LED taxi light and the Bulb landing light to LED landing light. It provides enough light for night operation and no objectionable glare is visible to the pilot.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Low power consumption.

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
Aircraft Maintenance Engineer	2 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

LED position lights

Reference: AS355-33.00.19 (R2)

Applicable to version(s): E, F, F1, F2, N, NP

The modification consists of installing LED position lights (Light Emitting Diode).

Replacing the existing incandescent lamp position lights (white, green, red) by LED position lights updating the Part Number of the white position light and to modify the kit Part Number.

SB from Airbus Helicopters France (AHF)

Former position lights P/N 6490511, 6490521 and 6490541 are not mechanically interchangeable with new position lights P/N 6490811, 6490821 and 6490841, Mixing between position lights is prohibited.



> BENEFITS

- The LED (Light Emitting Diode) offering higher performance and reliability than the incandescent lamp type.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible to + 0.090 kg depending on aircraft configuration	Negligible to + 0.842 m.kg depending on aircraft configuration	0.5 Day(s)	5 Week(s)	1983 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Cabin	2 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- MOD 073162
- and not equipped with :
- MOD 073335 (LED position lights)

Accomplishment of previous revisions of this Service Bulletin impact the kit to order, (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED position lights

Reference: AS350-33.00.22 (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

This Service Bulletin consist in installing LED position lights (Light Emitting Diode) offering higher performance and reliability than the incandescent lamp type.

The modification consists of replacing the existing incandescent lamp position lights (white, green, red) by LED position lights. Installing these lights does not require any modification to the horizontal stabilizer or the vertical fin tip.

SB from Airbus Helicopters France (AHF)

Former position lights P/N 6490511, 6490521 and 6490541 are not mechanically interchangeable with new position lights P/N 6490811, 6490821 and 6490841. Mixing between position lights is prohibited.



> BENEFITS

- Higher performance and reliability.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Negligible or + 0.090 kg depending on aircraft configuration.	Negligible or + 0.842 m.kg depending on aircraft configuration.	0,5 Day(s)	5 Week(s)	1983 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 :

- MOD 073162
- and not equipped with :
- MOD 073335 (LED position lights)

The applicability of this SB depends on the application or not of revision 0 and / or 1 (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED type anti-collision light

Reference: AS355-33-00-Mas (RO)

Applicable to version(s): E, F, F1, F2, N, NP

LED (Light Emitting Diode) anticollision light provides higher performance and reliability than the standard incandescent bulb light.

The modification consists of replacing the incandescent lamp anti-collision lamp with an LED anti-collision lamp, replacing of the power supply unit and modification of the electrical wiring and modifying all electrical wiring of the collision light.

SB from Airbus Helicopters France (AHF)

The anti-collision lamp reference 356H28-01 and the power supply housing reference 356H28-02 are not interchangeable with the anti-collision lamp reference 6481701 and the power supply unit reference 6481702.



> BENEFITS

- Provides higher performance and reliability than the standard incandescent bulb light.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.85 kg	+ 5.848 m.kg	2 Day(s)	18 Week(s)	1883 - 1935 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters not having been modified 073336.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED type anti-collision light

Reference: EC130-33-005 (R0)

Applicable to version(s): B4

The installation of a LED (Light Emitting Diode) anticollision light provides higher performance and reliability than the standard incandescent bulb light.

Replacement of the incandescent bulb light by a LED-type light. Replacement of the power supply unit and modification of the electrical wiring.

SB from Airbus Helicopters France (AHF)

Anticollision light are not functionally interchangeable.

> BENEFITS

- LED anticollision light provides higher performance and reliability.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.090 kg	+ 0.882 m.kg	1 Hour(s)	Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft already equipped with :

- Red anticollision light reference 6485000

and not equipped with :

- MOD 073336
-

> CERTIFICATION ORGANIZATION(S)

EASA Europe

LED type anti-collision light

Reference: AS350-33-00-Mas (R1)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

The installation of a LED (Light Emitting Diode) anticollision light, updating the terminals of connector 58L2.

Replacement of the incandescent bulb light by a LED-type light, replacement of the power supply unit and modification of the electrical wiring assembly of the anticollision light.

SB from Airbus Helicopters France (AHF)

Anticollision light P/N 356H28-01 and power supply unit P/N 356H28-02 are not interchangeable with anticollision light P/N 6481701 and power supply unit P/N 6481702.



> BENEFITS

- Performances and reliability higher than those of an incandescent bulb light.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.85 kg	+ 5.85 m.kg	2 Day(s)	6 Week(s)	1646 - 3151 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	12 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD 073336 (LED-type anticollision light)
- The aircraft version and the following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT) :
- MOD 073273 (Control panel 30 ALPHA with new "SMS" technology)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the fuel cut-off lever on the cockpit floor

Reference: AS350-76.00.24 (R0)

Applicable to version(s): B2, B3

Modification by replacement of the stop plate of the floor-mounted fuel shut off lever to better protect it from accidental activation due to external influences.

This SB:

- Consists in replacing the stop plate of the flight control unit.
- The replacement of the former plate by the new plate to which a sharp stop has been added will force the pilot to operate the handle in two stages.

SB from Airbus Helicopters France (AHF)

Interchangeability: Pre Mod/Post Mod are not interchangeable
Mixability: Between Pre Mod and Post Mod components is prohibited

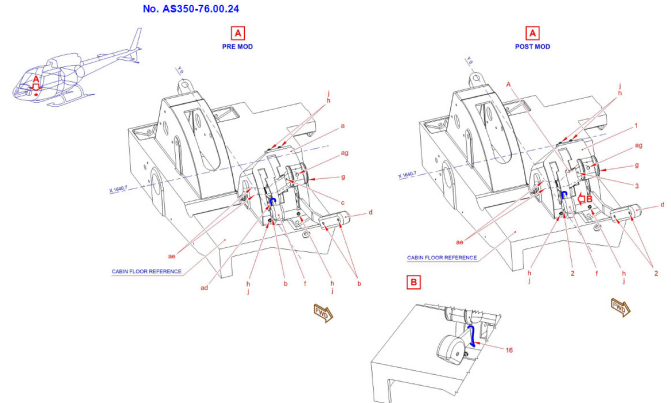
> BENEFITS

- To make sure protection against accidental activation due to external influences of the fuel shut-off handle on the cockpit floor on AS350 B2 and B3.

KG					
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
Airframe, Structure	4 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to modification 075101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Open door sensor – Backward baggage compartment

Reference: 2012S05-08

Applicable to version(s): B2, B3, B3e

The **Open Door Sensor - Backward Luggage Carrier** is a set of devices, sensor and light annunciator (existing in the aircraft Alarms Panel), in order to inform the Pilot the open door condition of the backward luggage carrier.

This system warns in case of an improper latching of the cargo doors. Compatible with standard cargo doors. This system is connected to the same system as the basic aircraft door open warning indicator.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Pilot pre-flight information.

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

> INSTALLATION TIME

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

Portable Fire Extinguisher Installation

Reference: STC-223-OSA

Applicable to version(s): B3

Perform checks and regular overhauls of the portable fire extinguisher in accordance with Kyowa Koatsu Heavy Industries fire extinguisher operation manual.

Replacement of the existing portable fire extinguisher (L'Hotelier (P/N: 863520-00)) which was installed on the floor, on the RH of the Pilot Seat with a domestic extinguisher (for airborne utilization) made by Kyowa Koatsu Heavy Industries (P/N: KEA-1).

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

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



WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+2.25 kg	+3.50 m.kg	4 Day(s)	62 Days	On request	eRFQ

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

Position/Strobe lights on horizontal stabilizer

Reference: 2001S08-06

Applicable to version(s): B2, B3, B3e

The Strobe lights improve the helicopter light indication in low visibility weather conditions.

The Position/Strob lights installation in Horizontal Stabilizer aims to provide an aeronautical luminous signaling device to the aircraft. The disposal of fixed lights (position lights) green on the right, and red on the left, indicates the flight direction of the aircraft and its position relative to the observer, while the strob lights, white, emit a high intensity flash light, expanding the capacity of the aircraft to be detected at a distance.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety.

WEIGHT	MOMENT	DOWNTIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
2.37 kg	14,269 kgf.m	2 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	0,5 Hour(s)
Airframe, Electrical	10 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

Radar Altimeter Honeywell KRA405B

Reference: AHUK-350-0011

Applicable to version(s): B3, B3e

The **KRA405B** radio altimeter system provides the pilot with accurate **AGL (altitude above ground level)** information up to **2000ft**. The Radar Altimeter is available with the **KNI416** expanded scale indicator for helicopter installations.

The KRA405B determines the altitude above ground by transmitting a signal to the ground then processing the reflected signal. The KRA405B system has the capability of alerting the pilot when a predetermined altitude (decision height) is reached. The system comprises of a KRA405B transceiver, a KNI416 indicator, two antennas and a CM2000 Configuration module. The Transceiver has both analog and ARINC 429 outputs for increased interface capabilities including TAS, EGPWS, Autopilot etc.

The Configuration module allows for pre-selected height trips values to be set for any operational requirements

STC from Airbus Helicopters UK Ltd (AHUK)

The modification is compatible with the analogic instrument panel.
EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Accurate AGL up to 2000ft.
- Selectable Decision Height.
- Three configurable pre-selected altitude trips.



WEIGHT

2.9 kg



MOMENT

5.85 m.kg



DOWN TIME

7 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

Radar Altimeter Honeywell KRA405B

Reference: AHUK-130-0010

Applicable to version(s): B4

The KRA405B Radar Altimeter system provides the pilot with accurate AGL (altitude above ground level) information up to 2000ft. The Radar Altimeter is available with the KNI416 expanded scale indicator for helicopter installations.

The KRA405B determines the altitude above ground by transmitting a signal to the ground then processing the reflected signal. The KRA405B system has the capability of alerting the pilot when a predetermined altitude (decision height) is reached. The system comprises of a KRA405B transceiver, a KNI416 indicator, two antennas and a CM2000 Configuration module. The Transceiver has both analog and ARINC 429 outputs for increased interface capabilities including TAS, EGPWS, Autopilot etc.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Accurate AGL up to 2000ft.
- Selectable Decision Height
- Three configurable pre-selected altitude trips.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.26 kg	8.99 m.kg	7 Day(s)	On request	On request	eRFQ

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Radar Altimeter KRA405B Bendix/King

Reference: 2007S12-04

Applicable to version(s): BA, B2, B3, B3e

Radio Altimeter provides pilot information on aircraft altitude and low altitude alarms.

The radio altimeter KRA405B Bendix/King Installation measures altitude to the ground by issuing a radio signal reflected by the ground. The information is sent to the radar altimeter indicator installed on the instrument panel and allows the pilot to know the relative altitude to the ground.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased safety for crew and for the helicopter.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.3 kg	8,383 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Avionics	16 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Radar Altimeter KRA405B Bendix/King

Reference: 2007S12-04

Applicable to version(s): B4

The Radar Altimeter KRA405B Bendix/King Installation measures altitude to the ground by issuing a radio signal reflected by the ground.

The Radar Altimeter KRA405B Bendix/King Installation measures altitude to the ground by issuing a radio signal reflected by the ground. The information is sent to the radar altimeter indicator installed on the instrument panel and allows the pilot to know the relative altitude to the ground.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Increased safety for crew and for the helicopter.

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.8 kg	8,159 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	16 Hour(s)
Avionics	21 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

Radio Altimeter System Thales AHV 16™

Reference: 350SEA 07 7057.00

Applicable to version(s): B3

The radar altimeter system provides accurate altitude sensing capabilities to the pilot.

Modification comprises: ERT 160 Transceiver, SGR 041 Mount, IND 201 LCD Indicator, Antenna, Aural Warning Box

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

- To provide absolute height of aircraft from the ground and aural warning irrespective of atmospheric conditions.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+5.094 kg	+20.145 m.kg	7 Day(s)	On request	up to 11491 EUR (e.c. 2018)	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	6 Day(s)
Electrical systems	5 Day(s)

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Radio Altimeter Thales AHV16™ with or without 100-ft warning

Reference: AS350-34-20-Mas (R2)

Applicable to version(s): B, B1, B2, B3, BA, BB, D

Radar altimeter with IND201 or IND821 with or without 100-ft warning

This radio altimeter equipment is used to measure the height of the aircraft from the ground. Activates a visual and oral warning when the height decreases below the value preselected by the pilot. Alarm triggered when the height decreases below a value that cannot be selected by the pilot, set to 100 ft by the manufacturer.

Applicable to AS350 including AS350 B3 equipped with G500H (as delivered from AH Marignane)

SB from Airbus Helicopters France (AHF)

For helicopters AS350 B2 and B3, a 100-ft warning may be installed. A second altimeter can be installed for helicopters IFR two-pilots.

For aircraft version B, BA, BB, B1 and D the indicator can be installed in meters instead of feet.

