

AIRBUS

HELICOPTERS
Services

Standard Upgrades

January 2023

H135 family
BO105 / EC135 & H135



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.

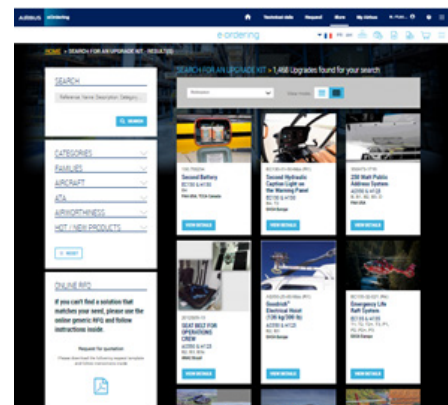
Airbus Helicopters proposes a large range of service bulletins (SB) and supplemental type certificates (STC) solutions available through its worldwide network, certified in accordance with international authorities (FAA, EASA...) and local requirements.

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

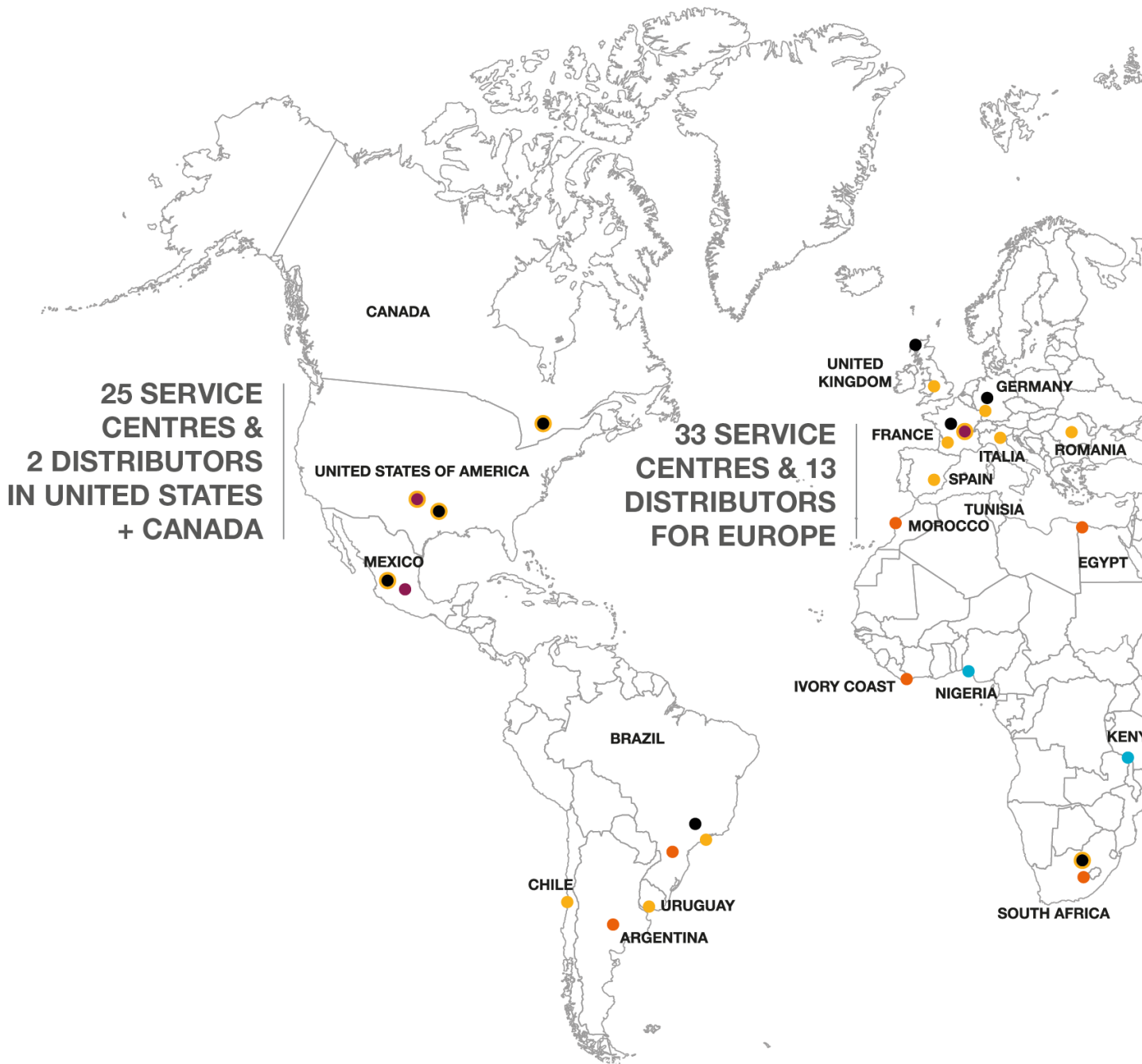
The complete and growing range of SB/STC standard upgrades is available on our AirbusWorld customer portal, which allows e-ordering of the associated kits. Together with a search engine, several filtering criteria will allow you to find the adequate available solution to answer your need, such as Equipment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

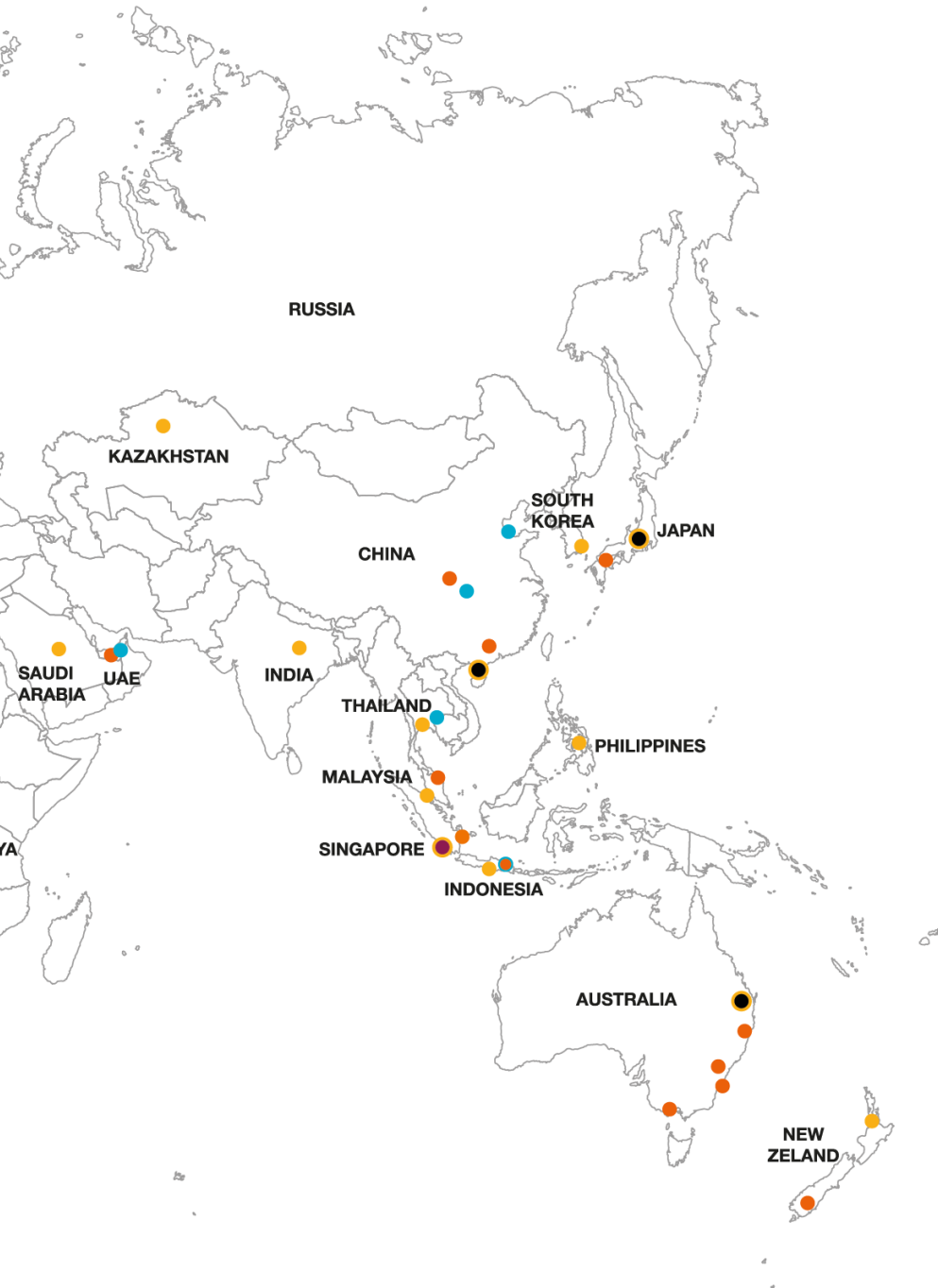


WHEREVER YOU OPERATE... WE SUPPORT YOU



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

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



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

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

User Guide

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

Select an aircraft family catalogue...



Aircraft families

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

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

...then search by product category

Product categories



Aircraft improvement



Airframe options



Cockpit & avionics options



Interior options



Maintenance improvement



Mission & external equipment



Obsolescence management



Operational protection



Power plant related options



Product improvement



Safety



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

How to read the product page

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

Airframe options
 AS350 & H125
 Product category
 Aircraft applicability

Windshield Wipers for pilot and co-pilot (opt)

Reference: AS350-30-40-Mos (R0)
 Applicable to version(s): 82, 83, 83e

Installation of windshield wiper for pilot and co-pilot.

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

BENEFITS

- Better visibility in rainy weather conditions.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|--|------------|-----------------------------|-------------|
| +2.5 kg per windshield wiper installation | +1 255 m.kg per windshield wiper installation | 1 Day(s) or 2 Day(s) depending on aircraft configuration | 22 Week(s) | 5381 - 6440 EUR (e.c. 2020) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|--|
| Airframe, Electrical | 2 to 4 Hours depending on aircraft configuration |
| Aircraft Maintenance Engineer | 3 to 6 Hours 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 35CA828052.07 or 35CA828052.08
 MOD AL4295 (Change in windshield wiper relay balls)The following MOD also impact the applicability of the SB (will be selected in the CONFIGURATION ASSISTANT)
 MOD 073439 (Eccurall canopy re-design)

CERTIFICATION ORGANIZATION(S)

EASA Europe

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

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

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

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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H135 family

EC135 & H135



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H135 family

B0105 / EC135 & H135

AIRCRAFT IMPROVEMENT



Admissible Maximum Take-Off Weight 2950kg (E-version)

Reference: EC135-62T-028 (R0)

Applicable to version(s): T2+, P2+

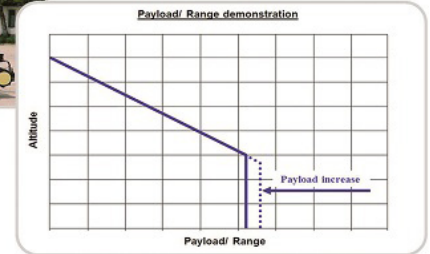
Higher payload allows to increase the maximum take-off weight.

This service bulletin consist in :

- Installing a new generation of lead-lag dampers in the main rotor blades

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).



> BENEFITS

- Increased range
- Take off with an additional payload of up to 40 kg. Carrying of additional optional equipment
- GM above 2910 kg: max. Operating Altitude 8000 ft (PA)
- GM above 2910 kg: max. Altitude 6000 ft (DA) for Hover IGE, Take-off and Landing
- CAT A VTOL II (Short Field) up to 2950 kg, CAT A VTOL III (Confined Heliport) up to 2950 kg
- CAT A Clear Heliport up to 2950 kg

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 2 to 20 Hour(s) depending on aircraft configuration |

Alternate gross weight (AGW) 3100 kg

Reference: EC135H-11-005/03 (R0)

Applicable to version(s): P3H

This Service Bulletin, Airbus Helicopters offers an alternate gross weight (AGW) to increase of the gross weight from 2,980 kg to 3,100 kg.

This Service Bulletin consists in:

- Special operations, the gross mass can be increased from 2,980 kg to 3,100 kg.
- Install the new PCF instance.

SB from Airbus Helicopters Deutschland (AHD)

For the loading of the PCF instance the full license of the AHDL V5.0 is necessary.



> BENEFITS

- Increase of the gross weight from 2,980 kg to 3,100 kg under special limitations

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

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Helionix Step 3.1.1 is a prerequisite for the accomplishment of this SB. If the helicopter is operated with a Helionix version below Step 3.1.1, then SB EC135H-42-004 must be accomplished prior or together with this SB. Tail rotor blades with P/N L642A2002104 or P/N L642A2002112 must be installed on the helicopter. The tail rotor blades are installed in the serial production or modified in accordance with ASB EC135H-04A-002.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Conversion of EC135 version P1 to version P2

Reference: EC135-71-017 (R3)

Applicable to version(s): P1

In cooperation with Pratt&Whitney Canada, ECD has developed a retrofit kit for modification of the EC135 P1 to the EC135 P2 model (PW206B to PW206B2 engine).

Replacement of the PW206B engines with the PW206B2 engines and accomplishment of the additionally required modifications.

Increase in the thermodynamic engine power performance with an enhanced torque limit.

In the One Engine Inoperative (OEI) mode, this torque limit increase is from 100% to 128%.

The power limits in the All Engines Operative (AEO) mode remain unchanged and correspond to those of the PW206B engine version.

Following accomplishment of this Service Bulletin, the flight manual for the EC 135 P1 model is to be destroyed.

Further operation of the helicopter is permissible only in compliance with and with the use of the flight manual for the EC135 P2 model.

SB from Airbus Helicopters Deutschland (AHD)

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.

Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft EC135 version P1

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Have modified engines and FADEC installed.
- Makes possible a 30 sec. + 2 min. One Engine Inoperative (OEI) operation mode with increased performance figures and thus achieves improved performance results in CAT. A operation.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|------------|-------------|-------------|
| -3,165 kg | -16,8 m.kg | On request | On request | On request | eOrdering |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

Conversion of EC135 version T1 to version T2

Reference: EC135-71-023 (R1)

Applicable to version(s): T1

In cooperation with Turbomeca, ECD has developed a retrofit kit for conversion of the helicopter model.

The software of the FADECs is being optimized and extended by new functions, and data exchange (cross talk) between the two FADECs is being provided. This enables a new type of training procedure to be introduced, facilitating realistic simulation of engine failures through which the safety of two-engine operation is retained.

SB from Airbus Helicopters Deutschland (AHD)

Due to the good accessibility available for work on the engine deck and on the engines during replacement of the engines, ECD recommends accomplishment of the Service Bulletins EC135-71-010, EC135-71-004 and EC135-71-011, if accomplishment of them is intended anyway but has not yet been carried out.



> BENEFITS

- Have conversion of helicopter models accomplished.
- By accomplishment of this conversion, a 30 sec. and 2 min. power rating (Topping Function) is being introduced, improving helicopter performance in the OEI training mode and thus permitting enlargement of the CAT A flight envelope.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|-----------|-------------------------------|-------------|
| + 0,750 kg | + 3000 kgmm | On request | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|-----------------------|
| Aircraft Maintenance Engineer | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable on aircraft EC135 version T1 On wich Turbomeca Service Bulletin SB 319 72 2814 and EC135-71-018 have been applied.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Conversion of EC135 version T2/P2 to version T2+/P2+

Reference: EC135-71-033 (R5)

Applicable to version(s): T2, P2

Airbus Helicopters offers the retrofit to version of the aircraft from T2, P2 to T2+, P2+.

Components affected:

- CAD (Caution and Advisory Display)
- VEMD (Vehicle and Engine Management Display):
- Rotor hub
- Shaft, preassy
- Rotor mast hub
- Rotor hub-shaft assy
- Main transmission
- Forked lever, preassembled
- Forked lever
- Hinged support, preassembled
- Hinged support
- Placard 2835 kg

The subsequently given components are required for accomplishment of this Service Bulletin. If the components are not already installed, they must be retrofitted with accomplishment of this Service Bulletin.

SB from Airbus Helicopters Deutschland (AHD)

Please download the SB (use the link above) and answer to the Reply Form Sheet in annex. Then attach this RFS to your Request For Quotation in the form below.



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all EC135 T2 and P2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Increases , the maximum permissible gross mass (MTOW) from 2835 kg to 2910 kg.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------|-------------|
| +0,357 kg | +0,589 m.kg | On request | On request | On request | eOrdering |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

42 Hour(s)

Conversion of EC135 version T2+/P2+ to version T3/P3

Reference: EC135-71T-045 (R0)

Applicable to version(s): T2+, P2+

By way of this Service Bulletin (SB), Airbus Helicopters Deutschland (AHD) offers the retrofit of the EC135 T2+ and P2+ to the versions T3 and P3 respectively.

This service bulletin consist in :

Replace :

- the main rotor blades
- the control rods
- the horizontal stabilizer
- the triple RPM indicator
- VEMD and CAD

Retrofit :

- the mixing lever gear unit
- the tail skid
- the vertical stabilizer
- the wire harness in the rear structure

Upon accomplishment of this Service Bulletin, the trim weights in the trim system may no longer be used in the rear structure.

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).

> BENEFITS

- Max. permissible take-off weight (MTOW) increases from 2910 kg to 2980 kg.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|----------------|------------|-------------|-------------|
| On request | On request | 5 to 6 week(s) | On request | On request | eRFQ |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Flight with increased gross mass 3100 kg

Reference: EC135H-11-005 (R0)

Applicable to version(s): T3H, P3H

With this installation, Airbus Helicopters offers the increase of the gross mass from 2980kg to 3100kg. The installation of the VNE (never-exceed-speed) table, which contains the related limitations, is described.

This upgrade consists in:

- Reworking of the glare shield
- Installation of the VNE table assy
- Installation of the VNE placard

SB from Airbus Helicopters Deutschland (AHD)

If the glare shield must be replaced anytime, a procedure and a reidentification of components must be accomplished on the new glare shield



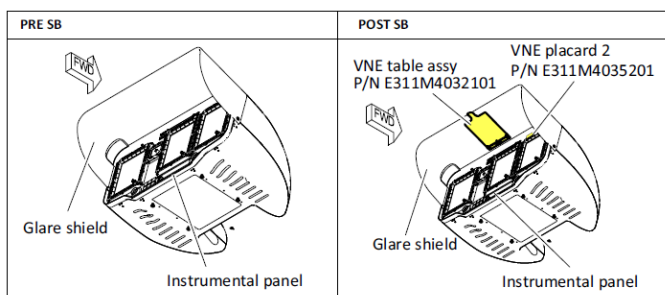
> BENEFITS

- The increase of the gross mass from 2980 kg to 3100 kg.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------|-------------|
| +0,078 kg | +145,0 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircrafts T3H, P3H, all S/N already equipped with

- HLX step 3.1.1.
- Glare shield
- Tail rotor blades with P/N L642A2002104 or P/N L642A2002112 (installed in the serial production or modified in accordance with ASB EC135H-04A-002 available on TIPI)

and not equipped with :

- VNE table assy
- Glare shield

> CERTIFICATION ORGANIZATION(S)

EASA Europe

AIRFRAME OPTIONS



44Ah battery

Reference: EC135-24-029 (R0)

Applicable to version(s): T2+, P2+

Replacement of the 40Ah battery by a 44Ah battery.

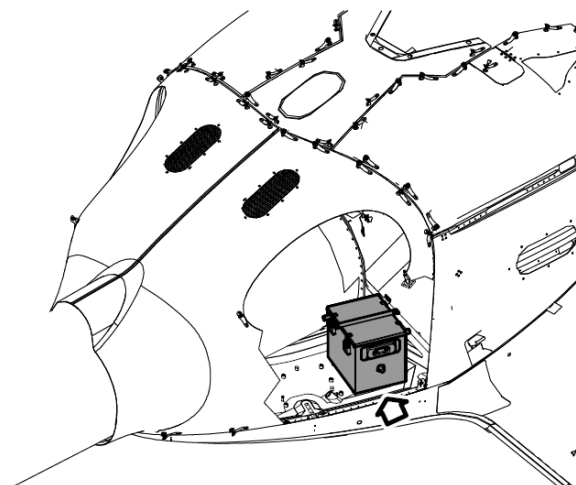
This modification consist in :

- remove 40Ah battery
- remove batteryholder
- install new batteryholder
- install 44Ah battery

the current of the 44Ah battery is 67.69 A.

After accomplishment of this SB the battery P/N 33490409206\BATTERY (40Ah) or P/N 447CH1\BATTERY (44Ah) can be installed.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The 44Ah battery provides increased cold weather starting performance, additional power during on ground operation (engines off) and enhanced protection in event of electrical system generation failure.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|-----------|---------------------------|-------------|
| +0,935 kg | +3,72 m.kg | On request | Week(s) | 151 68 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 equipped with a Battery 40Ah P/N 33490409206 or 409CH2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Chafing protection on the cabin frame

Reference: EC135-85-075 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

With this Service Bulletin (SB), Airbus Helicopters Deutschland (AHD) offers the installation of chafing protection.

This modification consist in :

- Prepare the bonding surfaces on the cabin frame
- Install the chafing protection to the cabin frame

SB from Airbus Helicopters Deutschland (AHD)

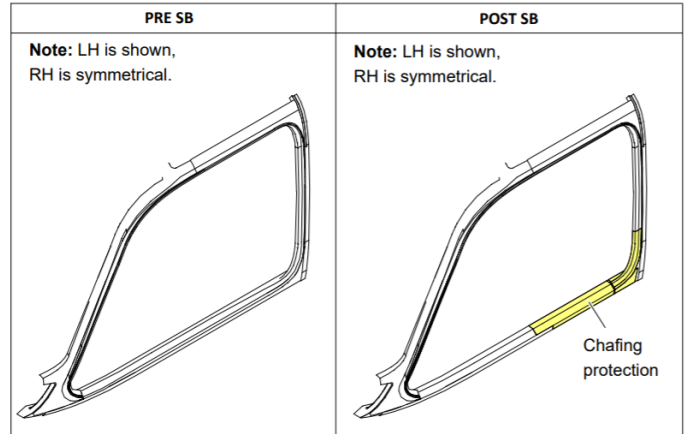
> BENEFITS

- To protect the cabin frame against wear and damage (e.g. chafing during rope operation).

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|----------------------|--------------------|
| + 1.442 kg | + 5078 kgmm | On request | 10 Week(s) | 1520 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 10 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N except helicopters with :

- PVC floor covers for a waterproof floor
- or
- abrasion protection, cabin boarding edge (PN L853M4825054 and L853M4826054, offered for new helicopters only)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Chafing protection on the cabin frame

Reference: EC135H-85-007 (R1)

Applicable to version(s): T3H, P3H

Airbus Helicopters offers the installation of chafing protection to protect the cabin frame against wear and damage (e.g. chafing during rope operation)

This modification consist of :

- Prepare the bonding surfaces on the cabin frame
- Install the chafing protection to the cabin frame

SB from Airbus Helicopters Deutschland (AHD)

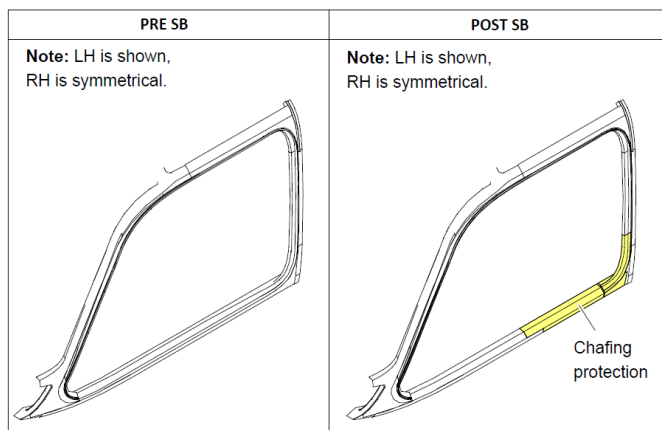
> BENEFITS

- To ease the Pre-flight checks.
- Avoid the cabin frame to be worn or damaged by chafing during rope operations.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|----------------------|-------------|
| + 1.442 kg | + 5.078 m.kg | On request | 10 Week(s) | 1520 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 10 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

EC135 T3H, P3H, all S/N except helicopters with :

- PVC floor covers for a waterproof floor
- or
- abrasion protection, cabin boarding edge (PN L853M4825054 and L853M4826054, offered for new helicopters only)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cockpit Door Locking Devices

Reference: EC135-52-011 (R1)

Applicable to version(s): All versions

Fully open position of the cockpit door.

This service bulletin consist in :

- Modify side spar panelling
- Modify side spar
- Modify lower panelling strip
- Drill out torsion bar
- Modify lever stopper
- Install lower panelling strip
- Install pilot-door locking device
- Modify pilot door



SB from Airbus Helicopters Deutschland (AHD)

> BENEFITS

- More space to get on the cockpit
- Easier entrance for mechanics during maintenance tasks in the cockpit
- Unlocking of the door holder via lever in the cockpit and standalone closing of the door

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------------|-------------|
| On request | On request | On request | 22 Week(s) | 16617 - 26267 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Paint | On Request |
| Electrical systems | 8 Hour(s) |
| Mechanics | 30 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

Pilot door LH:

- P/N L521M1051051
- P/N L521M1051053
- P/N L521M1051055
- P/N L521M1051056
- P/N L521M1051057

Pilot door RH:

- P/N L521M1052051
- P/N L521M1052053
- P/N L521M1052055
- P/N L521M1052056
- P/N L521M1052057

and not equipped with :

- optional equipment pilot-door locking devices.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Concorde RG-390E or RG-380E/44 lead acid battery

Reference: SR09105RC-D

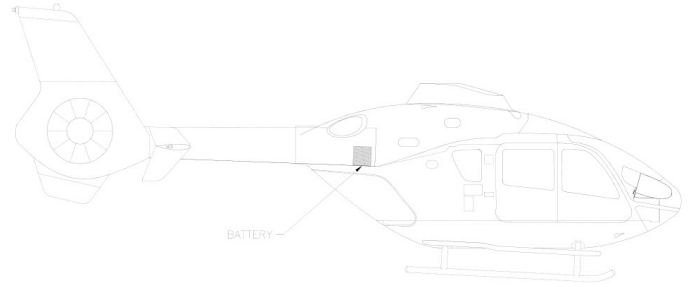
Applicable to version(s): P1, P2, P2+, T1, T2, T2+

The Concorde lead acid battery is a recombinant gas lead acid battery that replaces the standard aircraft Nickel Cadmium (NiCad) battery located behind the right hand aft engine cowl and uses the existing battery securing provisions.

The Concorde lead acid battery is a recombinant gas lead acid battery that replaces the standard aircraft Nickel Cadmium (NiCad) battery located behind the right hand aft engine cowl and uses the existing battery securing provisions.

Use kit #135A73-0019-04/-05.

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

FAA USA

TCCA Canada

> BENEFITS

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

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

> INSTALLATION TIME

QUALIFICATION

On request

INSTALLATION DURATION

Co-pilot door opening range increase

Reference: AHUK-135-0023

Applicable to version(s): P2+, P3

The Co-pilot door opening range increase intend to improve the access to the Co-pilot cockpit compartment.

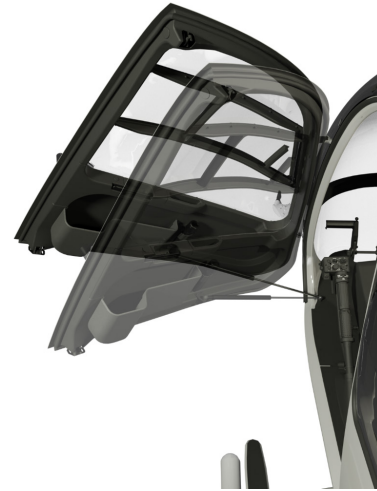
The door opening is increased by approximately 180mm when held open by the gas strut.

The installation introduces a new door operating gas strut with an increased range of travel and a revised door hinge location.

- EASA Service Bulletin available



STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Increases the Co-pilot door opening range and the access to the cockpit.

|  WEIGHT |  MOMENT |  DOWNTIME |  LEAD TIME |  PRICE RANGE |  ONLINE CAT. |
|---|---|---|--|--|--|
| Complete Installation Negligible | Complete Installation Negligible | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

- None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Covers for OAT Sensors

Reference: EC135-34-027 (R1)

Applicable to version(s): All versions

The purpose of this Service bulletin is to add protection of the OAT sensors.

This service bulletin consist in :

- Paint OAT cover
- Drill boreholes
- Establish surface protection
- Install OAT covers

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- This service bulletin is applicable on aircraft S/N 0005 up to and including S/N 0650, excluding S/N 0608, 0642 and 0645.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|------------|------------|-----------------------------|-------------|
| + 0.1 kg | + 251.7 kgmm | On request | 18 Week(s) | 1046 - 1128 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Effective for S/N 0005 up to and including S/N 0650, excluding S/N 0608, 0642 and 0645. The short-term cover, P/N L132M0015101, can no longer be fitted with the OAT sensor covers and the replacement short-term cover, P/N L132M0015102, is included with the kit. Compliance is optional.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Flat step patches on the front end

Reference: EC135-32-027 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Installation of flat step patches on the front end of the circular entrance steps.

This modification consist in install the flat step patches on the front end of the circular entrance steps, at the LH and/or RH side of the helicopter.

SB from Airbus Helicopters Deutschland (AHD)

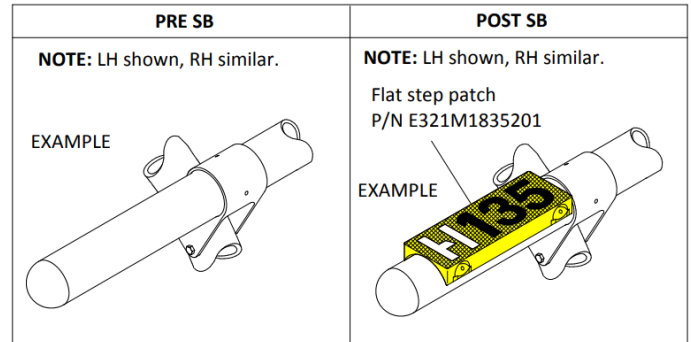
> BENEFITS

- Make entrance into or getting out of the helicopter cockpit easier.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|-----------|-----------------------------------|-------------|
| +0,403 kg or +0,806 kg depending on aircraft configuration | +1,009 m.kg or +2,018 m.kg depending on aircraft configuration | On request | Week(s) | 1076 - 2153 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 all S/N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Flat step patches on the front end

Reference: EC135H-32-004 (R0)

Applicable to version(s): T3H, P3H

Installation of flat step patches on the front end of the circular entrance steps.

This modification consist in install the flat step patches on the front end of the circular entrance steps, at the LH and/or RH side of the helicopter.

SB from Airbus Helicopters Deutschland (AHD)

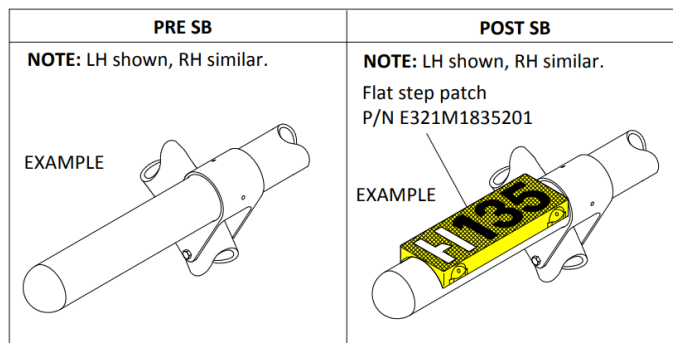
> BENEFITS

- Make entrance into or getting out of the helicopter cockpit easier.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|-----------|-----------------------------------|-------------|
| +0,403 kg or +0,806 kg depending on aircraft configuration | +1,009 m.kg or +2,018 m.kg depending on aircraft configuration | On request | Week(s) | 1076 - 2153 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 EC135 version T3H or P3H all S/N, equipped with :

- Straight step assy LH P/N L321M5821104
- Straight step assy RH P/N L321M5822103
- Cranked step assy LH P/N L321M5824103

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Flat Top Moulded Trim for Landing Gear Foot Step

Reference: EC135-32-016 (R0)

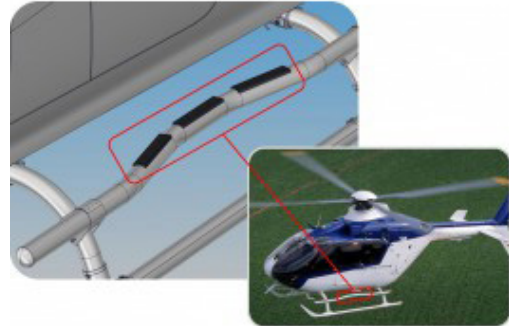
Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Retrofit of flat treads to helicopters with multi-purpose carriers (straight or offset).

This service bulletin consist in :

- Remove the anti-slip lacquer from the area of the treads to be installed.
- Install the treads to the entrance steps / the multi-purpose carrier.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- A better grip to access the cabin
- Easier boarding/diseimbarking

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|---------------|------------|-----------|----------------------|-------------|
| + 0.54 kg | + 1957.8 kgmm | On request | 8 Week(s) | 1272 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with tubular entrance steps or multi-purpose carrier

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Avionics | 5 Hour(s) |
| Avionics | 3 Hour(s) |
| Airframe, Systems | 4 Hour(s) |

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Forward Bracket of the Standard Step

Reference: EC135-32-013 (R0)

Applicable to version(s): All versions

Retrofit of forward brackets on entrance step.