For aircraft equipped with glass cockpit G500 Txi, the radio alti Garmin GRA5500 is recommended (STC by AHI -Airbus Helicopters USA-)



> BENEFITS

- Supplementary navigational aid, Safety increase, recommended for VFR night flights and flights over the sea.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 0.7 to 4.61 kg depending on aircraft configuration	+ 0.61 to 18.11 m.kg depending on aircraft configuration	1 to 2 Week(s) depending on aircraft configuration	84 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	15 to 25 Hour(s) depending on aircraft configuration
Airframe, Mechanics	8 to 50 Hour(s) depending on aircraft configuration



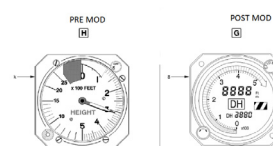
> PRE-POST REQUISITE / EFFECTIVITY

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

- MOD 073478 and 073479 (Relays on rails)
- MOD 073273 and 073274 (SMS block)
- MOD 074280 (Multi block)
- MOD 073368 (Instrument panel standardized)
- MOD OP3294 (GARMIN GTX 330 mode "S" transponder)
- MOD OP3276 (DH audio warning and indicator IND201)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Replacement of standard fuel tank by a Crash Resistant Fuel System (CRFS)

Reference: EC130-28-10-Mas (R4)

Applicable to version(s): B4

The purpose of this Service Bulletin is to install an energy-absorbing fuel tank to replace the standard fuel tank (with reinforced sheet metal cradles).

This Service Bulletin consists in :

- removing the standard fuel tank system
- adapting the structure
- defining the shimming for the front and rear cradles
- equipping and installing the energy-absorbing tank
- adapting the electrical wiring
- adapting the swing installation (if necessary)

Compliant with FAR/CS 27.952 specification, except for operations with underbelly installations.

Shall be considered together with SB EC130-28-009-STC for operations under crashworthy requirement.

Note: A tool is necessary for the installation of the CRFS, it is available in Airbus Helicopters rental pool and / or as spare.

One incentive can be proposed with the CRFS: please contact your usual AH S&S Sales Manager.

SB from Airbus Helicopters France (AHF)

The installation of the energy-absorbing fuel tank is compatible with the cargo swing installations.

However, in order to comply with FAR/CS 27.952 crashworthy specification , underbelly installations shall be removed and SB EC130-28-009-STC applied, until other information is released.

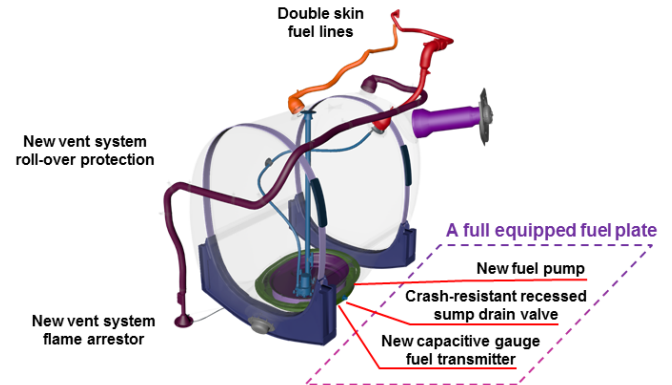
> BENEFITS

- Reduce the risk of post-crash fires.
- Improve occupant survivability in an accident.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+16.0 kg	On request	2 Week(s) approx. (not including drying and curing times)	3 Month(s)	40 000 EUR / 50 000 USD (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe	60 Hour(s)
Avionics	24 Hour(s)
Composites	40 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD MC8020 (EC130B4 Retrofit - Crash Resistant Fuel System)
- MOD MC8021 (Partial disassembly swing capability)
- MOD MC8023 (RRFT with swing capability)

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

- MOD OP2913 (Pilot structure assembly on the left)
- MOD 072851 (Set of side storage doors)
- MOD 072852 (Set of lower covers)
- MOD OP2893 (Pilot structure assembly on the left)
- MOD 072915 (Set of side bunks)
- MOD OP3668 (Driver structure assembly on the left)
- MOD 073696 (Industrialized raised firewall)
- MOD OP3720 (Industrialized structure 2nd phase)
- MOD 073654 (Covering and fitting out of luggage compartments)
- MOD 073537 (New 30ALPHA series control unit)
- MOD 073245 (New panels 31/32 ALPHA)
- MOD 073722 (Rigidification of fittings for connecting rods in bunkers)
- MOD 072972 (Set of lower covers)
- MOD 073792 (G doors and industrialized doors)
- MOD 073587 (Standard pdb, harmo.equip./ operating principle)
- MOD 073733

Not compatible with cargo sling.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of standard fuel tank by a Crash Resistant Fuel System (CRFS)

Reference: AS350-28-10-Mas (R4)

Applicable to version(s): B3e

The purpose of this Service Bulletin is to install an energy-absorbing fuel tank to replace the standard fuel tank (with reinforced sheet metal cradles) in order to comply with crashworthy operations.

This Service Bulletin consists in :

- removing the standard fuel tank installation
- adapting the airframe
- replacing cradles by reinforced metal sheet cradles
- adapting the electrical wiring
- equipping and installing the energy-absorbing fuel tank

Compliant with FAR/CS 27.952 specification, including for operations with cargo swing installations.

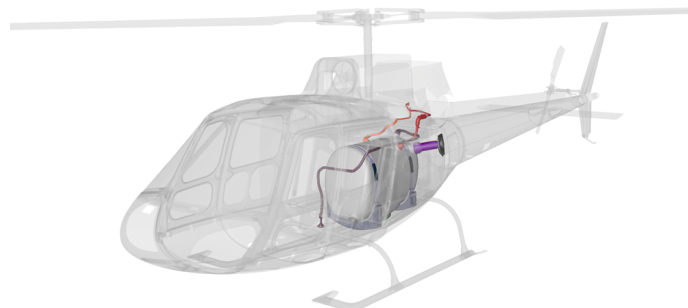
The SB AS350-28.00.28-STC remains mandatory for operations under crashworthy requirement for Aircraft equipped with previous version of this SB (without MOD 07-20034).

The installation can be done either in AH Customers Center's premises or at Customer's premises by AH Customers Center's technicians or by the Customer himself.

Note: A tool is necessary for the installation of the CRFS, it is available in Airbus Helicopters rental pool and / or as spare.

SB from Airbus Helicopters France (AHF)

Nota: for other underbelly STC installation (such as sling, spray kit, fire-fighting tank...), compliance with §27.952 will remain under the STC holder responsibility.



PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircraft equipped with :

- MOD OP4305 (B3 Arriel 2D administrative version)
- MOD 074349 (X wall reinforcement)

and not equipped with :

- MOD 350R001033.xx (Energy Absorbing Fuel Tank)
- MOD 0720034 (AS350B3e / AS350B3 with Crash Resistant Fuel System (drop test configuration))
- MOD OP4605 (Fuel system improving crashworthiness)

For helicopters PRE MOD 074349 (Reinforcement of the X-bulkhead), previous compliance with Service Bulletin No. 53.00.50 (Reinforcement solution for the lateral X-bulkheads) is required for compliance with this Service Bulletin.

Not compatible with cargo sling installation.

CERTIFICATION ORGANIZATION(S)

EASA Europe

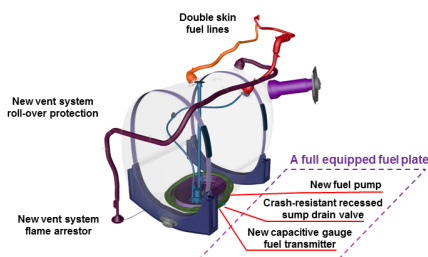
BENEFITS

- To reduce the risk of post-crash fires.
- To improve occupant survivability in an accident.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +15.6 kg	On request	2 Week(s) approx. (not including drying and curing times)	3 Month(s)	40 000 EUR / 50 000 USD (e.c. 2023)	eOrdering

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	10 Hour(s)
Composites	40 Hour(s)
Airframe, Structure	60 Hour(s)



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

Replacement of standard fuel tank by a Crash Resistant Fuel System (CRFS)

Reference: AS350-28-10-Mas (R2)

Applicable to version(s): B3

The purpose of this Service Bulletin is to install an energy-absorbing fuel tank to replace the standard fuel tank in order to comply with crashworthy operations.

This Service Bulletin consists in :

- removing the standard fuel tank system
- performing the adaptations on the structure
- performing the adaptations on the electrical wiring
- determining the shimming for the front and rear cradles
- equipping and installing the rupture-resistant tank

Compliant with FAR/CS 27.952 specification, including for operations with cargo swing installations.

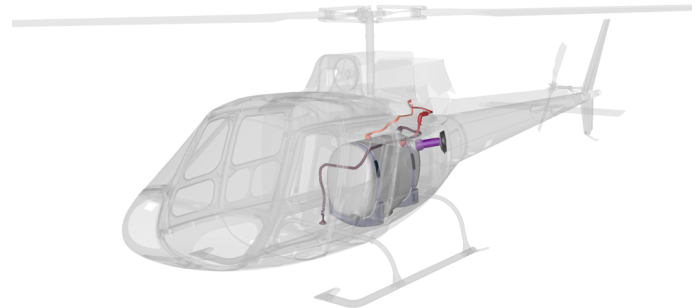
The SB AS350-28.00.28-STC remains mandatory for operations under crashworthy requirement for Aircraft equipped with previous version of this SB (without MOD 07-20034).

The installation can be done either in AH Customers Center's premises or at Customer's premises by AH Customers Center's technicians or by the Customer himself.

Note: A tool is necessary for the installation of the CRFS, it is available in Airbus Helicopters rental pool and / or as spare.

SB from Airbus Helicopters France (AHF)

Nota: for other underbelly STC installation (such as sling, spray kit, fire-fighting tank...), compliance with §27.952 will remain under the STC holder responsibility.



PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircrafts equipped with :

- MOD 074349 (Reinforcement solution for lateral X-bulkheads)

and not equipped with :

- MOD MC8019 and/or 0720034 (Crash Resistant Fuel System (CRFS))

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

- MOD 070290 (Series production of lateral cargo compartment doors finalized)
- MOD 070277 (Pitch/throttle coupling spring rod with increased threshold)
- MOD 072816 (Ceiling auxiliary controls)
- MOD 072810 (Enlarged instrument panel and instrument integrated lighting)
- MOD 073034 (Refueling strainer)
- MOD 073822 (Lightening of cowlings and cargo compartment doors)
- MOD 073137 (Improved manufacture of electrical harness for version B3)
- MOD 073011 (Stainless steel toggle fasteners)
- MOD 073166 (Rear bench backrests locked to bulkhead)
- MOD 073257 (ARRIEL 2B1 electric control and monitoring assembly)
- MOD 073273 (New technology used for 30ALP control unit (SMS))
- MOD 073342 (Reinforcement of longitudinal beam underneath transmission deck)
- MOD 073397 (Improvement of hydraulic cut-off switch on collective pitch lever)
- MOD 073406 (New cargo compartment door locking system)
- MOD AL4251 (Reindustrialization of lateral cargo compartment doors)
- MOD 074302 (ARRIEL 2D engine)
- MOD 074300 (ARRIEL 2D electrical installation)
- Cargo swing

Not compatible with cargo sling installation.

CERTIFICATION ORGANIZATION(S)

EASA Europe

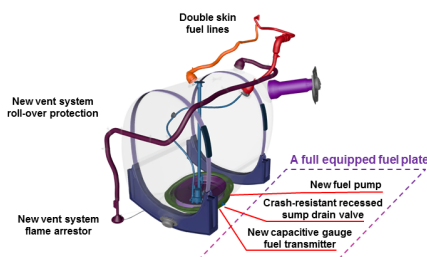
BENEFITS

- Reduce the risk of post-crash fires
- Improve occupant survivability in an accident

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +16.0 kg approx.	On request	2 Week(s) approx. (not including drying and curing times)	3 Month(s)	40 000 EUR / 50 000 USD (e.c. 2023)	eOrdering

INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Electrical systems	40 Hour(s)
Airframe	60 Hour(s)
Composites	40 Hour(s)



Replacement of the emergency beacon ELT KANNAD 406 AF-H by INTEGRA AP-H

Reference: EC130-25C060 (R0)

Applicable to version(s): B4

The purpose of this Service Bulletin is to replace the existing KANNAD 406 AF-H emergency beacon with an INTEGRA AP-H emergency beacon (with integrated GPS receiver) to comply with the evolution of the French operational regulations.