This service bulletin consist in :

- Remove standard entrance step
- Discard attachment hardware of the standard step that has become unnecessary
- Install new brackets using attachment hardware contained in retrofit kit

After the retrofit has been accomplished it is possible to use these attachment hardware elements on the multifunctional step, the emergency float step and the standard step

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Replacement of the forward cross tube is no longer required
- Easier installation of the multifunctional steps and the emergency float steps
- Faster retrofit for different missions

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|---------------|------------|------------|-----------------------------|-------------|
| + 0.2 kg | + 1957.8 kgmm | On request | 16 Week(s) | 1377 - 2763 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with standard step.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved main rotor blades bearing support assembly

Reference: EC135H-62-002 (R1)

Applicable to version(s): T3H, P3H

This Service Bulletin (SB), Airbus Helicopters offers an improved main rotor blades bearing support assembly.

This service bulletin consists to:

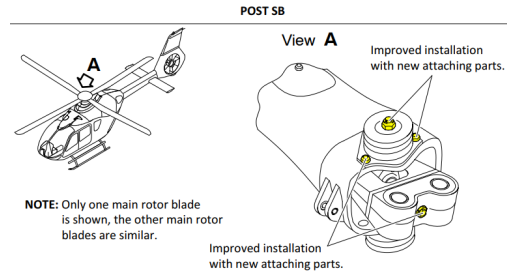
- Remove the main rotor blades as necessary.
- Remove the lead-lag dampers.
- Remove the bearing supports
- Install the bearing supports
- Install the lead-lag dampers
- Reidentify the main rotor blades
- Install the removed main rotor blades

If the nuts of the bearing supports of the main rotor blades are not torqued correctly, this can cause weakness in the bearing supports assemblies and lost parts.

SB from Airbus Helicopters Deutschland (AHD)

Mixability:

Mixed installation of old main rotor blades P/N L621M1010101 and new main rotor blades P/N L621M1010102 is permitted.



> PRE-POST REQUISITE / EFFECTIVITY

- Helicopters/installed equipment and parts
- EC135 T3H, P3H, all S/N up to S/N 2145 inclusive
 - Main rotor blade P/N L621M1010101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|----------------------|--------------------|
| Negligible | Negligible | On request | Week(s) | 1194 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|------------------------------|
| Airframe, Mechanics | 2,5 to 3 Hour(s) |

Installation of sun shade foils on the windshields

Reference: EC135-25-031 (R0)

Applicable to version(s): P1/T1 CDS, P1/T1 CPDS, P2/T2, P2+/T2+, P3/T3

With this installation Airbus Helicopters offers the installation of sun shades foils on the windshields, or the replacement of sun shades by sun shade foils. These new sun shade foils in comparison to the conventional sun shades have a significantly reduced weight and save costs.

This upgrade consists in the:

- Installation of the sun shade foils on the windshields. For Helicopters without sun shades
- Removal of the sun shades. Installation of the sun shadefoils on the windshield. For helicopters ith sun shades, without removal of sun shades fixed provisions
- Removal of the sun shades. Removal of the sun shades fixed provisions. Closing the holes in the cabin frame. Installation of the sun shades foils on the windshields. For helicopters with sun shades, with removal of sun shades fixed provisions.

SB from Airbus Helicopters Deutschland (AHD)

After accomplishment of this SB, if the sun shades fixed povisions have been removed, the sun shades can not be installed again. The mixability between sun shades and sun shade foil is not recommended

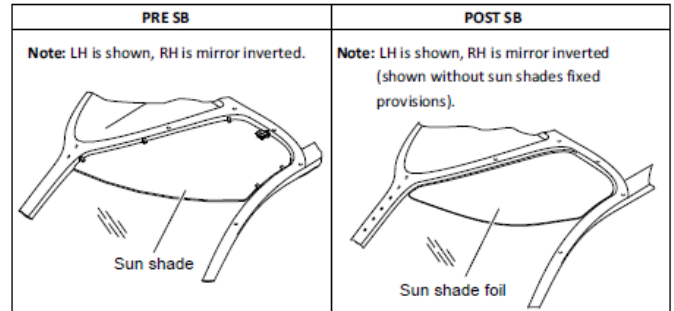
> BENEFITS

- The sun shades reduces heat inside the cockpit and reduces glare caused by sun rays

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------------------------------|---|------------|--------------------|-------------|-------------|
| -1,628 kg to -1,179 m.kg | On request | 10 Week(s) | 58 EUR (e.c. 2023) | eOrdering | |
| -1,65 kg De- pending on configuration | to -4,227 m.kg De- pending on configuration | | | | |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Mechanics | 6 to 10 Hour(s) Depending on configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on all S/N not equipped with :

- sun protection
- or equipped with :
- optional equipment sun shades
- LH sun shade P/N L251M40X1001, L251M40X1003, L251M40X1007, L251M40X1015, L251M40X1017, L251M40X1021
- RH sun shade PN L251M40X1002, L251M40X1004, L251M40X1008, L251M40X1016, L251M40X1018, L251M40X1022

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of the air conditioning system

Reference: EC135H-21-002

Applicable to version(s): T3H/P3H

With this Service Bulletin (SB), Airbus Helicopters offers the installation of the Air Conditioning System (ACS).

This upgrade consists in :

- Preliminary steps (removal of the panels, oanelings and covers)
- Retrofit of the FWD ceiling panel
- Removal of the basic ventilation on the passenger cabin
- Retrofit of the FWD access cover
- Modification of the cockpit ventilation system
- Modification of the heat installation lower group
- Retrofit of the LH exhaust cowling
- Electrical modification
- Installation of the coolant hoses
- Installation of the cooling equipment

SB from Airbus Helicopters Deutschland (AHD)

Plate L716M2180101 must not be used anymore after accomplishment of this SB.
If the FWD ceiling panel must be replaced anytime, a retrofit must be performed again on the new FWD ceiling panel.
If the FWD access cover must be replaced anytime, a retrofit must be performed again on the new FWD access cover.
If the LH exhaust cowling must be replaced anytime, a retrofit must be performed again on the new LH exhaust cowling.

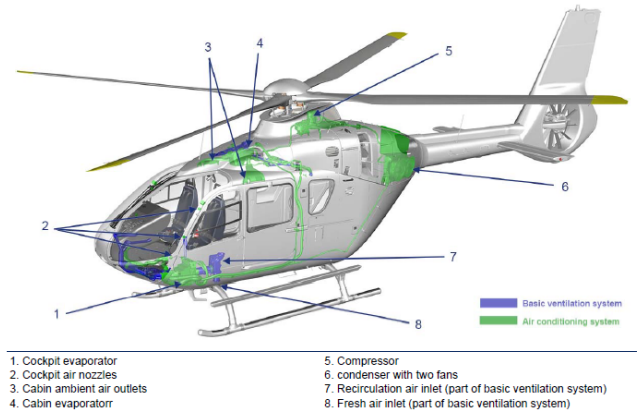


Figure 1: Air conditioning system

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on EC135 T3H, S/N 2073 and 2081 and not equipped with

- FWD access cover.
- FWD ceiling panel.
- LH exhaust cowling.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|-----------------------------|------------|------------|-------------|-------------|
| -1,108 kg to +15,33 kg | -4,047 m.kg to +94,234 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------|-----------------------|
| Airframe, Mechanics | 100 Hour(s) |
| Pilot, Functional Check | 2 Hour(s) |
| Airframe, Electrical | 40 Hour(s) |
| Paint | 10 Hour(s) |

Introduction of a door pre-catch mechanism

Reference: EC135-52-005 (R0)

Applicable to version(s): EC135 all models

This Service Bulletin offers a pre-catch mechanism for pilot doors and sliding doors.

This service bulletin consist in :

- Remove standard locking mechanisms of the pilot doors
- Install the locking mechanism with integrated door pre-catch mechanism
- Modify sliding doors and sliding door frames
- Install door pre-catch mechanism

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- To alleviate the locking procedure of the pilot doors and the sliding doors this Service Bulletin offers a pre-catch mechanism for pilot doors and sliding doors.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|----------------|------------|-----------|-----------------------------|-------------|
| + 0,273 kg | + 947.275 kgmm | On request | 8 Week(s) | 3790 - 4802 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 75 to 105 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

EC135, all models.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Introduction of a new wiper gearbox assembly and wiper arm

Reference: EC135-30-005 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

With this SB AHD introduce a new wiper gearbox assembly (gearbox and motor) and a new damped wiper arm.

This Service Bulletin consist in :

- Replace the old wiper arm
 - Replace the old wiper gearbox assembly
- If wiper gearbox P/N B304M1001101 is installed, the wiper pushbutton on switch unit of the pilots and/or copilots collective levers or cyclic sticks is reactivate.
If weather radar RDR1600 and protective cover B344M3808101 are installed, the protective cover is replaced.
For helicopters with WSPS, the support is replaced.

The wiper gearbox assembly and the wiper arm are no longer available.
This SB must be accomplished for the first installation of :

- the new wiper gearbox assembly P/N L304M1008101
- or
- the new damped wiper arm P/N L304M1003101

SB from Airbus Helicopters Deutschland (AHD)

The old wiper arms P/N B304M1002101, L304M2003101, L304M2003102 or L304M2003103 must not be used together with the new wiper gearbox assembly P/N L304M1008101.



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N up to S/N 1270 inclusive, equipped with :

- wiper arm P/N B304M1002101, L304M2003101, L304M2003102 or L304M2003103
- and
- wiper gearbox P/N B304M1001101, B304M2009101 or L304M2805101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The production of the current wiper motor and wiper arm has been ended.
- The new wiper motor have a lower consumption.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|------------|------------|-----------------------------------|-------------|
| +0.2 kg | +0.265 m.kg | On request | 18 Week(s) | 4073 - 6711 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Mechanics | 7 to 9 Hour(s) depending on aircraft configuration |
| Electrical systems | 2 Hour(s) |

Introduction of a new wiper gearbox assembly and wiper arm

Reference: EC135H-30-001 (R1)

Applicable to version(s): T3H, P3H

The production of the current wiper motor and wiper arm has been ended. With this SB AHD introduce a new wiper gearbox assembly (gearbox and motor) and a new damped wiper arm.

This Service Bulletin consist in Remove the old wiper arm remove the old wiper gearbox assembly, install the new wiper gearbox assembly L304M1008101 and install the new damped wiper arm L304M1003101.

- For helicopters with optional equipment weather radar RDR1600 this Service Bulletin replace the protective cover.
- For helicopters with landing light in nose cover this Service Bulletin replace the support bracket assy landing light in nose cover.
- For Helicopter with WSPS this Service Bulletin replace the support WSPS.

The last revision of this Service Bulletin improve the wiper motor.

The wiper gearbox assembly and the wiper arm are no longer available. This SB must be accomplished for the first installation of :

- The new wiper gearbox assembly L304M1008101
- Or
- The new damped wiper arm L304M1003101.

SB from Airbus Helicopters Deutschland (AHD)

The old wiper arms P/N L304M2003102 or B304M1002101 must not be used together with the new wiper gearbox assembly P/N L304M1008101.

> BENEFITS

- Manage the wiper motor and wiper arm obsolescence and improved wiper motor.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-----------|------------|------------|------------------------------|-------------|
| + 0.050 kg | + 66 kgmm | On request | 18 Week(s) | 5113 - 10427 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|---|
| Electrical systems | 0 or 2 Hour(s) depending on aircraft configuration |
| Mechanics | 7 to 11 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to helicopters all S/N up to S/N 2039 inclusive and equipped with Wiper arm P/N L304M2003102 or B304M1002101 and Wiper gearbox P/N B304M1001101 or B304M2009101.

The kit to be ordered is impacted depending if the helicopter is equipped with optional equipment weather radar RDR1600, landing light in nose cover or WSPS (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Main rotor blade folding

Reference: EC135-62-034 (R1)

Applicable to version(s): EC135 all models

Airbus Helicopters Deutschland offers a retrofit of the main rotor blade folding.

This service bulletin consist in :

- Retrofit of main rotor blade folding
- Retrofit of the fixed part of main rotor blade folding ground accessories

If Revision 0 of this Service Bulletin has already been accomplished, no further action is required due to this Revision.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Main rotor blade folding considerably reduces the width of the helicopter when the main rotor blades are folded and consequently reduces the space required.
- The blade supports included in the main rotor blade folding ground accessories allow helicopters to be parked in the open with folded main rotor blades.
- Folding the main rotor blades during helicopter transport also protects the main rotor blades from damage.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-------------------------------------|-------------|
| + 1,520 kg or + 1,70 kg depending on aircraft configuration | + 4794 kg.mm or + 7113 kg.mm depending on aircraft configuration | On request | 20 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 6 to 10 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all S/N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Main rotor transmission

Reference: EC135-63-023 (R1)

Applicable to version(s): EC135 all models

This service bulletin allows installation of an improved rotor hub-shaft nut.

This modification consist in :

- Remove main rotor hub-shaft
- Disassemble main rotor hub-shaft
- Place the spacer tube on the rotor hub-shaft

If this SB has already been accomplished i.a.w. Revision 0, no further work is required due to this Revision.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- With this SB the inspection of the spacer tube is increased from 1600 Fh to 2000 Fh.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-----------------------|-------------|
| + 0.54 kg | + 2330 kgmm | On request | 20 Week(s) | 23489 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all EC135 T1, T2, T2+, T3, P1, P2, P2+, P3.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Medium-High Landing Gear

Reference: EC135-32-015 (R1)

Applicable to version(s): P1, T1, T2, P2, T3, P3

Increase of the helicopters ground clearance by 10 centimeters.

Retrofit from the standard landing gear to the medium-high landing gear the height of which is between the standard landing gear and the high landing gear. Entrance steps, multi-purpose carriers and skids can be taken from the standard landing gear.

Weight depends on aircraft configuration

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Increased ground clearance
- Easier loading and unloading

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|--------------------------------------|-------------|
| On request | On request | On request | 36 Week(s) | 19302 - 138159 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N.
 For aircraft S/N 0005 to 0120 equipped with multi purpose carrier and aircraft S/N 0005 to 0829 not equipped with forward brackets L321M1027 102 and L321M1028 102
 Please contact airbus helicopters to place order.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Moorings designed to withstand wind speeds of up to 40 knots and retrofit of general attachment points on the fuselage

Reference: EC135-10-001 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

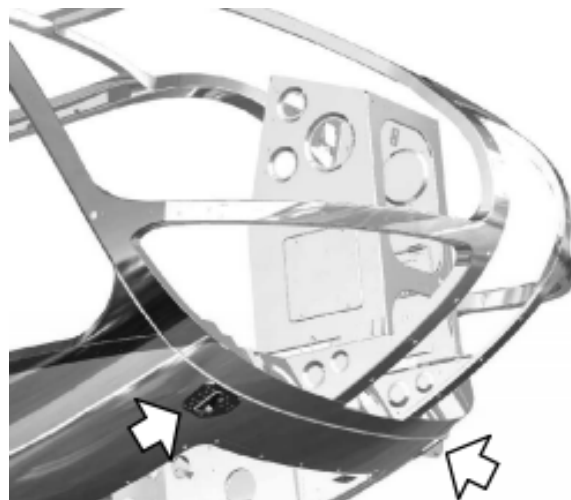
Secures the helicopter up to 40 kts wind velocity.

Retrofit of lashing points (designed to withstand wind speeds of up to 40 knots) and the retrofit of general attachment points on the fuselage.

If Revision 0 of this SB has already accomplished, no further work is necessary.

SB from Airbus Helicopters Deutschland (AHD)

Moorings for the main rotor blades are available.



> BENEFITS

- This item of equipment enables to park and secure the helicopter up to 40 kts.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-------------------------------|-------------|
| + 2,379 to 6,731 kg depending of aircraft configuration | + 8783 to 24674 kg.mm depending of aircraft configuration | On request | 26 Week(s) | Ref to detailed price online. | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

All EC135 T1, T2, T2+, T3, P1, P2, P2+, P3.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 8 to 28 Hour(s) depending on aircraft configuration |

One-Hand Locking for the Rear Doors

Reference: EC135-52T-009 (R0)

Applicable to version(s): P1, P2, P2+, T1, T2, T2+

Easier opening of the rear doors.

Retrofit of a one-hand locking for the rear doors.
 This one-hand locking makes it easier to open and close the rear doors.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Rear doors can be quicker opened and locked
- Rear doors can be opened and locked with one hand

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|------------|------------------------|-------------|
| + 1.126 kg | + 7019 kgmm | On request | 16 Week(s) | 221 12 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 25 Hour(s) |
| Paint | 17 Hour(s) |
| Composites | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Effective for all S/N.
 No incompatibility with other systems.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Pilot Door Window Panes

Reference: EC135-56T-004

Applicable to version(s): All versions

Retrofit of window panes in the lower area.

This service bulletin consist in :

- Remove pilot door.
- Make a cut-out for the window.
- Bond window. Install pilot door.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Through the lower pilot door window panes the pilots/copilots have a better view on the forward area of the skid tubes.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-----------------|------------|------------|-------------------------------|-------------|
| + 0.8 kg | + 1201.892 kgmm | On request | 12 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Composites | 10 Hour(s) |
| Paint | 2 Hour(s) |
| Airframe, Electrical | 8 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- Wind deflector for sliding window

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Protective Strip on the RH Snow Skid

Reference: EC135-32-017 (R2)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Retrofit of protective strips to the RH snow skid.

This service bulletin consist in :

- Remove the edge protection from the RH skid part and cut skid part to appropriate size.
- Install the protective strips to the skid part.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Protection of the external mounted hoist system cable when it is operated on the RH side

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|----------------------|-------------|
| + 0.7 kg | + 3400 kgmm | On request | 4 Week(s) | 1766 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 2 Hour(s) |
| Airframe, Structure | 9 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- "RH snow skid" L327M2811 101.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the Fin Tip Fairing

Reference: EC135-53-033 (R0)

Applicable to version(s): T3, P3

Airbus Helicopters offers the replacement of the fin tip fairing.

- Remove the old fin tip fairing
- Remove all installations from the old fin tip fairing
- Modify the fixed provisions on the fenestron structure
- Install the electrical wires to the new fin tip fairing
- Install the GPS antenna(s) to the new fin tip fairing
- Install the anti-collision light to the new fin tip fairing
- Install the position light to the new fin tip fairing
- Install the new fin tip fairing
- Change the GPS antenna configuration on the GTN750/650
- Perform the functional test

For further information please see Information Notice (IN) 3185-I-00.

SB from Airbus Helicopters Deutschland (AHD)

Please download in TIPI the associated SB to apply the annex.

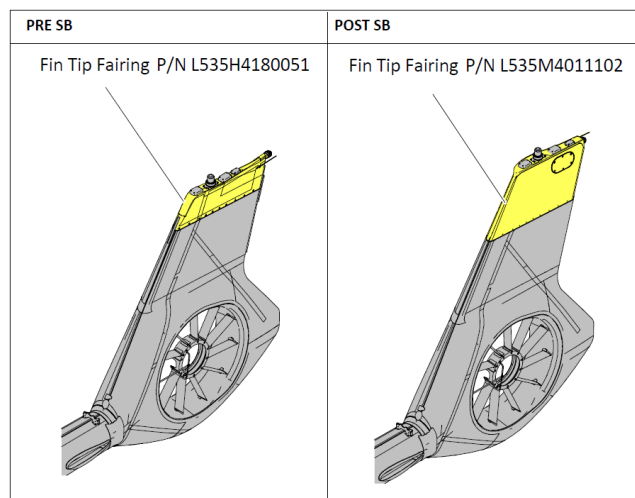
> BENEFITS

- Due to a high vibration level on several helicopters operational limitations for the autopilot were introduced in the FLM of the EC135 P3/T3.
- The replacement of the fin tip fairing is one of several measures for the removal of those limitations.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|-----------|-------------------------------------|-------------|
| +2,021 kg or +2,118 kg depending on aircraft configuration | +21,398 m.kg or +22,411 m.kg depending on aircraft configuration | On request | Week(s) | 22281 - 22385 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 17 Hour(s) |
| Mechanics | 27 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft S/N 1143 up to S/N 1276 inclusive, except S/N 1220.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the high landing gear by the medium-high landing gear

Reference: EC135-32-022 (R0)

Applicable to version(s): T2, P2

With this Service Bulletin, Airbus Helicopters Deutschland (AHD) offers the replacement of the high landing gear by the medium-high landing gear.

This modification consist in :

- Remove optional equipment
- Remove and disassemble high landing gear
- Prepare the medium-high cross tubes for installation
- Assemble and install medium-high landing gear
- Install optional equipment

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- To adapt the helicopter to the customers mission profile.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|-----------|-------------------------------|-------------|
| -10,3 kg to +22,877 kg depending on aircraft configuration | -6,962 m.kg to +76,5 m.kg depending on aircraft configuration | On request | Week(s) | 40219 - 87107 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

QUALIFICATION
 Mechanics

INSTALLATION DURATION
 20 Hour(s)

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft all S/N with the high landing gear.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of ventilation system from BEHR with the ventilation system from AIR COMM

Reference: EC135-21-019 (R2)

Applicable to version(s): T1, P1

Replacing the ventilation system from BEHR with the ventilation system from AIR COMM CORPORATION (ACC), (formerly KEITH or MEGGITT).

- This modification consist in :
- remove the ventilation system from BEHR
 - install the ventilation system from ACC

The ventilation system from BEHR is no longer available.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.

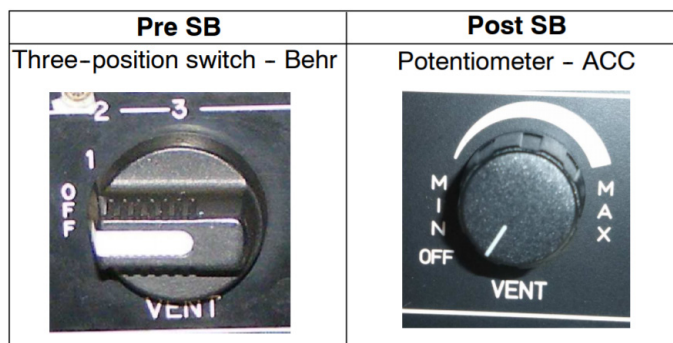
> BENEFITS

- Manage the obsolescence of the BEHR ventilation system.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-----------------------|-------------|
| On request | On request | On request | Week(s) | 40809 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 60 Hour(s) |
| Electrical systems | 60 Hour(s) |
| Sheet metal worker | 40 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircraft S/N 0005 up to and including S/N 0120 with ventilation system from BEHR (The ventilation system from BEHR can be identified by the three-position switch in the overhead panel), Without air conditioning, excluding S/N 0025, S/N 0050, S/N 0053, S/N 0072, S/N 0097 and S/N 0067.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacing electrical master box 1VE, electrical master box 2VE and battery master box 3VE

Reference: EC135-24-024 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters Deutschland (AHD) installs a new generation of electrical master boxes (1VE, 2VE, 3VE) as standard equipment.

With this Service Bulletin, AHD offers the replacement of the old generation with electrical master boxes of the new generation. The functionalities of the old and new electrical master boxes are identical.

This Service Bulletin is to be implemented when Thales electrical master boxes 1VE, 2VE and 3VE are replaced with ECE Zodiac electrical master boxes for the first time.

ECE electrical master boxes are installed as standard from S/N 1058.

SB from Airbus Helicopters Deutschland (AHD)

After compliance with this Service Bulletin, it is no longer permitted to install electrical master boxes 1VE and 2VE and battery master box 3VE from Thales. Electrical master box 1VE, electrical master box 2VE and battery master box 3VE must be replaced together. A mixed arrangement of Thales and ECE Zodiac electrical master boxes is not permitted.



> BENEFITS

- Electrical master boxes of the new generation.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------------------------|-------------|
| + 1.05 kg | + 4535 kgmm | On request | 24 Week(s) | 58557 - 58766 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Pilot, Flight test | 1 Hour(s) |
| Electrical systems | 35 Hour(s) |
| Mechanics | 30 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to S/N 0005 up to and including S/N 1057, except S/N 0595 and S/N 1055.

Equipped with :

- Electrical master box 1VE 4503-350-0, 4503-350-1, 4503-350-2, 4503-350-3 or 4503-350-4
- Electrical master box 2VE 4502-350-0, 4502-350-1, 4502-350-2, 4502-350-3 or 4502-350-4
- Battery master box 3VE 4504-300-3 or 4504-300-6

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a settling protection

Reference: EC135-32-020 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Retrofit of the already installed settling protection or retrofit of an improved settling protection.

For aircraft without settling protection :

- retrofit skid tubes
- retrofit settling protection
- install settling protection

For aircraft with settling protection already installed :

- remove settling protection
- retrofit settling protection
- install settling protection

The settling protectors are designed for landing and prolonged parking of soft ground.

They are installed at the rear end of the skid tubes.

At the bottom of the settling protectors, additional wear plates are installed.

SB from Airbus Helicopters Deutschland (AHD)

After the retrofit of the LH and RH settling protection the cover P/N B327M5007201 can no longer be used.

> BENEFITS

- They prevent the skids from sinking into the ground.
- With the retrofit the settling protection is equipped with a improved cover and drainage boreholes on the lower surface.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-----------------------------------|-------------|
| + 0.624 kg to + 9.753 kg depending on aircraft configuration | + 3.250 m.kg to + 50.296 m.kg depending on aircraft configuration | On request | 20 Week(s) | 911 - 30345 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

14 to 20 Hour(s) depending on aircraft configuration



> PRE-POST REQUISITE / EFFECTIVITY

EC135, all S/N with standard skids or emergency float skids. Helicopters with snow skids are excluded from this retrofit.

EFFECTIVITY When the already installed settling protection is to be retrofitted.

- LH settling protection: L327M4827101
- RH settling protection: L327M4828101

or

- LH settling protection for emergency floats: L327M4823101
- RH settling protection for emergency floats: L327M4824101

EFFECTIVITY When the settling protection is to be retrofitted.

- Skid: L321M1004102, L321M1004103

or

- Aft emergency float skid: L321M5831206

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of handles to the cockpit structure

Reference: EC135-25-015 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

With this Service Bulletin (SB), Airbus Helicopters Deutschland (AHD) offers the retrofit of handles for the LH and RH cockpit structure.

This Service Bulletin consist in install handles to the LH and RH cockpit structure.

Thanks to the Revision 1, the handles are now delivered without pilot holes.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- These handles make the entrance into and the exit from the cockpit easier.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| + 0.112 kg | + 277 kgmm | On request | 8 Week(s) | 1015 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 12 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all models.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of pilot door and sliding door locking device

Reference: EC135-52-007 (R4)

Applicable to version(s): EC135 all models

Retrofit of a locking device for the pilot doors (spoiler position) and for the sliding doors (half/open locking) and (open locking).

- This modification consist in :
- Remove pilot doors and sliding doors
 - Retrofit door locking devices
 - Install pilot doors and sliding doors

If the first issue or Revision 1, 2 or 3 of this Service Bulletin have already been accomplished, no further measures are required due to this Revision.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Both cockpit doors can be safely secured the door in spoiler position.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|---------------------------------|-------------|
| + 0,283 kg or + 7,166 kg depending on aircraft configuration | + 1,112 m.kg or + 30,693 m.kg depending on aircraft configuration | On request | 18 Week(s) | 5468 - 43224 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|---|
| Mechanics | 75 to 105 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopters affected: EC135, without locking device of the pilot doors, without locking device of the sliding doors.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of Sun Shades

Reference: EC135-25-008 (R1)

Applicable to version(s): All versions

Protection against strong sun rays.

- This modification consist in :
- remove the front roof panelling
 - install the fixed part
 - install the sun shades
 - install the front roof panelling

The standard sun shade is approx 650 mm long (measured at its longest side).
The long version of the sun shade is approx 890 mm long (measured at its longest side).

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Better flight safety through glare shields.
- Protect the pilots from strong sun rays and UV radiation.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|-----------------------------------|-------------|
| + 1.886 kg to 3.026 kg depending on aircraft configuration | + 4.112 m.kg to 6.418 m.kg depending on aircraft configuration | On request | 20 Week(s) | 1898 - 2890 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Structure | 18 or 20 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all models, without sun shades.
The aircraft Serial Number and the air conditioning installation also impact the applicability of this service bulletin.
Two size of the Sun Shades are available (will be selected in the CONFIGURATION ASSISTANT)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of the plastic brake lever to an aluminum brake lever

Reference: EC135-63-014 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Higher rupture strength of the brake lever.

Retrofit of the plastic brake lever to an aluminum brake lever. The aluminum brake lever features a higher resilience and a longer life time.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Higher resilience
- Longer life-time

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|--------------|------------|------------|----------------------|-------------|
| + 0.2 kg | + 506,5 kgmm | On request | 14 Week(s) | 6265 EUR (e.c. 2023) | 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 :

- Brake lever assy P/N L635M2010101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofitting snow skids

Reference: EC135-32-029 (R0)

Applicable to version(s): P1, P2, P2+, T1, T2, T2+

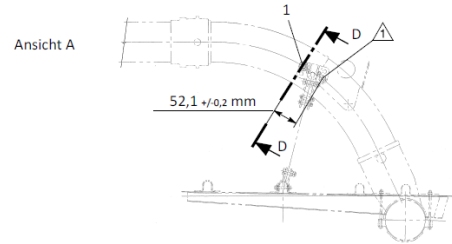
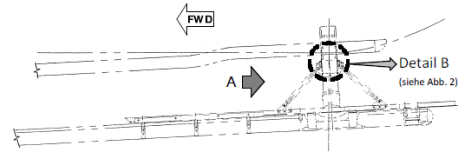
Retrofit of the fixed part of the snow skids.

This modification consist in :

- drill the hole
- install rings

SB from Airbus Helicopters Deutschland (AHD)

Please contact Airbus Helicopters to place order.



> BENEFITS

- Have the possibility of installing snow skids.

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

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

On request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Service connections

Reference: EC135H-31-002 (R0)

Applicable to version(s): T3H, P3H

Installation of service connections that allow to connect easily external equipment.

This modification consist in installing the new service connections and the electrical wiring.

These service connections provide flight data information from the MFDs.

Currently it is not possible to connect external equipment to provide flight data information from the MFDs without modification on installed wire harness.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- With the service connections, the integration of external equipment is easily possible.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|-------------------------|-------------|
| +0,568 kg | +1,537 m.kg | On request | Week(s) | 2192 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 10 Hour(s) |
| Electrical systems | 35 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H S/N 2001 and up with Helionix Step 3.1 upgrade.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Skid Protections

Reference: EC135-32-018 (R2)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Retrofit of an additional skid protection for the skid tubes.

This service bulletin consist in :

- Remove skids.
- Install anchor nuts for extended skid protection to the skids.
- Install center skid protection.
- Install skids.

SB from Airbus Helicopters Deutschland (AHD)



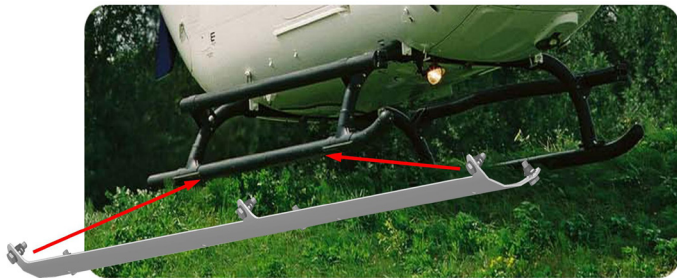
> BENEFITS

- Longer durability of skid protection
- Cost reduction (longer exchange intervals)
- Strong hold on slippery ground (ice claws)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|----------------------------|-------------|
| + 3.297 kg | + 12253 kgmm | On request | 12 Week(s) | 241 - 1819 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Structure | 4 Hour(s) |
| Mechanics | 4 to 9 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Standard landing gear
- Medium-higher
- High landing gear

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Sliding Door Windows and Ram-Air

Reference: EC135-56T-005 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Improved fresh air supply for the cabin.

- This service bulletin consist in :
- Remove sliding door window panel
 - Install sliding window
 - Install wind deflector
 - Install sliding

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The improved fresh air supply makes the cabin more convenient,
- Easier control of the temperature

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|------------------------------|-------------|
| + 0,881 kg to + 1,618 kg depending on aircraft configuration | + 3027 kg to + 5559 kgmm depending on aircraft configuration | On request | 18 Week(s) | 8761 - 16566 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft not equipped with :

- lower pilot door window panels

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 7 Hour(s) |

Standard landing gear

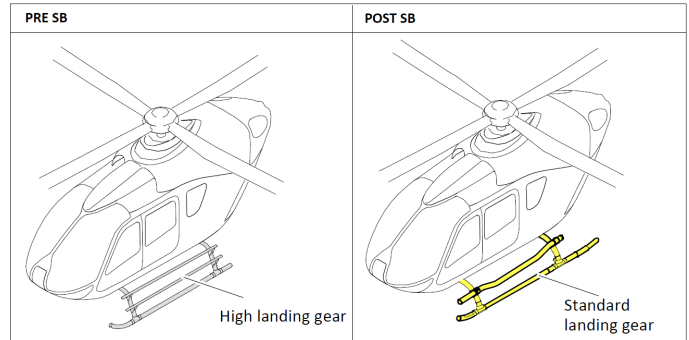
Reference: EC135-32-026 (R0)

Applicable to version(s): T2+

Replacement of the high landing gear by the standard landing gear.

- This modification consist in :
- Remove the high landing gear
 - Install the standard landing gear

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Adapt the helicopter to the customer mission profile.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|-------------|------------|-----------|--------------------------|-------------|
| -5,0 kg | -8,264 m.kg | On request | Week(s) | 91331 EUR (e.c. 2023) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Strain Gauge Bridges installed with the Cold Bonding Procedure

Reference: EC135-62-027 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Introduction of the cold bonding procedure for the strain gauge bridges (DMS).