This upgrade consists in :

- removing the KANNAD 406 AF-H emergency beacon and its bracket,
- installing an extender between the control box and the INTEGRA AP-H emergency beacon,
- installing the INTEGRA AP-H emergency beacon and its associated support kit

SB from Airbus Helicopters France (AHF)

The equipment POST MOD and PRE MOD are not interchangeable

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
-0,366 kg	-0,27 m.kg	0,5 Day(s)	On request	On request	eRFQ

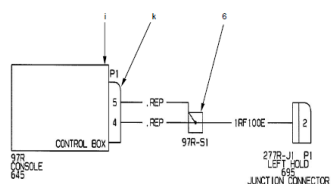
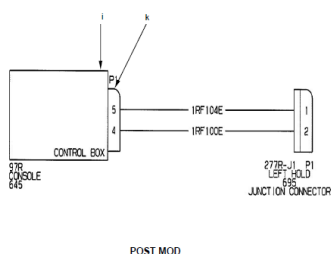
INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

2 Hour(s)



PRE-POST REQUISITE / EFFECTIVITY

This upgrade is applicable on equipments not equipped with :

- the installation of the modification 350A08455400 (emergency beacon INTEGRA AP-H)
 - emergency beacon KANNAD 406 AF-H, S1822502-02
- but equipped with :
- MOD 074205 (installation of the emergency beacon KANNAD 406 AF-H)

CERTIFICATION ORGANIZATION(S)

EASA Europe

Safety cables – MGB fairing

Reference: 2012S04-14

Applicable to version(s): B2, B3, B3e

The Safety Cables installation has the objective of limit the opening stroke of the fairing cover the MGB when the aircraft is on the ground.

The purpose is to avoid accidents if the operating and safety instructions are not followed (cover open with the main rotor in motion).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Prevent accidents
- Simple and effective



WEIGHT

0.14 kg



MOMENT

0,413 kgf.m



DOWN TIME

3 Hour(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe, Electrical

INSTALLATION DURATION

0,5 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

Stormscope WX-500

Reference: 2002S11-03

Applicable to version(s): BA, B2, B3, B3e

The Stormscope WX-500 Installation provides the pilot on display visual information of atmospheric electrical discharges.

The Stormscope WX-500 is a passive sensor which captures electromagnetics signals from the electrical discharges. The reception antenna acquires electrical magnetic perturbations from thunderstorm, within cloud, between clouds and between cloud and ground, and sends the signals to the processor to be converted in data compatible with some kinds of multi function displays (MFD).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Flight safety

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.57 kg	14,68 kgf.m	3 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	12 Hour(s)
Avionics	16 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil



Stormscope WX-500

Reference: 2013S12-09

Applicable to version(s): T2

The Stormscope WX-500 Installation provides the pilot on display visual information of atmospheric electrical discharges.

The Stormscope WX-500 is a passive sensor which captures electromagnetics signals from the electrical discharges. The reception antenna acquires electrical magnetic perturbations from thunderstorm, within cloud, between clouds and between cloud and ground, and sends the signals to the processor to be converted in data compatible with some kinds of multi function displays (MFD).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Flight safety.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.77 kg	15,237 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	9 Hour(s)
Avionics	30 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



Stormscope WX-500

Reference: 2002S11-03

Applicable to version(s): B4

The Stormscope WX-500 Installation provides the pilot on display visual information of atmospheric electrical discharges.

The Stormscope WX-500 is a passive sensor which captures electromagnetics signals from the electrical discharges. The reception antenna acquires electrical magnetic perturbations from thunderstorm, within cloud, between clouds and between cloud and ground, and sends the signals to the processor to be converted in data compatible with some kinds of multi function displays (MFD).

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Flight safety.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
3.57 kg	14,68 kgf.m	5 Day(s)	On request	On request	eRFQ

> 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

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	8 Hour(s)
Airframe, Electrical	7 Hour(s)
Avionics	35 Hour(s)



Strobe Light on Horizontal Stabilizer

Reference: AS350-33-40-Mas (R3)

Applicable to version(s): B2, B3

The purpose of this Service Bulletin is to improve helicopter light indication in low visibility weather conditions.

This Service Bulletin proposes white strobe lights installed on the stabilizer as complement for the vertical stabilizer light.
The last revision consist to Integrate modification 074725 for helicopters version B3 post-MOD 074723 (G500H basic installation).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Safety increase.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
From + 2.34 to 3.09 kg depending on aircraft configuration	From + 13.20 to 15.03 m.kg depending on aircraft configuration	2.5 Day(s)	36 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0811 (Strobe lights on stabilizer)
- MOD 071471 (Protection of side strobe light wiring)
- MOD 071737 (Modification to optional equipment resulting from new pushbutton layout on Honeywell control unit)
- MOD 350A826550.02 (Strobe light installation on horizontal stabilizer) through modification 073273
- MOD 074288 (Installation of strobe light optional equipment by Multi-unit)
- MOD 350A826550.06 (Installation of strobe light optional equipment) through modification 074663
- MOD 074725

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

- MOD 073273 and 073274 (SMS block)
- MOD 074280 (Multi block)
- MOD 074654 (Garmin radio line)
- MOD 074723 (G500H line)
- MOD OP2698 (Freon-based air conditioning system R1 34 AERO-AIRE Corporation)
- MOD 074714 (Japanese marking)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Strobe Lights Installation on Horizontal Stabilizer

Reference: AS355-33-40-Mas (RO)

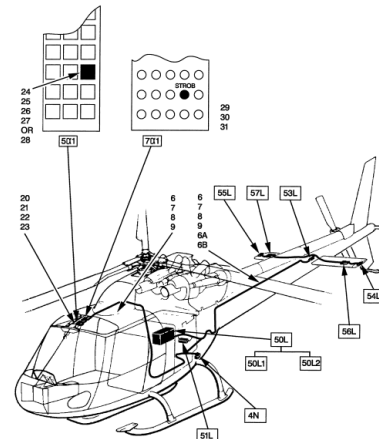
Applicable to version(s): E, F, F1, F2, N

In order to improve the helicopter position lights in poor visibility conditions, this Service Bulletin proposes white strobe lights, installed on the horizontal stabilizer, in addition to the vertical fin light .

This Service Bulletin consists in:

- Strobe lights installed on the horizontal stabilizer.
- Wiring with a fuse and a switch added to the control unit.
- Power unit added in the aft baggage compartment.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- Improved position lights for helicopters in poor visibility conditions provide quality depending on weather conditions

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Complete Installation +2,338 kg	Complete Installation +13,184 m.kg	On request	Week(s)	13485 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	5 Hour(s)
Airframe, Electrical	15 Hour(s)

> CERTIFICATION ORGANIZATION(S)

DGA France

Tail rotor arch protection

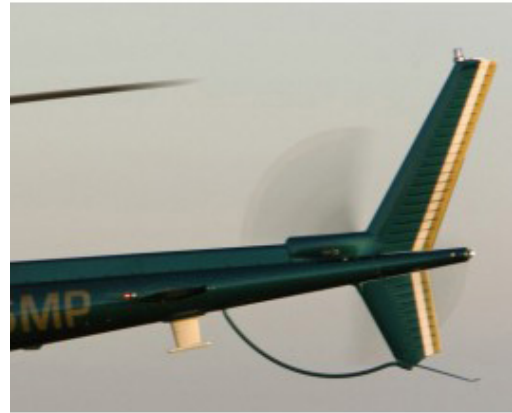
Reference: AS350-53.00.28 (R2)

Applicable to version(s): B, BA, B1, B2, D, BB, B3, B3e

This upgrade is improving the protection of the tail rotor.

This upgrade consists in either installing an upper attachment, a reinforcement guide and a protection tube under the tail boom or just the install of the protection tube under the tail boom.

SB from Airbus Helicopters France (AHF)



> BENEFITS

- The tail rotor arch protects the tail rotor blades during landing.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.42 kg or + 1.52 Kg depending on aircraft configuration	+ 12.98 m.kg or + 13.18 m.kg depending on aircraft configuration	1 Days(s) or 3 Day(s) depending on aircraft configuration	25 Week(s)	3156 - 5029 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Electrical	7 or 20 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0478 (Tail rotor protection)
- MOD 074327 (Optional equipment design change following serial incorporation of tail boom protector Fixed Part)

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

- MOD 074326 (Serial incorporation of tail boom protector Fixed Part)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor protection

Reference: AS355-53.00.30 (R1)

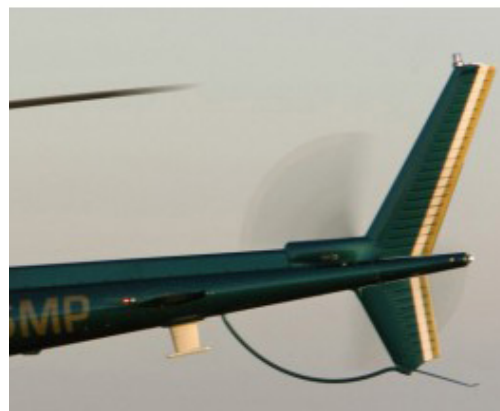
Applicable to version(s): NP

Installation of a protection on the tail rotor.

This Service Bulletin consists in installing an upper attachment on the tail boom, a reinforcement guide and a protection tube under the tail boom. The helicopters on which serial incorporation of tail boom protector (Fixed Part) was installed just install a protection tube under the tail boom.

The purpose of the last revision of this Service Bulletin is to enable tail rotor protection to be installed on helicopters post-MOD 074326 (Serial incorporation of tail boom protector Fixed Part).

SB from Airbus Helicopters France (AHF)



> BENEFITS

- To improve the protection of the tail rotor.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1.42 or + 1.52 kg depending on aircraft configuration.	+ 13.02 or 13.18 m.kg depending on aircraft configuration.	1 or 3 Day(s) depending on aircraft configuration.	25 Week(s)	3156 - 3923 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Structure	7 or 20 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- MOD OP0478 (Tail rotor protection)
- MOD 074327 (Optional equipment design change following serial incorporation of tail boom protector Fixed Part)

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

- MOD 074326 (Serial incorporation of tail boom protector Fixed Part)
- Helicopters on which Revision 0 of this Service Bulletin was complied with are not concerned by Revision 1.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail rotor protection installation

Reference: AS355-53.00.20 (R1)

Applicable to version(s): E, F, F1, F2, N

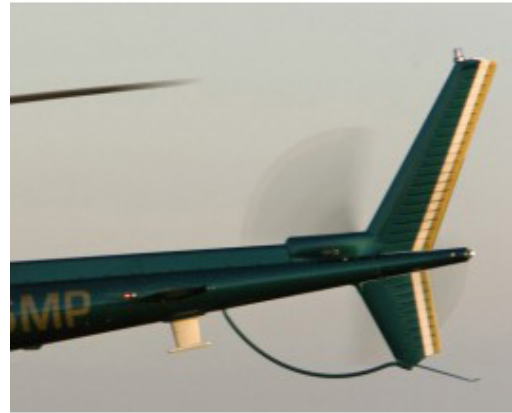
The purpose of this Service Bulletin is to install a tail rotor protection.

This Service Bulletin consists in:

- Installing the upper attachment on the tail boom
- Installing a reinforcement guide under the tail boom
- Installing a protection tube under the tail boom

SB from Airbus Helicopters France (AHF)

Helicopters on which Revision 0 of this Service Bulletin was complied with are not affected by this Revision 1.



> BENEFITS

- The rotor is better protected.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 1,254 kg	+ 11,511 m.kg	3 Day(s)	25 Week(s)	5029 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 OP0478 (Tail rotor protection)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Thales AHV16™ Radio Altimeter with 100 Ft Alarm

Reference: EC130-34-20-Mas (R1)

Applicable to version(s): T2

Install the AHV 16 Radio-Altimeter

The purpose of this Service Bulletin is to install the AHV 16 Radio-Altimeter optional equipment. The Radio-Altimeter is an electric radio system, which uses the principle of frequency modulation probes. It is intended to provide a precise measurement of the height of the helicopter in relation to the ground, independent of the atmospheric conditions.

Part interchangeability or mixability : Not applicable

SB from Airbus Helicopters France (AHF)

The only difference between the configuration 2 and 3 concerns the harness to install. If the helicopter is Pre Mod 074871 install the harness , if the helicopter is Post Mod 074871 install the harness.

The configurations 2 and 3 can have embodied or not the UD 350A613200.00, in series, under modification 074587 (Operational improvement of R/A AHV-16) un



> BENEFITS

- The purpose of this Service Bulletin is to install the AHV 16 Radio-Altimeter optional equipment with LCD
- indicator 201 and 100-ft warning.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
Fixed Part +0,16 kg	Fixed Part +0,973 m.kg	1 Week(s) Depending	Week(s)	44317 - 81702 EUR	eOrdering
Mobile Part -1,23 kg	Mobile Part -2,364 m.kg	on aircraft configuration		(e.c. 2023)	
Depending on aircraft configuration	Depending on aircraft configuration				

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	30 to 36 Hour(s) Depending on aircraft configuration
Avionics	26 to 29 Hour(s) Depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

Corresponds to MOD OP4372, OP4531, 074587 and 350A826479.01

Helicopters: MASTER NOT APPLICABLE AT THIS TIME (no drop head rivets on PDQ) FOR THE FOLLOWING EQUIPMENT: 7355, 7485, 7507, 7532, 7571, 7582, 7592, 7603, 7613, 7621, 7628, 7637, 7644, 7651, 7660, 7667, 7674, 7681, 7688, 7696, 7702, 7710, 7716, 7723, 7727, 7731, 7735, 7747, 7751, 7754, 7762, 7779, 7783, 7786, 7790, 7793.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Thales AHV16™ Radio Altimeter with 100 Ft Alarm

Reference: EC130-34-20-Mas (R2)

Applicable to version(s): B4

Installation of radio-altimeter AHV16 optional equipment with the LCD indicator 201 and 100-ft warning or to install the 100-ft warning for helicopters already equipped with radio-altimeter AHV16 with the LCD indicator 201.