This service bulletin consist in :

- Remove hot bonded DMS from main rotor hub-shaft
- Install new DMS by applying the cold bonding procedure
- Re-identify main rotor hub-shaft

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Quicker replacement of defective strain gauge bridges.
- More reliability against strain gauge bridges that have been installed with the hot bonding procedure.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|--------------------------|-------------|
| Negligible | Negligible | On request | 16 Week(s) | 39306 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 24 Hour(s) |
| Avionics | 4 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Valid for helicopters with main rotor hub-shafts P/N L623M1006101, P/N L623M1006102 and P/N L623M1006103.

No incompatibility with other systems.

The Service Bulletin SB EC135-62-027 must be accomplished upon the first cold bonding of the DMS.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

UTILITY AC POWER Installation

Reference: STC-236-3-OSA

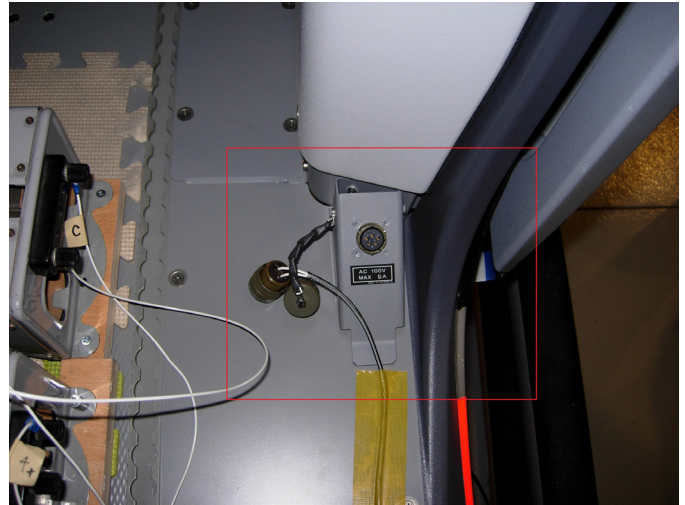
Applicable to version(s): T2, T2+, P2+

Installation of the UTILITY AC POWER AC 100V/60Hz for cabin use.

Turn "ON" the "AC100V" POWER SW on the OVERHEAD PANEL to get power output from the FLOOR RECEPTACLE from the static inverter.

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

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



| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|-----------|-----------|-------------|-------------|
| + 2.50 kg | + 11.2m.kg | 33 Day(s) | 90 Days | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

UTILITY DC POWER Installation

Reference: STC-237-1-OSA

Applicable to version(s): T2, T2+, P2+

Installation of the UTILITY DC POWER DC 100V/60Hz for cabin use.

Turn "ON" the "DC12V" POWER SW on the OVERHEAD PANEL to get power output from the FLOOR RECEPTACLE from the static inverter. Usable 12V-DC power is max 5A at RECEPTACLE.

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

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



| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|-----------|-----------|-------------|-------------|
| + 1.23 kg | + 6.19m.kg | 33 Day(s) | 90 Day(s) | On request | eRFQ |

> INSTALLATION TIME

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

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

VHF ANTENNA Relocation

Reference: STC-244-OSA

Applicable to version(s): T2+

To ensure enough ground height to ease towing equipment usage.

Relocation of VHF ANTENNA, from FWD ACCESS COVER to the front.

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

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



| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| +0.9 kg | +2.01m.kg | 7 Day(s) | 31 Day(s) | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION
 Airframe

INSTALLATION DURATION
 On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Windshield Wiper Dual Drive

Reference: EC135-30-001 (R0)

Applicable to version(s): All versions

With this Service Bulletin a dual drive is introduced.

This modification consist in remove wiper pivot and slave pivot from wiper gearbox and install new drive units.

SB from Airbus Helicopters Deutschland (AHD)

After accomplishment of this Service Bulletins the hitherto used wiper pivots P/N 3398003549, P/N 3398005424 as well as slave pivot B391421388 can no longer be used.



> BENEFITS

- Improvement of the reliability and the stability of the windshield wiper system
- Increase of the torque transmitted between gearbox and wiper arm
- Reduction of wear on the splined shaft

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| + 0.109 kg | + 142 kgmm | On request | 16 Week(s) | 3758 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 9 Hour(s) |
| Avionics | 1 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135, all models, S/N 0005 up to and including S/N 0560 with optional equipment windshield wiper.
For aircrafts starting with S/N 0561 the dual drive is installed by ECD.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

COCKPIT & AVIONICS OPTIONS



Air Data Computer (ADC) - Retrofit of ADC2

Reference: EC135-34-018 (R3)

Applicable to version(s): EC135 all models

Airbus Helicopters Deutschland offers the retrofit of an air data computer for the pilots side (ADC2).

This modification consist of :

- install wire harness
- install ADC2 and total temperature probe unit
- retrofit pitot-static lines

Retrofit of the ADC2 is a preliminary requirement for the activation of the "INFLIGHT ENGINE POWER CHECK (EPC)" on helicopters without FCDS. A CPDS V2003 or higher with configuration of the EPC (see also SB EC135-31-009) is another preliminary requirement.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- Update of the Air Data Computer.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|-------------------------------------|-------------|
| + 1,87 kg or + 1,94 kg depending on aircraft configuration | + 6655 kgmm or 6828 m.kg depending on aircraft configuration | On request | 28 Week(s) | 45748 - 49664 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 65 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135, all models starting with S/N 0121 without ADC2.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Analogue Tactical Radio Installation

Reference: SB-EC135-No-KAS-23-195

Applicable to version(s): T3

Installation of the FuG9b system which is an analogue tactical radio system

The FuG 9b system is an analogue (BOS) tactical radio system which provides communication on the frequencies 167,56 MHz to 169,38 MHz and 172,16 MHz to 173,98 MHz

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

> BENEFITS

- allows radio communication on all BOS (authorities and organizations with security responsibilities) channels in 2 m band

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|-----------|-------------|-------------|
| 5,265 kg | 29,480 m.Kg | 2 Week(s) | 2 months | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Avionics | 8 Day(s) |
| Mechanics | 8 Day(s) |



> PRE-POST REQUISITE / EFFECTIVITY

According to the Service Bulletin, the H/C has to be equipped with NAT Intercom and CARLS 767 Control Panel

> CERTIFICATION ORGANIZATION(S)

EASA Europe



Autopilot Computer Module APM2000 Software upgrade of the autopilot computer module to version E6_35

Reference: EC135-22-023 (R0)

Applicable to version(s): T2, T2+, T3, P2, P2+, P3

Airbus Helicopters offers an improved version of the autopilot computer module APM 2000 with the new software version E6_35.

Replace APM with APM with new software E6_35. Perform various wiring modifications for the Autopilot Maintenance Mode, depending on the helicopter serial number. Perform functional test.

The use of the Maintenance Mode requires a CPDS (Central Panel Display System) of version V2003 or higher.

Send the old APM2000 P/N 416-00297-005, 416-00297-006, 416-00297-007 or 416-00297-030 back within two weeks together with the provided Return Material Authorization (RMA).

If the Digital Test System (DTS) is continued to be used in conjunction with the new APM software version E6_35, a "Software Update" of the DTS is required. A DTS of the first generation running on the operating system WINDOWS 3.11 can no longer be used for testing the new APM software version.

SB from Airbus Helicopters Deutschland (AHD)

Please fill out the material sheet (see Service Information EC135-069) for the old APM2000.



> PRE-POST REQUISITE / EFFECTIVITY

Service Bulletin applicable to helicopters starting with S/N 0218 equipped with optional equipment autopilot.

Autopilot computer module APM2000 :

- 416-00297-005
- 416-00297-006
- 416-00297-007
- or 416-00297-030

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The principal change in this upgrade compared to the previous versions is the integrated "Autopilot MaintenanceMode"
- It is able to display the most important flight control parameters on the SYSTEMS-TATUS page of the VEMD.
- The new "MaintenanceMode" replaces the previous DTS (Digital Test System) and/or the ARINC429 tester for the purpose of troubleshooting.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-----------------------------|-------------|
| Negligible | Negligible | On request | 12 Week(s) | 27 - 119 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 6 Hour(s) |

Autopilot Module Software Upgrade

Reference: EC135-22-020 (R0)

Applicable to version(s): T3, P3

Integrated Autopilot Maintenance Mode.

This service bulletin consist in :

- Replace APM with APM with new software E6_34
- Perform various wiring modifications for the Autopilot Maintenance Mode
- Perform functional test

SB from Airbus Helicopters Deutschland (AHD)

EC135, S/N 0005 to S/N 0217: Due to their different configurations and wiring layouts, each of these helicopters requires its own Service Bulletin. Please contact the Airbus Helicopter Sales Department to find out how to proceed



> BENEFITS

- Integrated Autopilot Maintenance Mode
- Display the most important flight control parameters on the VEMD

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------------|-------------|
| On request | On request | On request | 30 Week(s) | 88826 - 88866 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 starting with S/N 0218 already equipped with APM2000 :

- 416-00297-004
- 416-00297-005
- 416-00297-006
- 416-00297-007

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Aviation Clock Replacement

Reference: STC-234-1-OSA

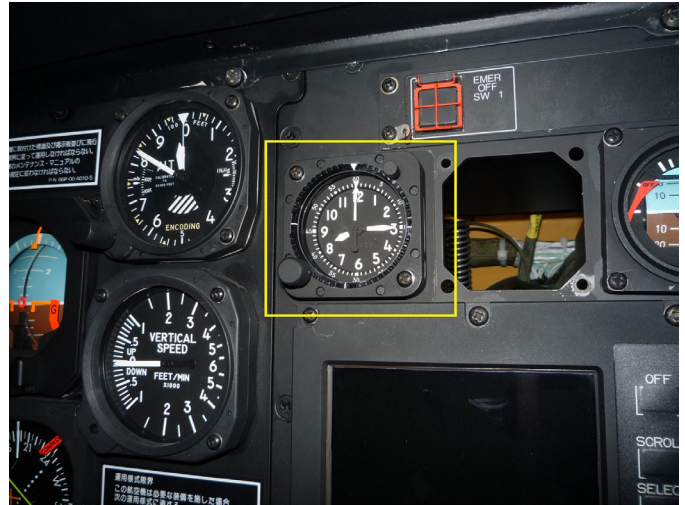
Applicable to version(s): T2, P2, P2+

Replacement of the mechanical Aviation Clock.

Replacement of the existing mechanical Aviation Clock with a battery powered analog quartz Aviation Clock made by TOKYO AIRCRAFT INSTRUMENT.

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

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



| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-----------|-----------|-----------|-------------|-------------|
| +0.27 kg | +0.47m.kg | 4 Day(s) | 121 | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

CDS (Cockpit Display System) upgrade to CPDS (Central Panel Display System)

Reference: EC135-31-072/01

Applicable to version(s): T1

Updating Indicating and Recording Systems.

This service bulletin consist in replace CDS (Cockpit Display System) CPDS of the VEMD (Vehicle and Engine Monitoring Display) and the CAD (Caution- and Advisory Display).

SB from Airbus Helicopters Deutschland (AHD)

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. Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.



> BENEFITS

- Improved engine monitoring
- Improved arrangement of the instrument panel
- Over limit recording (e.g. mast moment)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|---|------------|-------------|-------------|
| On request | On request | 3 Week(s) depending on aircraft configuration | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | 160 Hour(s) |
| Airframe, Mechanics | 80 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Common iPad Folding Mount (LHS and-or RHS)

Reference: AHUK-135-0009

Applicable to version(s): P2+, T2+

The iPad Folding 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. Removable cups allows to accommodate different iPad sizes. The spring loaded mechanism means 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 "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 unrestricted view out of the cockpit.

The iPad Mount is also available with an integrated cooling system to avoid the Portable Electronic Device over-heating.

STC from Airbus Helicopters UK Ltd (AHUK)

Maximum iPad size (RHS): iPad Mini, iPad Pro 11" (certification pending).
 Maximum iPad size (LHS): iPad Pro 11" (certification pending).
 EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Folds for unrestricted cockpit view.
- Cost effective.
- Support of multiple iPad sizes.



WEIGHT

On request



MOMENT

On request



DOWN TIME

2 Day(s)



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

Conversion to XL center console or XXL center console

Reference: EC135-31-068 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+, T3, P3

Airbus Helicopters offers the conversion of the standard center console to an XL center console or XXL center console by way of modification.

This console provides additional space for installation of different equipment in the cockpit. It is installed between the pilot's and the copilot's seat. At the rear end of the equipment console, the portion not needed for the installations is designed as a stowage compartment, or if too small, covered with a plate of metal.

The center console is available in two different lengths.

The suitable length can be selected depending on the number and size of the equipment installed in the center console, future growth capability and/or consideration of cabin installation space constraints.

SB from Airbus Helicopters Deutschland (AHD)



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N equipped with :
Standard center console P/N :

- L311M3807101
- L311M3807102
- L311M3810101
- L311M3810102
- or L311M3810103

Or XL center console P/N :

- L311M3826101
- L311M3826102
- L311M3826103
- or L311M3827101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- In the case of various retrofit operations, an additional installation space is required in the center console for the installation of an operating unit.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------------------------|-------------------------------------|------------|------------|-------------|-------------|
| +0.17 kg | +0.479 m.kg | On request | 12 Week(s) | 6025 - | eOrdering |
| +0.322 kg | +0.73 m.kg | | | 13763 EUR | |
| depending on aircraft configuration | depending on aircraft configuration | | | (e.c. 2023) | |

> INSTALLATION TIME

QUALIFICATION

Electrical systems

Mechanics

INSTALLATION DURATION

7 Hour(s)

5 Hour(s)

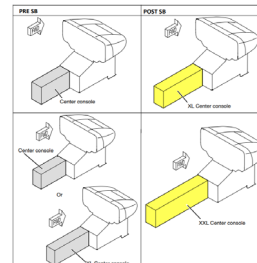
Standard center console



Long center console



Extra long center console



Conversion to XL center console or XXL center console

Reference: EC135H-31-004 (RO)

Applicable to version(s): T3H, P3H

Conversion of the standard center console to a XL center console or XXL center console.

- Remove the old center console
- Modify the new center console if necessary
- Install the new center console

In the case of various retrofit operations, an additional installation space is required in the center console for the installation of an operating unit.

SB from Airbus Helicopters Deutschland (AHD)

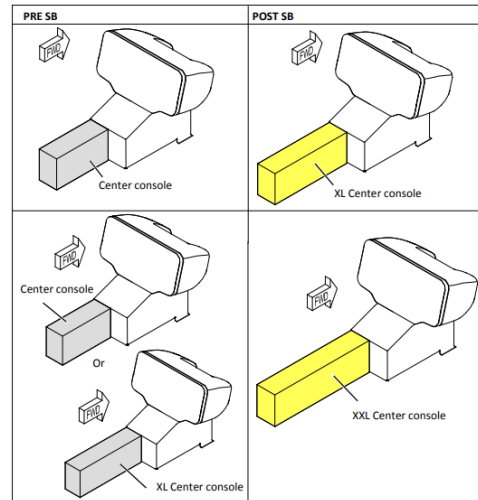
> BENEFITS

- Additional installation space that allow installation of an operating unit.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|-----------|-----------------------------|-------------|
| +0,151 kg to +0,388 kg depending on aircraft configuration | +0,44 m.kg to +1,067 m.kg depending on aircraft configuration | On request | Week(s) | 4206 - 5016 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 5 Hour(s) |
| Electrical systems | 7 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H all S/N, equipped with :

- Standard center console P/N :
- L311M3807101 or
 - L311M3807102 or
 - L311M3810101 or
 - L311M3810102 or
 - L311M3810103

- or
- XL center console P/N :
- L311M3826101 or
 - L311M3826102 or
 - L311M3826103

> CERTIFICATION ORGANIZATION(S)

EASA Europe

CPDS (Central Panel Display System) – Upgrade software V2001A to V2002

Reference: EC135-31-007 (R1)

Applicable to version(s): P2

By way of this Service Bulletin, ECD is offering upgrading of the CPDS software to the V2002 version.

This modification consist in :

- Replace VEMD (Vehicle and Engine Multifunction Display) and CAD (Caution and Advisory Display)
- Accomplish functional test
- Replace VNE placard and placard for max permissible gross mass

The retrofit kit EC135-31-007-2.C.1 or EC135-31-007-2.C.2 is to be ordered directly at Thales Avionics (Patrick Zanotti, Tel. +33 556135780 or e-mail: patrick.zanotti@thales-avionics.com):

see section 3.A and the Order Form Sheet on page 10 of this Service Bulletin (available in TIPI: use the link above).

Information on price and availability of retrofit kit EC135-31-007-2.C.1 or EC135-31-007-2.C.2 will be provided by Thales Avionics on request.

SB from Airbus Helicopters Deutschland (AHD)

If the first issue of this Service Bulletin has already been accomplished, it is recommended that the placard which has been used up to now for max permissible gross mass be replaced by the updated placard for max permissible gross mass in accordance with this Service Bulletin.

> BENEFITS

- This modification :
- Increase the permissible operation temperature limit (OAT flight envelope) from 40°C, valid up to now, to 50°C
- Increase the maximum engine oil temperature (EOT) from 120°C, valid up to now, to 129.5°C
- Allows the use of the "maintenance mode"
- In addition to this, this CPDS software upgrade to the V2002 version provides an improved fuel tank algorithm, with a more accurate calculation of the remaining fuel quantity, and thus a better fuel tank indication.
- The software upgrade is also precondition for activation of the "Training" operation mode in accordance with Service Bulletin EC135-71-025.

| KG | | | | | |
|------------|------------|------------|------------|-------------------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| Negligible | Negligible | On request | 10 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

QUALIFICATION

Avionics

INSTALLATION DURATION

On Request



> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135, S/N 0057 up to and including S/N 0249.

Equipped with :

- VEMD Version V2001A B19030JB05 or VEMD Version V2001A NVG B19030GB05
- CAD Version V2001A C19243AB05 or CAD Version V2001A NVG C19243BB05

- for aircraft without CPDS and non-NVG :

The kit EC135-31-007-2.C.1 (VEMD and CAD kit) has to be additionally ordered at Thales Avionics.

- for aircraft with CPDS and non-NVG :

The kit EC135-31-007-2.C.2 (VEMD and CAD kit) has to be additionally ordered at Thales Avionics.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

CPDS (Central Panel Display System) – Upgrade to software V2003

Reference: EC135-31-009 (R1)

Applicable to version(s): EC135 all models

Airbus Helicopter Deutschland offers upgrading of the CPDS software to the V2003 version.

This Service Bulletin consist in :

- Replace VEMD (Vehicle and Engine Multifunction Display) and CAD (Caution and Advisory Display)
- Modify wiring, if necessary
- Accomplish functional test

The retrofit kit EC135-31-009-2.C.1 (Helicopters with CPDS and NVG configuration) or EC135-31-009-2.C.2 (Helicopters with CPDS and non-NVG configuration) is to be ordered directly at Thales Avionics : Patrick Zanotti, Tel. +33 556135780 or e-mail: patrick.zanotti@thales-avionics.com.

Ref to the Order Form Sheet of this Service Bulletin, available in TIPI: use the link above.

Information on price and availability of retrofit kit will be provided by Thales Avionics on request.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The main modifications presented by this upgraded software version in comparison to the previous versions are:
- Compared to Version V2002 :
- Possibility of usage of the ice detection system after its activation
- Possibility of usage of auxiliary fuel tank indication after its activation
- Indication of excesses of mast moment limit on "Flight Report Page"
- Improvement of MAINT mode error recording
- In helicopters with two pitot tubes: Additional "PITOT HTR" - Advisory indication
- Compared to Version V2001A, in addition to the already mentioned modifications :
- Usage of maintenance mode
- Improved tank algorithm for fuel level indication
- Compared to versions V2000 A and V1999, in addition to the already mentioned modifications :
- Recording of excesses of mast moment limit
- CPDS is configurable

> PRE-POST REQUISITE / EFFECTIVITY

All EC135 CPDS, S/N 0005 up to and including S/N 0317, S/N 0321, S/N 0323, S/N 0324 and S/N 0325 with CPDS software version V1999, V2000A, V2001A or V2002, excluding helicopters with Turbomeca engines 2B1A and 2B1A_1.

Components affected :

VEMD

- Version V1999 B19030JB02 (non NVG) or B19030GB02 (NVG)
- Version V2000A B19030JB03 (non NVG) or B19030GB03 (NVG)
- Version V2001A B19030JB05 (non NVG) or B19030GB05 (NVG)
- Version V2002 B19030JB07 (non NVG) or B19030JC07 (non NVG) or B19030GB07 (NVG) or B19030GC07 (NVG)

CAD

- Version V1999 C19243AB02 (non NVG) or C19243BB02 (NVG)
- Version V2000A C19243AB03 (non NVG) or C19243BB03 (NVG)
- Version V2001A C19243AB05 (non NVG) or C19243BB05 (NVG)
- Version V2002 C19243AB07 (non NVG) or C19243AC07 (non NVG) or C19243BB07 (NVG) or C19243BC07 (NVG)

Placard 2720 kg L110M1813205

Placard 2720 kg L110M1813206

VNE placard

- L110M1814207
- L110M1814208
- L110M1813209
- L110M1813210 or L110M1813211

Placard L311M1900205

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------------------------|-------------|
| +0.106 kg | +0.435 m.kg | On request | 10 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

12 to 35 Hour(s) depending on aircraft configuration

CPDS (Central Panel Display System) – Upgrade to software V2010

Reference: EC135-31-067 (R2)

Applicable to version(s): T1, T2+, P1, P2+

Airbus Helicopters offers the update of the CPDS (Central Panel Display System) to software version V2010.

This Service Bulletin consist in :

- Replace the CAD
- Replace the VEMD
- Perform functional test

On helicopters with a CPDS software version that is below V2003 the modification of the wires routed to the CPDS must be accomplished in accordance with Service Bulletin SB EC135-31-009.

Material kits must be ordered directly at the Thales Avionics company. Return the CAD and the VEMD with old P/N to Thales Avionics immediately after their removal.

SB from Airbus Helicopters Deutschland (AHD)

The material kit must be ordered directly at the Thales Avionics company: Please download the associated Order Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below. It will be sent directly to Thales.

> BENEFITS

- The important changes to this upgrade as against version V2005 are as follows:
- Adjustment of the limits of the icing level caution on the CPDS
- Increase of the engine cycles displayed on the CPDS from a maximum of 9999.99 to a maximum of 99999.99
- Reduction of the the lower limit for the turbine outlet temperature (TOT)
- The software improvements given below are introduced by version V2010:
- Effective access to the maintenance mode by elimination of the possibly shown display "Beware SW error 4001 (4002 or 4003)" upon retrieval of the maintenance mode
- Improved calculation of the mast moment exceedance shown in the maintenance mode

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

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft :

- models T1 or P1 with CPDS software version V1999, V2000A, V2001A, V2002 or V2003
 - models T2+ or P2+ with CPDS software version V2005
- The models T2 and P2 as well as helicopters with Turbomeca engines 2B1A and 2B1A_1 are excluded from the effectivity range.

- EFFECTIVITY Helicopters, models T2+ and P2+:
VEMD version V2005: B19030JC09 (non NVG) or B19030JB09 (non NVG) or B19030GC09 (NVG) or B19030GB09 (NVG)
CAD version V2005: C19243AC09 (non NVG) or C19243AB09 (non NVG) or C19243BC09 (NVG) or C19243BB09 (NVG)
- EFFECTIVITY Helicopters, models T1 and P1 :
VEMD version V2003: B19030JC08 (non NVG), B19030JB08 (non NVG), B19030GC08 (NVG) or B19030GB08 (NVG)
VEMD version V2002: B19030JC07 (non NVG), B19030JB07 (non NVG), B19030GC07 (NVG) or B19030GB07 (NVG)
VEMD version V2001A: B19030JB05 (non NVG) or B19030GB05 (NVG)
VEMD version V2000A: B19030JB03 (non NVG) or B19030GB03 (NVG)
VEMD version V1999: B19030JB02 (non NVG) or B19030GB02 (NVG)
CAD version V2003: C19243AC08 (non NVG), C19243AB08 (non NVG), C19243BC08 (NVG) or C19243BB08 (NVG)
CAD version V2002: C19243AC07 (non NVG), C19243AB07 (non NVG), C19243BC07 (NVG) or C19243BB07 (NVG)
CAD version V2001A: C19243AB05 (non NVG) or C19243BB05 (NVG)
CAD version V2000A: C19243AB03 (non NVG) or C19243BB03 (NVG)
CAD version V1999: C19243AB02 (non NVG) or C19243BB02 (NVG)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Dual USB Charging Port (RHS)

Reference: AHUK-135-0010

Applicable to version(s): P2+, 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.

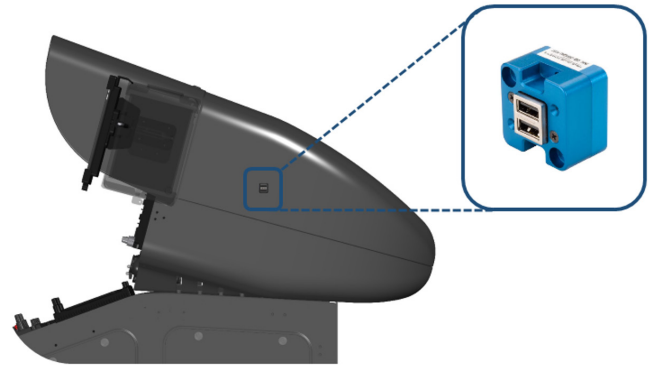
STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change

> BENEFITS

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

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| 0.11 kg | On request | 5 Day(s) | On request | On request | eRFQ |



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fixed Part Provisions for Data Downlink

Reference: L853SEA 50401 E01

Applicable to version(s): P2+

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







Modification comprises: Downlink Fixed Part Provisions

STC from Airbus Helicopters Southeast Asia Pte Ltd (AHSA)



> BENEFITS

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

|  WEIGHT |  MOMENT |  DOWN TIME |  LEAD TIME |  PRICE RANGE |  ONLINE CAT. |
|--|--|---|---|---|---|
| +3.17 kg | +13.033 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

Garmin™ GSR 56H

Reference: EC135-KAS-34-161

Applicable to version(s): EC135

Global weather information and text/voice/data communication system through the iridium satellite network.

Installation of Garmin GSR 56H. It gives the operator access to on-demand global weather information and text/voice/data communications through the iridium satellite network. The provided weather data include current temperature, dew point, precipitation, wind speed and more, as well as Terminal Aerodrome Forecasts (TAFs) that show predicted weather for up to 30 hours in advance.

The GSR 56H can also be used to provide 2-way text messaging via SMS to any compatible phone or E-Mail address. In addition the operator can easily make and take calls while in flight - the GSR 56H is integrated into the aircraft's audio/intercom system, enabling the operator and the passengers to speak and listen directly through a headset. Another feature of the GSR 56H is the position reporting.

The GSR 56H has an interface to the already installed GTN750 and can be controlled by its control unit. The information of GSR 56H can be shown on the GTN750 display.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

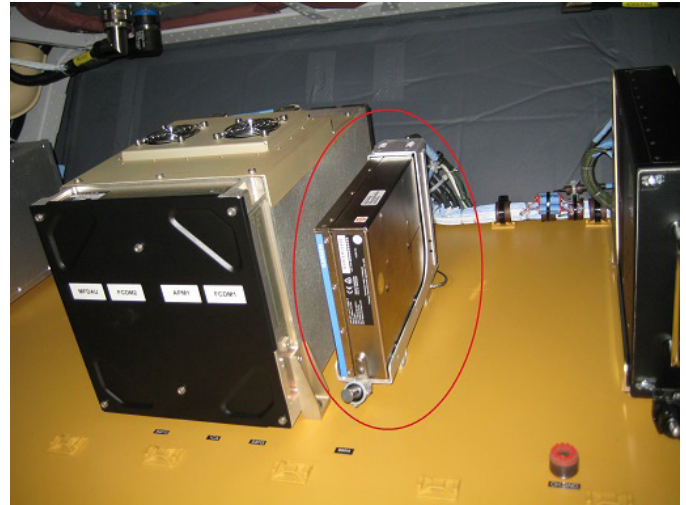
> BENEFITS

- Receive global weather information
- Take and make calls
- Send and receive text messages and E-Mails
- Use the position reporting feature
- User interface is the already existing GTN750 FMS

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|-------------|----------|--------------|-------------|-------------|
| +4 kg | +5.443 m.kg | 5 Day(s) | Max. 2 weeks | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | On Request |
| Airframe, Mechanics | On Request |



> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional.
 All H135 equipped with a Garmin GTN750.
 Pre-requisite for the SAT Com phone functionality is an existing audio/intercom system (NAT Intercom / AMU50).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

GPS map display system Installation

Reference: STC-307-OSA

Applicable to version(s): P2+

Installation of GPS map display system to check the A/C current position.

Own location is indicated in real time by supplying information obtained from GPS receiver (GPS430W) with MAP DISPLAY SYSTEM (AMS-3000S). MAP can be indicated AIRMAP DISPLAY and LCD MONITOR. VIDEO SELECTOR BOX which can be chosen 2 system video except map display is equipped in LCD MONITOR. VIDEO SELECTOR BOX is corresponded to NTSC composite video input signal. Location of equipment: AIRMAP GENERATOR is on AVIONIC PLATE, AIRMAP DISPLAY is on LH CABIN ROOF, LCD MONITOR is on CO-PILOT instrument panel side floor, AIRMAP CONTROLLER is on PEDESTAL.

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

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



> CERTIFICATION ORGANIZATION(S)

JCAB Japan

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|-----------|-------------|-------------|
| +8.95 kg | +35.31m.kg | 22 Day(s) | 60 Days | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request

ICS Modification

Reference: STC-240-3-OSA

Applicable to version(s): T2+, P2+

To improve ICS usage.

Modification of ICS by adding 4th AUDIO CONTROL PANEL and PILOT FOOT SWITCH. ICS/RAD can be controlled by 4th AUDIO CONTROL PANEL at AFT cabin LH side. Radio transmission can be controlled by a PILOT FOOT SWITCH.

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

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



| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|-----------|-------------|-------------|
| +0.71 kg | +2.53 m.kg | 10 Day(s) | 80 Day(s) | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On request

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

IFR Single or Dual Pilot WAAS GPS upgrade

Reference: SR09494RC-D

Applicable to version(s): T2+, P2, P2+, P3, T3

GPS precision approaches using the Garmin GNS-430

The modification to enable GPS precision approaches using the Garmin GNS-430(A)W GPS/WAAS receiver consists of the following changes:

- Modified GNS430W software enabling the GLS mode (GLS = GPS Landing System), which is an ILS-Look-Alike signal based on angular deviation.
- Modified Thales SMD45 software, enabling the indication of the GLS mode, the available Level of Service, the distance and label of next waypoint, and the autopilot modes.
- A relay that switches the input to the FCDM between VOR/ILS and GLS based upon the selection of the GNS430(A)W CDI key (VLOC or GPS). The FCDM and the autopilot module are unmodified.

The system is developed to be compatible with the following types of GPS-based approaches:

- LPV (Localizer Performance with Vertical Guidance).
- L/NAV or LNAV/VNAV (Lateral Navigation/Vertical Navigation).
- LNAV (Lateral Navigation).
- LP (Localizer Performance).
- LNAV+V and LP+V approaches: These approaches consist of an LNAV or LP approach with advisory vertical guidance (i.e. the vertical guidance provided in this case is "not approved").

Note: GNS refers to either GNS-430W or GNS-430(A)W.

The procedures and limitations contained in this supplement supersede the contents of the EC135 T2, T2+, T3, P2, P2+, and P3, FMS 9.2-81 Supplement for GPS Garmin GNS430/430A/430W/430AW530WT (coupled to FCDS) SPIFR/DPIFR.

Use kit #135A73-0066-01.

Only applicable for aircraft with SMD45, not SMD68

STC from Airbus Helicopters Inc. (AHI)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

FAA USA

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|------------|------------|-------------|-------------|
| +6.6 kg | +12.0 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

Improved chart holder

Reference: EC135H-25-003 (R0)

Applicable to version(s): T3H, P3H

Replacement of the current chart holder by a new and improved chart holder.

This modification consist in :

- Remove the chart holder (LH P/N E331M5802103 or D331M5810101 and RH P/N E331M5801103 or D331M5809101)
- Install the improved chart holder (LH P/N E331M5802104 and RH P/N E331M5801104)

The chart holder can be folded up to 90 degrees and the end position has so far been achieved by pressure bolts. But over time these pressure bolts cause wear on the joints, that is corrected with this service bulletin.

SB from Airbus Helicopters Deutschland (AHD)

The old and the new chart holders can be mixed.

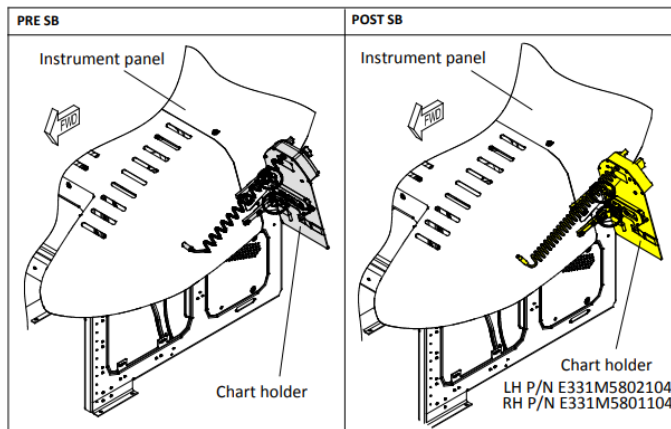
> BENEFITS

- The new chart holder is equipped with a friction hinge to prevent wear on the joints.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 10118 - 20240 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 EC135 version T3H or P3H all S/N with chart holder.