This equipment is used to measure the height of the aircraft from the ground. Activates a visual and oral warning when the height decreases below the value preselected by the pilot. Alarm triggered when the height decreases below a value that cannot be selected by the pilot, set to 100 ft by the manufacturer.

- Range 0-5000 feet
- Accuracy Sup (3 ft . 3%)
- Power supply 28V DC, 18 W
- MTBF: 7000 hrs

SB from Airbus Helicopters France (AHF)

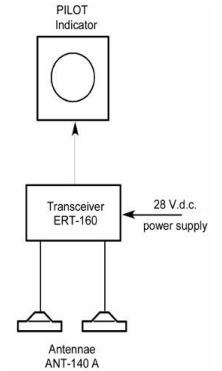
> BENEFITS

- Supplementary navigational aid.
- Installation in accordance with ICAO annex 6 Part III and EASA Part CAT (EU Regulation deg 965/2012).

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+0,152 kg to +5,8 kg depending on aircraft configuration	+0,534 m.kg to +20,31 m.kg depending on aircraft configuration	3 Day(s) to 10 Day(s) depending on aircraft configuration	6 Week(s)	Ref to detailed price online.	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	5 to 25 Hour(s)
Airframe, Electrical	8 to 50 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD :

- 350R690100.00, 350R690100.01, 350R690100.02, 350R690100.03, 350R690100.04 (for full installation)
- 073434 (for installation of 100-ft warning)

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

- OP2998 (Radio-altimeter with ind. 201)
- 074363 (Definition of electrical installation)
- 073537 (Control panel 30 ALPHA)
- 073587 (New pushbutton with position memory)
- 073538 (Radio-Master-Switch improved)
- OP3668 (industrialized structure with pilot to the left)
- OP3720 (industrialization of 7 deg bulkhead)
- 073434 (100-ft warning on radio-altimeter)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Thales AHV16™ Radio Altimeter with 100 Ft Alarm

Reference: AS355-34-20-Mas (RO)

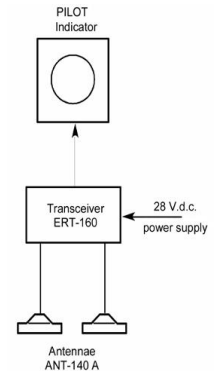
Applicable to version(s): NP

Radio altimeter with its 100-ft warning.

This equipment is used to measure the height of the aircraft from the ground. Activates a visual and oral warning when the height decreases below the value preselected by the pilot. Alarm triggered when the height decreases below a value that cannot be selected by the pilot, set to 100 ft by the manufacturer.

SB from Airbus Helicopters France (AHF)

* Weight for the complete installation. Possibility to install only the alarm 100 ft : Weight : + 0.7 kg. A second altimeter can be installed for helicopters IFR two-pilots.



> BENEFITS

- Supplementary navigational aid.

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
+ 4.56 kg	+ 19.66 m.kg	10 Day(s)	28 Week(s)	5719 - 78965 EUR (e.c. 2023)	eOrdering

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Airframe, Mechanics	8 to 50 Hour(s) depending on aircraft configuration
Avionics	4 to 28 Hour(s) depending on aircraft configuration

> PRE-POST REQUISITE / EFFECTIVITY

This Service bulletin defines the following MOD:

- MOD 073434 (100 ft Alarme)
- In according to aircraft configuration, the applicable Pre/Post MOD impacting the kit are:
- (will be selected in the CONFIGURATION ASSISTANT)
- MOD OP3912 and OP3937 (AHV 16 Radio-altimeter)
 - MOD OP3957 (2nd Copilot indicator)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Traffic Advisory System (TAS)

Reference: 2013S12-10

Applicable to version(s): T2

The Air Traffic Alert System Installation - TAS provides the pilot on display visual information of the air traffic around the aircraft. It also provides sound warning of possible collisions.

The TAS system (Traffic Advisory System) monitors the airspace around the aircraft, receiving and processing the transponders interrogation signals from the others aircraft, providing audible alerts with the precise location of conflicting traffic

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety
- Airspace Monitoring

WEIGHT	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
4.8 kg	14,604 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	73 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

Traffic Advisory System (TAS)

Reference: 2002S11-01

Applicable to version(s): B4

The Air Traffic Alert System Installation - TAS provides the pilot on display visual information of the air traffic around the aircraft. It also provides sound warning of possible collisions.

The TAS system (Traffic Advisory System) monitors the airspace around the aircraft, receiving and processing the transponders interrogation signals from the others aircraft, providing audible alerts with the precise location of conflicting traffic

STC from Helicópteros do Brasil SA (HELIBRAS)



Command and Display Unit



Processor /Antenna/ Coupler

> BENEFITS

- Safety
- Airspace monitoring

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
5,07 kg	11,08 kgf.m	5 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

QUALIFICATION	INSTALLATION DURATION
Avionics	15 Hour(s)
Avionics	20 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



Traffic Advisory System (TAS)

Reference: 2002S11-01

Applicable to version(s): B2, B3, B3e

The Air Traffic Alert System Installation - TAS provides the pilot on display visual information of the air traffic around the aircraft. It also provides sound warning of possible collisions.

The TAS system (Traffic Advisory System) monitors the airspace around the aircraft, receiving and processing the transponders interrogation signals from the others aircraft, providing audible alerts with the precise location of conflicting traffic

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety
- Airspace monitoring

KG	MOMENT	DOWN TIME	LEAD TIME	PRICE RANGE	ONLINE CAT.
5.07 kg	10,38 kgf.m	4 Day(s)	On request	On request	eRFQ

> INSTALLATION TIME

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



Command and Display Unit



Processor/Antenna/ Coupler

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 parties(y) contracted by the receiving Party that provide(s) IT services, project management services or other office management services and which may have administrative rights to sustain the IT systems.

- Item means hardware, software, technical data/technology(ies) and/or services.

- Order Confirmation means the acknowledgement of receipt of the Customer's order by the Seller, i.e. either the confirmation sent by the Seller to the Customer to take into account the Customer's order or the approval sent by the Customer to the Seller on the Quotation.

- Part means a physical good defined with a part number.

- Party/Parties mean either separately or collectively the Customer and/or the Seller.

- Product(s) means the goods to be provided by the Seller under the Contract in compliance with the applicable specification and/or definition, including all types of Helicopters, optional equipment, Spare Parts, tools, other equipment, documentation, technology, data, software on a Product (and any other goods mentioned in the Specific Annex(es), when applicable).

- Production Organization Approval (POA) means approvals issued by the respective competent authority to the Seller in compliance with EASA part 21/G regulation.

- Purchase Order (or Order) means the order covering the acquisition of Products and/or Services.

- Quotation means the priced offer and associated conditions, sent to the Customer by the Seller.

- R&O means the following activities: repair, overhaul, standard exchange, inspection and modification of a Part.

- RMA means Return Material Authorization format provided by the Seller for the purposes of the warranty article and/or R&O Service.

- Seller means Airbus Helicopters (SAS) located in Marignane, France (referred to as "AH") and/or Airbus Helicopters Deutschland GmbH (referred to as "AHD"), located in Donauwörth, Germany.

- Service(s) means the services which may be performed under the Contract consisting of: performance of R&O Technical Data, technical assistance, technical expert services, and/or tool rental performance of Training, SaaS, and any other services mentioned under the Specific Annex(es), when applicable. The specific Service(s) to be provided by the Seller under the Contract are specified therein.

- SaaS (Software As A Service) means a software application available online on an internet website and/or a software application available on defined mobile operating system(s).

- Specific Annex (or Annex) means the annex of the SCS outlining specific conditions.

- Spare Parts means new parts provided by the Seller.

- SCS means these general Standard Conditions of Sale for Products and Services.

- SB means Service Bulletin.

- STC means Supplemental Type Certificate and also refers to an equipment which has a STC.

- TAT means Turn Around Time, from the time the Seller receives the Customer's Part and its related and valid documents in its facility up to the time the Part is at the Customer's disposal Free Carrier (FCA) Incoterms® 2020 at Seller's facility, less the Customer's approval lead time and/or less lead time due to Customer's responsibility discrepancies.

- Technical Data (or TechData) means technical publications provided by the Seller.

- Training Items means training software, training documentation and courseware.

- Training means training need analysis, training courses, simulator sessions and on-the-job training.

- TSN, TSO, TSR, TBO, OTL, SLL mean respectively Time Since New, Time Since Overhaul, Time Since Repair, Time Between Overhaul, Operating Time Limit and Service Life Limit.

- VAT means Value Added Tax.

2 - SUBJECT AND SCOPE

These general Standard Conditions of Sale apply to any sale of Products and/or Services sold by the Seller to its Customer(s), excluding brokerage or other distributor activities. The purchase of the Products and/or Services by a Customer is considered to be performed within the framework of its professional activities.

These general Standard Conditions of Sale are supplemented by the relevant Specific Annex(es) as quoted hereinafter, when applicable:

- for Helicopter sales:

- Sale of new Helicopters and associated services
- Sale of pre-owned Helicopters and associated services

- and for Products (other than Helicopters) and Services:

- Sale of Spare Parts
- R&O Services
- Technical Data, technical assistance, technical expert services, tool rental
- Training Services and Training Items
- Helicopter maintenance, repair, overhaul, inspection, upgrade and retrofit
- SaaS

3 - PURCHASE ORDER / QUOTATION

3.1 Sale of Helicopters and associated Services – Purchase Order

The Contract shall be binding when signed by duly authorised representatives of both Parties and the delivery schedule shall become effective upon receipt by the Seller of the initial downpayment and subject to compliance by the Customer to article 4.1.

3.2 Products and Services sold independently of a Helicopter sale – Order issuance, acceptance

Customer's Orders shall be confirmed by the Seller in writing. The Contract shall become binding upon receipt by the Customer of the Seller's Order Confirmation and the delivery schedule shall become effective upon receipt by the Seller of the down-payment when relevant (as mentioned under article 6.2) and subject to compliance by the Customer to article 4.1.

In case the Customer requires a Quotation from the Seller, the Contract shall become binding when the Seller receives the Customer's written approval of such Quotation issued without changes. Said Quotation duly signed by the Customer shall constitute the Order Confirmation when received by the Seller.

3.3 Purchase Order modifications

3.3.1 Modifications to Purchase Order by the Seller

Pursuant to new manufacturing or engineering requirements, obsolescence or new regulations, the Seller shall be entitled to carry out modifications without the consent of the Customer, as long as these modifications do not affect the specification and/or performance of the Product and/or Services, and/or delivery time. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Seller and the Customer shall agree on the contractual consequences. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Parties shall agree on the contractual consequences.

3.3.2 Modifications to Purchase Order modifications by the Customer

Any changes or configuration changes requested by the Customer require prior mutual written agreement of the Parties and may lead to an adjustment of the price and/or delivery time.

4 - COMPLIANCE, EXPORT CONTROL, CUSTOMS

The Parties hereby undertake to comply at all times with all applicable laws and regulations in particular and not limited to national and international anti-corruption, anti-money laundering and any which impose economic, trade or other restrictive measures, or export, reexport licences or other authorisations in each case issued and enforced by a Sanctions Authority (together "Regulatory Rules").

For the purpose of the Contract,

- "Authorisation(s)" means the approval to export, re-export, transfer or retransfer but not limited to, a governmental licence as may refer to an exemption, an exception, or an agreement issued by the relevant authority under Export Regulations. "Export Regulations" means U.S., E.U. and any other applicable national export control, sanctions and embargoes laws and regulations issued by a Sanctions Authority or export control authority.
- "Sanctions Authority" means the United States of America (including, without limitation, the Department of State, the Department of Commerce and the Office of Foreign Assets Control (OFAC) of the US Department of the Treasury), the United Nations Security Council, the European Union, the United Kingdom or the government of any country with jurisdiction over the Parties.
- "Sanctioned Person" means:

a. any natural or legal person in any list of sanctioned persons of any Sanctions Authority (including the list of Specially Designated Nationals (SDN) and Sectorial or Sanctions Identifications (SSI) list, as issued and administered by OFAC); or

b. any natural or legal person directly or indirectly owned or Controlled by any one or several person(s) designated under (a) above.

4.1 Representation from the Customer and Know your Customer policy

The Customer undertakes to provide truthful, accurate and complete information to the Seller such as may be required by the Seller from time to time to comply with its obligations pursuant to the Regulatory Rules, including but not limited to information on the Customer's corporate structure and shareholding, or source of financing of the Contract.

Subject to articles 3.1 and 3.2, the Seller's obligations will only begin once the Seller has received from the Customer all required information and performed all necessary verifications pursuant to the Regulatory Rules and to the "Know your Customer" policy of the Seller. During Contract execution, a) failure by the Customer to comply with the Regulatory Rules and/or b) Customer becomes a Sanctioned Person and/or c) performance of either Party's obligations under the Contract would constitute a breach of Regulatory Rules and/or d) failure by the Customer to timely provide all necessary information and/or cooperate with the Seller, shall entitle the Seller to terminate the Contract forth with without any prior notice and liability whatsoever.

4.2 Export control

a) Each Party commits to act in compliance with all applicable Export Regulations. The Customer shall ensure that its supply chain and clients comply with Export Regulations when dealing with the Seller's Items.

b) The Parties acknowledge that performance by the Seller of its obligations under the Contract shall remain subject to obtaining, and to the terms of, any required Authorisation. The Seller shall not be held liable if an Authorisation is not granted or is granted with limited conditions and/or with delay or if an Authorisation that has been granted is amended, suspended, revoked or not renewed. Such event shall be considered as a force majeure event as defined in article 13.

In the event all or part of the Item is subject to import restrictions in the country of the Customer, the Customer shall apply for any relevant import authorisation required for the Seller to perform all or part of the Contract. In addition, the Customer is responsible to obtain the applicable Authorisation for the re-export/re-transfer of any Seller's Item.

Each Party agrees to provide to the other with any declarations or certifications required by Export Regulations and all information necessary to obtain and to comply with any required License (including providing without delay duly completed and signed enduser statement/certificate).

When the Products and Services under the Contract are subject to Authorisations, the Customer undertakes to abide by the content of Authorisations, including specific end-use/end-user and provisions/conditions. Prior to any change in the end-use/end-user or transfer of Item to any third party, the Customer shall notify the Seller thereof and follow the instructions given by the Seller.

c) Should the Customer be involved in ITAR Part 130 or 129, it is the Customer liability to comply with the applicable Export Regulations. The Customer duties is to request for the Seller any applicable declaration as required by the Export Regulations. In the event, the Customer provides to the Seller any USML Items (e.g. return for repair) then the Customer shall complete the corresponding form F provided by the Seller.

d) When the Customer provides any Item to the Seller under the Contract, the Customer shall ensure the required Authorisation is obtained prior to the delivery. In addition, the Customer shall provide in writing to Airbus each Item with all applicable export control classification(s) and the Authorisation number when applicable.

e) The Customer acknowledges that the Seller prior approval is required for the Customer to access any controlled Item and that such access can be granted, refused or revoked at any time by the Seller. To access any controlled Item provided by the Seller, the Customer shall complete and sign the template of compliance declaration for third Party Export Controlled Items access control provided by the Seller.

f) Each Party represents to the other as at the date hereof that neither it nor any of its natural or legal person that has Control over it is a Sanctioned Person. If at any time following the signature of the Contract, a Party or any of its natural or legal person that has Control over it becomes a Sanctioned Person or performance of a Party's obligations under the Contract would constitute a breach of Export Regulations (a "Sanctions Event"), the affected Party shall promptly notify the other Party and the Parties shall, to the extent permitted by applicable Export Regulations, consult with each other with a view to mitigating the effects of such Sanctions Event. Such consultation is without prejudice to the right of either Party to suspend its obligations under the Contract, including to the right of the Seller to deny the access to any digital tool or system when applicable, at any time following the occurrence of a Sanctions Event.

g) The Customer undertakes to use the Item exclusively for civil purpose and that, unless authorised by all applicable Export Regulations, it will not directly or indirectly sell, import, export, reexport, lease, sublease or operate the Item to or in (a) any country which is the subject of commercial, economic or financial restrictions pursuant to any applicable Export Regulations and/or, (b) to any Sanctioned Person.

4.3 Customs

If the Customer is in charge of the transportation, in case of intracommunity supply or exportation directly to a country outside the European Union, the Customer will have to provide to the Seller documentation for VAT purposes (proof of transportation and/or import declaration) to justify such intracommunity supply or exportation.

Irrespective of the applicable Incoterm, if Products are exported directly to a country outside the European Union, the Seller will provide appropriate export customs documentation to the Customer or its designated freight forwarder. The Customer guarantees correct closure of the related customs procedure in due time on leaving the European Union or the country of dispatch. In case of non-compliance, the Customer shall be liable for any additional costs and charges imposed on the Seller by the national tax administration.

5 - PRICES

5.1 General

Prices are stated and payable in Euros.

Helicopter prices and the prices of other Products and Services sold together with Helicopters are according to the baseline Helicopter definition in force at the date of signature of the Contract and to the specific configuration and scope detailed in the Contract.

For Products and Services sold independently of Helicopters, all invoices for Products and Services will be at the prices stated in the relevant Seller's price list in force, or in the relevant Quotation. The Seller's price lists are subject to regular updates.

Prices relate to Products and Services delivered in accordance with the Incoterms mentioned in each Specific Annex of these SCS.

5.2 Duties and taxes, VAT

Prices are exclusive of taxes, duties and/or charges resulting from administrative and legislative regulations in force in any country other than the Seller's country and of any customs and duty charges, which shall be borne by the Customer.

Prices are exclusive of VAT or sale taxes or turnover taxes or other similar taxes. If applicable, such taxes will be charged in addition.

5.3 Additional costs/ Chargeable amounts

Prices, unless otherwise stipulated in the Contract, do not include any preparation, packing and crating charges nor any modifications carried out at Customer's request before and after delivery, expenses incurred for the inspection of Products by third parties, expenses relating to freight forwarding, carriage by sea, air or land, ferry-flight, storage and insurance costs incurred after Customer's acceptance.

For all Orders below a minimum amount of two hundred (200) Euros, the Seller reserves the right to invoice a minimum amount of two hundred (200) Euros.

6 - PAYMENTS

6.1 General

The payment obligation will be considered fulfilled at the time the due amount is irrevocably credited in full to the Seller's bank account. The Customer shall make the payment by bank transfer (swift), which, on the Seller's request, may be secured by a stand-by letter of credit or a Documentary Credit.

Subject to article 14.1.2 any down-payments (including intermediate) made before acceptance are non-refundable, as they are necessary to cover the production, procurement, financial, administrative and other costs.

In the event of payment by Documentary Credit, the Customer shall at the time of the initial down-payment and/or Purchase Order, open at its own expense, a Documentary Credit in favour of the Seller for the Contract price, reduced by the initial down-payment, if any. The Documentary Credit shall permit partial deliveries and shall be valid for the total specified period of delivery or performance plus three (3) months covering the time required for preparing the necessary documents and for performing the payment. Should the Documentary Credit expire before full delivery is completed, the Customer shall in due time extend, at its expense, the Documentary Credit without any need for action in this respect on the part of the Seller. The Documentary Credit shall be payable at sight in favour of the Seller as deliveries are made upon presentation of the following documents by the Seller to the bank:

- In case of Helicopter sale :

- Commercial invoice in triplicate,
- Statement of conformity or Certificate of Conformity for Helicopters and optional equipment installed therein,
- Authorized release certificate (EASA Form 1) for packed optional equipment and Spare Parts and
- Certificate of Conformity for miscellaneous parts and tools which are not subject to installation on Helicopter.

- In case of Products and Services sold independently of a Helicopter sale :

- Commercial invoice in duplicate, and
- Any document specified by the Seller and mentioned under the Contract.

As well, the stand-by letter of credit shall be opened at Customer's expense and payable upon presentation by the Seller on first demand to the bank of the here-above described documents.

6.2 Payment terms

6.2.1 Sale of Helicopters and associated Services

The Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- An intermediate down payment of

- Twenty (20) per cent of the contractual amount, six (6) months prior to delivery for H125, H130, H135 and H145 Helicopters, or
- Thirty (30) per cent of the contractual amount, nine (9) months prior to delivery for H160, H175, H215 and H225 Helicopters,

- The balance of the total contractual amount at the time of the acceptance of the Products and Services and prior to delivery.

In case of sale of pre-owned helicopter(s), the Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- The balance of the total contractual amount at the time of the acceptance of the Products and prior to delivery.

6.2.2 Products and Services sold independently of a Helicopter sale

For any Order (except as specified hereinafter), the Customer shall make the following payments:

- Upon Contract signature, a thirty (30) per cent down payment of the total amount of the Contract shall be paid by the Customer no later than fifteen (15) calendar days following the date of invoice;

- Upon delivery of the Products / performance of the Services, the balance of the invoiced amount of the delivered Products or Items / performed Services shall be paid by the Customer no later than thirty (30) calendar days following the date of invoice.

Nevertheless, for Spare Part Orders not exceeding two hundred thousand (200,000) Euros and for R&O Service Orders not exceeding fifty thousand (50,000) Euros, full payment shall be made upon delivery no later than thirty (30) calendar days following the date of invoice.

Payment terms for Services such as, but not limited to, SaaS or Helicopter maintenance, repair, overhaul, upgrade, retrofit or inspection, are specific and defined in the relevant Specific Annex.

Without prejudice to article 6.3, should the Customer be in a situation of past due balance exceedance towards the Seller, the Seller is entitled, without prior notice, to

- alter the terms of payment and request cash in advance payment for any Order and/or

- postpone any Product delivery or Service performance ordered by the Customer to the Seller in any agreement without any liability whatsoever to the Seller; the Seller may charge the Customer for any additional costs and/or expenses incurred as a result of such postponement, such as but not limited to storage, maintenance, loss of training slot.

Unless otherwise agreed, no discount shall be granted by the Seller to the Customer in case of early payment.

6.3 Late payment remedies

Payment shall under no circumstances be postponed or apportioned for any reason whatsoever. Consequently, in case of late payment, the Customer shall pay to the Seller interest on the unpaid amount at the rate calculated on the basis of ten (10) percentage points per annum computed on the basis of 365 days/year and the actual number of days elapsed since the due date until the actual date of payment without any need for a formal demand or any prior notice.

Without prejudice to the above, should the Customer fail to pay or in the event of a delay in payment, the Seller will be entitled to extend the schedule for an equivalent time period and/or suspend performance of the Contract and/or in all cases, definitively retain the amount of any payments already made by the Customer. The retention of any such payment shall not preclude the Seller from seeking compensation from the Customer for further damages and/or costs. In the event of a delay or failure by the Customer to pay for more than two (2) months, the Seller shall be entitled to terminate the Contract for default of the Customer under the conditions defined in article 14.1.1.

In addition, when French law is applicable as per article 15, the Customer shall also be liable to the Seller for a fixed amount of forty (40) Euros for cost recovery fees pursuant to French code of commerce article L. 441-6. If the actual costs incurred by the Seller in recovering unpaid sums exceed forty (40) Euros, the Seller shall be entitled to ask for additional compensation upon producing evidence of such actual costs.

7 - QUALITY ASSURANCE AND AIRWORTHINESS

7.1 General

Airbus Helicopters and Airbus Helicopters Deutschland GmbH hold

- a POA issued by EASA according to Part 21/G regulation,

- a maintenance organisation approval in compliance with the EASA Part 145 regulation, as issued by its respective national civil aviation authorities, and

- a training organisation approval in compliance with the EASA Part 147 for maintenance staff and helicopter Part FCL (Flight Crew Licensing) for aircrews as issued by its respective national civil aviation authorities.

The privileges of an approved production organization include the issuance of airworthiness documents.

The Seller holds a CAMO approval certificate issued by its national civil aviation authority in compliance with EASA Part M/ Subpart G.

The official recognition that Products and repaired / overhauled / standard exchange

Items have satisfied the quality assurance procedures is certified by the issuance of the following documents:

For Helicopter(s) in baseline definition and installed optional equipment:

- A Statement of Conformity or Certificate of Conformity issued by the Seller's quality organization to certify compliance with the contractual specification,

- An Aircraft Statement of Conformity (EASA Form 52) for Helicopters sold to customers of EASA member states signed by the Seller's authorized certifying staff within the above mentioned POA. The EASA Form 52 allows the issuance by the national civil aviation authority of the certificate of airworthiness for the European countries members of EASA, or

- A certificate of airworthiness for export, for Helicopters sold outside the European Union, issued by EASA upon submission by the Seller of the above mentioned original Helicopter Statement of Conformity (EASA Form 52),

- For the concerned components/equipment, a logcard,

- Upon request, a certificate of non-registration issued by the national civil aviation authority.

For optional equipment delivered packed, Spare Parts and repaired / overhauled / standard exchange Items:

- Upon request, a Certificate of Conformity or other equivalent document issued by the Seller's authorized certifying staff, for standard components,

- An authorized release certificate (EASA Form 1) for other certified components or non-standard Spare Parts issued on behalf of the national civil aviation authority by the Seller or the Seller's selected workshop,

- A logcard if applicable For new parts/Items: a hard copy or a digital one at the Customer's choice,

For other parts/Items: if the Customer is using the paper format, in the same format as provided by the Customer, the previous customer or previous user as applicable; if the Customer is using the digital format, a digital one,

- A dual or tri release if required through a bi/tri lateral agreement between authorities (e.g. Federal Aviation Regulation (FAR) 145 / Transport Canada Civil Aviation (TCCA) 145).