The improved chart holder can be installed on the LH and/or RH side (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of a copilot collective protection

Reference: EC135H-67-001 (R2)

Applicable to version(s): T3H, P3H

This Service Bulletin (SB), Airbus Helicopters proposes the installation of a protection on the copilot side collective lever. It cannot be excluded that passengers sitting on first row passenger seats (installed in forward facing direction) may cause unintended control inputs by touching the copilot collective lever with their shoes or by putting luggage or equipment on it. This can also occur if no first seat row is installed, for example during winch operations.

This service bulletin consists to:

- Remove collective lever on copilot side
- Remove old bellows
- Install collective protection on copilot side
- Install collective lever on copilot side with new bellows

SB from Airbus Helicopters Deutschland (AHD)

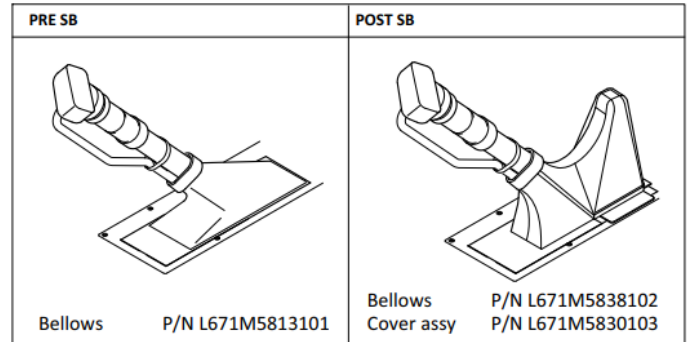
> BENEFITS

- Limit involuntary action on copilot's collective lever.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|----------------------------|------------------|------------------|-------------------------------|--------------------|
| +0,009 kg to +0,256 kg | +0,011 m.kg to +0,694 m.kg | On request | Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

- Helicopters/installed equipment and parts
- EC135 T3H, P3H, 635 T3H, 635 P3H, all S/N.
 - P/N L671M5813101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of Garmin Flight Stream 510

Reference: EC135H-34-006 (R0)

Applicable to version(s): T3H, P3H

With this installation, Airbus Helicopters offers the software (SW) update for GPS Garmin GTN 650/750 from v6.00 or v6.21 to v6.62 and the installation of Flight Stream 510

This upgrade consists in :

- Installing the SW on the GTN 650/750
- Changing the configuration of the GTN 650/750
- Installing Flight Stream 510 on the GTN 650/750



SB from Airbus Helicopters Deutschland (AHD)

For SW update from v6.21 some of the following settings are applied already

> BENEFITS

- Support the display of information for facilities using 8.33 KHz COM frequencies.
- Improved performance, wireless transfer of flight plans.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 7253 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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



Figure 2: Flight plan creation on tablet (example)

Integrated Modular Avionics-Multi function Display Platform

Reference: EC135H-42-003 (R0)

Applicable to version(s): T3H, P3H

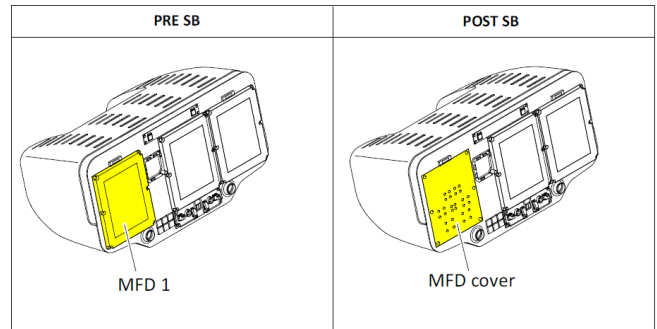
This Service Bulletin (SB), Airbus Helicopters offers the retrofit from 3 to 2 Multi Function display (MFD's) for a single pilot cockpit. The MFD 1 will be replaced with a MFD cover with parking positions for the electrical connectors

This service bulletin consists to:

- Secure the circuit breakers MFD-CP
- Reroute the Helicopter Terrain Awareness and Warning System (HTAWS) audio signal to MFD 2
- Reroute the signals lines from the MFD 1
- Replace the MFD 1 with a MFD cover.
- Replace the Multi Control Panel (MCP).
- Install the Primary Configuration File (PCF).
- Test the affected systems.

This SB must only be accomplished when the helicopter is operated in single pilot configuration.

SB from Airbus Helicopters Deutschland (AHD)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|--------------------------|-------------|
| On request | On request | On request | Week(s) | 22506 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 25 Hour(s) |
| Airframe, Mechanics | 4 Hour(s) |

IPad™ 2-4 Holder

Reference: EC135-85-062 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

With this Service Bulletin, Airbus Helicopters Deutschland (AHD) offers the retrofit of an iPad holder (iPad 2 to iPad 4) for the 7th instrument panel for the pilot and/or copilot.

This modification consist in :

- If installed, remove the illuminated chart holders
- Install 28V/5V converter
- Reinforce the instrument panel through lamination
- Install USB ports
- Install the carrier for the iPad holder
- Install the glare shield for the iPad holder
- Paint the glare shield on the windshield

If the Revision 0 of this SB has already been accomplished, the glareshield pilot/ copilot has to be painted on the windshield in accordance with Revision 1.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.

> BENEFITS

- Licensed product
- Include energy supply
- Can be folded away if not in use

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-------------------------------|-------------|
| + 0.190 to 3.095 kg depending on aircraft configuration. | + 3160 to 8124 kgmm depending on aircraft configuration. | On request | 20 Week(s) | 24426 - 45694 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Paint | 10 Hour(s) |
| Mechanics | 60 Hour(s) |
| Electrical systems | 45 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N.
 The weight is impacted depending if the helicopter is equipped or not with illuminated chart holder (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of BAT MSTR toggle switch

Reference: EC135H-24-002 (RO)

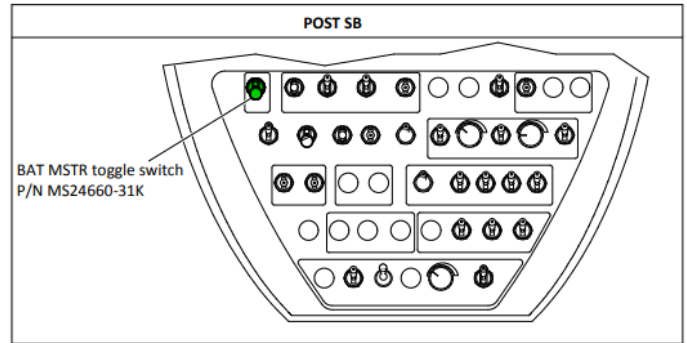
Applicable to version(s): T3H, P3H

Replacement of the BAT MSTR toggle switch P/N MS24660-31L with the BAT MSTR toggle switch P/N MS24660-31K.

- Replace the BAT MSTR toggle switch on the overhead panel
- Perform the functional test of all related systems

SB from Airbus Helicopters Deutschland (AHD)

With S/N 2080 and on, the installation of BAT MSTR toggle switch P/N MS24660-31K is implemented in the serial production.



> BENEFITS

- The present installed BAT MSTR toggle switch in the overhead panel can be locked out of the AFT position.
- The new BAT MSTR toggle switch gives the possibility to be locked in the center and FWD positions.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|---------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 165 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 4 Hour(s) |
| Electrical systems | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 T3H and P3H up to S/N 2079 inclusive, equipped with BAT MSTR toggle switch P/N MS24660-31L.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a copilot collective protection on copilot side

Reference: EC135-67-030 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Retrofit of a collective protection on the co-pilot side.

This modification consist in :

- Remove collective lever on co-pilot side.
- Remove old bellows.
- Install collective protection on co-pilot side.
- Install collective lever on co-pilot side with new bellows.

After accomplishment of this SB the bellows P/N L671M5813101 must not be installed again.

SB from Airbus Helicopters Deutschland (AHD)

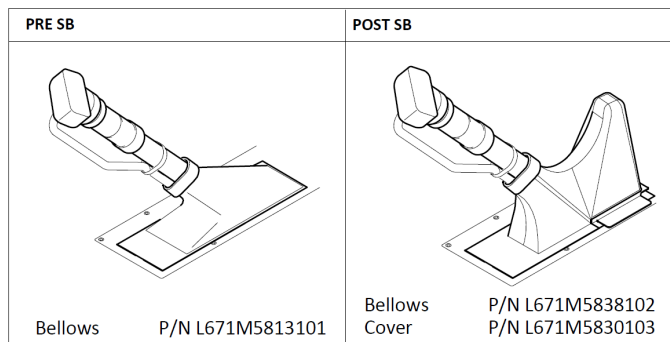
> BENEFITS

- It cannot be excluded that passengers sitting on first row passenger seats (installed in forward facing direction) may cause unintended control inputs by touching the co-pilot collective lever with their shoes or by putting luggage or equipment on it.
- This can also occur if no first seat row is installed, for example during winch operations.
- This can be avoided with this modification.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| + 0.252 kg | + 683 kgmm | On request | 16 Week(s) | 1421 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 EC135 version T1, T2, T2+, T3, P1, P2, P2+ or P3. Equipped with CPDS and without protection at the co-pilot collective lever.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of AHRS Free Steering Mode

Reference: EC135-34-015 (R2)

Applicable to version(s): All versions

Airbus Helicopters offers retrofit of the Steering Mode (FSM).

- Install operating unit
- Install wire harness Free Steering Mode AHRS 1 and AHRS 2
- Update configuration file CPDS and FCDS
- Perform functional test

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- To enable the magnetic sensors to be manually switched off during approaching oil or huge steel platforms.
- The attitude is then calculated by internal AHRS laser gyros.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-------------------------------------|-------------|
| + 0.523 kg or 1.176 kg depending on aircraft configuration | + 1.202 m.kg or 2.704.90 m.kg depending on aircraft configuration | On request | 10 Week(s) | 13535 - 15588 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

EC135 CPDS with optional equipment AHRS.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Search and Rescue Pattern

Reference: SB-EC135-No-KAS-85-170

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Configuration of GTN650 for activating the Search and Rescue Pattern

For activating the Search and Rescue Pattern, the already installed GTN650 will be configured via an enablement card. The GTN650 is then able to automatically generate flight plans for four search patterns: Parallel Line Search, Expanding Square, Orbit or Sector Search patterns. Search and Rescue Patterns may be added to existing waypoints within the active flight plan. Only one SAR pattern can exist in the active flight plan. Loading another SAR pattern into the active flight plan when one already exists will remove the first SAR pattern. The Search and Rescue Pattern can be selected/changed by using the interfaced dual GTN650 control displays. The data are shown on the GTN650 displays and additionally on the interfaced Navigation display and Map display.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Data are shown on the interfaced GTN650 display, Navigation and Map display
- The patterns are inserted directly into the flight plan or via direct-to navigation
- No additional work load for the flight crew, since the patterns can be flown by a compatible auto pilot

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|-----------|-----------|-----------------------|-------------|
| Negligible | Negligible | 1 Day(s) | 2 weeks | 3000 Euro (e.c. 2017) | eRFQ |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

According to Service Bulletin, the H/C has to be equipped with GTN650 (available in Software version 6.00 and later)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

VHF aircraft radio Conversion to 8.33 kHz channel spacing for VHF aircraft radio

Reference: EC135-23-015 (R5)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

This Service Bulletin describes how to retrofit the VHF aircraft radio devices to 8.33 kHz channel spacing.

The publication of Implementing Regulation 1079/2012 by the European Commission disclosed the requirements relating to voice channel spacing for the European airspace.

This regulation describes a Europe-wide procedure on how to introduce 8.33 kHz channel spacing for VHF aircraft radio.

SB from Airbus Helicopters Deutschland (AHD)

Usually, two identical VHF aircraft radios are installed (redundancy). The receiver transmitter and/or control units have to be ordered twice in such cases. Exception: Only one control unit (backup) is installed in the NMS CMA configuration.



> BENEFITS

- To introduce 8.33 kHz channel spacing for VHF aircraft radio.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|------------|------------|-------------------------------|-------------|
| - 0,93 kg | - 4,883 m.kg | On request | 22 Week(s) | 15431 - 35076 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

EC135, T1, T2, T2+, P1, P2, P2+, S/N 0005 to S/N 1150, if Airbus Helicopters installed the corresponding VHF aircraft radio system and the aircraft have been operated in European airspace.

The aircraft S/N and the receiver transmitter model also impact the applicability of the SB (Will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Wireless connectivity Garmin Flight Stream 510

Reference: EC135H-34-006 (R0)

Applicable to version(s): T3H/P3H

With this installation, Airbus Helicopters offers the software (SW) update for Garmin GTN 650/750 from v6,00 or v6,21 to v6,62 and the installation of Flight Stream 510

This upgrade consists in :

- Installing the SW on the GTN 650/750
- Changing the configuration of the GTN 650/750
- If desired, installing Flight Stream 510 on the GTN 650/750

HELIONIX Step 3.1 has to be implemented on the helicopter or SB EC135H-42-001 (HELIONIX Software Update from Step 2 to Step 3.1) has to be accomplished prior to the accomplishment of this SB.

SB from Airbus Helicopters Deutschland (AHD)



Figure 1: Flight stream 510

> BENEFITS

- Support the display of information for facilities.
- Offer an improved performance of the GTN 650/750 and has fixed some bugs.
- Flight Stream 510 allows a wireless transfer of flight plans to the GTN 650/750.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| Negligible | Negligible | On request | 29 Week(s) | 7253 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on all S/N equipped with

- Garmin GTN 650/750 having SW v6.00 or v6.21 installed

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

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

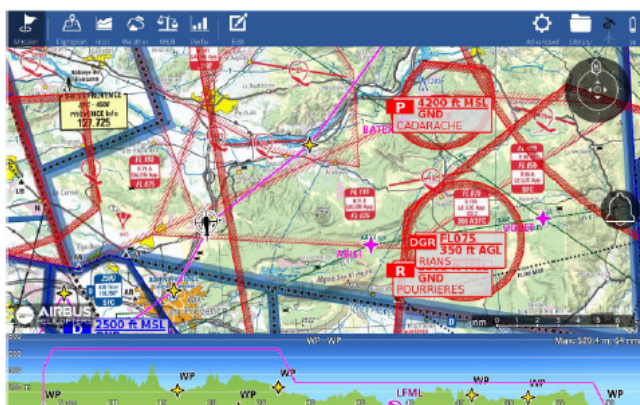


Figure 2: Flight plan cration on tablet (example)

INTERIOR OPTIONS



Cabin Utility Equipment Rack

Reference: AHUK-135-0007

Applicable to version(s): P2, P2+, T2, T2+

The Cabin Utility Equipment Rack is designed to be installed in the cabin seat tracks.

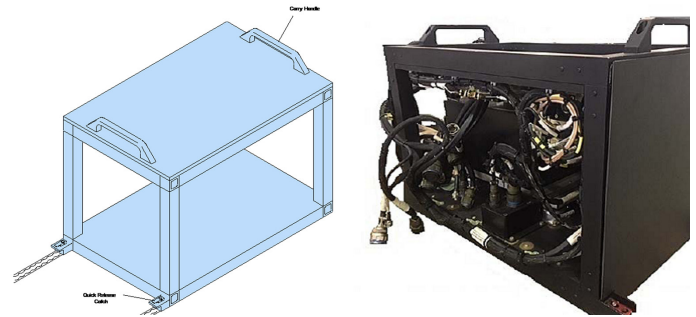
The wrap around architecture of the workstation provides an ergonomic operating environment for the user with all mission system controls within easy reach. The rear work station assembly can be fully removed (due to the fittings into the seat tracks), without the need for specialist tools, to enable a clear cabin configuration. In the case of a CASEVAC configuration the left hand screen, fitted to a movable arm, can be easily folded forward (towards the cockpit) by relocating the pip-pin. The user will be able to operate all of the equipment from the right hand seat by adjusting the viewing angle of each mission display. The hand controllers for the TV/TV EOS and searchlight are located on the inboard leg (LH) to enable the Observer to have full access.

AHUK have many different configurations of the Workstation and should something bespoke be required

AHUK can make alterations to the base design to accommodate.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Quick and easy installation and removal. No tools required.
- Total weight capacity of 45kgs.
- AHUK Offer equipped/loaded configurations (on request).

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|------------|-----------|------------|-------------|-------------|
| 9.8 kg | 51.84 m.kg | 1 Day(s) | On request | On request | eRFQ |

Cargo Edge Scuff Plate

Reference: EC135-KAS-25-154

Applicable to version(s): EC135

Cargo edge protection







Installation of Cargo edge scuff plate. The edge protection is intended to avoid damage of the cargo edge/cabin skin during stowing e.g. of stretchers.

STC from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Avoiding structural damages with expensive repairs and extensive downtime.

|  WEIGHT |  MOMENT |  DOWNTIME |  LEAD TIME |  PRICE RANGE |  ONLINE CAT. |
|--|--|--|---|---|---|
| +0.8 kg | +4.3 m.kg | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

No incompatibility with other systems. Compliance is optional.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cargo Storage Box

Reference: SB-EC135-N°-KAS-25-165

Applicable to version(s): EC135

The Cargo Storage Box provides additional storage room in the cargo compartment.

The Cargo Storage Box provides additional storage room in the cargo compartment. The storage box can be installed on the standard seat rails in the H/C cargo compartment. It is equipped with a lid with stainless steel hinge strip, two lid straps, foamed seal all round, comfort handles and ergonomic and durable snap fasteners. The Cargo Storage Box is supplied as an assembly with a base frame and QCTL locks and can be installed and removed easily. The maximum load capacity is up to 30 kg.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

SB from Maintenance Center Kassel-Calden



> BENEFITS

- provides the opportunity to stow equipment in the cargo compartment
- Can be installed on the left- or right-hand side
- Easy to remove and install

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|-----------|------------|-------------|-------------|
| +7.445 kg | +37,828 m.kg | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Customised Cabin Interior for EC135

Reference: EC135T2+/223

Applicable to version(s): P, T, P2, T2, P3, T3

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

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

STC from Airbus Helicopters Malaysia Sdn Bhd (AHM)



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

> INSTALLATION TIME

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

> CERTIFICATION ORGANIZATION(S)

DCA Malaysia

Flashlight holder

Reference: EC135-25T-011 (R2)

Applicable to version(s): P1, P2, P2+, P3, T1, T2, T2+, T3

The purpose of this Service Bulletin is to replace the flashlight / the flashlight holder / retrofit of the NVG-filter glass.

This service bulletin consist in :

- Removal of the old flashlight holder
 - Preliminary work steps for the installation of the new flashlight holder to the pilot/copilot doors
 - Installation of the flashlight holder and the flashlight to the pilot/copilot doors
- If the old flashlight Stabex HF or Stabex Mini / Mini NVG is continued to be used, a NVG filter glass can be retrofitted by way of this SB.

SB from Airbus Helicopters Deutschland (AHD)



Door with additional pilot door window panes

> BENEFITS

- Optimized installation location
- NVG capability

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------|------------|----------------------------|-------------|
| - 0.052 to + 0.200 kg depending on aircraft configuration. | - 32 to + 614 kgmm depending on aircraft configuration. | On request | 20 Week(s) | 210 - 1981 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Effective for all S/N equipped with flashlight Stabex HF or Stabex Mini. Not compatible with helicopters additionally equipped with pilot door window panes.

Compliance is optional.

The Kit are impacted depending if the old flashlight (Stabex HF or Stabex Mini / Mini NVG) is continued to be used or changed by the flashlight Paralux PX0 LED White / NVG (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Gooseneck Reading Light NVG (LHS+RHS)

Reference: AHUK-135-0003

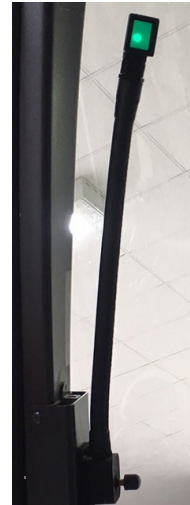
Applicable to version(s): P1, P2, P2+, T1, T2, T2+

The Gooseneck light is a flexible reading light located within the cockpit or cabin.

The Gooseneck light is a NVG Compatible light which has an ON/OFF/Dimming control switch located in the mounting body. A flexible neck and swivelling head allows for the user to position the illumination from the lamp exactly where it is required. Options allow for alterations in neck length and selection of filters/lenses.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Flexible neck for maximum illumination
- NVG Compatible

|  WEIGHT |  MOMENT |  DOWNTIME |  LEAD TIME |  PRICE RANGE |  ONLINE CAT. |
|--|--|--|---|---|---|
| 0.74 kg | On request | 5 Day(s) | On request | On request | eRFQ |

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Helicopter Emergency Egress Lighting System

Reference: EC135H-33-005 (R0)

Applicable to version(s): T3H

Installation of the HEEL System.

Green lights in the area of the hinged cockpit doors, the passenger sliding doors and the emergency exits of the aircraft i.e. the windows of the sliding doors.

The HEELS consists of two autonomous sub-systems :

- the cabin sub-system supplied by two emergency batteries
- a self-contained sliding door sub-system, LH and RH side

SB from Airbus Helicopters Deutschland (AHD)



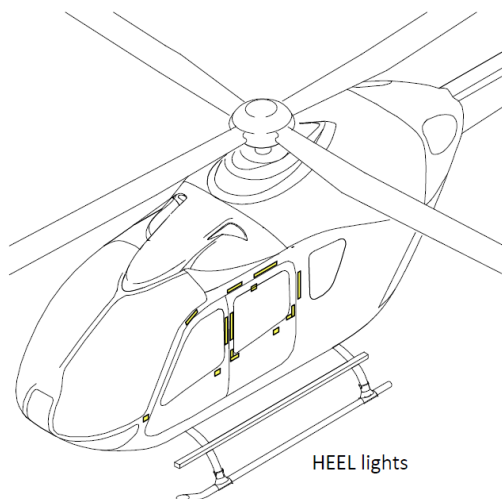
> BENEFITS

- The purpose of this installation is to locate the exits in case of an immersion or a crash.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|------------|-----------|--------------------------|-------------|
| +6,1 kg | +24,3 m.kg | On request | Week(s) | 61400 EUR (e.c. 2023) | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 70 Hour(s) |
| Electrical systems | 60 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Illuminated Chart Holder NVG

Reference: EC135-33-011 (R2)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Retrofit or replacement of an illuminated chart holder.

This service bulletin consist in :

- Remove the old RH/LH chart holder
- Install electrical wires, modules and receptacle
- Secure the new RH/LH chart holder using screws

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- LED - lighting (NVG - compatible)
- Rotatable
- Terminal block on top

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|------------|------------|----------------------------|-------------|
| + 0.971 to + 1,8 kg depending on aircraft configuration | 1592 to 3100 kg.mm depending on aircraft configuration | On request | 16 Week(s) | 53 - 13100 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | 8 Hour(s) |
| Airframe, Structure | 6,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable to aircraft starting with S/N 0121 and equipped with :

- Square RH/LH 7"/10" extensions and round RH 10" extension

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of monkey belt fittings

Reference: EC135H-85-011 (R0)

Applicable to version(s): T3H/P3H

With this installation, Airbus Helicopters offers the installation of monkey belt fittings on the RH and LH sides and the center of frame 4.

This upgrade consists in :

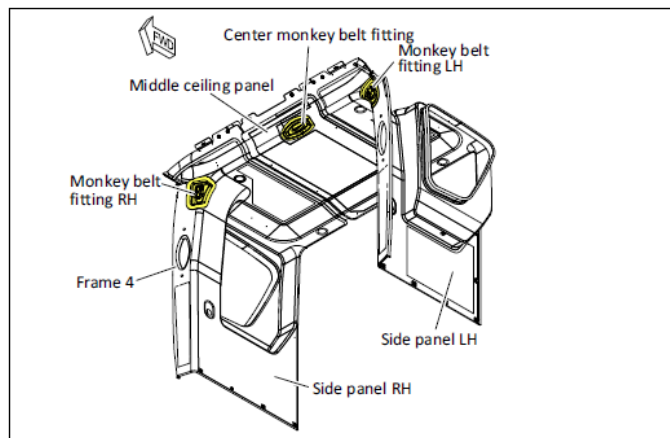
- Installing the monkey belt fitting on the LH or RH
- Installing the monkey belt fitting on the center of frame 4
- Installing placards

SB from Airbus Helicopters Deutschland (AHD)

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-----------------------------|-------------|
| +0,647 kg to +1,046 kg Depending on configuration | +2,549 m.kg to +3,814 m.kg Depending on configuration | On request | 39 Week(s) | 3837 - 7513 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Mechanics | 25 to 30 Hour(s) per monkey belt fitting |



> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on :

- S/N 52001 and up

Equipped with :

- Side panel LH, RH
- Middle ceiling panel

And not equipped with :

- Side panel LH
- Middle ceiling panel

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Monitor Pillar Plinth

Reference: AHUK-135-0002

Applicable to version(s): P1, P2, P2+, T1, T2, T2+

Ideal solution for any operator who requires a display in the rear of the aircraft

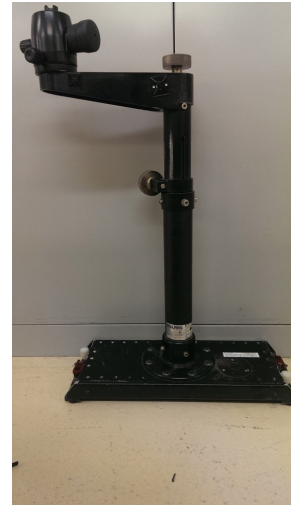
The Pillar Plinth ensures that the monitor can be situated in the very best position for any operator and their mission requirements. The Monitor Pillar Plinth assembly consists of a height adjustable pillar, an adjustable arm, an adjustable monitor mount and an optional keyboard tray.

The Monitor Pillar Plinth assembly is installed into the aircraft seat tracks utilising quick release fasteners which allow for the installation/removal of the assembly without the use of any tools.

The Pillar Plinth assembly allows for the installation of different monitors up to a weight of 9.5Kg.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Height Adjustable.
- Position and Angle Adjustable.
- Quick and easy Install/Removal.
- Certified for loads up to 9.5Kg.

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

|  WEIGHT |  MOMENT |  DOWN TIME |  LEAD TIME |  PRICE RANGE |  ONLINE CAT. |
|---|---|--|--|--|--|
| 6.4 kg | On request | 1 Day(s) | On request | On request | eRFQ |

Multi-Functional Floor

Reference: EC135-25-021 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+

The resistance of the rear multi-function floor has been improved through a robust and scratch-resistant Harteloxal layer. Any additional floor coverings used are therefore superfluous. Furthermore, additional seat tracks enable the direct installation of EMS seats without the need for additional adapters. For helicopters from S/N 0870 onwards, it is also possible to retrofit a drainage system for the multi-function floor, which drains any leaking fluids directly out of the helicopter to the exterior.

This Service Bulletin consist in :

- Remove old rear floor
- Modify front floor
- Install new rear floor

When retrofitting the drain lines:

- Modify lower shell
- Modify aft ring frame
- Install drain lines

SB from Airbus Helicopters Deutschland (AHD)

> BENEFITS

- Reduction of empty weight up to 15 kg pending on HEMS interior solution applied
- Anti-slip-strips
- Fuel tank drainage integrated (optional)
- More flexibility
- Increased head room
- Easy sealed access to the maintenance areas

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-------------------------------|-------------|
| + 16.03 to 16.76 kg depending on aircraft configuration. | + 66797 to + 69286 kgmm depending on aircraft configuration. | On request | 20 Week(s) | 78804 - 90645 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|---|
| Airframe, Electrical | 20 Hour(s) |
| Airframe, Mechanics | 0 or 20 Hour(s) depending on aircraft configuration |



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircrafts EC135 starting with S/N 0169. Equipped with rear floor P/N :

- L533M1015102
- or
- L533M1015103
- or
- L533M1015104

The retrofitting of additional drain lines can only be accomplished on helicopters starting with S/N 0870.

If not yet carried out, the position of the hook-and-pile tape on the main tank and supply tank must be corrected in accordance with SB EC135-28-005 for helicopters up to S/N 0249.

Before the multi-function floor can be retrofitted, the compatibility of EMS equipment and multi-function floor should be clarified with the STC manufacturer.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Operator Storage Box

Reference: SB-EC135-N°-KAS-25-162

Applicable to version(s): EC135

The Operator Storage Box provides additional storage room to the Operator for his equipment with easy access to its content in flight.

The Operator Storage Box provides additional storage room to the Operator for his equipment with easy access to its content in flight. The storage box is installed on the floor right beside the Operator seat (RH in flight direction). It is equipped with a hinge on its top to enable the Operator to open and close it easily in flight. Furthermore, it is easy to install and remove without any tools. The maximum load capacity is up to 3 kg.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

SB from Maintenance Center Kassel-Calden



> BENEFITS

- Operator Storage Box
- Installation Kit
- Customization Manual with (IPC, MMA)
- Minor Change Approval
- Service Bulletin

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|------------|-------------|-------------|
| +0.927 kg | +3,430 m.kg | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Passenger Storage Box

Reference: SB-EC135-N°-KAS-25-164

Applicable to version(s): EC135

The Passenger Storage Box provides additional storage room in the passenger compartment with easy access to its content in flight.

The Passenger Storage Box provides additional storage room in the passenger compartment with easy access to its content in flight. The storage box can be installed anywhere on the standard seat rails in the H/C cabin. It is equipped with a lid with stainless steel hinge strip, two lid straps, foamed seal all round, comfort handles and ergonomic and durable snap fasteners. The Passenger Storage Box is supplied as an assembly with a base frame and QCTL locks and can be installed and removed easily. The maximum load capacity is up to 12 kg.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

SB from Maintenance Center Kassel-Calden



> BENEFITS

- Easy access to the content in flight
- Easy to install and remove
- Can be installed whenever needed Technical Features

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|--------------|-----------|------------|-------------|-------------|
| +4.662 kg | +19,427 m.kg | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Not applicable

> CERTIFICATION ORGANIZATION(S)

EASA Europe

PVC floor cover

Reference: EC135-25-023 (R0)

Applicable to version(s): P1/T1, P2/T2

Retrofit of PVC floor cover.

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).

| 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

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Rear observer Workstation

Reference: AHUK-135-0004

Applicable to version(s): P1, P2, P2+, T1, T2, T2+

The wrap around architecture of the workstation provides an ergonomic operating environment for the user with all mission system controls within easy reach.

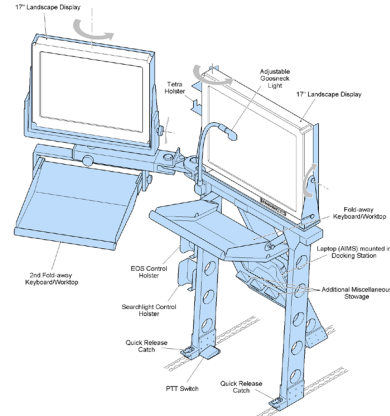
The user will be able to operate all of the equipment from the right hand seat by adjusting the viewing angle of each mission display. The hand controllers for the TV/TV EOS and searchlight are located on the inboard leg (LH) to enable the Observer to have full access.

AHUK have many different configurations of the Workstation and should something bespoke be required

AHUK can make alterations to the base design to accommodate.

STC from Airbus Helicopters UK Ltd (AHUK)

EASA Minor change



> BENEFITS

- Lightweight with extensive capabilities.
- Quick Installation and Removal.
- Customisable upon request.

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|-----------|----------|------------|-------------|-------------|
| 9.9 kg | 30.5 m.kg | 1 Day(s) | On request | On request | eRFQ |

Retrofit of an operator seat darkening

Reference: EC135-25-016 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

With this Service Bulletin ECD offers the retrofit of an operator seat darkening.

This Service Bulletin consist in :

- Install stud fasteners on the aft cabin panelling
- Install stud fasteners on the sliding doors
- Install darkenings

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- This darkening improves the viewing conditions in the area of the operator seat.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|-----------|-----------------------|-------------|
| + 1.240 kg | + 4568 kgmm | On request | 8 Week(s) | 12158 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 14 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all models.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of Rear Door Luggage Net (RH)

Reference: EC135-85-031 (R0)

Applicable to version(s): EC135 all models

With this Service Bulletin Airbus Helicopters Deutschland offers the retrofit of a luggage net at the RH rear door.

- This modification consist in :
- Install honeycomb inserts
 - Attach luggage net to the RH rear door

The changes to SDS/AMM EC135, SDS/AMM EC135 and to IPC EC135, which are required as a result of this Service Bulletin will be incorporated with one of the next revisions.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Add a luggage net at the RH rear door.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-----------------|------------|------------|----------------------|-------------|
| + 0.349 kg | + 2002.474 kgmm | On request | 16 Week(s) | 1498 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircrafts : EC135, all models, without cargo hook.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of the display "Belt and Non-Smoking"

Reference: EC135-33-013 (R0)

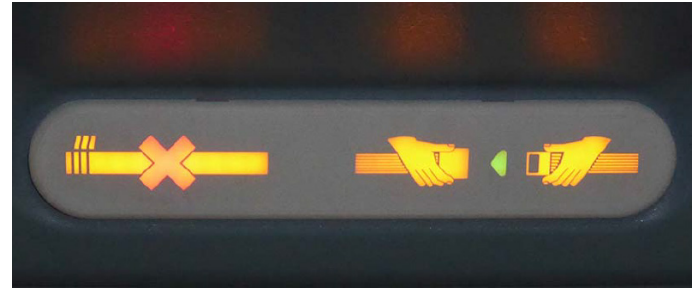
Applicable to version(s): T1, T2, T2+, P1, P2, P2+

This Service Bulletin offers the installation of the display "Belt and Non-Smoking".

The backlit signs show the messages "No smoking" and "Fasten Seatbelt" in pictographic style and can be activated from the cockpit.