For miscellaneous parts and tools which are not subject to installation on the Helicopter (if applicable):

- A Certificate of Conformity issued by the Seller's authorized certifying staff.

The Customer that has its civil helicopter registered in a country under EASA regulation is responsible of any task related to the management of the continuing airworthiness of the helicopter or shall transfer this obligation by signing a contract with a CAMO in order to ensure the proper accomplishment of the airworthiness management activities in accordance with the regulations in force (Part M/ Subpart G). Upon signature of the Contract with the Seller, the Customer shall indicate who will assume the responsibility of the CAMO.

7.2 Modifications after delivery

The Seller will notify the Customer of any modifications that the competent national airworthiness agency has decided to impose on Helicopters or Spare Parts of the same type. In the event of such modifications, the Seller shall make available to the Customer, within a reasonable time, at the latter's request and expense, the equipment kits required to incorporate such modifications to the Helicopter and Spare Parts previously delivered. For this purpose, the Customer shall receive at no additional cost the technical information bulletins relating to the type of Helicopter mentioned in the Contract for as long as at least one (1) Helicopter of the type remains in service with the Customer.

8 - ACCEPTANCE AND TRANSFER OF OWNERSHIP AND RISK

8.1 Helicopter acceptance activities

8.1.1 Helicopter acceptance activities by the Seller

Prior to Customer's acceptance activities for new Helicopters, the Seller shall perform production ground and flight tests on Helicopters. Flight tests will not exceed per Helicopter:

- Twenty (20) flight hours for H125, H130, H135 and H145 or,
 - Thirty (30) flight hours for H160 and H175 or,
 - Fifty (50) flight hours for H215 and H225.
- Equipment and components may be delivered with up to fifty (50) hours and/or the remaining time of equipment and components may be reasonably affected by the industrial cycle. Additional hours may be flown in the event that development and installation of specific equipment is requested by the Customer. The cost of such additional hours shall be borne by the Customer. Helicopter non conformities with certified definition, which have an impact on Helicopter operation and maintenance by the Customer, shall be submitted to the Customer for approval.

Upon satisfactory completion of the Seller's acceptance activities, a Certificate of Conformity will be issued by the Seller. As from the date of issuance of this document, the Helicopters shall be deemed ready for Customer's acceptance, referred to as the "Ready for Acceptance" date.

8.1.2 Helicopter acceptance activities by the Customer

Not later than (1) month prior to the date on which a Helicopter is to be Ready for Acceptance by the Customer, the Seller will provide the Customer with a procedure describing the acceptance process (organization, schedule, documents, etc) and document(s) defining the flight tests that could be performed by the Customer (hereinafter referred to as "Acceptance Test Document(s)"). The purpose of these tests is not to re-perform certification tests. These documents shall be valid for all Helicopters of the same type.

Within one (1) week after receipt of the Ready for Acceptance notice, the Customer shall send to the Seller the information required from the Customer's representatives in order to be admitted to the Seller's premises. The Customer's inspection team shall not exceed three (3) persons.

The acceptance activities by the Customer shall not exceed, per Helicopter:

- One (1) day for H125, H130, H135 and H145, or
- Two (2) days for H160, or
- Three (3) days for H175, H215 and H225.

The Customer shall bear its own expenses and costs related to the Customer acceptance activities including but not limited to travel and accommodation of its representatives during this process.

During the Customer's acceptance activities, it may perform acceptance flights, the combined time of which shall not exceed per Helicopter one (1) flight hour for H125, H130, H135 and H145 Helicopters and two (2) flight hours for H160, H175, H215 and H225 Helicopters.

Acceptance flights will follow the format and procedures described in the Acceptance Test Document(s) provided by the Seller and shall be carried out under the responsibility of a Seller's pilot acting as pilot in command.

Unless a major deviation from the specification is found during the Customer's acceptance, the Customer shall accept the Helicopters as being in conformity with the contractual specifications. The acceptance shall be acknowledged by the Customer's signature of an acceptance certificate, designated as "Acceptance Protocol" and/or "Acceptance and Transfer of Ownership Protocol". If the acceptance certificate is not signed within the above acceptance time period, and without such absence of signature being duly justified in writing explaining the precise reason of the rejection and the contractual grounds thereof, or if the Customer does not attend the acceptance procedure, the acceptance shall be deemed to have been granted by the Customer.

8.2 Acceptance of Products (other than the Helicopters) and Services

A Certificate of Conformity or equivalent document is issued by the Seller for Products other than the Helicopters.

With regards to Products other than Helicopters, the Customer shall check and notify any defect and/or non-conformity with the Order and/or missing associated documentation in a documented registered letter:

- within twenty one (21) calendar days as from the date the Seller has notified that the Product is ready to be collected, or
- in case of Products delivered CIP or DAP, the time frames for acceptance are the following:
 - forty eight (48) hours for AOG Orders,
 - fifteen (15) calendar days after delivery for Training Items and/or technical publications

and claims against the carrier shall be made within three (3) working days as from the date of receipt of the Product. After expiry of said periods, the Customer's acceptance of the Products shall be deemed given unless the Customer's refusal is duly substantiated in writing and explaining the precise reason of the refusal and the contractual grounds thereof.

For the Services, except SaaS, a certificate of completion of Services or assignment sheet shall be issued once the Service has been performed. The Customer shall sign the form certifying that the Service has been provided in accordance with the Contract. Unless the Customer's refusal is duly substantiated in writing and explains the precise reason of the refusal and the contractual grounds thereof, the Service shall be deemed accepted five (5) working days after issuance of the certificate of completion of the Services or of the assignment sheet. SaaS, including any and all of their supporting elements and content, are provided on an "as is" and "as available" basis.

8.3 Collection of Products

After the transfer of ownership, the Customer shall collect the Helicopter within two (2) weeks in case of ferry flight or within one (1) month if it is to be dismantled or conditioned for sea, air or road transport.

If pilot's training has been contractually agreed to take place following the acceptance of the Customer's Helicopter, said duration shall be extended by the time required to train its pilot(s) on its Helicopter.

The Customer shall collect any optional (i.e. not installed on Helicopter) packed equipment, Spare Parts, R&O Items and/or tools:

- within four (4) weeks for Products sold together with Helicopters
- within fifteen (15) calendar days otherwise following the notification by the Seller to the Customer of its availability.

If the Customer fails to pick up its Products within the above mentioned periods of time:

- The Customer shall reimburse the Seller any expenses incurred by the Seller such as maintenance, storage, insurance, taxes and associated penalties if any, levies, etc. The foregoing does not constitute any obligation for the Seller to maintain, store or insure the Products beyond the date the Products should have been collected.
- The Seller may terminate the Contract as per article 14.2 and shall not be liable for any loss or damages incurred by the Customer as a consequence of such termination.

In the event that the Products are delivered in consigned containers, the Customer shall return said containers at its expense within fifteen (15) calendar days after they are made available to the Customer by the freight forwarder. After the expiry of this period, the Seller shall be entitled to invoice the container at its current price.

8.4 Transfer of ownership and risk

8.4.1 Helicopters

Transfer of ownership of the Product shall be subject to the prior fulfilment by the Customer of its obligations, in particular full payment of the balance of the Contract and interest, if any. Upon signature of the "Acceptance Protocol" or the "Acceptance and Transfer of Ownership Protocol" by the Seller and the Customer and upon full payment of the Contract price, the ownership of the Products is transferred from the Seller to the Customer. The Seller shall also immediately issue the bill of sale.

All risks relating to the loss of or damage to the Products shall pass to the Customer upon transfer of ownership following delivery, as per the Incoterms specified in the Specific Annex applying to the sale of new Helicopters and associated Services.

Until the transfer of risks to the Customer, the Seller shall maintain an insurance coverage whose the scope, the limits of cover and the duration are as wide as what is usually practiced in the aviation industry for the activities to be performed by the Seller.

From the transfer of ownership to the Customer,

- the Customer shall effect and maintain, at its own cost, an appropriate insurance coverage, including but not limited to a hull all risk and hull war risk insurance coverage;
- with respect to the Customer's hull all risk and hull war risk insurance coverage, the Customer shall cause the insurers of the Customer's hull insurance policies to waive all rights of subrogation against the Seller, its assignees and its directors, officers, agents and employees.

From the transfer of risks, the Customer shall bear all risks related to the Helicopter and waive the right of any recourse of any nature whatsoever against the Seller, its assignees and its directors, officers, agents and employees to this respect.

In case of collection of the Product by the Customer as per article 8.3, the Seller shall remain liable for any damage to the Products due to the Seller's negligence, gross negligence or wilful misconduct until the collection of the Product provided that the collection is made in the timeframe defined in the two first paragraphs of article 8.3.

At Customer's request and costs, and according to the terms of the Contract, the Seller will dismantle and package the Helicopter for transportation after the transfer of ownership.

8.4.2 Products other than Helicopters

The transfer of ownership of any Products other than Helicopters shall take place after fulfilment of export customs formalities by the Seller (when applicable):

- at the Seller's facility, at the time of their collection by the forwarding agent appointed by the Customer, or

- in case of Products delivered CIP or DAP, at the mentioned delivery place, and shall be subject to the prior performance by the Customer of its obligations in particular the full payment of the delivered Products and interest, if any.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned. If the laws of the country where the Products are delivered do not allow the Seller to regain ownership, the Seller shall be entitled to benefit from any other rights that such laws may confer. The Customer shall implement all measures necessary to protect the Seller's aforementioned rights. In all cases, this will not prevent the Seller from claiming any damages.

Risk of loss or damage to the Products is transferred to the Customer at the time of delivery of the Products by the Seller as determined by the agreed Incoterms® 2020.

8.5 Adherence to the delivery date

Adherence to the delivery date is conditioned upon the Customer fulfilling all of its contractual obligations.

8.6 Helicopter ownership chain

Without any time limit, the Customer will inform the Seller of any resale of Helicopter(s). This information will be provided in writing and within fifteen (15) days from transfer of ownership to the Customer's buyer and shall include the identity of the new owner and, if available, of the operator.

9 - WARRANTY

9.1 General

The Seller warrants that the Products and Services provided, except the turbine engine(s),

specific equipment with a STC mentioned in the Contract (if any) and MEGHAS avionics equipment, are free from defects in material and workmanship under normal use and service and that software identified in the applicable Helicopter specification substantially provides the functions set forth in the said specification or in the applicable SB.

The turbine engine(s) as well as the MEGHAS avionics equipment installed in the Helicopter and STCs equipment identified in the Purchase Order are covered by the warranty granted by the manufacturers of these items (Safran Helicopter Engines, Pratt & Whitney and Thales and the STC holder), the benefits of which the Seller hereby assigns on to the Customer who hereby acknowledges and accepts such assignment.

As soon as possible but no later than fifteen (15) calendar days after the discovery of a defect, the Customer shall furnish to the Seller, by using a warranty claim form provided by the Seller, the full details of its claim and the basis thereof. As soon as it receives the said form, the Seller will forward to the Customer a warranty claim acknowledgment and a RMA form. Within fifteen (15) calendar days following the receipt of such documents the Customer shall return the allegedly defective Parts to the Seller. If the Customer fails to return the allegedly defective Parts in due time, the Seller reserves the right to invoice the replacement Parts which have been ordered or produced for the Customer at the price stated in the relevant Seller's price list in force, or in the relevant Quotation.

The Seller will compensate reasonable transportation costs outbound from the Customer premises to the Seller's premises for the repairable Parts for which the benefit of the warranty has been granted by the Seller. The Customer shall send the invoice to the Seller by the end of each quarter and in any case not later than three (3) months after the acceptance by the Seller of the warranty claim. Corresponding credit notification will be issued on a quarterly basis by the Seller and shall be applicable to Spare Parts and/or R&O invoice(s). Insurance, customs expenses and other charges as well as the expenses incurred by the Customer for the removal, re-installation, calibration and troubleshooting operations with respect to such Parts shall be borne by the Customer.

However, during the first year of the warranty of a new civil Helicopter (except H215 one), for each valid warranty claim, the Seller will compensate in kind the Customer for reasonable labour charges related to warranty issues on the basis of removal and re-installation of the concerned Part(s) (troubleshooting excluded). These labour charges flat rates in force are defined by the Seller per category and are available to the Customer on request. Such compensation shall be cumulated on a monthly basis under the form of a credit which shall be valid for one (1) year and shall be used by the Customers for paying ordered Spare Parts. If applicable, the Customer hereby authorizes the Seller to grant the credit to the company who manages and performs the warranty claim on its behalf for the final benefit of the said Customer.

Said credit(s) shall not apply in case of Customer's default, such as, but not limited to, late payment and payment failure.