SB from Airbus Helicopters Deutschland (AHD)

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

- Illuminated signs (No Smoking / Fasten Seatbelt) are provided in the forward and aft cabin ceiling, visible for each seated passenger.

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

EC135, all models without display "Belt and Non-Smoking".

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Reversed co-pilot seat

Reference: EC135-25-027 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Fixed provisions for the installation of a reversed co-pilot seat ('club seating').

This service bulletin consist in :

- remove the co-pilot seat and co-pilot seat tracks
- retrofit the co-pilot floor
- install the new co-pilot seat tracks

SB from Airbus Helicopters Deutschland (AHD)

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



> BENEFITS

- The option consists of a copilot seat with associated seat rails to enable the installation of this seat in or against flight direction.
- The position change can be performed on ground, only.
- The seat is energy absorbing, designed in accordance with the requirements of the European Technical Standard Order ETSO-C127a, type B seat.

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------|-------------|
| +1,722 kg | +4,532 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 5 Hour(s) |

VIP Trim Interior

Reference: AHUK-135-0021

Applicable to version(s): EC135 Fleet

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

- Refurbish in leather up to 7 place seating
- Refurbish cabinet when included in the specification
- Install carpet with bound edges, sewn in heel pads
- Carpet in the rear baggage bay compartments
- Cover lining panels in leather/ultra-leather: • Cockpit and passenger doors trim panels
- Cockpit overhead trim panel
- VIP separation wall
- Cabin overhead trim panel
- New placards with a metallic brush finishing

> PRE-POST REQUISITE / EFFECTIVITY

None

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| KG | 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 |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |





MAINTENANCE IMPROVEMENT



Replacement of ring frame X5730

Reference: EC135-53-021 (R3)

Applicable to version(s): EC135 all models

With this Service Bulletin an improved ring frame on the rear structure is introduced.

This service bulletin consist in :

- Remove old ring frame from rear structure
- Install improved ring frame to rear structure

If the first issue or a previous revision of this Service Bulletin has already been accomplished, no additional work is required due to Revision 3.

SB from Airbus Helicopters Deutschland (AHD)

Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.



> BENEFITS

- With this Service Bulletin an improved ring frame is not life-limited.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-------------|-------------|
| +1,2 kg to +1,37 kg depending on aircraft configuration | +69,0 m.kg to +78,7 m.kg depending on aircraft configuration | On request | On request | On request | eOrdering |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

EC135, all models with rear structure up to and including rear structure ECE872. Excluding rear structure ECE834 and rear structures on which the ring frame has been replaced in accordance with RDAS.

Equipped with :
 ESTVL-054/2009, ESTVL-065/2009, ESTVL-070/2009, ESTVL-071/2009, ESTVL-072/2009, ESTVL-073/2009, ESTVL-102/2009 or AIRF 294/2009.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of XY-Fittings

Reference: EC135-53-016 (R2)

Applicable to version(s): EC135 all models

With this Service Bulletin improved XY-Fittings are introduced.

Two titanium torque struts, connected with two fuselage mounted XY-fittings carry the main rotor reaction torque and all forces generated by the main rotor system in longitudinal.

If one of the issues that have been issued previous to Revision 02 has already been accomplished, no further work is required due to this Revision.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- With this Service Bulletin improved XY-Fittings are introduced.
- The visual inspection of the XY-fittings for cracks that was introduced with Alert Service Bulletin EC135-53A-015 is no longer necessary after accomplishment of this Service Bulletin.

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135, all models, S/N 0005 up to including S/N 0504.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-----------------|------------|------------|----------------------|-------------|
| + 0,505 kg | + 2135,140 kgmm | On request | 14 Week(s) | 8760 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 36 Hour(s) |

Support Rods and Brackets for helicopters with IBF

Reference: EC135-71-040 (R3)

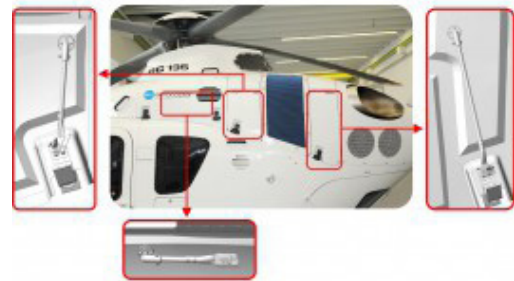
Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Engine Cowling and Transmission Fairing.

This service bulletin consist in :

- Remove transmission fairings and engine cowlings
- Retrofit engine and transmission covers
- Retrofit firewall. Install bracket to the oil coolers
- Install transmission fairings and engine cowlings

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Makes it easier to accomplish minor maintenance work and repair on the engines and on the main transmission

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|------------|------------|-----------------------------|-------------|
| + 0.5 kg + 1 kg depending on aircraft configuration | + 2156.880 kgmm to 3459.000 kgmm depending on aircraft configuration | On request | 18 Week(s) | 3340 - 8991 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft up to and including S/N 1013 and equipped with :

- IBF (Inlet Barrier Filter)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 2 Hour(s) |
| Composites | 14 Hour(s) |

MISSION & EXTERNAL EQUIPMENT



Aircraft modification for Powerline maintenance

Reference: AHUK-135-0012

Applicable to version(s): T3

This modification allows fitting of different aerial baskets to the aircraft for powerline maintenance, STC 10065679. Using a helicopter increases the reactivity and the productivity which makes a significant improvement compared to ground based methods. This development significantly improves safety of operations compared to the existing aerial methods. Meanwhile different types of baskets are compatible with the installation allowing different type of operations.

The system is certified under the CS27/HEC operational requirements which allow safe operations for the operator and the helicopter crew. The modification consists of installing combined items:

- External cargo hook External mirror
- Anti-spin system (inc. quick release)
- Mission computer system with Integrated camera and weight measurement displayed on a mission display
- Tactical Radios

STC from Airbus Helicopters UK Ltd (AHUK)



> BENEFITS

- Aerial maintenance efficiency increase
- Compatible with a multitude of aerial baskets
- Multiple Load Carrying Components lengths
- Instrumentation for pilot and co-pilot

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|------------|-------------|-------------|
| +53.4 kg | +157.7 m.kg | On request | On request | On request | eRFQ |

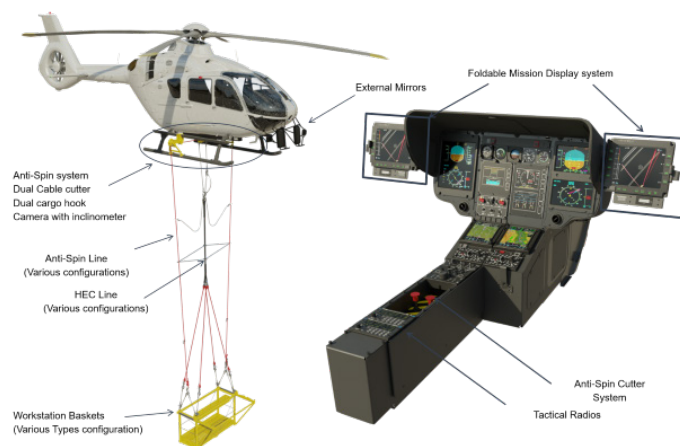
> INSTALLATION TIME

QUALIFICATION

Approved Airbus Helicopters Technician

INSTALLATION DURATION

On Request

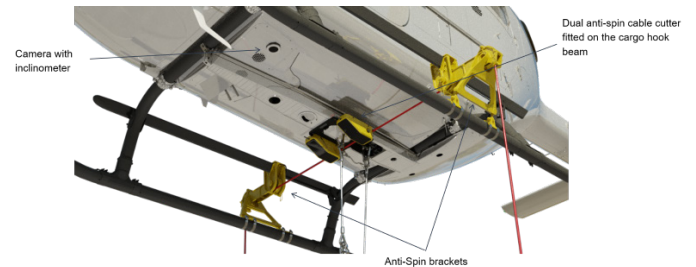


> PRE-POST REQUISITE / EFFECTIVITY

- Dual cargo hook and weighing system
- Pilot and Crew training
- High Medium Skid configuration
- Tactical Radios installed
- Cargo Hook mirrors fixed parts

> CERTIFICATION ORGANIZATION(S)

EASA Europe



EOS MX-15i Wescam™ and Operator Work Station

Reference: EASA.R.S.01351

Applicable to version(s): P2, P2+, T2, T2+

Installation of a MX15i HD camera (including wiring harness and camera support) and a mission console.

MX15iHD camera system is an evolution of FLIR/TV (Forward Looking Infra-Red) Wescam MX-15, with new generation imaging capabilities. It offers an ideal supervision system for day and night missions as well as missions in bad weather for the following areas of application :

- Police missions
- Border control
- Search and rescue missions

Operator console has been designed to be installed on the LH side of the EC135 cabin, but it can also be installed in RH side. It is fixed on the helicopter's seat rails and can be easily installed without dedicated tools.

The basic structure of the operator console is composed of the following items :

- Two vertical struts.
- Two inclined length-adjustable rods.
- A control units support based on DZUS standard
- Cross beams to support screen and to reinforce the structure
- Supports for the different control handles
- A foldable table with possibility to integrate a keyboard.
- A circuit breaker panel on Dzus control unit area.

The basic equipment installed in ECE Operator Console consist of:

- 15 in. Screen
 - Moving Map Keyboard (depends on selected Moving Map)
 - Breaker Box, to manage the power supply of the equipments installed in Operator Console.
 - Reading Lamps: Two gooseneck lamps are installed in either side of Operator Console to provide an orientable light source to the operator.
 - PTT footswitch: provides the operator the capability to transmit over the selected radio in the ICS pax box.
 - In the upper part of the Console, a DZUS rack provides the capability to install several equipments and control units, easily accessible to console operator.
- The equipment installed on operator console can be customized to fulfil customer needs.

STC from Airbus Helicopters España SA (AHE)

> BENEFITS

- Easy to install
- Capability of installation of customer required mission equipments
- Easy reconfiguration of the H/C for different mission/roles



WEIGHT

+83.0 kg
(including camera weight and operator console)



MOMENT

On request



DOWN TIME

On request



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

> INSTALLATION TIME

QUALIFICATION

Airframe

Avionics

INSTALLATION DURATION

On Request

On Request



> CERTIFICATION ORGANIZATION(S)

EASA Europe



EOS Wescam MX-10 with video recorder

Reference: AHUK-135-0011

Applicable to version(s): T3H

The MX-10 camera is installed on the RHS of the aircraft.

The Hand Controller (HCU) is installed in the helicopter cabin along with a stowage bracket.

The MX-10 can be fitted with different camera options to enhance different mission aspects. The installation is also fitted with a video recorder allowing post-mission debrief for example.

AHUK can make alterations to the "base design" to accommodate.

STC from Airbus Helicopters UK Ltd (AHUK)



> BENEFITS

- Light EOS System
- Recorder allowing post-mission analysis



WEIGHT

On request



MOMENT

On request



DOWN TIME

On request



LEAD TIME

On request



PRICE RANGE

On request



ONLINE CAT.

eRFQ

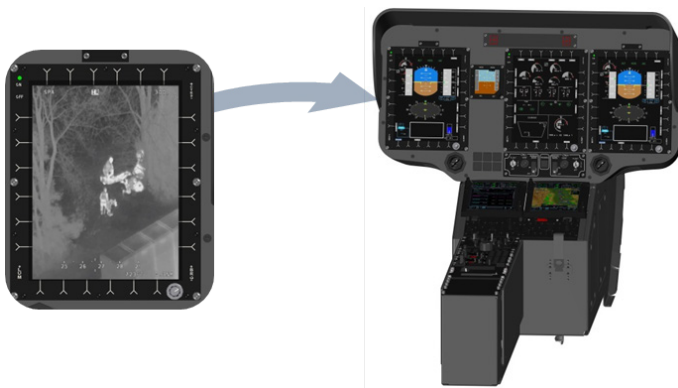
> INSTALLATION TIME

QUALIFICATION

Approved Airbus Helicopters Technician

INSTALLATION DURATION

On Request



> PRE-POST REQUISITE / EFFECTIVITY

- Aircraft requires Meeker Step.
- EOS and recorder Fixed Provision
- Medium Height Landing Gear

> CERTIFICATION ORGANIZATION(S)

EASA Europe

External Hoist Operation

Reference: EC135-85T-059 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

New Regulation for HEC (Human External Cargo) operation from November 1st, 2014

The main intention of this SB is to inform operators about the commission regulation (EU) No. 965/2012 entered into force in October 2014. Operators should by then satisfy the airworthiness criteria for human external cargo (HEC) operations e.g. in CS27.865.

According to the AMC1 SPA.HHO.110(a), each operator can contact his competent authority to request an authorization to continue his operations. As the current external hoist system was certified according to JAR 27 first Issue, prior to issuing the airworthiness requirements for HEC, the hoist system installed on production helicopter has been adjusted to the latest certification rules (CS 27 Amdt 2), which introduce new requirements to allow HEC operations.

External hoist system certified in two steps:

- redesigned fixed provisions for the external hoist system
- Certification of the hoist for HEC Class D operation in accordance with CS27 Amdt 2.

Currently approved HEC operation shall not be invalidated by introducing the new fixed provisions through minor change (to be confirmed by the competent authority).

- Complex sheet metal installation (Airbus Helicopter supervision for at least the first helicopter and Part 145 certified maintenance station necessary)
- SB covers the replacement of existing FP for external hoists (left and/or right hand side)
- A specific alignment device is necessary to perform the installation (available on rental basis)
- The SB describes only the conversion from the existing to the new reinforced fixed provisions. It is not applicable for the retrofit of the complete external hoist installation.
- SB 135-085-061 : to enable mounting all versions of the hoist detachable parts to the new fixed parts.

SB from Airbus Helicopters Deutschland (AHD)

Any first installation shall be under the supervision of Airbus Helicopters. For fleet customers, further supervision will depend on ability to perform the retrofit independently after the first installation.

> BENEFITS

- Possibility to standardize hoist installations in mixed fleets
- Compliance with the criteria for HEC operation defined in the AMC.SPA.HHO.110 (CS27.865 Amdt 2)
- No discussion with authorities to achieve approval of HEC operations

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|--|------------|--------------------------|-------------|
| On request | On request | 30 Day(s) (approx. For one side installation) | On request | 29924 EUR (e.c. 2019) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Avionics | On Request |
| Airframe, Electrical | On Request |
| Composites | On Request |
| Paint | On Request |



> PRE-POST REQUISITE / EFFECTIVITY

All EC135 P2+/T2+ with fixed provisions for external hoist.
Not compatible with EC135 T1/P1, compatibility to be confirmed for EC135 T2/P2.
Not compatible with the rope down device.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

External mounted Hoist systems on New fuselage

Reference: EC135-85-061

Applicable to version(s): T2+, T3, P2+, P3

Airbus Deutschland is offering a method for modifying the external mounted hoist holder and new adapters, which can be used to install the external mounted hoist system on the new fuselage-attached.

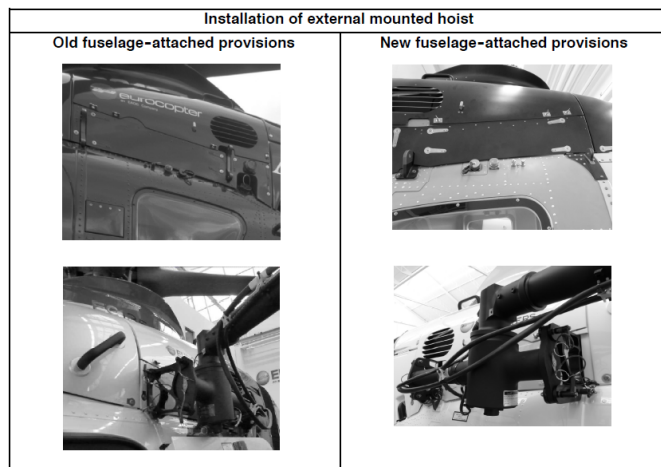
This Service Bulletin consists in:

- Fasten the quick-release pin to the external mounted hoist holder
- Install the front and rear adapter

Consumable materials must be ordered separately from the INTERTURBINE AVIATION LOGISTICS company .

The given CM numbers are i.a.w. the AMM List of ConsumableMaterials.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Extend the range of applicability with a modification of the mounting bracket and the new adapters allowing the installation from the outside.
- Facilitates quick assembly

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------------------------------|----------------------------------|-----------|-----------|-----------------------|-------------|
| Complete Installation On request | Complete Installation On request | 5 Hour(s) | Week(s) | 33494 EUR (e.c. 2023) | eOrdering |

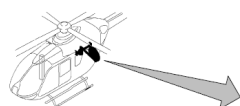
> CERTIFICATION ORGANIZATION(S)

EASA Europe

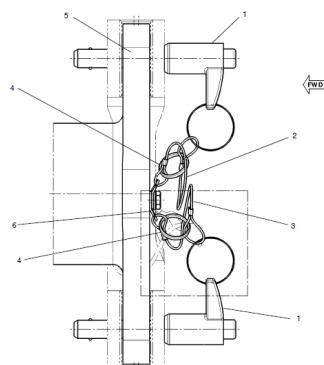
> INSTALLATION TIME

QUALIFICATION
 Airframe, Mechanics

INSTALLATION DURATION
 4 Hour(s)



- 1 Quick-release pin
- 2 Safety cable
- 3 Safety cable
- 4 Spring ring
- 5 Key ring
- 6 External mounted hoist holder
- 7 Clip



- ⚠ Use ring with the smallest possible diameter.
- ⚠ The installation of the ring with the smallest possible diameter (spring ring or key ring) must make sure that the quick-release pins can no longer be removed.
- ⚠ Component of the Goodrich external hoist holder.

Installation of a new cargo hook weighing system

Reference: EC135H-85-016 (RO)

Applicable to version(s): T3H, P3H

This Service Bulletin (SB), Airbus Helicopters offers the installation or the replacement of the cargo hook weighing system with a new system with better accuracy when measuring light and heavy loads.

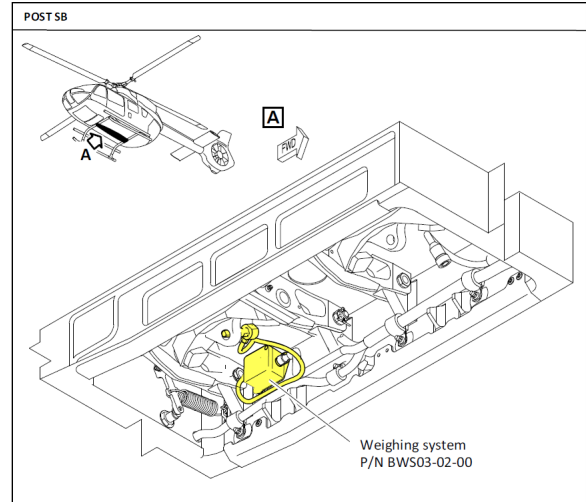
This service bulletin consists to:

- Remove the weighing system or the dummy bracket
- Install the new weighing system

Interchangeability:

After accomplishment of this SB, the weighing system P/N BWS03-01-00 must not be used again.

SB from Airbus Helicopters Deutschland (AHD)



| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------------------|--------------------------|------------|-----------|--------------------------|-------------|
| +0,035 kg to +0,194 kg | Negligible Negligible | On request | Week(s) | 34459 EUR (e.c. 2023) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 5,5 to 6 Hour(s) |

PRE-POST REQUISITE / EFFECTIVITY

- Helicopters/installed equipment and parts
- EC135 T3H, P3H, 635 T3H, 635 P3H, all S/N with cargo hook.
 - Weighing system P/N BWS03-01-00

CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of an External Mounted Hoist System (RH)

Reference: EC135-85-033 (R1)

Applicable to version(s): C2

The optional equipment it is admissible to install an external mounted hoist system to the EC135.

This installation consists in (depending on aircraft configuration):

- Install electrical and mechanical components of the fixed part of the external mounted hoist system
- Install cable deflector on the RH skid tube and install external mounted hoist equipment/accessories.

SB from Airbus Helicopters Deutschland (AHD)

External mounted hoist system RH, fixed part L851M2954052
 External mounted hoist system LH/RH, joint part L851M296051



> BENEFITS

- After accomplishment of this Service Bulletin and after installation of the removable part of the external mounted hoist system, helicopters can be operated with a RH external mounted hoist system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|-----------|------------|-------------|-------------|
| Complete Installation +18,8 kg to +4,6 kg | Complete Installation +83225,8 kgf.m to +1542,0 kgf.m | 2 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

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

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of an external mounted hoist system LH

Reference: EC135-85-066 (R0)

Applicable to version(s): P2+

This Service Bulletin , Airbus Helicopters Deutschland (AHD) offers the retrofit of an external mounted hoist system.

This installation consists in:

- Install electrical and mechanical components of the fixed part of the external mounted hoist system

SB from Airbus Helicopters Deutschland (AHD)

SB may only be accomplished either by AHD personnel or a service station authorized for this kind of work by AHD.



> BENEFITS

- After accomplishment of this Service Bulletin and after installation of the removable part of the external mounted hoist system, helicopters can be operated with a LH external mounted hoist system.

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Powerline Load Carrying Components (LCCs)

Reference: AHUK-135-0020

Applicable to version(s): T3

Load Carrying Components (LCCs) are certified under the Powerline Maintenance EASA STC, for Human External Cargo operations (HEC).

The LCCs are the insulated ropes which create the link between the helicopter and the baskets. As part of the LCCs requirements, an anti-spin rope is required to limit the spin of the basket during operations.

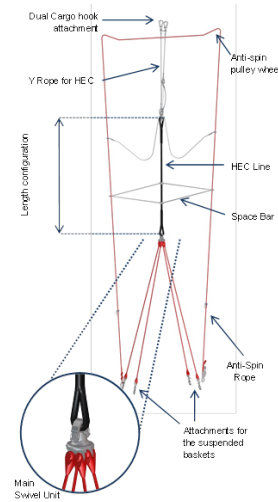
The LCCs and the anti-spin ropes are completely electrically insulated to ensure the connection to the aircraft is purely mechanical, and no short of electricity can occur. The completed assembly is HTB 80 compliant (Live Working).

The space bars consist of rigid bars maintaining a regular distance between the anti-spin rope and the HEC line to improve the stability of the basket when the length configuration exceeds 30m.

Length configurations:

- 20m LCC rope + 100m Anti-spin rope
- 30m LCC rope + 100m Anti-spin rope
- 40m LCC rope + 100m Anti-spin rope + Space bar
- 50m LCC rope + 200m Anti-spin rope + Space bar
- 60m LCC rope + 200m Anti-spin rope + Space bar

STC from Airbus Helicopters UK Ltd (AHUK)



> BENEFITS

- Different length configurations
- Electrically insulated
- Compatible with Basket Type 1 and 2

| 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 |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

- Aircraft modification for powerline maintenance
- Pilot and crew training

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Powerline Suspended Close Proximity workstation

Reference: AHUK-135-0014

Applicable to version(s): T3

Basket Type 2 is certified under the Powerline Maintenance STC, and carries 2 operators with their equipment to maintain the powerlines. (AHUK-135-0012)

The basket is suspended under the load carrying components which are directly attached to the aircraft and the anti-spin system to enhance the stability of the aerial basket. The operators are secured to the Load Carrying Components (LCCs) with a safety harness (not displayed).

The basket is the smaller basket fitted with 2 seats, a toolbox, and a balcony (-400). The small size of the basket allows operation near to electrical pylons.

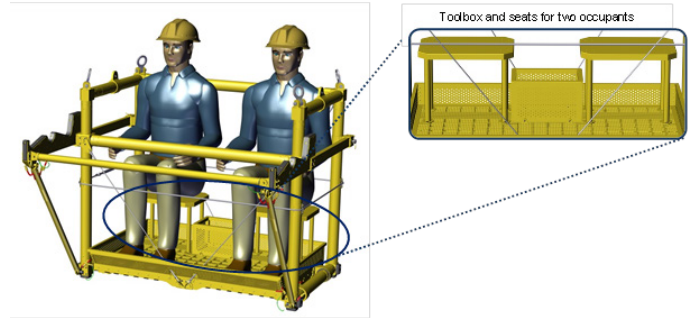
Technical Characteristics:

- Payload: Up to 285 kg + 150 kg from the balcony
- Capacity: 2 workers

Cable compatibility:

- The balcony is designed/optimised for the -400 cable configurations. The operator can still use this basket for other powerline configuration by picking only one bundle.
- The balcony is compatible with a cable diameter of up to 50 mm diameter.

STC from Airbus Helicopters UK Ltd (AHUK)



> PRE-POST REQUISITE / EFFECTIVITY

- Aircraft modification for powerline Maintenance
- Pilot and crew training

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Work in the vicinity of the pylons
- Seated position for the workers

| KG | | | | | |
|----------|------------|------------|------------|-------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| +71.6 kg | On request | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |

Powerline Suspended Multi-use workstation

Reference: AHUK-135-0013

Applicable to version(s): T3

Basket Type 1 is certified under the Powerline Maintenance STC and carries to 2 operators with their equipment to maintain the powerlines. (AHUK-135-0012)

The basket is suspended under the load carrying components (LCCs) which are directly attached to the aircraft and the anti-spin system to enhance the stability of the aerial basket. The operators are secured to the LCCs with a safety harness (not displayed).

The basket can be fitted with the following options:

- A dedicated toolbox located at the front or back for mission equipment
- Different types of balcony to suit different line configurations (Contact AHUK).

Technical Characteristics:

- Payload: Up to 285 kg + 150 kg from the balcony
- Capacity: 2 workers

STC from Airbus Helicopters UK Ltd (AHUK)



> BENEFITS

- Easily adaptable and reconfigurable to any cable configuration
- Optimal workstation size

| KG | 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 |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

- Aircraft modification for powerline maintenance
- Pilot and crew training

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the halogen landing light by LED landing light (nose cover)

Reference: EC135H-33-006 (R1)

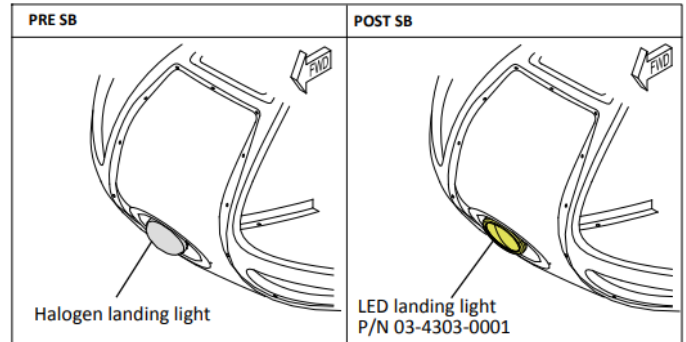
Applicable to version(s): T3H, P3H

Replacement of the halogen landing light by a LED landing light on the nose cover.

- This modification consist in :
- Remove the halogen landing light
 - Install the LED landing light
 - Perform the functional test

Halogen landing light must not be used anymore after accomplishment of this SB.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The higher reliability of this new LED landing light leads to a reduction of the maintenance costs.
- The IR spectrum emitted by LED lights is reduced, therefore the visibility with NVG in the pure white light mode is reduced compared to the conventional halogen lights.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|-------------------------|-------------|
| +0,311 kg | +0,358 m.kg | On request | Week(s) | 5683 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 8 Hour(s) |
| Electrical systems | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H all S/N with 250W halogen landing light P/N 0230191-001 on the nose cover.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the halogen landing light by LED landing light (nose cover)

Reference: EC135-33-028 (R0)

Applicable to version(s): P1/T1 CDS, P1/T1 CPDS, P2/T2, P2+/T2+, P3/T3

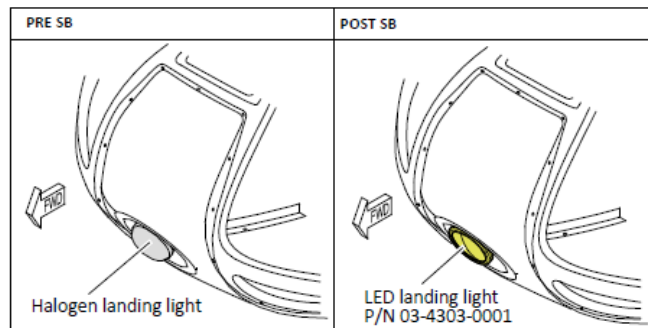
With this installation Airbus Helicopters offers the replacement of the halogen landing light by LED landing light on the nose cover.

This upgrade consists in :

- Removing the halogen landing light.
- Installing the LED landing light.
- Performing the functional test.

SB from Airbus Helicopters Deutschland (AHD)

Halogen landing light P/N 0230191-001 must not be used anymore on the nose cover after accomplishment of this SB.



> BENEFITS

- LED landing lights have a higher reliability which leads to a reduction of the maintenance costs

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|----------------------|-------------|
| +0,358 kg | +422,0 m.kg | On request | 17 Week(s) | 5978 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on

- all S/N with 250W halogen landing light on the nose cover
- Halogen landing light P/N 230191-001 and not equipped with
- Nose cover.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the halogen Search & Landing light by the LED S/L light

Reference: EC135H-33-001 (RO)

Applicable to version(s): T3H, P3H

Airbus Helicopters offers the replacement of the Halogen Search and Landing (S/L) lights by LED S/L lights.

- This modification include :
- removal the halogen Search and Landing
 - installation of LED S/L light
 - retrofit of the overhead panel
 - test

SB from Airbus Helicopters Deutschland (AHD)

Halogen S/L light P/N 0230154-002 must not be used anymore after accomplishment of this SB.

Mixability between Halogen S/L light and LED S/L light is not allowed.

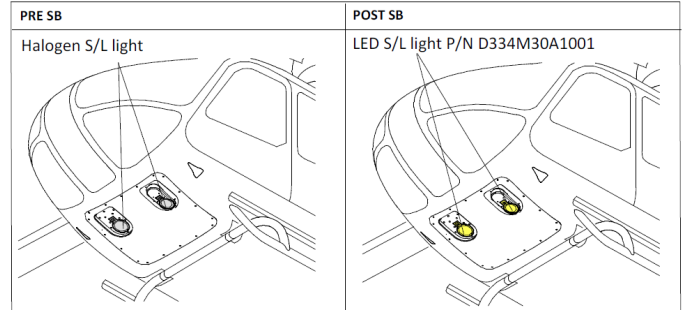
> BENEFITS

- Longer life and less energy consumption.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|------------|-------------------------------|-------------|
| +0,767 kg | +1,837 m.kg | On request | 16 Week(s) | 42762 - 42809 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

EC135 T3H or P3H, all S/N with Halogen S/L lights P/N 0230154-002.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a Rear Camera

Reference: EC135H-85-005 (R3)

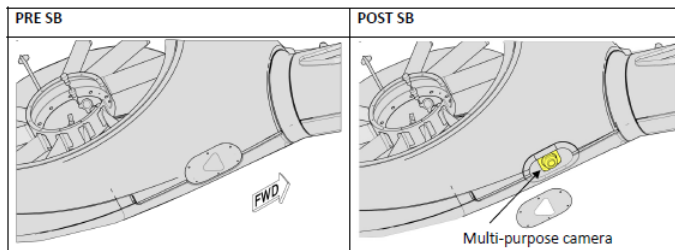
Applicable to version(s): T3H/P3H

With this Service Bulletin (SB) Airbus Helicopters Deutschland (AHD) offers the installation of a multi-purpose rear camera to see the rear side of the helicopter and to overview operations.

This installation consists in :

- Preliminary steps
- Installation of the multi-purpose camera
- Installation of the video destination module
- PCF and FLS updates
- Tests
- Final steps

SB from Airbus Helicopters Deutschland (AHD)



> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on EC135, T3H S/N 2044 aircraft

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- To see the rear side of the helicopter and to overview operations

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-------------------------------|-------------|
| +0,405 kg to +0,466 kg depending on configurations | +2,188 m.kg to +4,455 m.kg depending on configurations | On request | 21 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 6 Hour(s) |
| Airframe, Mechanics | 5 Hour(s) |

Retrofit of Double Cargo Hook

Reference: EC135-85-035 (R2)

Applicable to version(s): EC135 all models

With this Service Bulletin Airbus Helicopters Deutschland offers the retrofit of a double cargo hook.

- This modification consist in :
- Fixed part of the double cargo hook
 - Install removable part

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- Allows the aircraft to fixed double cargo hooks

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|------------|------------|------------------------------|-------------|
| + 4,10 to + 20,51 kg depending on aircraft configuration. | + 14,161 to + 86,506 kg.m depending on aircraft configuration. | On request | 44 Week(s) | 3269 - 80960 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 130 to 150 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircrafts EC135, all models, without cargo hook or with a single cargo hook.

The previous accomplishment of the following (Alert) Service Bulletins is required for accomplishment of this Service Bulletin:

- Alert Service Bulletin EC135-32A 012 (Replacement of aft cross tube)
- Service Bulletin EC135-85-021 (Retrofit of braided protective mantle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of External Mirrors

Reference: EC135-85-042 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

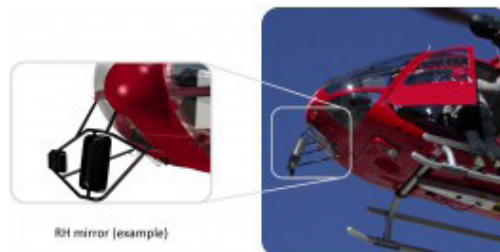
With this Service Bulletin ECD offers the retrofit of external mirrors for pilot or copilot.

This modification consist in :

- Remove the pitot tube
- Remove the lower strip of the nose window pane, attach fittings, position receptacles
- Install wire harnesses
- Install the lower strip of the nose window panel
- Install pitot tube, install external mirror

The changes to IPC EC135, AMM EC135, WDM EC135 and to SDS EC135 which are required as a result of this Service Bulletin will be incorporated with one of the next revisions.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Load monitoring during the flight and monitoring of the engagement/disengagement procedure
- High visibility even at high air humidity through heatable mirrors
- Automatic de-icing of the mirrors at low temperature

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--------|---------------|------------|------------|------------------------------|-------------|
| + 9 kg | + 11,835 kg.m | On request | 24 Week(s) | 6321 - 39126 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Mechanics | 50 Hour(s) |
| Electrical systems | 30 to 40 Hour(s) |
| Avionics | 30 Hour(s) |
| Mechanics | 40 to 50 Hour(s) |
| Airframe, Electrical | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Helicopter EC135 all models with collective lever copilot P/N : L327M2801051 and without controls for the search and landing light on the collective lever (copilot).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of Single Cargo Hook

Reference: EC135-85-027 (R1)

Applicable to version(s): EC135 all models

With this Service Bulletin Airbus Helicopters Deutschland offers the retrofit of a single cargo hook.

This modification consist in :

- Retrofit of the mechanical and electrical components of the fixed part of the single cargo hook
- Install removable part

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- Allows the aircraft to fixed single cargo hooks.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-------------------------------|-------------|
| + 19,632 to 20,286 kg depending on aircraft configuration. | + 77,795 to 79,861 kg.m depending on aircraft configuration. | On request | 78 Week(s) | 58422 - 59117 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 160 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircrafts EC135, all models without cargo hook.

The previous accomplishment of the following (Alert) Service Bulletins is required for accomplishment of this Service Bulletin :

- Alert Service Bulletin EC135-32A 012 (Replacement of aft cross tube)
- Service Bulletin EC135-85-021 (Retrofit of braided protective mantle)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Searchlight Trakka A800 (NVG Compatible)

Reference: AHUK-135-0008

Applicable to version(s): P2+, T2+

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 at the front of the LH step of the aircraft. Control of the Trakka is via the Grip Controller within the cabin, additional options such as Pilot/Co-Pilot control panel and/or Pilot collective control can also be provided. The Trakka A800 searchlight includes the industries only in-flight, multi-filter solution allowing the operator to change through a maximum of six filters. The filters range from Covert Infrared to Ultra-violet. Different filter options ensure enhanced performance whatever the conditions and subject matter.

STC from Airbus Helicopters UK Ltd (AHUK)



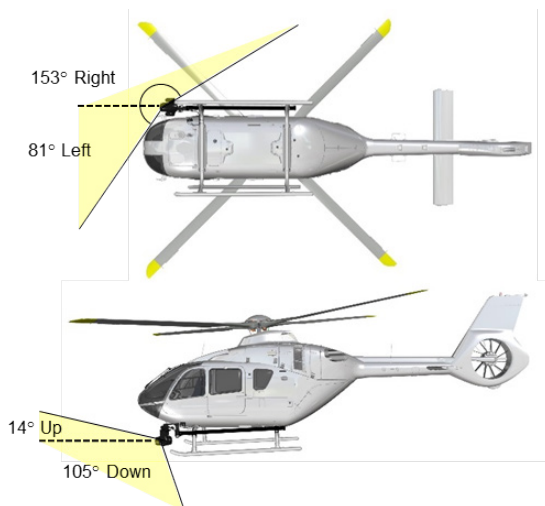
> BENEFITS

- Flywheel Filter Selection.
- NVG Compatible.
- EOS and Mapping interface available.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------------------------------|-------------------------------------|-----------|------------|-------------|-------------|
| Complete Installation +35.4 kg | Complete Installation On request | 15 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--|-----------------------|
| Approved Airbus Helicopters Technician | On Request |



> PRE-POST REQUISITE / EFFECTIVITY

- Standard Skids.
- LH Meeker Step (STC 10017058).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Tail Boom Floodlight System Installation

Reference: 2018S11-06

Applicable to version(s): P3, T3

The Tail Boom Floodlight Installation provides light to the area around the cargo door.

The Tail Boom Floodlight is installed on Tail Boom and provides light to the area around the cargo door.

The light primarily serves the ground personnel during night operations.

The system use 28VDC from the SHED BUS 2 via a circuit breaker.

The voltage control comes from a Push-Button switch indicator.

If you press the switch, the light comes on.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- To provide light to the area around the cargo door.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|------------|-------------|-------------|
| 0,160 kg | Negligible | 1 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------------------|-----------------------|
| Aircraft Maintenance Engineer | 6 Hour(s) |
| Airframe, Cabin | 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

UltraMedia III™ EOS camera installation (structural and electrical provisions)

Reference: EASA.R.S.01317

Applicable to version(s): P2, P2+, T2, T2+

Modification consist in the installation of fix and detachable parts for an Ultramedia III camera (including wiring harness and camera support)

FLIR UltraMedia III camera installation

The UltraMedia III is a gyrostabilized daylight camera which provides great image stability, higher magnification and image quality due to its 1000 mm focal length. The modification can be completed with the installation of a dedicated mission console

STC from Airbus Helicopters España SA (AHE)



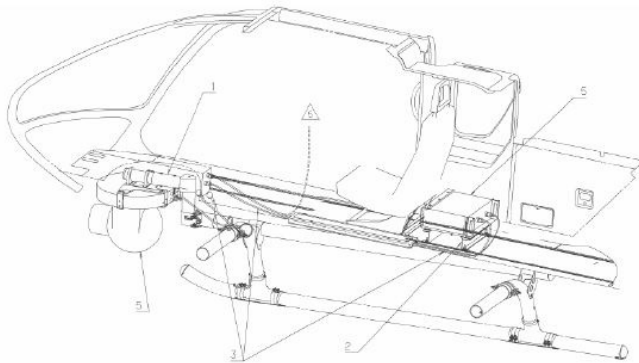
> BENEFITS

- Easy to install
- Capability of installation of customer required mission equipments
- Easy reconfiguration of the H/C for different mission/roles

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------------------------------|------------|------------|------------|-------------|-------------|
| +75 kg (including camera weight) | On request | On request | On request | On request | eRFQ |



- 1 - Turret support
- 2 - Internal rack to support CBU
- 3 - Cable channel in cabin to protect Detachable Harnesses
- 5 - TCU and CBU

Weighing System for the Cargo Hook

Reference: EC135-85-051 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

In this Service Bulletin ECD offers the retrofit of the helicopter-attached wiring for the cargo hook weighing system BWS02 of the ECMS-GmbH company.

This modification consist in :

- Retrofit cover
- Install wire harness 175VB
- Install circuit breaker 1MN on the overhead panel
- Replace name plate CBI
- Install wire on the overhead panel

The last revision add the installation of circuit breaker to the overhead panel. If Revision 0 of this Service Bulletin has already been accomplished, it is required to accomplish this Revision 1.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 135-088 and apply it.

> BENEFITS

- Indication of an external load weight on the Caution and Advisory Display.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|-----------------------------------|--------------------|
| + 0,218 kg | + 632 kgmm | On request | 12 Week(s) | 1830 - 2198 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 35 Hour(s) |
| Electrical systems | 50 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to aircrafts :

- Starting with S/N 0005 up to and including S/N 0504 with single cargo hook.

or

- Starting with S/N 0505 with single and double cargo hook.

Equipped with cargo hook beam :

- AS22-44 (*)

or

- AS22-54 (*)

or

- AS22-65 (*)

or

- AS22-81 (*)

*(including all Amdts.)

> CERTIFICATION ORGANIZATION(S)

EASA Europe



OBSOLESCENCE MANAGEMENT



Replacement of air data computer ADU 3000 by the improved version ADU 3200

Reference: EC135-34-030 (R1)

Applicable to version(s): EC135 all models

Air data computer ADU 3000 will not be available as spare part any longer and will be replaced by the improved version ADU 3200.

This modification consist in :

- Remove air data computer ADU 3000
- Install air data computer ADU 3200

On helicopters up to and including S/N 0336:

- Modify wire harness
- Perform functional test

Retrofit kit SB-135-34-030-2C is to be ordered directly at Thales Avionics. Information on price and availability will be provided by Thales Avionics on request.

SB from Airbus Helicopters Deutschland (AHD)

It is allowed to combine air data computer ADU3200 (P/N C17133AA01) with ADU3000 (P/N C17027DA01) for system I and system II. It is not allowed to combine air data computer ADU3200 (P/N C17133AA01) with ADU3000 (P/N C17027AA01) for system I and system II.



> PRE-POST REQUISITE / EFFECTIVITY

EC135, all models, S/N 0005 up to and including S/N 0849 with air data system ADS.

Components affected: Air data computer (ADU3000) C17027AA01, C17027DA01.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

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

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

Retrofit of the improved trim tabs

Reference: EC135-62-039 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers a retrofit of improved trim tabs for the main rotor blades.

- This modification consist in :
- Remove the main rotor blade
 - Remove the old trim tab
 - Modify the main rotor blade
 - Install the new trim tab
 - Install the main rotor blade

After accomplishment of this SB, the trim tabs P/N 117-151331.08 must not be installed to the rotor blade(s) again.
 Mixed installations of trim tab P/N 117-151331.08 and trim tab P/N L621M1021201 is possible on individual blade.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The trim tabs are obsolete and no longer in supply.
- An improvement of design by the new trim tabs gives a higher reliability and reduces the maintenance costs.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------------------|-------------|
| Negligible | Negligible | On request | 10 Week(s) | 159 - 636 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 7 or 9 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N equipped with trim tab P/N 117-151331.08.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



POWER PLANT RELATED OPTIONS



Fuel transfer pump switches

Reference: EC135H-28-001 (RO)

Applicable to version(s): T3H, P3H

Presently, at the overhead panel 12VE, the Fuel Transfer Pump Switches (FTPS) are not distinguishable from the prime pump switches by touch, because all switches have a cylindrical shapes. With this Service Bulletin (SB), Airbus Helicopters Deutschland (AHD) offers the modification of the FTPS at the overhead panel 12VE.

This modification consist in removal the overhead panel 12VE, removal the old FTPS 106QM and 206QM, install the new FTPS 106QM and 206QM and install the overhead panel 12VE.

With S/N 2027 and on, the FTPS are implemented in the serial production.

SB from Airbus Helicopters Deutschland (AHD)

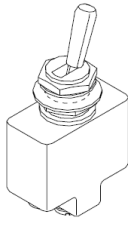
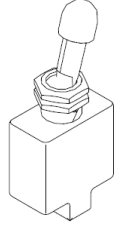
> BENEFITS

- New FTPS will be installed which have a ball shape that makes them distinguishable from the prime pump switches by touch.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------|-------------|
| Negligible | Negligible | On request | 12 Week(s) | 251 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 10 Hour(s) |
| Mechanics | 2 Hour(s) |

| Before accomplishment of the SB | After accomplishment of the SB |
|---|---|
| Fuel transfer pump switch P/N MS24523-23  | Fuel transfer pump switch P/N MS24658-23G  |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all S/N up to S/N 2026 inclusive.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Heat Protection Cover

Reference: EC135-71-026 (R2)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

The purpose of this Service Bulletin is to improve the thermal resistance of the engine cowlings.

This service bulletin consist in :

- Remove engine cowlings
- Install heat protection
- Install engine cowlings

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Increased thermal resistance in the engine cowling area
- Prevention of damage to the paintwork on the engine cowling

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-----------------|------------|------------|-----------------------------|-------------|
| + 1.2 kg | + 11, 142 kg.mm | On request | 22 Week(s) | 1072 - 2195 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Composites | 4 Hour(s) |
| Airframe, Structure | 8 Hour(s) |
| Paint | 2 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- HF antenna P/N L433M1801051

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Inlet Barrier Filter System (IBF) for Turbomeca™ engines

Reference: EC135-71T-038 (R2)

Applicable to version(s): T1, T2, T2+

Filter performance is more than 99% and the effect of erosion and FOD will be considerably reduced by installing the IBF system.

This service bulletin consist in :

- Install the fixed and the removable parts of the IBF system
- Install the electrical part
- Install the IBF pressure system

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Reduced wear of the engine compressor components
- Filtration performance of more than 99 %
- Easy maintenance
- Environmental friendly filter oil
- Failure and advisory indication on CAD and IBF remote panel

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|------------|------------|------------|-------------------------------|-------------|
| + 30 kg | On request | On request | 16 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 120 Hour(s) |
| Avionics | 120 Hour(s) |
| Composites | 120 Hour(s) |
| Paint | 20 Hour(s) |

Installation of a sand filter

Reference: EC135-71-028 (R3)

Applicable to version(s): T1, T2, T2+, P2, P2+

This Service Bulletin (SB) install a sand filters that protect 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.

This service Bulletin consist in :

- Remove and modify engine cowlings and transmission fairings
- Install the fixed part of the sand filter
- Install the electrical part
- Install the sand filter

Before ordering the material kit, a detailed check must be carried out to determine weather the helicopter is compatible with the sand filter. For the energy balance it must be considered that the sand filter requires approx.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 135-088 and apply it.

> BENEFITS

- Allows EC-135 to flights in dusty ambient air and at low heights the engines are subject to special stress.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|---|------------------|------------------|-------------------------------|--------------------|
| + 35,4 to 37,56 kg depending of aircraft configuration | + 99,20 to 133,04 kg.mm depending of aircraft configuration | On request | 28 Week(s) | Ref to detailed price online. | eOrdering |



> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135 T1, T2, T2+, P2, P2+ without sand filter and without Inlet Barrier Filter.

For aircraft equipped with TCAD the kit SB-135-71-028-2.C.15 is to order in addition, in this case please contact Airbus Helicopters to place order.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Installation of the Inlet Barrier for EC135- H/Cs with Pratt & Whitney Engines

Reference: EC135-71T-037 (R3)

Applicable to version(s): P2, P2+

The engines are subject to special stress such as erosion and FOD. Due to its filter performance of more than 99% these stresses will be considerably reduced by installing an IBF system.

This Service Bulletin consists in:

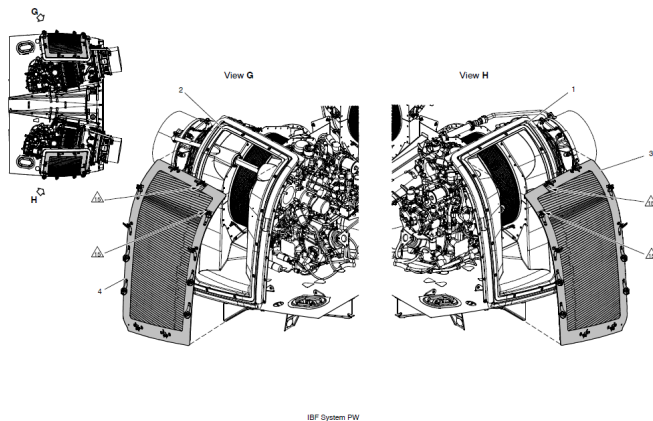
- Retrofit the center console i.a.w.
- Necessary, relocate the fire extinguisher i.a.w.
- Modify the engine cowling and transmission fairing i.a.w.
- Replace engine cowlings and transmission fairings
- Modify the support rods of the engine cowling and transmission fairing i.a.w.
- Install the fuselage-attached and the removable parts of the IBF system.
- Modify the IBF wire harness i.a.w. (EC135-71-042 & EC135-71-044)
- Install the electrical part.
- Install the IBF pressure system.
- Install the IBF.

The IBF is recommended if the helicopter is operated in dusty or polluted ambient air, components affected:

- Engine
- Transmission Fairing
- Engine Cowling

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).



> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Reduced wear of the engine compressor components
- Filtration performance of more than 99 %
- Easy maintenance
- Environmentally friendly filter oil
- Failure and advisory indication on CAD and IBF remote panel.

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

Operating Hours Counter for the Sand Filter Blower Motors

Reference: EC135-71-041 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Installation of the operating hours counter.

This service bulletin consist in :

- Remove ring frame panel
- Remove cover frame panelling
- Remove cargo compartment ceiling
- Remove LH cargo compartment panelling
- Install the operating hours counter and connect it
- Perform functional test
- Install LH cargo compartment panelling
- Install cargo compartment ceiling.
- Install cover frame panelling
- Install ring frame panelling



SB from Airbus Helicopters Deutschland (AHD)

> BENEFITS

- Unnecessary costs and downtimes for the inspection of the carbon brushes can be avoided
- Operating hours of the sandfilter haven't to be documented anymore
- Better planning of the relay box intervall inspection

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with sand filter

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|----------------------|-------------|
| + 0.2 kg | + 1220 kgmm | On request | 8 Week(s) | 1204 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 10 Hour(s) |
| Avionics | 7 Hour(s) |

Retrofit of a fuel flow sensor

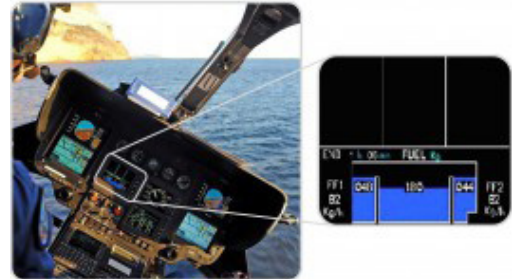
Reference: EC135-28-015 (R1)

Applicable to version(s): All versions

Airbus Helicopter offers the retrofit of a fuel flow sensor.

The current fuel flow / consumption and the remaining flight time can be indicated thanks to the retrofit of the fuel flow sensor.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The current fuel flow / consumption and the remaining flight time can be indicated.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-------------------------------------|-------------|
| + 1.238 kg or 1.21 kg depending on aircraft configuration | + 6.3432 or 6.4842 m.kg depending on aircraft configuration | On request | 18 Week(s) | 13730 - 14408 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 80 Hour(s) |
| Avionics | 70 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircrafts EC135 CPDS.
The accomplishment of one of the Service Bulletins given below is required for the accomplishment of this Service Bulletins depending upon the engine configuration :

- Service Bulletin Turbomeca No. 319 73 2034
- Service Bulletin Pratt Whitney PW200-72-28204

or

- The engines do already comply with the technical status in accordance with the Service Bulletins mentioned above

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a Fuzz Burner System for the Engines

Reference: EC135-79-005 (R1)

Applicable to version(s): EC135 all models

This Service Bulletin offers a fuzz burner for the engines.

This service bulletin consist in :

- Install power module
- Wire harness
- Toggle switch and circuit breaker
- Connect wires
- Perform functional test

If the first issue of this Service Bulletin has already been accomplished, no additional work is required due to this revision.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 135-088 and apply it.



> BENEFITS

- Allow to burn fuzz in oil cooling system.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|----------------|------------|------------|-------------------------------|-------------|
| + 1,158 kg | + 5280.48 kgmm | On request | 26 Week(s) | Ref to detailed price online. | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with engines T1, T2, T2+, P1, P2 or P2+.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of an auxiliary fuel tank

Reference: EC135-28-017 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Auxiliary fuel tank retrofitted.

This Service Bulletin describes the installation of an auxiliary fuel tank.

SB from Airbus Helicopters Deutschland (AHD)

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.

Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|--------------------|--------------------|
| + 2.6 kg | + 13605 kgmm | On request | On request | On request | eRFQ |

> INSTALLATION TIME

QUALIFICATION

Airframe

INSTALLATION DURATION

On Request



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

PRODUCT IMPROVEMENT



Battery Attachment

Reference: EC135-24-025 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

The purpose of this Service Bulletin is to improve the attachment for the battery.

This service bulletin consist in :

- Remove battery
- Replace chafing protection strips
- Install battery

SB from Airbus Helicopters Deutschland (AHD)

For order placement, please get in touch with your usual business contact or your local Order Administration Department stating your helicopter's S/N. The installation can be done with the help of or by the Airbus Helicopters repair network.



> BENEFITS

- Prevents the battery from moving in its rack due to vibrations

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|---------------------|-------------|
| On request | On request | On request | 6 Week(s) | 291 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 equipped with :

- 40AH and 44AH SAFT batteries and VARTA 40AH batteries.
- Battery rack: P/N L243M3810103 P/N L243M3810102

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Collective Weight Compensation Unit

Reference: EC135-67-023 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Retrofit of the collective weight compensation.

This service bulletin consist in :

- Remove the worm gear together with the cable pulley and the adjusting axis.
- Replace the adjusting axis.
- Replace the cable pulley.
- Install the worm gear together with the cable pulley and the adjusting axis.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Adjustment of the collective weight compensation without any tooling when changing from SP to DP (Dual Control Installation)
- Improved support of the extension spring at the collective weight compensation

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| On request | On request | On request | 14 Week(s) | 1582 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with :

- Weight compensation, collective P/N L671M6003101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Fuel transfer pump switches replacement

Reference: EC135-28-021 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Replacement of the fuel transfer pump toggle switches by double action toggle switches.

- This modification consist in :
- remove the toggle switches
 - install the double action toggle switches
 - perform the functional test

SB from Airbus Helicopters Deutschland (AHD)

Toggle switches 2QM and 6QM P/N MS24523-23 must not be used anymore after accomplishment of this SB.

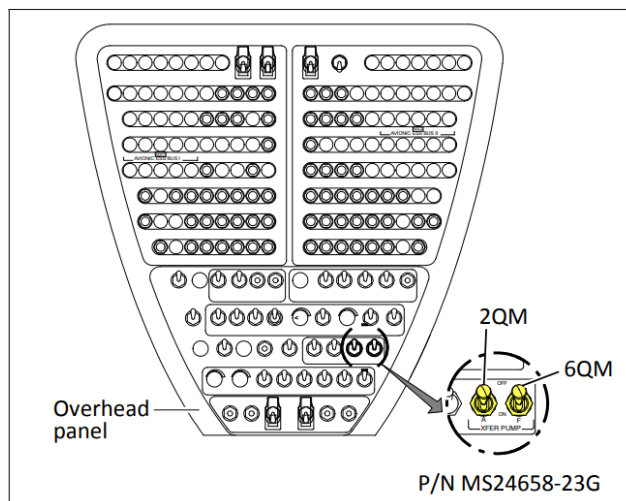
> BENEFITS

- The double action toggle switches prevent unintended deactivation of the fuel transfer pumps by unintentional manipulation of the toggle switches.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|---------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 251 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 all S/N equipped with toggle switch 2QM and 6QM P/N MS24523-23.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

HELIONIX Software Update from Step 2+ or Step 3.1 to Step 3.1.1

Reference: EC135H-42-004 (R0)

Applicable to version(s): T3H/P3H

With this installation, Airbus Helicopters offers the update of the HELIONIX (HLX) software (SW) installation to improve the customer satisfaction.

This upgrade consists in :

- Updating the MFD Software
- Updating the AMC software
- Loading the new PCF instance
- Updating the databases and ground tools
- Updating the DMAU software when updating from HLX step 2+ SW to step 3.1.1 SW

The following SB must be accomplished before the accomplishment of this SB for Helicopters with HLX step 2+ SW:

- SB EC135H-34-002 : Retrofit of an additional bracket for the AHRS 2
- SBEC135H-53-001 : Replacement of the Fin Tip Faiing
- SBEC135H-67-005 : Modification and Relocation of the dual yaw actuator

SB from Airbus Helicopters Deutschland (AHD)

> BENEFITS

- Enhanced Functionalities
- Enhanced mission functions
- Enhanced Functionalities of Helionix
- MGS Improvements
- Helicopter Flight Data monitoring (HFDM) Converter Tool V1.3
- Automatic Flight Control System (AFCS)



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

On request



LEAD TIME

62 Week(s)



PRICE RANGE

17681 -
18977 EUR
(e.c. 2023)



ONLINE CAT.

eOrdering

> INSTALLATION TIME

QUALIFICATION

Airframe, Electrical

Airframe, Electrical

INSTALLATION DURATION

10 Hour(s) On Board software

3 Hour(s) Ground Tools software



> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on :

- all S/N with HLX SW step 2+ or step 3.1 equipped with :
- Multi Functional Display (MFD)
- Aircraft Management Computer (AMC)
- Primary Configuration File (PCF) instance
- HTAWS / SVS / DMAP database. For helicopters with HLX step 2+ SW
- Dynamic Monitoring Acquisition Unit (DMAU). For helicopters with HLX step 2+ SW and HMS

And not equipped with :

- AH Data Loader (AHDL)
- Maintenance Ground Station (MGS)

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved helmet holder

Reference: EC135H-25-004 (RO)

Applicable to version(s): T3H, P3H

Installation of an improved helmet holder.

- Remove the existing helmet holder from the cockpit frame
- If applicable, remove the deviation card of the magnetic compass from the installation area of the new helmet holder
- Install the fixed provisions for the improved helmet holder
- Install the improved helmet holder on the cockpit frame
- If removed, install the deviation card

The currently installed helmet (respectively headset) holders are too weak to reliably carry two helmets, especially when they are equipped with night vision equipment.

SB from Airbus Helicopters Deutschland (AHD)

The helmet holders P/N L251M4817101, L251M4874101, L251M4879101 or L251M4879102 must not be used anymore.

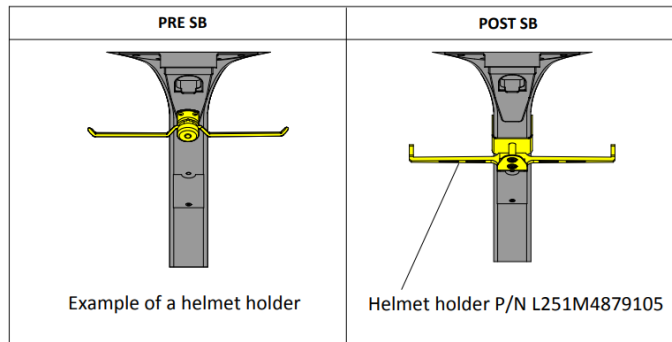
> BENEFITS

- With the improved helmet holder, two helmets can be securely stowed.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|-----------------------------------|-------------|
| +0,085 kg | +0,169 m.kg | On request | Week(s) | 1790 - 1835 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 8 Hour(s) |
| Mechanics | 12 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H all S/N up to S/N 2079* inclusive, except S/N 2052 (With the S/N 2080 and on, the installation of the improved helmet holder is implemented in the serial production). An additional kit is required for aircraft equipped with deviation card mounted in the installation area of the new helmet holder (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved helmet holder

Reference: EC135-25-029 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Installation of an improved helmet holder.

- Remove the existing helmet holder from the cockpit frame
- If applicable, remove the deviation card of the magnetic compass from the installation area of the new helmet holder
- Install the fixed provisions for the improved helmet holder
- Install the improved helmet holder on the cockpit frame
- If removed, install the deviation card

The currently installed helmet (respectively headset) holders are too weak to reliably carry two helmets, especially when they are equipped with night vision equipment.

SB from Airbus Helicopters Deutschland (AHD)

The helmet holders P/N L251M4817101, L251M4874101, L251M4879101 or L251M4879102 must not be used anymore.

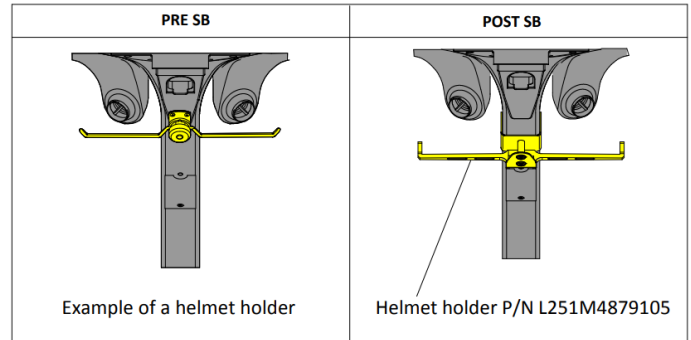
> BENEFITS

- With the improved helmet holder, two helmets can be securely stowed.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|--------------------------------|-------------|
| +0,085 kg | +0,169 m.kg | On request | Week(s) | 1790 - 1958 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 8 Hour(s) |
| Mechanics | 12 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft all S/N, equipped with Helmet Holder P/N :

- L251M4817101 or
- L251M4874101 or
- L251M4879101 or
- L251M4879102

The Kits ordered are impacted depending if deviation card(s) are mounted in the installation area of the new helmet holder (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Improved Main Rotor Blades bearing support assembly

Reference: EC135-62-040 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

This Service Bulletin (SB), Airbus Helicopters offers an improved main rotor blades bearing support assembly.

This service bulletin consist to:

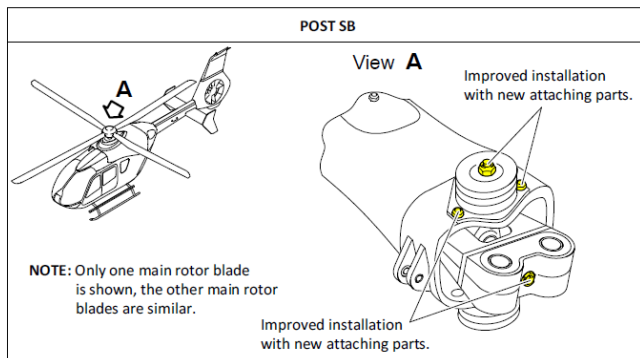
- Remove the main rotor blades as necessary.
- Remove the lead-lag dampers.
- Remove the bearing supports.
- Install the bearing supports
- Install the lead-lag dampers.
- Re-identify the main rotor blades.
- Install the removed main rotor blades.

Interchangeability:

After accomplishment of this SB, the old attaching parts that follow must not be used anymore (see list 1M)

Mixability: (see page 5)

SB from Airbus Helicopters Deutschland (AHD)



CERTIFICATION ORGANIZATION(S)

EASA Europe

BENEFITS

- Improved new fasteners. Eliminates the risk of a faulty installation.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 1194 EUR (e.c. 2023) | eOrdering |

INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 2,5 to 3 Hour(s) |

Installation of sun shade foils on the windshields

Reference: EC135H-25-005 (R0)

Applicable to version(s): T3H/P3H

With this installation, Airbus Helicopters offers the installation of sun shade foils on the windshields, or the replacement of sun shades by sun shade foils

This upgrade consists in :

- Installing the sun shade foils on the windshields. For helicopters without sun shades.
- Removing the sun shades. Installing the sun shade foils on the windshields. For helicopters with sun shades, without removal of sun shades fixed provisions
- Removing the sun shades. Removing the sun shades fixed provisions. Closing the holes in the cabin frame. Installing the sun shade foils on the windshields. For helicopters with sun shades, with removal of sun shades fixed provisions

SB from Airbus Helicopters Deutschland (AHD)

After accomplishment of this SB, if the sun shades fixed provisions have been removed, the sun shades can not be installed again.
 The mixability between sun shades and sun shade foil is not recommended.

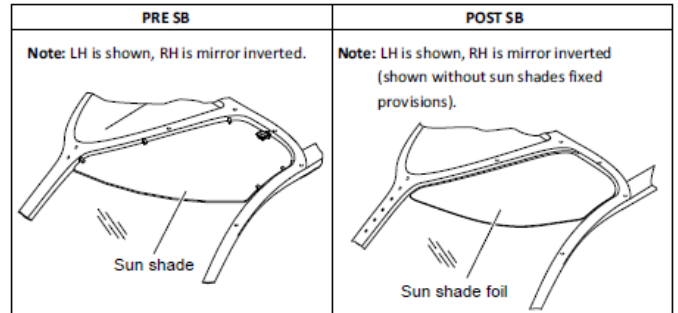
> BENEFITS

- Reduces weight and save costs
- Reduces heat inside the cockpit
- Reduces glare caused by sun rays

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------------------|----------------------------|------------|------------|--------------------|-------------|
| -1,65 kg to -1,628 kg | -4,227 m.kg to -4,179 m.kg | On request | 11 Week(s) | 58 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|--|
| Airframe, Mechanics | 6 Hour(s) Depending on presence of sun shades |
| Airframe, Mechanics | 10 Hour(s) Depending on presence of sun shades |



> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on:

- all S/N not equipped with :
- sun protection equipped with :
- optional equipment sun shades
- LH sun shade P/N L251M40X1001 or L251M40X1017 or L251M40X1021
- RH sun shade P/N L251M40X1002 or L251M40X1018 or L251M40X1022

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Modification of the collective lever fixation

Reference: EC135-31-089 (R0)

Applicable to version(s): P1/T1 CDS, P1/T1 CPDS, P2/T2, P2+/T2+, P3/T3

With this installation Airbus Helicopters offers the modification of the collective lever fixation to avoid damage to equipment in the slant console

This upgrade consists in :

- Unlatching the collective lever.
- Replacing the upper guide and if necessary the lower guide.
- Checking the freedom of movement of the collective lever.
- Latching the collective lever again.

SB from Airbus Helicopters Deutschland (AHD)

After accomplishment of this SB, the upper guide P/N L311M3803205, L311M3803215 or L311M3803217 and the lower guide P/N L311M3803205 or L311M3803215 must not be installed again.

The mixability between the upper guide P/N L311M3803218 and the lower guide P/N L311M3803205 or L311M3803215 is not possible.

> BENEFITS

- It is possible that, during release of the collective lever or locking lug itself, the upper part of the lug collides with the equipment installed in the slant console, thus damaging the illumination plate of the affected equipment.
- This upgrade could prevent this collision.