For Parts for which the benefit of the warranty has been granted by the Seller, the return transportation costs to the Customer premises shall be borne by the Seller.

The warranty exclusions are as follows:

- in the event that maintenance activities have not been properly entered in the appropriate logbook (or in case of failure to produce the logbook to the Seller if so requested), or

- in the event of a defect that is the result of normal wear and tear, or

- Parts and any associated costs incurred for scheduled maintenance, or

- if the Parts have been stored, protected, freighted, operated, maintained, installed, altered, repaired or overhauled otherwise than in accordance with the manuals, documentation and instructions delivered by the Seller or its subcontractors/suppliers, or

- if the Parts has suffered an accident, or

- if a defect of the Part(s) alleged by the Customer is not confirmed during the technical expertise done by the Seller, or

- if the Parts have not been delivered by the Seller, or

- if the defect is partly or wholly caused by a defective item not provided by the Seller, or

- if the software or the host media is exposed to any computer virus or to any conditions in excess of those published in the applicable manuals, documentation and instructions delivered by the Seller, as well as any alteration and/or modification not validated by the Seller, having an impact on the software, or

normal wear and tear of item(s) such as, but not limited to, seals, tires, inner tubes, bulbs, packings and similar consumables parts.

The warranty is granted to the Customer personally. As a consequence, should the Customer sell a Helicopter during the warranty period, it undertakes to notify the Seller of the new owner's name at the time of the transfer of title. Notwithstanding, any request for warranty transfer to any third party within the six (6) months following the Helicopter's delivery is subject to the prior written consent of the Seller. Should the Customer want the warranty to be managed by a third party, it shall then provide the Seller with a power of attorney authorizing the said third party to act on its behalf. The warranty constitutes the Seller's sole liability in case of breach of the warranty obligation, and is exclusive and in lieu of any other warranty or remedy available under the Contract or at law (to the extent permitted at law).

9.2 Warranty period

The Seller's obligation under the warranty is limited to the repair - or replacement at the Seller's discretion - of the allegedly defective Products or Services that have been returned to its facility and, at the time of any repair or replacement have been recognized by the Seller after expert investigation as defective. To be eligible under this warranty, the alleged failure must have occurred within the time-limits mentioned here-after:

- For new civil Helicopter(s) in baseline definition and installed optional equipment:
 - Within two thousand (2,000) flying hours or thirty six (36) months after their acceptance at the Seller's factory, whichever event occurs first.
 - For Spare Part(s) and SB kit(s):
 - Within one thousand (1,000) flying hours or twelve (12) months from the time they are fitted to the Helicopters or twenty four (24) months after their delivery from the Seller's factory, whichever event occurs first.
 - For tool(s):
 - Within twenty four (24) months after their delivery from the Seller's factory.
 - For Training Item(s):
 - Within the twelve (12) months after their delivery from the Seller's factory.
 - For repaired, overhauled and standard exchange Items, and used Part(s):
 - Within five hundred (500) flying hours or six (6) months from the time they are fitted to the Helicopters or twelve (12) months after their delivery from the Seller's site, whichever event occurs first. For repaired Item, the warranty is limited to the repair done and/or the Parts replaced.
 - For tools repaired, overhauled or returned for calibration:
 - Within twelve (12) months after their delivery from the Seller's site.
 - For workmanship:
 - Within five hundred (500) flying hours or six (6) months from the signature date of the acceptance certificate by both Parties, whichever event occurs first.
- Warranty periods in case of sale of pre-owned Helicopter(s) are defined in the relevant Specific Annex.

Software identified in the applicable Helicopter specification shall only be considered as non-conforming, if there are substantial deviations of the functions supported by software from the Helicopter specifications. The Seller will, at its sole discretion, remedy such non-conforming software for the considered Helicopter by providing a correction release of the software or by finding a reasonable workaround. The Customer shall supply the Seller with all necessary information and documentation in its possession, to enable the Seller to investigate and rectify such non-conforming software. The Seller warrants the software identified in the applicable Helicopter specification provided that the alleged warranty is notified by the Customer to the Seller within one hundred and eighty (180) calendar days from the date of delivery of the Helicopter to the Customer.

The warranty conditions for software embedded in the delivered Spare Parts or in the delivered repaired/overhauled/ standard exchange Item shall be the ones applicable to the software delivered with the Helicopter, as mentioned in the previous paragraph.

Any SaaS, including any and all of their supporting elements and content, are provided "as is" and "as available". The warranty period on the repaired or replaced part(s) shall be the warranty period that was remaining on the respective defective part. The part(s) removed for which the Seller supplies a replacement part(s) shall become the property of the Seller.

9-3 German legal warranty

For Contracts governed by German law, the German legal warranty (Sachmängelhaftung) supersedes the standard warranty conditions described here above for the first twelve (12) months. During this period, and provided that the German legal warranty is applicable, the Seller may elect to repair or replace the defective Products.

10 - CONFIDENTIALITY

During the performance of the Contract, the proprietary information of the Parties shall be protected as follows: the term "Proprietary Information" shall mean any information or data in whatever form (either in writing or orally, subject to the conditions set forth hereinafter, and including but not limited to any written or printed documents, samples, models or any means of disclosing such Proprietary Information that the disclosing Party may elect to use during the life of the Contract), disclosed by either Party to the other and which is designated as proprietary to the disclosing Party by an appropriate stamp, legend or any other notice in writing, or when disclosed orally, has been identified as proprietary at the time of disclosure and has been promptly (thirty (30) calendar days at the latest) confirmed and designated in writing as Proprietary Information of the disclosing Party.

The receiving Party hereby covenants that, from the effective date of the Contract, the Proprietary Information received from the disclosing Party shall:

- a) be protected and kept in strict confidence by the receiving Party, which must use the same degree of precaution and safeguards as it uses to protect its own Proprietary Information of like importance, but in no case any less than reasonable care; and
- b) be only disclosed to and used by those persons within the receiving Party's organization (including temporary workers) and its Affiliates, external counsels, lawyers, accountants, auditors, banks, insurers and IT Service Providers, who have a need to know and solely for the purpose specified in the Contract (and provided such entities are bound by confidentiality obligations either at least as constraining or resulting from a professional duty by operation of law); and c) not be used, in whole or in part, for any purpose other than the purpose of the Contract without the prior written consent of the disclosing Party; and
- d) neither be disclosed nor caused to be disclosed, whether directly or indirectly to any third party or persons other than those mentioned in subparagraph b) above; and
- e) neither be copied nor otherwise reproduced nor duplicated, in whole or in part, where such copying, reproduction or duplication has not been specifically authorized in writing by the disclosing Party.

Any Proprietary Information and copies thereof disclosed by either Party to the other shall, subject to any third party rights, remain the property of the disclosing Party and shall be immediately returned by the receiving Party upon request.

Notwithstanding the confidentiality obligations stated in the Contract, the receiving Party may disclose the Proprietary Information to any governmental agency or judge legally authorized to have mandatory access to such information, provided however that in these circumstances, the receiving Party shall prior to disclosure notify the disclosing Party to give the disclosing Party the opportunity to take appropriate action(s), as far as available, against such disclosure.

AH, as a French company, is under the obligation to comply with French Law n°68-678 (as modified by Law n°80-538) regarding the communication of documents and information of economic, commercial, industrial, financial or technical nature to natural or legal entities abroad.

11 - INTELLECTUAL PROPERTY

AH and/or AHD retain all rights in respect of developments, inventions, know-how, production procedures and any intellectual property rights relating to the Products that they manufacture and/or Services related thereto.

Nothing in the SCS shall be construed as a legal transfer of or licence to (other than specified hereafter), any patent, utility or design model, copyright, trademark, know-how or other intellectual property right. Copying and/or reproducing and/or communication and/or transmission to a third party of Seller's Products or Services or technical information or publications or training manuals, either wholly or partially, without the Seller's written express approval is strictly forbidden (except for the copying by the Customer of technical documentation provided by the Seller exclusively for the purposes of operation and maintenance of the Helicopters by the Customer).

The Seller grants the Customer a non-exclusive, non-transferable licence to use

- a SaaS for the purposes of operating and/or maintaining helicopters and/or
- the executable form of the software on the related Product, for the purposes of operating the Helicopters.

This licence does not entitle the Customer to receive free of charge updates of such software. The Customer shall not decompile, disassemble, modify, reverse assemble, reverse engineer or reduce to human readable form, the software and/or any SaaS except to the extent the foregoing restriction is, by operation of applicable law, prohibited or of no effect.

12 - LIABILITY

Notwithstanding any provision to the contrary in the Contract or elsewhere, the total and cumulated liability of the Seller under the Contract, due to any and all causes whatsoever, whether based on breach of contract or in tort or otherwise, shall in no event exceed in aggregate an amount equivalent to ten per cent (10%) of the total net Contract price (excluding taxes) or in case a specific Order is passed and the triggering event of liability relates to that Order, ten per cent (10%) of the total net Order price (excluding taxes).

The above limitation shall not apply in the event of gross negligence, wilful misconduct, death or bodily injury.

Each Party shall be responsible for death or bodily injury arising to its own personnel, whatever the cause. The Parties therefore waive the right to any claim against the other in this respect, except if such death or bodily injury is caused by the gross negligence or wilful misconduct of the other Party.

In no event shall the Parties be liable for any indirect, consequential, incidental, special or punitive damages of any kind, including, but not limited to, damages for any loss of use or profit, loss of assets, loss resulting from business disruption, loss of goodwill or loss of contractual opportunity by the other Party.

To the extent permitted at law, the Seller's obligations and liabilities and the Customer's rights and remedies as set forth in the Contract are exclusive and are in replacement of any and all other remedies under law or otherwise.

13 - FORCE MAJEURE AND EXCUSABLE DELAY

13.1 Force majeure

The Seller shall not be held responsible for failure to perform or delay in performing any of the contractual obligations of the Contract if such failure or delay is due to, but not limited to:

- acts of God, war, insurrection, epidemics, sabotage, labour disputes, strikes, lock-outs, shortages of labour, interruption or delays in transportation, fire, explosion, equipment or machinery breakdown, failure or delays of the Seller's sources of supply, shortage in material or energy, or
- acts, orders or priorities resulting from any government action, national or international authorities, or
- acts caused by any supplier or subcontractor of the Seller (or lower level subcontractor or supplier), or
- a bankruptcy or insolvency event concerning any supplier or subcontractor (or lower level subcontractor or supplier), or
- any other case beyond the reasonable control of the Seller.

For the avoidance of doubt, the delay or absence of payment by the Customer cannot be considered by it as a case of force majeure.

In case of force majeure, the contractual delivery date shall be extended by such period of time reasonably required to remove and/or overcome the event of force majeure and its effects.

13.2 Excusable delay

Any postponement of the contractual dates due to the following causes shall not constitute a delay:

- a) BFE/CFE not delivered according to the schedule stated in the Contract or found defective and which consequently requires to be replaced by the Customer or,
- b) Changes or additions to the Contract requested by the Customer or,
- c) Any failure or omission by the Customer to perform its obligations set forth in the Contract.

Any additional costs incurred by the Seller as a result of the occurrence of one of the above events shall be invoiced by the Seller and paid by the Customer over and above the Contract Price.

14 - TERMINATION

14.1 Termination for default

A Party may terminate all or part of the Contract for default of the other Party in the event that the other Party persistently fails to perform its obligations and despite the non-defaulting Party having notified by acknowledgment of receipt the defaulting Party to take adequate corrective measures and provided no such measures have been proven to have been taken within a period of two (2) months, following the above notice. The termination shall occur without any specific formality other than the above notice.

In the case of termination for default, the following shall apply:

14.1.1 In case of default of the Customer:

a) the Customer shall indemnify the Seller for all costs and damages (including but not limited to raw materials, labour, overhead, storage fees, work in progress) incurred by the Seller or which the Seller could not avoid incurring (including termination indemnities, if any, under the contracts between the Seller and its subcontractors or suppliers or under the second level contracts or subcontracts),

b) the Customer shall pay to the Seller a termination indemnity equal to ten per cent (10%) of the contractual price as well as an indemnity equal to the damages sustained by the Seller,

c) the Customer shall indemnify the Seller in case other remedies are available by the Customer under the Contract, than those mentioned under paragraphs a) to b) above, and

d) the Seller shall be entitled to retain any payments already made by the Customer, until an agreement is found on the above or the dispute resolution has been implemented and a decision has been taken in consequence.

14.1.2 In case of default of the Seller:

a) the Seller shall be entitled to deliver the remaining non-faulty Products and render the remaining non-faulty Services, and shall be paid the corresponding price thereof, and

b) the Seller shall return to the Customer all the BFE/CFE remaining in its premises, once the Products are delivered and/or the Services are rendered, and

c) the Seller shall refund the Customer, the amount of the down payment which refers to the unfulfilled part of the Contract.