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

On request



LEAD TIME

12 Week(s)



PRICE RANGE

690 EUR (e.c. 2023)



ONLINE CAT.

eOrdering

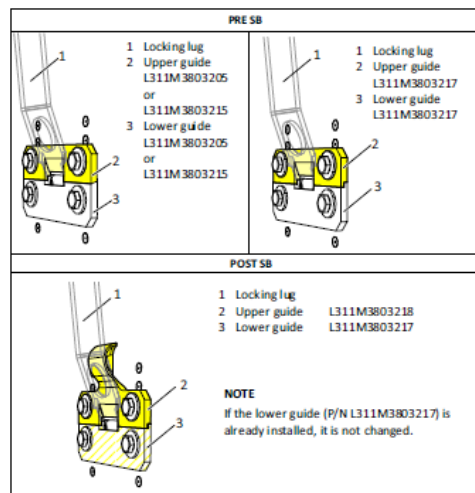
> INSTALLATION TIME

QUALIFICATION

Airframe, Mechanics

INSTALLATION DURATION

1 Hour(s)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on all S/N equipped with :

- Upper guide P/N L311M3803205 or L311M3803215 or L311M3803217
- Lower guide L311M3803205 or L311M3803215

> CERTIFICATION ORGANIZATION(S)

EASA Europe

New Fixation of the Support Rods

Reference: EC135-71-039 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Improved attachment of the support rods for the engine and transmission covers.

Until now, the support rods were fastened to retaining clips on the respective covers.
 There is now an improved solution, where the support rods can be fastened to brackets on the respective covers using the Camloc fasteners.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Improved fixation of support rods while not in use

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|-----------|------------|-------------------------|-------------|
| + 0,1 kg | + 565 kgmm | 2 Day(s) | 14 Week(s) | 1571 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

Valid for all S/N.
 Incompatible with helicopters with an inlet barrier filter system (IBF).
 For helicopters with IBF and without the improved attachment of the support rods, please refer to TIP EC135-71-40. Incompatible with helicopters with split gear covers (hoist).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Precision Adjustment Knob for Temperature Control

Reference: EC135-21-010 (R0)

Applicable to version(s): All versions

Improvement of the temperature control.

This service bulletin consists in :

- Replacing adjustment mechanism of potentiometer 4HA of the overhead panel

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- More precise temperature control
- Quick and easy installation
- The heating does not completely switch off in the lowest switch position

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|---------------|------------|-----------|---------------------|-------------|
| + 0.03 kg | + 84.600 kgmm | On request | 4 Week(s) | 304 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin applicable on aircraft starting with S/N 0013.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of switches on the switch unit 20VE

Reference: EC135-31-091 (R0)

Applicable to version(s): P1/T1 CDS, P1/T1 CPDS, P2/T2, P2+/T2+, P3/T3

With this installation, Airbus Helicopters offers improved engine switches for the switch unit 20VE

This upgrade consists in :

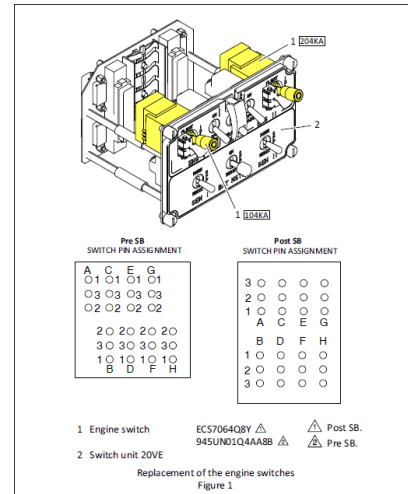
- Removing the existing engine switches from the switch unit 20VE.
- Installing the improved engine switches on the switch unit 20VE.

SB from Airbus Helicopters Deutschland (AHD)

Each old switch unit 20VE can be exchanged with the corresponding new switch unit 20VE without any restrictions. In the new switch units 20VE, the improved engine switches P/N ECS7064Q8Y are already installed.

After accomplishment of this SB, the existing engine switches P/N 945UN01Q4AA8B must not be installed again.

Mixed installation of existing engine switches P/N 945UN01Q4AA8B and improved engine switches P/N ECS7064Q8Y is not authorized.



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on S/N 0001 up to S/N 1999 and equipped with :
 • Switch unit 20VE

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------------|---------------|------------------|------------------|-------------------------|--------------------|
| Negligible | Negligible | On request | 5 Week(s) | 2763 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|------------------------------|
| Airframe, Electrical | 3 Hour(s) per switch |

Replacement of the LED Anti-Collision Light

Reference: EC135-33-031 (R0)

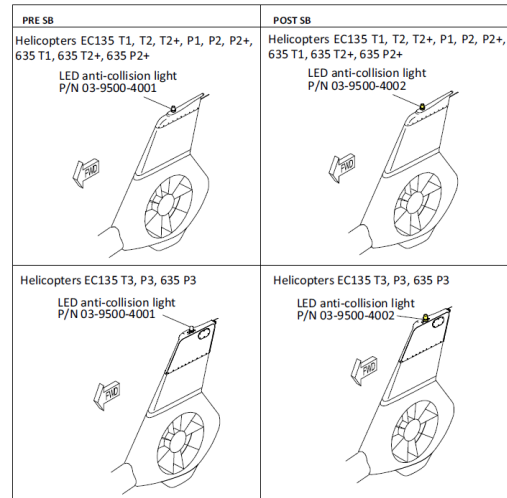
Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers the replacement of the LED anti-collision light by an improved one to prevent broken glasses.

- This service bulletin consist to:
- Remove the existing anti-collision light
 - Install the improved anti-collision light.

Interchangeability:
After accomplishment of this SB, the LED anti-collision light P/N 03-9500-4001 must not be used anymore.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The replacement of the LED anti-collision light by a new one with an improved design which prevents the glass
- from breaking due to improved screw connections and sealing against ingress of water.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 4764 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 1 to 3 Hour(s) |

Replacement of the LED Anti-Collision Light

Reference: EC135H-33-010 (RO)

Applicable to version(s): T3H, P3H

This Service Bulletin (SB), Airbus Helicopters offers the replacement of the LED anti-collision light by an improved one to prevent broken glasses.

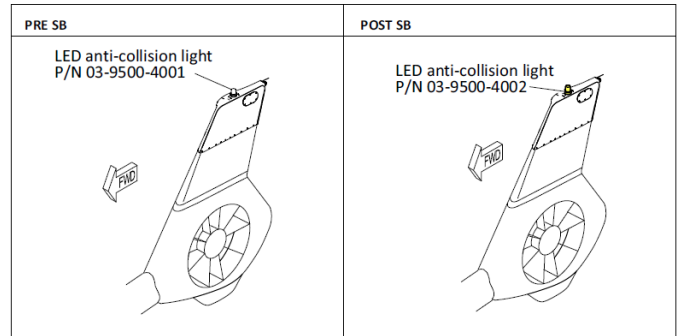
This service bulletin consists to:

- Remove the existing anti-collision light
- Install the improved anti-collision light.

Interchangeability:

After accomplishment of this SB, the LED anti-collision light P/N 03-9500-4001 must not be used anymore.

SB from Airbus Helicopters Deutschland (AHD)



> CERTIFICATION ORGANIZATION(S)

EASA Europe

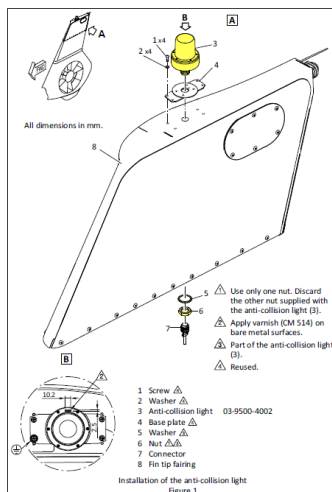
> BENEFITS

- Replacement of the LED anti-collision light by a new one with an improved design that prevents glass from shattering
- due to improved screw connections and sealing against water penetration.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 4764 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 2 to 3 Hour(s) |



Replacement of the Multifunctional Floor Cable Channel Covers

Reference: EC135-25-028 (R0)

Applicable to version(s): T1, T2, T2+, T3, P2, P2+, P3

Replacement of the rear cable channel covers with a different sealing concept.

This modification consist in :

- remove the cable channel cover assemblies
- install the new cable channel cover assemblies
- apply sealing compound

The old cable channel cover must not be installed again.

A new cable channel cover must not be installed together with an old cable channel cover.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Avoid deformation of the rear cable channel covers

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|--------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 26238 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft all S/N up to S/N 1268 inclusive, equipped with optional equipment multifunctional floor including :

- Cable channel cover LH assy P/N L253M1802101
- Cable channel cover RH assy P/N L253M1802105

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the Multifunctional Floor or the HEMS Floor Cable Channel Covers

Reference: EC135H-25-002 (R0)

Applicable to version(s): T3H, P3H

Replacement of the rear cable channel covers with a different sealing concept.

- Remove the cable channel cover assemblies
- Modify the cable channel front LH (HEMS floor only)
- Install the new cable channel cover assemblies
- Apply sealing compound

The old cable channel cover must not be installed again.
 A new cable channel cover must not be installed together with an old cable channel cover.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Avoid deformation of the rear cable channel covers.

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

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H up to S/N 2063 inclusive, equipped with optional equipment multifunctional floor or HEMS floor including :

- Cable channel cover LH assy P/N L253M1802101 or L253M1812101
- Cable channel cover RH assy P/N L253M1802105 or L253M1812105

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Replacement of the portable fire extinguishers "EN" with new "UL" portable fire extinguishers

Reference: EC135H-26-001 (RO)

Applicable to version(s): T3H, P3H

This Service Bulletin (SB), Airbus Helicopters offers the replacement of the "EN" portable fire extinguishers with new halon-free portable fire extinguishers that satisfy the environmental qualification requirements specified in the "UL" standard.

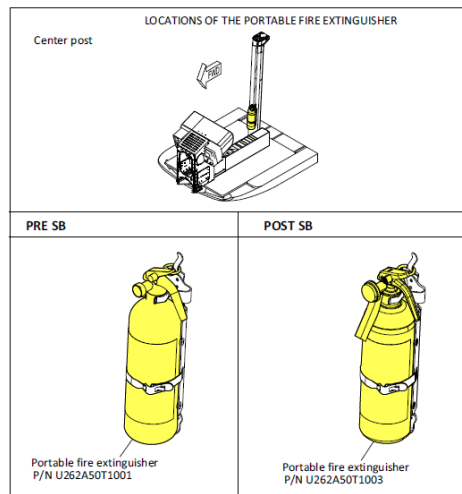
This service bulletin consists to:

- Removal of the portable fire extinguisher
 - a) Hold the portable fire extinguisher
 - b) Pull the latch hook and open the strap
 - c) Remove the portable fire extinguisher from the portable fire extinguisher holder
- Installation of the new portable fire extinguisher
 - a) Align the strap and the latch hook. Make sure that the closed latch hook points to the LH side of the holder
 - b) Remove the cable tie and the label from the portable fire extinguisher
 - c) Put the pull ring on the hook of the portable fire extinguisher holder
 - d) Put and hold the portable fire extinguisher in its installation position on the portable fire extinguisher holder
 - e) Close the strap with the latch hook

Interchangeability:

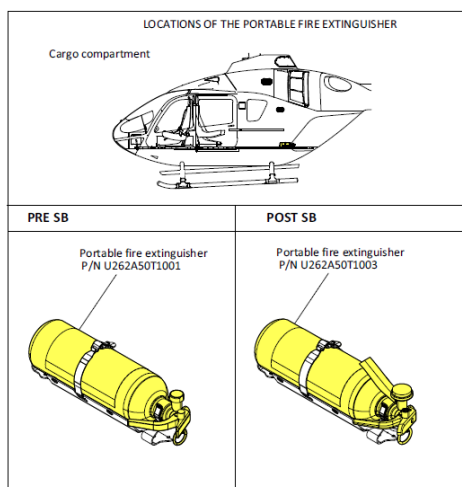
Portable fire extinguishers P/N U262A50T1001 must not be used anymore.

SB from Airbus Helicopters Deutschland (AHD)



> CERTIFICATION ORGANIZATION(S)

EASA Europe



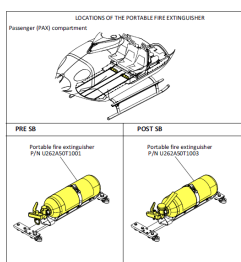
> BENEFITS

- Airbus Helicopters offers the installation of the new halon-free portable light fire extinguisher that meets environmental requirements specified in the UL standard.

| KG | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|-----------|-------------------------|-------------|
| Negligible | Negligible | On request | Week(s) | 1041 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Mechanics | 0,5 to 1 Hour(s) |



Replacing the Switch Unit 20VE with an improved version

Reference: EC135-31-081 (R2)

Applicable to version(s): T2, T2+, T3, P2, P2+, P3

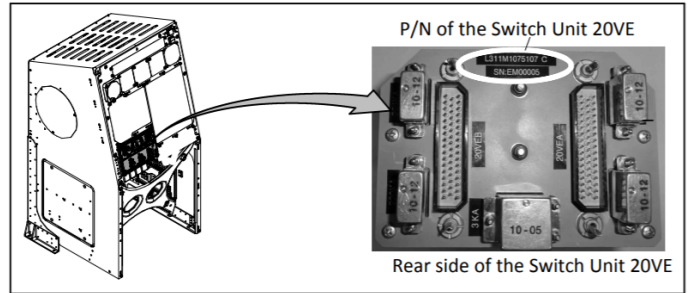
Airbus Helicopters proposes the replacement of the Switch Unit 20VE with an improved version.

- This modification consist in :
- Replace the Switch Unit 20VE
 - Perform functional test

In order to accomplish this SB, helicopters with Turbomeca engines must be equipped with Digital Engine Control Units (DECU) with modification status TU120 or higher.

The modification status can be verified using the part number of the DECU. In the event that DECUs with P/N 70EMM01010 or 70EMM01040 are installed, the Turbomeca SB ARRIUS 2 No. 319 73 2120 must be accomplished before the replacement of the switch unit 20VE.

SB from Airbus Helicopters Deutschland (AHD)



> PRE-POST REQUISITE / EFFECTIVITY

Applicable to aircraft starting with S/N 0217 equipped with Switch Unit 20VE P/N :

- L311M1075102
- L311M1075103
- L311M1075104
- L311M1075107
- or L311M1075155

On helicopters with S/N 0005 thru S/N 0216, the replacement of the Switch Unit 20VE cannot be accomplished.

The installation of the improved version of the switch unit is essential for the retrofit of the warning function required for Single Engine Take Offs (SETO). The retrofit of the SETO warning function can be done by accomplishing SB EC135-80-002, Revision 3 or higher.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The main improvements consist of the installation of more reliable ENG CONTROL switches and the introduction of an optimized OEI training concept (One Engine Inoperative).

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|-----------------------|-------------|
| + 0,145 kg | + 0.251 m.kg | On request | 20 Week(s) | 22464 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

Retrofit of a water trap air duct

Reference: EC135-21-023 (R1)

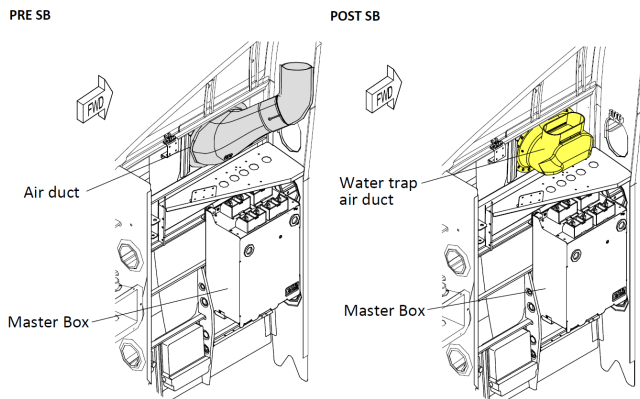
Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers the replacement of the air ducts by water trap air ducts.

This modification consist in :

- Remove the air ducts
- Install the water trap air ducts

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The new air ducts have an integrated water trap which protects the Master Boxes from water ingress.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-------------------------|--------|------------|-----------|-------------------------|-------------|
| + 0.132 kg + 0.655 m.kg | | On request | 4 Week(s) | 2163 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

- Applicable to all S/N without blowers, and equipped with :
- Air duct RH P/N L212M2015101
 - Air duct LH P/N L212M2023101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a water trap air duct

Reference: EC135H-21-001 (R1)

Applicable to version(s): T3H, P3H

AHD offers with this SB the replacement of the air ducts by water trap air ducts.

This modification consist in remove the air ducts and install the water trap air ducts.

The water trap air ducts are in serial production from S/N 2101.
 If Revision 0 of this SB has already been accomplished, no further work is required due to this Revision.

SB from Airbus Helicopters Deutschland (AHD)

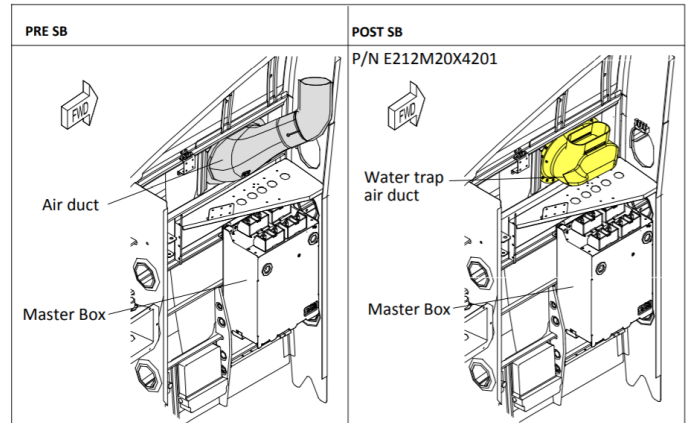
> BENEFITS

- The new air ducts have an integrated water trap which protects the Master Boxes from water ingress.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------|-------------|
| + 0.132 kg | + 655 kgmm | On request | 10 Week(s) | 2337 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to helicopters all S/N up to and including S/N 2100 equipped with :

- Air duct RH P/N L212M2015101
- Air duct LH P/N L212M2023101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of additional handles on the gearbox cowling

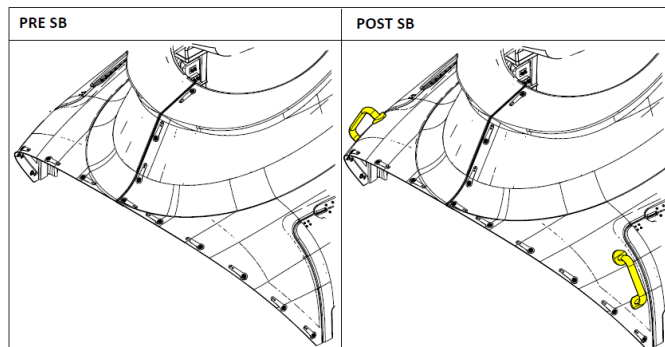
Reference: EC135H-71-002 (R0)

Applicable to version(s): T3H, P3H

Airbus Helicopters offers the retrofit of additional handles to the gear box cowling to ease the Pre-flight checks.

Remove the gear cowling. Install the handles on the cowling. Install the gear cowling.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- To ease the Pre-flight checks.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|----------------------|-------------|
| + 0.604 kg | + 2.327 m.kg | On request | 10 Week(s) | 1622 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

EC135 T3H, P3H, all S/N.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of aft ring frame L535H2120301

Reference: EC135-53-024 (R1)

Applicable to version(s): All

With this Service Bulletin the ring frame L535A3501230 can be replaced by ring frame L535H2120301 with universal rivets.

Have replacement accomplished by ECD or a service station authorized by ECD customer support.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- New ring frame and universal rivets which was installed in production helicopters starting with rear structure S/N 833.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-----------|------------|-----------|-------------------------|-------------|
| +0,076 kg | +0,7 m.kg | On request | Week(s) | 8344 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on all models with rear structure up to including S/N 832 excluding rear structures where one of the following RDAS were accomplished :

- AIRF 118/2009, 193/2009, 194/2009, 205/2009, 206/2009, 207/2009, 208/2009 or 209/2009

Equipped with Aft ring frame L535A3501230**.

**The aft ring frame L535A3501230 (countersunk rivet, surface sealed) was installed as standard equipment up to rear structure S/N 832. Starting with rear structure S/N 833 the ring frame is riveted with universal head rivets (L535H2120301). With accomplishment of this Service Bulletin the ring frame L535H2120301 will be installed.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of avionics plate

Reference: EC135-25-022 (R0)

Applicable to version(s): T2, T2+

The purpose of this Service Bulletin is to install an avionics plate accessible from the rear.

This service bulletin consist in :

- Remove the aft panelling
- Install the forward and aft bracket to the helicopter structure
- Install the avionics plate
- Install the aft panelling

SB from Airbus Helicopters Deutschland (AHD)

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

- This avionics plate can be folded and allows the attachment of 70 kg of electronic equipment. It is accessible from the rear.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|------------|-------------|-------------|
| + 1.278 kg | + 6580 kgmm | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of improved lighting plates on the overhead panel

Reference: EC135H-24-003

Applicable to version(s): T3H, P3H

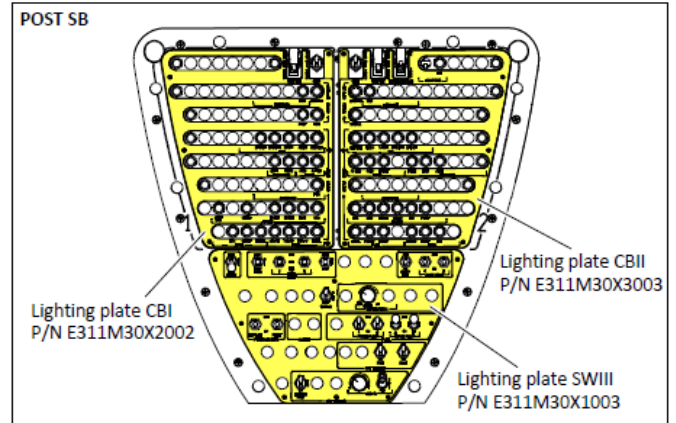
With this installation, Airbus Helicopters offers improved lighting plates on the overhead panel.

This upgrade consists in :

- Removing the lighting plates of the overhead panel.
- Replacing the wiring and connectors in the overhead panel.
- Installing the new name plates.

SB from Airbus Helicopters Deutschland (AHD)

Lighting plates CBI P/N E311M30X2001, CBII P/N E311M30X3002 and SWIII P/N E311M30X1002 must not be used anymore.



> BENEFITS

- Overtime, some lighting parameters like radiance, color and brightness of the lighting plates on the overhead panel may change.
- This upgrade offers improved lighting plates with more stable parameters

| KG | | | | | |
|------------------------|-----------------------------|------------|------------|-----------------------|-------------|
| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
| -0,113 kg to +0,065 kg | -1480,0 m.kg to +168,0 m.kg | On request | 21 Week(s) | 12341 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

- all S/N up to S/N 2098 inclusive
- S/N 2099 and on, the modification is included in the serial production and equipped with
- Lighting plate CBI P/N E311M30X2001
- Lighting plate CBII P/N E311M30X3002
- Lighting plate SWIII P/N E311M30X1002

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of improved lighting plates on the overhead panel

Reference: EC135H-24-003 (RO)

Applicable to version(s): P3/T3

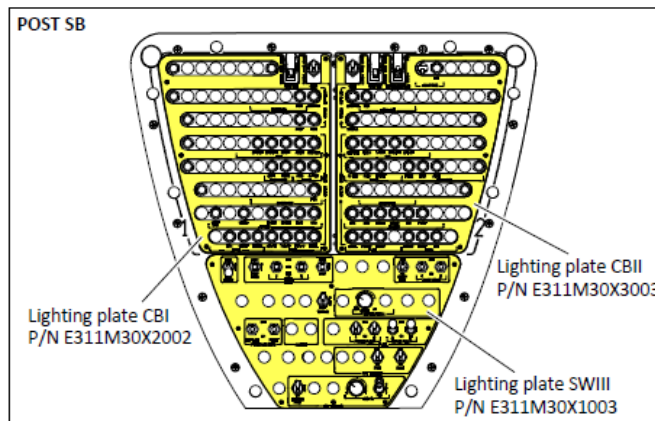
With this installation, Airbus Helicopters offers improved lighting plates on the overhead panel.

This upgrade consists in :

- Removing the lighting plates of the overhead panel
- Replacing the wiring and connectors in the overhead panel
- Installing the new name plates.

SB from Airbus Helicopters Deutschland (AHD)

Lighting plates CBI P/N E311M30X2001, CBII P/N E311M30X3002 and SWIII P/N E311M30X1002 must not be used anymore.



> BENEFITS

- Improved lighting plates with more stable parameters

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------------------|---------------------------|------------|------------|--------------------------|-------------|
| -0,113 kg +0,065 kg | -1,48 m.kg +168,0 m.kg | On request | 21 Week(s) | 12341 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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

> PRE-POST REQUISITE / EFFECTIVITY

This installation is applicable on :

- all S/N up to S/N 2098 inclusive and equipped with :
- Lighting plate CBI P/N E311M30X2001
- Lighting plate CBII P/N E311M30X3002
- Lighting plate SWIII P/N E311M30X1002

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of rear door window panes

Reference: EC135-56-003 (R1)

Applicable to version(s): All versions

Airbus Helicopters proposes retrofit of rear door window panes.

Clear windows can be installed on LH and/or RH cargo compartment doors. These windows are made of 2 mm-thick acrylic glass and its dimensions are approx. 600 X 500 mm.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- This is especially advantageous for EMS-missions as these window panes considerably increase the brightness in the medical interior.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|--|--|------------|------------|-----------------------------|-------------|
| + 0.254 kg or + 0.504 kg depending on aircraft configuration | + 1.557 m.kg or 3.114 kg depending on aircraft configuration | On request | 12 Week(s) | 1163 - 2448 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-------------------------------------|
| Airframe | 8 Hour(s) per rear door window pane |

> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all models.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of the forward static ports

Reference: EC135-34-045 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

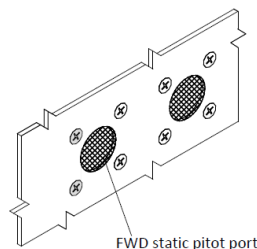
Airbus Helicopters offers the retrofit of deflectors on the LH and RH forward static ports.

This Service Bulletin consist in :

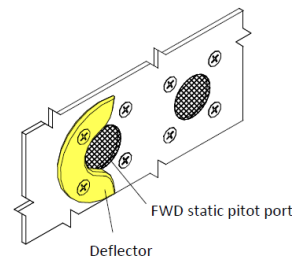
- Remove the old screws
- Install the new deflector with the new screws

SB from Airbus Helicopters Deutschland (AHD)

PRE SB



POST SB



> BENEFITS

- To prevent the entry of water.



WEIGHT

Negligible



MOMENT

Negligible



DOWN TIME

On request



LEAD TIME

12 Week(s)



PRICE RANGE

675 EUR (e.c. 2023)



ONLINE CAT.

eOrdering

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to aircraft equipped with FWD Static Pitot Port.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

QUALIFICATION

Mechanics

INSTALLATION DURATION

2 Hour(s)

Rotor Mast Seal

Reference: EC135-63-016 (R3)

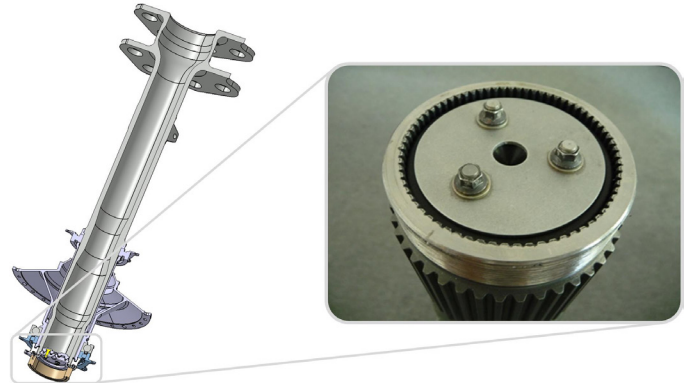
Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Rotor mast seal prevents the penetration of humidity.

This service bulletin consist in :

- Install grommet in locking ring of the rotor hub-shaft nut or in the compression ring

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Improved protection of the main transmission against penetrating humidity
- Improved protection of the rotor hub-shaft and the mast moment system against the penetration of humidity and oil vapors
- Improved durability of the strain gauge bridge on the rotor hub-shaft due to a reduced strain caused by condensation water on the inner side of the rotor hub-shaft

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft from S/N 0005 up to S/N 1075

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|------------|--------------|-----------------------|
| + 0.17 kg | + 322 kgmm | On request | 10 Week(s) | 20 - 440 EUR | eOrdering (e.c. 2023) |

> INSTALLATION TIME

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

Second Handle on the Gear Fairing

Reference: EC135-71-031 (R0)

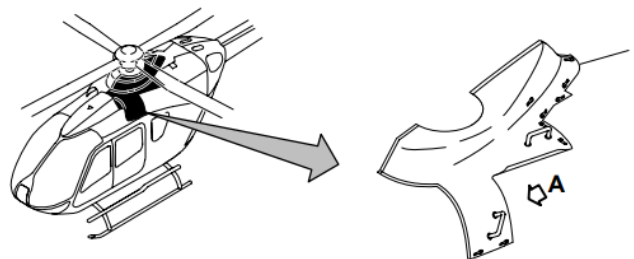
Applicable to version(s): All versions

Retrofit Installation of a Second Handle on the Gear Fairing.

This service bulletin consist in :

- Remove gear fairings
- Modify gear fairings
- Install the retrofit handles
- Install gear fairings

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Easier installing of gear fairings
- Increased safety during pre-flight check

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-----------------|------------|------------|---------------------|-------------|
| + 0.570 kg | + 2156.880 kgmm | On request | 10 Week(s) | 481 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Airframe, Structure | 9 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

EC135 all S/N

> CERTIFICATION ORGANIZATION(S)

EASA Europe

SAFETY



Appareo Vision 1000™ cockpit camera

Reference: EC135-31-070 (R1)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers the retrofit of a Vision 1000 cockpit camera.

The Vision 1000 is a cockpit imaging and flight data monitoring device and is installed on the center post. The system captures critical inertial and GPS positioning data as well as cockpit imagery and ambient noises. The flight data, imagery and noises are stored on a crash-hardened memory module as well as on a removable SD HC card for use in the management and visualization program.

The data are saved on an internal memory as well as to an SD card, and can be downloaded to a PC/laptop for evaluation using the supplied software.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- Recording of positioning data (location, altitude, etc.)
- Recording of cockpit imagery (instrument panel, flight controls, partial exterior view) and ambient noises
- Analysis of recorded data with the management and visualization software (included)
- Additional 3D software available at www.appareo.com (not included)

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to EC135 all S/N except EC135 "Hermes".

> CERTIFICATION ORGANIZATION(S)

EASA Europe

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|------------|-------------------------------|-------------|
| +0,713 kg | +1,92 m.kg | On request | 16 Week(s) | 14955 - 15403 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 25 Hour(s) |
| Electrical systems | 30 Hour(s) |



Augmented system for the Emergency Flotation System (EFS)

Reference: EC135-32-025 (R1)

Applicable to version(s): T2+, T3, P2+, P3

Installation of an augmented system for the Emergency Flotation System (EFS) with automatic deployment capability when touching water.

This modification consists in:

- retrofit the middle cover
 - install two water immersion sensors
- install the new wire harness

SB from Airbus Helicopters Deutschland (AHD)

Please contact Airbus Helicopters to place order.

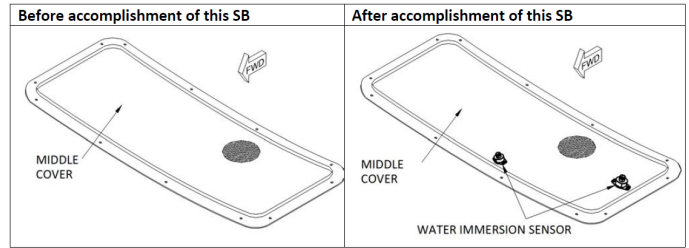
> BENEFITS

- Deployment capability when touching water thanks to two water immersion sensors in the middle cover.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|------------|------------|------------|-------------|-------------|
| +1,144 kg | +3,58 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 40 Hour(s) |
| Electrical systems | 40 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Cassiopée Helisafe Helicom data acquisition box

Reference: PN47xxP

Applicable to version(s): T1, T2, T3, P1, P2, P3

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.



> PRE-POST REQUISITE / EFFECTIVITY

More than 20 Airbus helicopter models are already covered by EASA certification STC

> CERTIFICATION ORGANIZATION(S)

EASA Europe



> 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)

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

Conversion of the cargo compartment light to LED

Reference: EC135-33-022 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers the possibility to convert the cargo compartment light to LED.

This Service Bulletin consist in :

- Remove the lense cover from the cargo compartment light
- Replace the light bulb with an LED
- Remove the cargo compartment light and reidentify
- Install the cargo compartment light and the lense cover

The cargo compartment lights which have been used up until now are equipped with light bulbs which can develop so much heat that the cargo can possibly suffer damage.

An unintentional contact with the cargo compartment lights, e.g. when the cargo is loaded or unloaded, can lead to injuries to the personnel.

SB from Airbus Helicopters Deutschland (AHD)

After accomplishment of this SB, the cargo compartment light with P/N 2LA005109-00 must no longer be used.

This SB must be executed on all installed cargo compartment lights.

> BENEFITS

- To avoid the heat created by cargo compartment lights, damages the cargo
- To avoid injuries to the personnel in case unintentional contact with the cargo compartment lights

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------------------|-------------|
| Negligible | Negligible | On request | 16 Week(s) | 222 - 445 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

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



> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all S/N equipped with cargo compartment light P/N 2LA005109-00.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

CVFDR and/or UMS/SSQAR

Reference: EC135-31-062 (R1)

Applicable to version(s): T2+

Retrofit of a Cockpit Voice and Flight Data Recorder (CVFDR).