14.2 Termination for force majeure

In case of the occurrence of a force majeure event as provided in article 13.1 results in the contractual delivery or performance dates being extended by more than six (6) consecutive months, the Parties shall meet in order to determine under which conditions they wish to pursue the Contract or if they do not reach an agreement within a one (1) month period, either Party shall be entitled to terminate the Contract, without being entitled to claim for any damages or compensation in any form whatsoever.

15 - APPLICABLE LAW AND DISPUTE RESOLUTION

The Contract shall be governed by German law for the sale of Products and/or Services by Airbus Helicopters Deutschland GmbH and by French law for the sale of Products and/or Services by Airbus Helicopters. Irrespective of the applicable law, the United Nations Convention for the international sale of goods is excluded.

The Parties shall attempt to amicably settle any dispute, controversy or claim arising out or in connection with the Contract, including through mediation (under the authority of a neutral, independent mediator to be jointly appointed by the Parties). If two (2) months after the occurrence of such dispute, controversy or claim, the Parties have failed to reach an agreement (unless they agree to extend the amicable phase), then the dispute, controversy or claim shall be settled as follows, depending on the contractual aggregate amount:

- A dispute will be finally settled under the rules of arbitration of the International Chamber of Commerce (ICC) by three (3) arbitrators appointed in accordance with the said rules.

- In the specific case of a dispute of which the aggregate amount does not exceed ten million (10 000 000) Euros, the Parties agree to opt for a fast track arbitration process in accordance with the ICC rules.

The place of arbitration shall be Geneva (Switzerland) and the language of the arbitration shall be English.

However, in all cases, should the Seller elect to choose a local court jurisdiction due to arbitration not being adapted to the specific nature of the dispute, in particular the need for immediate injunctive relief or to recover sums due, then such local court will be competent to settle the dispute.

The Parties hereby consent and agree to be subject to the jurisdiction of the aforesaid courts and/or arbitration and, to the greatest extent permitted by the applicable law, the Parties hereby waive any right to seek to avoid the jurisdiction of the above courts on the basis of the doctrine of forum non conveniens.

Unless otherwise agreed by both Parties, the fact that any dispute has been referred to arbitration pursuant to this article shall not relieve either Party from any of its obligations as set out in the Contract.

16 - DATA EXCHANGE

16.1 General

In order to improve the Products, their reliability and availability and the Customer services, the Seller has set up a data exchange process based on maintenance and operational data coming from the Customer's helicopters in service. The Data will notably consist of:

- Helicopter data generated by on-board recording systems,
- information system data, such as maintenance, operation, logistics and airworthiness data and
- data loaded to, transmitted by and/or stored as well as data generated by the SaaS as a result of the use of the SaaS.

For these purposes, the Customer, or its designated entity for operations and/or maintenance, hereby authorizes the Seller on a free and non-exclusively basis:

- to collect such Data.
- to use the Data to create processed data (data which is reconciled, enriched, qualified and analysed by AH) (hereinafter the "Processed data"),
- to anonymize such Processed data (Processed data which is anonymized, not enabling to identify the Customer) (hereinafter the "Anonymous data"),
- to disclose Data, Anonymous data and Processed data internally only to those of its employees (for the avoidance of doubt, this shall include temporary agency workers and freelancers) and/or Customer Centres having a need to have access to such data for the purpose (*) stated below,
- to disclose Data and Processed Data to partners, suppliers and/or subcontractors of AH (i) having a need to have access to such data for the purpose (*) stated below and (ii) being bound by confidentiality obligations.

- to disclose Anonymous data to partners, suppliers and/or subcontractors of the AH for the purpose (*) stated below,

- to use and disclose to customers Anonymous data (including after being complemented with additional sources of anonymous data) for the purpose (**) stated below, and

- to store Data, Processed data and Anonymous data.

(*) Disclosure shall be for the purpose of further software & service development, helicopter improvement & expert analysis.

(**) Trend monitoring, benchmarking services, report issuance, analyses and customer workshops for helicopter maturity.

Data, Anonymous data and Processed data may also be used for the purposes of supporting the Customer subject to a specific agreement.

16.2 Data confidentiality and intellectual property

The Parties agree that any and all Data disclosed by the Customer or its designated entity to AH shall be deemed confidential. Nevertheless, AH shall be entitled to disclose Data and Processed data to the persons and entities and at the conditions described under article 16.1 above. Anonymous data (including after being complemented with additional sources of anonymous data) can however be used and disclosed by the Seller without being subject to any confidentiality limitations/obligations.

AH owns all foreground intellectual property and know-how, if any, generated by the outcome of the analysis of the Data, Processed data and/or Anonymous data.

16.3 Data related liability

Notwithstanding anything to the contrary in the Contract, the Seller or its Customer Centers shall not be liable toward the Customer or its designated entity in the frame of the analysis of the Data and/or in connection with the Customer's helicopter maintenance, repair and flight operations as a result of the disclosure of confidential information by the Customer or its designated entity to the Seller or its Customer Centers or as the result of any exchange or analysis of information collected through the process.

17 - MISCELLANEOUS

These SCS along with the applicable Specific Annex(es) and Purchase Order (or Order) constitute the entire agreement between the Seller and the Customer. They supersede all previous communications and/or agreements either oral or written, between the Seller and the Customer with respect to the Products or Services.

In the event that one (1) or more of the articles provided for in these SCS is deemed invalid or unenforceable, the remaining provisions shall remain entirely valid and applicable.

English shall be the language of the Contract. Both Parties shall use English as the language to exchange, issue and deliver information, documentation and notices, and any related documents excluding those documents which might be produced by a governmental institution in the local language.

In the Contract, unless the contrary intention appears:

- headings are for the purpose of convenient reference only and do not form part of the Contract;

- where the last day of any period prescribed for the doing of an action falls on a day which is not a working day in the country of the applicable law, the action shall be done no later than the end of the next working day.

In case of any contradictions and discrepancies between the parts of the Contract, precedence shall be given in the following decreasing order:

- 1) Purchase Order, Order or Order Confirmation (as applicable)
- 2) Present SCS
- 3) Specific Annex(es)
- 4) Other Annexes and/or appendices in their order of appearance.

The provisions of the confidentiality, intellectual property, liability, applicable law and dispute resolution articles of the Contract shall survive and continue to have effect after the termination or expiry for any reason whatsoever of the Contract, and for a period of thirty (30) years thereafter.

No term or provision hereof will be considered waived by either Party, and no breach excused by either Party, unless such waiver or consent is in writing and signed by the Party against whom the waiver is asserted. No consent by either Party to, or waiver of, a breach by either Party, whether express or implied, will constitute a consent to, waiver of, or excuse of any other, different or subsequent breach by either Party.

Any variation or modification of the Contract shall be made in writing through an amendment and signed by duly authorised representatives of each Party.

The relationship between the Seller and the Customer is solely that of purchaser and seller. No joint venture or partnership is intended nor will any be construed from the Contract. Neither Party will have the authority to enter into contracts on behalf of or bind the other in any respect.

The Customer shall not be entitled, without the prior written consent of the Seller, to assign or transfer to a third party all or part of the rights and obligations under the Contract.

STANDARD CONDITIONS OF SALE SPECIFIC ANNEX APPLYING TO THE SALE OF SPARE PARTS

B1 - GENERAL

This Specific Annex, subject to SCS, is applicable to sale of Spare Parts, including tools, SB kits and STCs performed by the Seller to any Customer in order to maintain and/or operate Helicopters.

B2 - DELIVERY AND INCOTERMS

Unless the Contract stipulates another Incoterm, Spare Parts shall be delivered packed Free Carrier (FCA) Incoterms® 2020 at the Seller's site or logistic platform as specified in the Purchase Order.

In case of unavailability of the Spare Parts or of raw material, the Seller shall be entitled to make partial deliveries.

B3 - ORDER'S TYPOLOGY AND SPECIFICITIES

B3-1 Planned Purchase Orders

Purchase Orders of Spare Parts shall be considered as planned Purchased Orders if the requested delivery date is above two (2) weeks from the date of receipt by the Seller of a valid Customer's Order (Order Date), under FCA Incoterms® 2020 defined in Article B2. In case of complete or partial modification of the Order, the date of receipt shall be updated accordingly.

For each Order line of any planned and confirmed Purchased Orders, the Seller shall commit on delivery performance, except for critical part(s) as mentioned in the Order Confirmation. In case of late delivery, the Seller will grant to the Customer a credit under the conditions defined hereafter:

- If the Spare Part(s) ordered is(are) "on collection" as identified in the Seller's price list in force and is(are) delivered by the Seller after the delivery date requested by the Customer, the credit per delayed Spare Part shall depend on the timeframe between the requested delivery date and the Order Date, under FCA Incoterms® 2020 defined in Article B2, as follows:
 - Timeframe of fifteen (15) calendar days up to thirty (30) calendar days: eight (8) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed four thousand (4 000) euros;
 - Timeframe of thirty one (31) calendar days up to sixty (60) calendar days: twelve (12) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed six thousand (6 000) euros;
 - Timeframe of more than sixty (60) calendar days: sixteen (16) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- If the Spare Part(s) ordered is(are) "on demand" as identified in the Seller's price list in force, the Seller shall propose a delivery date and commit on it in the Order Confirmation. If the Seller delivers the Spare Part(s) on demand after the said committed delivery date, the credit per delayed Spare Part shall equal to sixteen (16) per cent of the invoiced value of the Spare part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- The credit shall not apply in case of an event disrupting the logistic flow for reasons not attributable to the Seller.
- The eligible credits shall be cumulated from 1st of January to 31st December of year n and the related total amount will be then granted under the form of a credit which shall be valid from 1st of April until 31st December of year n+1 and shall be used by the Customers for paying ordered Spare Parts. Said credit shall not apply in case of Customer's default, such as, but not limited to, late payment and payment default.

If the Contract stipulates another Incoterm than FCA Incoterms® 2020, the conditions for

allocating the credit are subject to adjustments and shall be agreed between the Parties.

B3-2 Rush Purchase Orders

The Rush Purchase Order is an Order with a requested delivery time below two (2) weeks from the date of its receipt by the Seller, the Customer not being in AOG situation.

B3-3 AOG Purchase Orders

To guarantee an efficient service to the Customer and respond quickly to any situation where the Customer's Helicopter is AOG, the Seller provides a twenty four (24) hours a day/seven (7) days a week AOG service. The AOG service is available for Orders of Spare Parts which are essential to put a Helicopter back into service or to enable it to perform its mission.

Any Spare Parts listed in the Seller's illustrated Parts catalog can be ordered by the Customer via AOG service, except main assemblies, raw materials, ingredients and hazardous materials.

The AOG service is provided to the Customer at the price stated in the relevant Seller's price list in force or in the relevant Quotation plus a surcharge fee of three hundred (300) euros (excluding transportation) charged per confirmed AOG Order. A flat rate for transportation cost will be added to the price of Spare Parts.

The Customer shall also mention in writing regarding any AOG Order placed to the Seller, the following information:

- Part number/ nomenclature
- Failure description and reason of removal
- Quantity required for the specific AOG
- Ship to address

The Seller, by sending an Order Confirmation, shall confirm in writing to the Customer the price and the delivery time within twelve (12) hours after receipt of the Customer's Order.

The Spare Parts already available in the Seller's inventory upon receiving the Order from the Customer will be delivered packed Carriage Insurance Paid (CIP) Incoterms® 2020 to the nearest international airport to the Customer and within seventy two (72) hours after receipt by the Seller of the Customer's Order, depending on the delivery location.

The Customer may order in AOG the concerned Spare Parts in accordance with the quantity fitted on the Helicopter. If several line items are ordered, the Seller has the right to make partial deliveries, depending on the availability of the Spare Parts.

The Customer shall check the Spare Parts provided in AOG conditions, notify any recognisable defects in a documented registered letter within forty eight (48) hours as from the date the Spare Parts have been received by the Customer and place them at Seller's disposal.

B4 - SB kit and STC

Unless otherwise specified, the kits originated from SB or STC modification are defined on the basis of the "as-delivered" configuration (i.e. the configuration of the Helicopter at the time of transfer of title from the Seller to the original customer). It is the responsibility of the Customer to make sure that the actual configuration of the Helicopter corresponds to the pre-mod configuration of the relevant SB or STC installation instruction. Any deviation of the actual configuration that requires the amendment of the SB or the STC installation instruction shall be charged to the Customer on a time and material basis.

Unless otherwise specified, the STC is sold to the Customer with the certification(s) as listed in the catalog and specified in the offer. It is the responsibility of the Customer to make sure that such certification(s) are acceptable to its competent airworthiness authority before the installation of the kit. The Seller will provide all reasonable support to the Customer for the additional certification or validation of the existing certification(s) at the latter's sole expense on a time and material basis.

The STC holder of the Product shall retain full responsibility for the type design definition its own Product (configuration, definition, necessary changes and continuing airworthiness). The Seller does not warrant the compatibility of the STC with future mandatory or non-mandatory modifications.

Contacts

Please contact your usual AIRBUS HELICOPTERS commercial interface

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