CVFDR:

- Flight data acquisition of the last 25 FH
- Voice recording of pilot, copilot and passengers for the last 2 hours

UMS:

- Recording of flight-relevant data (e.g. flight time, main rotor speed, mast moment, engine temperature, warnings and error messages, flight records)

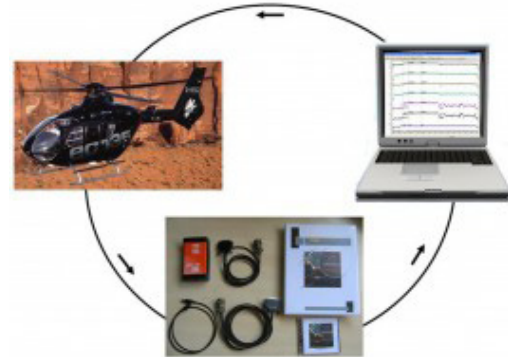
SSQAR:

- Continuous recording of all important flight data (e.g. engine parameters, position of the collective lever, navigation parameters)

The weight depends on the respective configuration.

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).



> BENEFITS

- Clearer evidence for incidents or accidents
- Better clarifications of accidents

| 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 |
|---------------------|-----------------------|
| Avionics | 400 Hour(s) |
| Airframe, Mechanics | 100 Hour(s) |
| Airframe, Structure | 145 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency Exit / Step lights

Reference: EC135H-33-008 (R0)

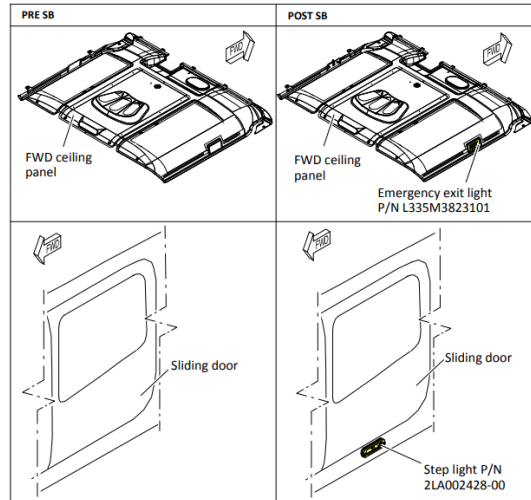
Applicable to version(s): T3H, P3H

Installation of the Emergency Exit lighting system and the Step lighting system.

- Emergency exit lighting :
 - Installation of fixed parts
 - Modification of the FWD ceiling panel
 - Retrofit of the overhead panel
 - Electrical installation
- Step lighting :
 - Installation of fixed parts
 - Electrical installation
- Tests and final steps

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- Improve safety and visibility.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|------------|-----------|--------------------------|-------------|
| +1,484 kg | +5,634 m.kg | On request | Week(s) | 25867 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 30 Day(s) |
| Electrical systems | 50 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft EC135 version T3H or P3H all S/N without emergency exit lights or step lights.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Emergency Exit Lighting (Exit and Step)

Reference: EC135-33-008 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

With this Service Bulletin ECD offers the retrofit of emergency exit lights for the LH and RH cabin door area and emergency exit lights for the LH and RH step.

This modification consist in :

- Retrofit overhead panel
- Rework roof panelling
- Retrofit fixed provisions
- Install removable part
- Install wire harness
- Perform functional test

If the measures of Revision 0 of this Service Bulletin have already been accomplished, no additional work is required due to this revision.

SB from Airbus Helicopters Deutschland (AHD)



> PRE-POST REQUISITE / EFFECTIVITY

This Service Bulletin is applicable to all models, starting with S/N 0337.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The emergency exit lights comply with the JAR-OPS 3 regulations
- The EXIT lights and the step lights identify and illuminate the exit area of the cabin during night missions and in emergency cases

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|--------------|------------|------------|-------------------------------|-------------|
| +3,2 kg | + 16422 kgmm | On request | 12 Week(s) | 19804 - 21249 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Airframe, Cabin | 24 Hour(s) |
| Electrical systems | 36 Hour(s) |

Emergency Flotation System and augmented system

Reference: EC135H-32-002 (R1)

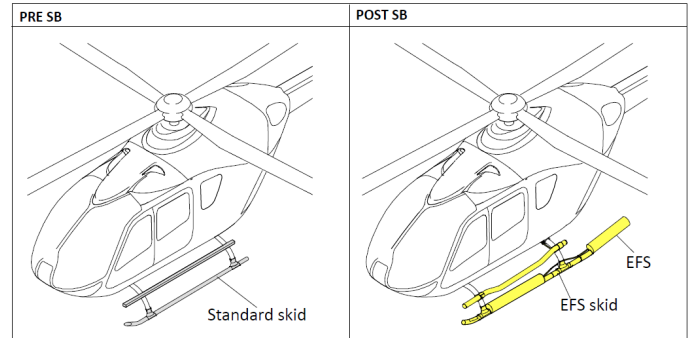
Applicable to version(s): T3H

Installation of the Emergency Flotation System (EFS) and an augmented system with automatic deployment capability when touching water.

This modification includes :

- retrofit of the mechanical fixed provisions for the EFS
- retrofit of the overhead panel
- EFS electrical installation
- installation of the EFS landing gear parts
- instructions for the first installation of the EFS
- installation of the detachable parts of the EFS
- installation of the water immersion sensor
- retrofit of the cargo compartment panel
- electrical installation of the water immersion sensor
- replacement of the pilot collective lever inscription
- tests
- reidentification of the components

SB from Airbus Helicopters Deutschland (AHD)



> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft equipped with Standard skid tube.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- The emergency floats enable an emergency landing on water and keep the helicopter afloat even on rough seas.
- The system is certified in accordance with JAR 27 as ditching provision.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|-----------|---------------------------|-------------|
| +75,8 kg | +327,6 m.kg | On request | Week(s) | 179237 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 100 Hour(s) |
| Electrical systems | 60 Hour(s) |

Emergency Life Raft System

Reference: EC135-32T-021 (R4)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

The external life raft system (ELRS) fulfills the requirements of JAR-OPS 3 for offshore missions. It is mounted on the landing gear as a step with an integrated life raft inside. The ELRS can be installed on the left or the right hand side. An installation on both sides is also possible.

This modification consist of :

- Installing the wire harness
- Installing the fuselage-attached ELRS part
- Installing the removable ELRS part
- Retrofitting the fuselage-attached part of the Emergency Flotation System (EFS)
- Retrofitting the removable part of the EFS

The left or right side of the helicopter can be retrofitted with the ELRS container. The retrofit of both sides is also possible.

The emergency float step and the multifunctional step can continue to be used following the accomplishment of the procedure described in this SB. The removable emergency float wire harness P/N 215092-0 and the emergency float hose system P/N 221881-0 (medium-high landing gear) and P/N 217611-0 (standard landing gear) must no longer be used following the retrofit of the ELRS to the right side.

SB from Airbus Helicopters Deutschland (AHD)

If there is no free location in the center console to install the ELRS control unit, refer to SB EC135-31-068 to install a larger center console. For aircraft with lashing points for mooring, the lashing points must be installed to the ELRS container assy i.a.w. SB EC135-10-001.

> BENEFITS

- With the external life raft system (ELRS), AHD meets the requirements of JAR-OPS 3 for flights over open sea.
- An ELRS container is fixed as a step to the landing gear on the outside of the helicopter and includes a life raft that accommodates eight to twelve passengers.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE |
|--|--|------------|-----------|-------------------------------|
| +41,6 kg to +84,3 kg depending on aircraft configuration | +152,0 m.kg to +307,3 m.kg on aircraft configuration | On request | Week(s) | Ref to detailed price online. |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Sheet metal worker | 20 Hour(s) |
| Electrical systems | 60 Hour(s) |
| Composites | 15 Hour(s) |
| Mechanics | 80 Hour(s) |

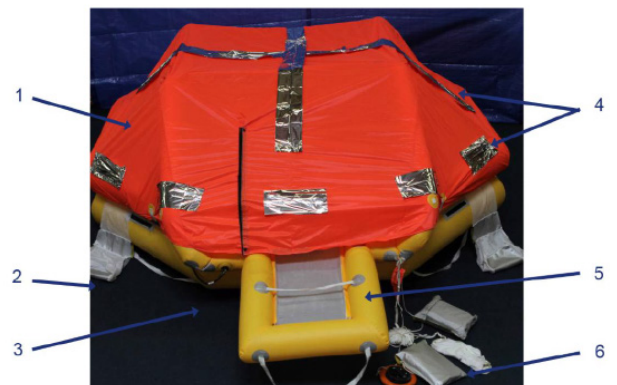


> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe



- | | |
|-------------------------------------|---|
| 1. Reversible canopy | 4. Reflectors |
| 2. Ballast bag | 5. Boarding ramp |
| 3. Quick disconnect inflation hoses | 6. Survival kit attached to life raft with lanyards |

Emergency Life Raft System

Reference: EC135H-32-003 (RO)

Applicable to version(s): T3H

Installation of the external Emergency Life Raft System (ELRS).

This modification includes :

- installation of the mechanical fixed provisions
- retrofit of the overhead panel
- electrical installation
- installation of the ELRS
- tests

SB from Airbus Helicopters Deutschland (AHD)

The ability to apply this Service Bulletin depends on the helicopter's configuration and will be defined as soon as your Request For Quotation is received (use the form below).

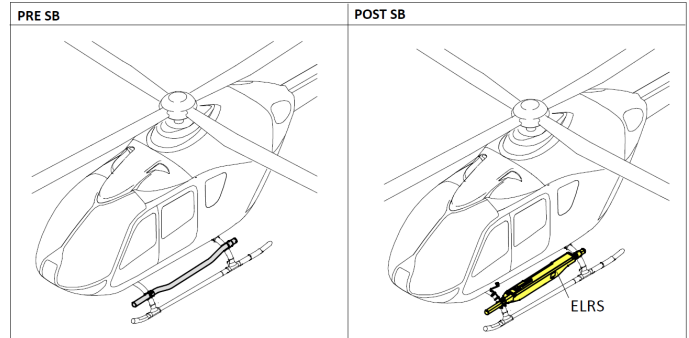
> BENEFITS

- The External Life Raft System (ELRS) complies with the requirements of CAP 1145 and the life rafts are certified up to sea state 6.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|------------|-------------|-------------|
| +42,455 kg | +7,845 m.kg | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Mechanics | 35 Hour(s) |
| Electrical systems | 30 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

FLOICE™ Integration

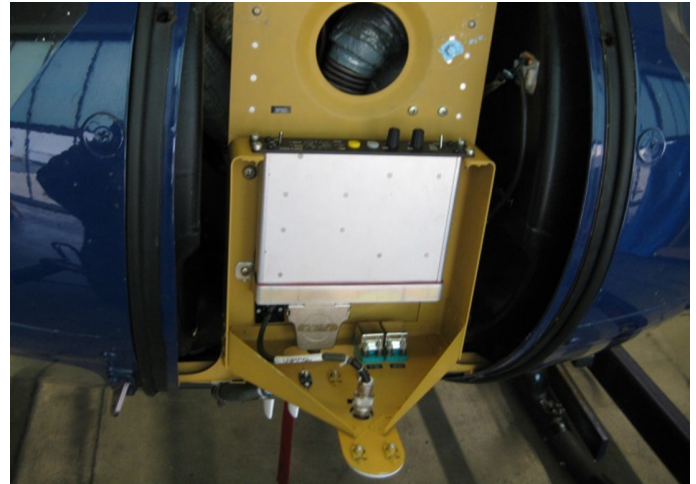
Reference: 10061410

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

FLOICE is a collision avoidance system by using FLARM and an audio generated device.

Installation of FLOICE which is a collision avoidance system by using FLARM and an audio generated device. FLOICE is only intended to facilitate missions in areas where other aircraft fitted with FLOICE or compatible equipment are expected to be present. The audio signal of the FLOICE system is linked to the fixed input of the A/C intercom system. For traffic position indication the FLOICE unit is linked by a RS232 interface to the A/C digital moving map system.

STC from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- Interface to the Moving Map system enables the flight crew to see the FLOICE data on the Moving Map Display
- FLOICE Audio is routed as warning signal direct to the ICS system
- FLOICE Audio can be switched ON/OFF with the ACAS audio OFF switch anytime

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|------------|-------------|-------------|
| +1.354 kg | +1.666 m.kg | 2 Week(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Electrical systems | 6 Day(s) |
| Airframe, Electrical | 6 Day(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Pre-installed equipments: fixed provisions for Weather Radar, Inter Communication System and Digital Moving Map System

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Garmin™ GTX 335R Installation

Reference: SB-EC135-N°-KAS-23-167

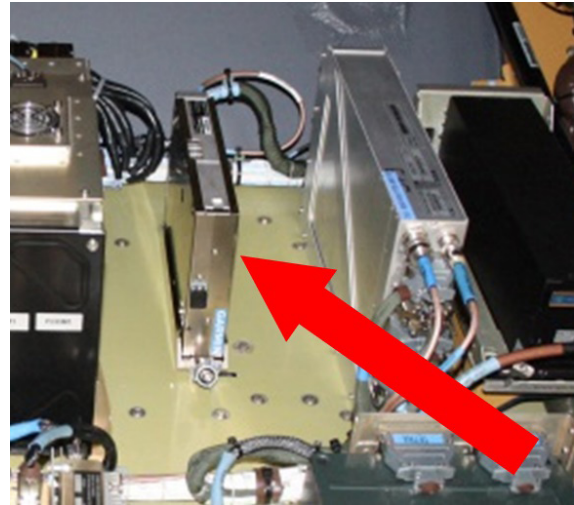
Applicable to version(s): T2

Garmin GTX335R is a remote mounted Mode S Transponder with ADS-B Out functionality.

The Garmin GTX335R is a remote mounted Mode S Transponder with ADS-B Out functionality. This transponder meets the European mandate for Mode S Elementary Surveillance and ADS-B out surveillance requirements. The GTX335R is equipped with an extended squitter provision and the ADS-B out message is transmitted to ATC and other aircraft. It transmits precise GPS-referenced positioning information, including aircraft flight ID, position, HDG, barometric altitude and velocity information. Within this design change the Mode S and ADS-B Out function can be deactivated via the Guarded TPX-switch installed in the slant console. The incognito mode is only permitted by the state of registry for H/C operating as state aircraft, e.g. for police services.

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden

SB from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> BENEFITS

- 1090 MHz ADS-B "Out" enables aircraft to operate at any altitude, in airspace around the globe
- Combines Mode S Extended Squitter (ES) transponder and optional WAAS/GPS position source in a single unit
- Provides access to dual-link ADS-B "In" traffic on compatible displays
- Wirelessly stream traffic, GPS position and backup attitude via Connex™ link to Garmin Pilot™ and ForeFlight Mobile apps as well as the aera® 795/796 portables
- Remote mounted unit does

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|-----------|-------------|-----------|------------|-------------|-------------|
| +0.570 kg | -2,929 m.kg | 1 Week(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 5 Day(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Garmin GTN650, Garmin GTX33H on AV-Plate

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Introduction of a new LH and RH position light

Reference: EC135-33-025 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters offers the retrofit of the LH and RH position light in LED technology.

Retrofit LH and RH position light and perform functional test.

In future, only the LED position light will be supplied as a spare part.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- The LH and RH position lights used up to now will be replaced by LED position lights.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|--------------|------------|------------|-------------------------|-------------|
| - 0.105 kg | - 0.921 m.kg | On request | 16 Week(s) | 2644 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 0,5 Hour(s) |
| Mechanics | 3,5 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

EC135 T2, T2+, P2, P2+, all S/N and EC135 T3, P3 retrofitted with SB EC135-71T-045/XX.

Equipped with:

- Position light LH: P/N 2LA005613-01, P/N 2LA455358-00
- Position light RH: P/N 2LA005613-02, P/N 2LA455359-00

> CERTIFICATION ORGANIZATION(S)

EASA Europe

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): P1, P2, P2+, P3, T1, T2, T2+, T3

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. |
|---------|--------|-----------|------------|-------------------------------|-------------|
| 1.75 kg | 6.89 | 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) |

MK-XXI Honeywell Enhanced Ground Proximity Warning System (EGPWS) Installation

Reference: 2010S05-01

Applicable to version(s): P2, T2, P2+, T2+, P3, T3

The MK XXI Enhanced Ground Proximity Warning System (EGPWS) provides a real-time indication and warning of terrain and obstacles in relation to aircraft altitude and flight path.

Specifically configured for the dynamic factors of rotary-wing performance, Honeywell's Mark XXI EGPWS help prevent avoidable collisions with the ground, water, and obstacles—even when flying in changing weather with poor visibility, rough terrain, or at low altitudes.

STC from Helicópteros do Brasil SA (HELIBRAS)



> BENEFITS

- Safety

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|-----------|------------|-------------|-------------|
| 3,88 kgf | 20,13 m.kgf | 4 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 15 Hour(s) |
| Avionics | 16 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

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

> CERTIFICATION ORGANIZATION(S)

ANAC Brasil

Modification of the Switching Logic

Reference: EC135-26-006 (R1)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Modification of the switching logic for the triggering of the fire protection system.

This service bulletin consist in :

- Remove the wires from the overhead panel.
- Install angle bracket, relay and module.
- Install wires in the overhead panel.
- Install wires in the helicopter fuselage.
- Install wires for wiring the fuel shut-off valve in the helicopter fuselage.
- Perform functional test.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Protective maintenance feature
- Prevention of cost-intensive unintentional activations

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|-------------|------------|------------|-----------------------------|-------------|
| + 0.480 kg | + 1402 kgmm | On request | 12 Week(s) | 1723 - 2554 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft S/N 0005 to and including S/N 0955 equipped with :

- Optional equipment single engine fire extinguishing system

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------------|-----------------------|
| Avionics | On Request |
| Airframe, Mechanics | On Request |

Monkey Belt Fittings

Reference: EC135-85-054 (R0)

Applicable to version(s): On request

Safeguarding of the hoist operator and the aircrew.

This service bulletin consist in :

- Remove aft cabin panels
- Remove flanged sheets
- Install reinforcing sheets
- Install monkey belt fittings
- Install flanged sheet
- Modify aft cabin panels
- Install aft cabin panels
- Install shackles



SB from Airbus Helicopters Deutschland (AHD)

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

- Safeguarding the hoist operator during external mounted hoist system operation,
- Safeguarding the aircrew during operation with open sliding doors.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|-------------|------------|------------|-------------|-------------|
| + 0.9 kg | + 3575 kgmm | On request | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 30 Hour(s) |
| Airframe, Mechanics | 15 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Portable Fire Extinguisher Replacement

Reference: STC-235-1-OSA

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

Replacement of domestic portable fire extinguisher PN: KEA-1

Replacement of the existing portable fire extinguisher which was installed on the CENTER POST, on the RH AFT of the Pilot Seat with a extinguisher made by Kyowa Koatsu Heavy Industries.

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

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



| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|----------|------------|----------|-----------|-------------|-------------|
| +2.45 kg | +6.69 m.kg | 5 Day(s) | 63 Days | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Airframe | 99 Hour(s) |

> CERTIFICATION ORGANIZATION(S)

JCAB Japan

Push-Out Side Window Panes

Reference: EC135-56-006 (R0)

Applicable to version(s): P1, P2, P2+, T1, T2, T2+

The retrofit of push-out side window panes creates an emergency opening for the passenger compartment.

This modification consist in :

- Remove fixed side window panes
- Install adapter frame
- Install attachments for the external and internal covers
- Install push-out side window panes

SB from Airbus Helicopters Deutschland (AHD)

The old side window panes L562M10X2013 / L562M10X2014 and L562M10X2001 / L562M10X2002 can no longer be installed after accomplishment of this Service Bulletin.



> BENEFITS

- With this Service Bulletin an emergency opening for the passengers of the aft seat row is created.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|------------|------------|-----------------------------|-------------|
| + 1.379 kg or + 1.955 kg depending on aircraft configuration | + 5.987 m.kg or + 8.488 m.kg depending on aircraft configuration | On request | 30 Week(s) | 7546 - 8799 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 20 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable on all models with fixed aft side window panes. The Window Panes can be ordered in transparent or in dark gray (will be selected in the CONFIGURATION ASSISTANT).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a separation wall and of a smoke detector

Reference: EC135-25-014 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

This Service Bulletin offers the installation of a separation wall and of a smoke detector.

A smoke detector is included in this option, to provide a warning (on the warning unit) in case of smoke development in the cargo compartment.
 In case of fire, a small access door permits access to the cargo room enabling to extinguish the fire with the portable fire extinguisher.

SB from Airbus Helicopters Deutschland (AHD)

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.
 Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.



> BENEFITS

- The cargo compartment / cabin separation wall helps to reduce cabin noise and enhances comfort.
- In addition the heating / cooling performance of the respective systems is improved.
- The smoke detector improve fire safety.

| 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, Cabin | On Request |

> PRE-POST REQUISITE / EFFECTIVITY

On request.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of a TCAD / TAS

Reference: EC135-23-006 (R0)

Applicable to version(s): All

With this Service Bulletin ECD offers the retrofit of a "Traffic and Collision Alert Device / Traffic Advisory System" (TCAD / TAS).

- Install TCAD / TAS i.a.w. the design document and wire
- Perform functional test

SB from Airbus Helicopters Deutschland (AHD)

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. Please download the associated Reply Form Sheet in the SB (use the link above) and attach it to the Request For Quotation in the form below.



> BENEFITS

- The TCAS system monitors the airspace surrounding the helicopter by interrogating the transponder of the intruding aircraft.
- Improve safety.

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

> INSTALLATION TIME

QUALIFICATION

INSTALLATION DURATION

On Request

> PRE-POST REQUISITE / EFFECTIVITY

This service bulletin is applicable on aircraft starting from S/N 0577 equipped with FCDS.

Dual GNS 430 must be already installed

No sand filter, no wire strike protection system, no VHF antenna on the cabin roof, no SX16 on the nose cover and no direction finder must be installed

If one or more requirements are not fulfilled, a retrofit can be accomplished in most of the cases, but must be checked individually. To do so, please contact ECD, Dept. Spares Order Administration or a service station responsible for your country or your region.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of an “Elementary Surveillance (ELS)”

Reference: EC135-23-014 (R0)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

With this Service Bulletin Airbus Helicopters Deutschland offers the retrofit of transponder compatible Mode S.

This modification consist in :

- Remove old transponder
- Remove old control unit
- Install new transponder
- Install new control unit
- If necessary, modify wiring
- Perform functional test

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- According to Eurocontrol requirements helicopters which are operated in a controlled airspace within Europe must be equipped with a "Mode S ATC" transponder which complies with the SSR Mode S Elementary Surveillance (ELS) requirements.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|-------------------------------|-------------|
| Negligible | Negligible | On request | 61 Week(s) | 57864 - 61479 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|-----------------------|
| Electrical systems | 10 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircraft S/N 0005 up to and including S/N 0348 with transponder MST67A (not compatible with ELS).

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of an Emergency Jettisoning system for pilot doors and retrofit of a Jettisoning lever lock

Reference: EC135-52-006 (R2)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+

Airbus Helicopters Deutschland offers the retrofit of an emergency jettison system for the pilot doors.

Each cockpit door can be jettisoned individually. Additionally, the release of the emergency jettisoning system is optically indicated by a red paint spot on the two jettisoning levers.

On helicopters with "HEELS" (Helicopter Emergency Egress Lights) equipped, it is possible to also apply the "HEEL" to the jettisonable pilot doors.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Jettisonable cockpit doors allow fast and easy egress in case of an emergency.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|---|------------|------------|-----------------------|-------------|
| + 0.040 kg or + 0.910 kg depending on aircraft configuration | + 1.84 m.kg or 80 m.kg depending on aircraft configuration | On request | 18 Week(s) | 24089 EUR (e.c. 2023) | eOrdering |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable on aircraft :

- with pilot doors without emergency jettison system
- or
- with emergency jettison system without lock for the jettisoning lever

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of emergency floatation system

Reference: EC135-32-011 (R5)

Applicable to version(s): T1, T2, T2+, P1, P2, P2+

The emergency floatation system is installed as a step with an intefreted life raft inside.

Retrofit of the emergency floatation system which consists of four emergency floats attached to the skid gear.

When landing on water the floats can be activated via button in the cockpit. The inflation within four seconds is provided by gas stored in a cylinder which is mounted on the landing gear.

The floatation system is designed to prevent the helicopter from sinking when an emergency landing on water is necessary and keeps it in a stable position. Revision 5 of this Service Bulletin expands the effectivity range to themodels EC135 T1 (CPDS), P1 (CPDS), T2, P2, T2+, P2+.



Accomplishment of this Service Bulletin is only permissible together with accomplishment of Service Bulletin EC135-32-005.

On helicopters with fuselage-attached part for the auxiliary fuel tank Service Bulletin EC135-28-009 must be additionally accomplished.

The emergency floatation system is not compatible with accessory assemblies that have sharp edges and/or antennas or certain optional equipment installed in a defined area on either side of the fuselage and/or on the landing gear.

SB from Airbus Helicopters Deutschland (AHD)

Please download in TIPI the associated SB to apply the annex.

> BENEFITS

- Increased safety for crew at offshore missions
- Protection of the helicopter during emergency landing on the water
- Reusable
- Certified sea state level for mid high landing gear: ditching 5, swimming stability: 5
- Certified sea state level for standard landing gear: ditching 6, swimming stability: 6

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|------------|------------|------------|---------------------------------|-------------|
| On request | On request | On request | 34 Week(s) | 172592 - 319605 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|-----------------------|
| Mechanics | 107 Hour(s) |



> PRE-POST REQUISITE / EFFECTIVITY

Effective for all models EC135, equipped with collective switch unit, pilot's side, P/N :

- L671M50C1001
- L671M50C1004
- L671M50C1011
- L671M50C1012
- L671M50C1013
- or W671M50C1881

For Helicopters :

with installed fixed and detachable provisions for external hoist or external rope down device (the kit SB-135-32-011-2C11 is to be additionally ordered) and/or

with standard landing gear and offset standard entrance step to the left (the kit SB-135-32-011-2C9.3 is to be additionally ordered)

or

with standard landing gear and offset multifunctional step to the left (the kit SB-135-32-011-2C9.6 is to be additionally ordered) please contact Airbus helicopters to place order.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofit of Single Engine Fire Extinguishing System

Reference: EC135-26-002 (R1)

Applicable to version(s): EC135 all models

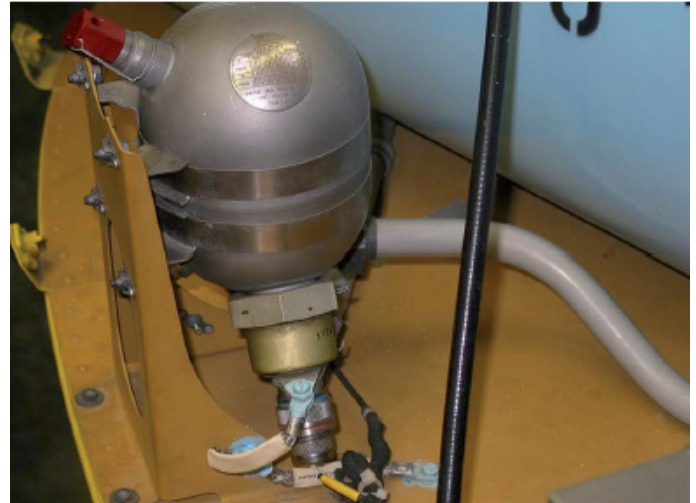
Airbus Helicopters offers a retrofit of Engine Fire Extinguishing System.

This service bulletin consist in :

- Attach tubes and fire extinguisher on the engine deck
- Modify electrical wiring of the overhead panel
- Connect plug to wire
- Seal engine deck
- Perform functional test

If the first issue of this Service Bulletin has already been accomplished, the work steps in accordance with Alert Service Bulletin EC135-26A-003 must be accomplished within the deadlines given therein.

SB from Airbus Helicopters Deutschland (AHD)



> BENEFITS

- Quick release of the fire extinguishing system in case of fire.

| WEIGHT | MOMENT | DOWNTIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|------------|---------------|------------|------------|-------------------------------|-------------|
| + 3,811 kg | + 23.857 m.kg | On request | 12 Week(s) | 22609 - 22730 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|---------------|--|
| Mechanics | 15 to 35 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all S/N without blowers.

Equipped with :

- Air duct RH, P/N L212M2015101
- Air duct LH, P/N L212M2023101

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Retrofitting LED strobe lights or replacing non-NVG strobe lights with LED strobe lights

Reference: EC135-33-016 (R0)

Applicable to version(s): T1, T2, T2+, T3, P1, P2, P2+, P3

Airbus Helicopters Deutschland (AHD) offers the possibility of retrofitting LED strobe lights or replacing the previously used non-NVG strobe lights with improved LED strobe lights.

Two LED strobe lights are installed on the LH and RH side of the rear fuselage. The lights provide white flashes with a frequency of 43 flashes/min. They are controlled by a switch marked "STROBE LIGHTS" located on the overhead console.

SB from Airbus Helicopters Deutschland (AHD)

Please download on TIPI the Information Notice 2423-I-24 and apply it.



> BENEFITS

- The LED strobe lights increase the visibility of the helicopter.
- As against the previously installed non-NVG strobe lights, the new LED version is considerably more reliable.
- In addition to that, the lights no longer need their own power supply as was previously the case.

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---|--|------------------|------------------|-------------------------------|--------------------|
| + 0.222 kg or + 1,256 kg depending on aircraft configuration | + 6.147 m.kg or 0.891 m.kg depending on aircraft configuration | On request | 20 Week(s) | 10906 - 13022 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|--------------------|--|
| Mechanics | 20 or 16 Hour(s) depending on aircraft configuration |
| Electrical systems | 15 or 25 Hour(s) depending on aircraft configuration |

> PRE-POST REQUISITE / EFFECTIVITY

Applicable to all S/N equipped with Non-NVG strobe light P/N 03-1103-3102.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Spidertracks™ S6 Installation

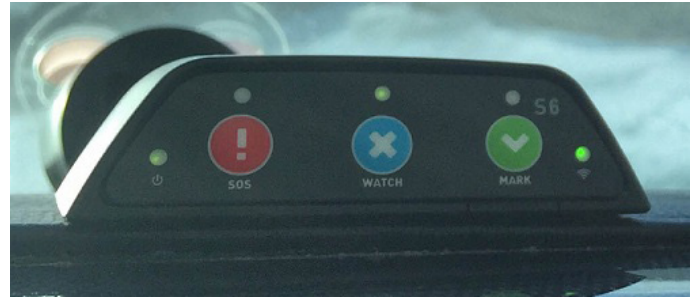
Reference: EC135-KAS-23-150

Applicable to version(s): EC135

Spidertracks S6 - a great opportunity for fleet- or single aircraft tracking

Kassel-Calden proposes the installation of Spidertracks S6. Basically, the system provides almost live tracking to be simply reviewed via a personal computer with internet connection. Additionally the aircraft crew can manually set marks wherever they want to. Of course, it is also possible easily to suppress the flight tracking. As a special safety feature, the Spidertracks S6 provides SOS functionality – once the SOS button is pressed, a previously defined crowd of contacts will receive a SOS message (SMS) containing the position data. The data is transferred via GSM or Iridium (different Iridium volume contracts available) to a central ground station. Therefrom it is transferred to the operators Spidertracks online account to be accessible. All this functionality is provided within a removable standalone unit only having an electrical power interface to the aircraft.

STC from Airbus Helicopters Deutschland Maintenance Center Kassel-Calden



> PRE-POST REQUISITE / EFFECTIVITY

Compliance is optional. Area must be free of previously installed parts.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

> BENEFITS

- Easy to use solution
- Increased fleet safety by traceability

| WEIGHT | MOMENT | DOWN TIME | LEAD TIME | PRICE RANGE | ONLINE CAT. |
|---------|---------|-----------|------------|-------------|-------------|
| +0.5 kg | +2 m.kg | 4 Day(s) | On request | On request | eRFQ |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|-------------------|-----------------------|
| Avionics | On request |
| Airframe, Systems | On Request |

Traffic Advisory System-TAS

Reference: 2005S09-06

Applicable to version(s): P1, P2, P2+, P3, T1, T2, T2+, T3

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. |
|----------|---|-----------|------------|-------------|-------------|
| 4,86 kgf | Transponder Honeywell MST 67A : 23,48 m.kgf Transponder Garmin GTX330: 22,67 m.kgf | 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 |
|----------------------|-----------------------|
| Avionics | 16 Hour(s) |
| Airframe, Electrical | 25 Hour(s) |

Wire Strike Protection System (WSPS)

Reference: EC135-85-024 (R1)

Applicable to version(s): All EC135

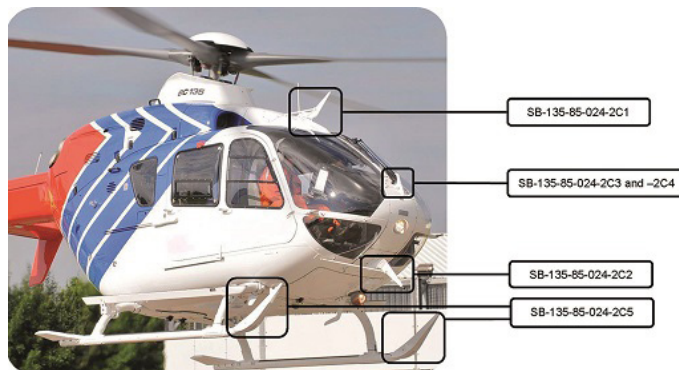
Protective system for cable collision.

This Service Bulletin consist in:

- Install stiffeners of the fuselage structure
- Laminate glass fibre fabric
- Paint wire strike protection system
- Install removable part of the wire strike protection system

With Revision 1, the retrofit of the aft deflector on the windshield wiper system is deleted on all EC135 equipped with a radome.

SB from Airbus Helicopters Deutschland (AHD)



> 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. |
|-----------|--------------|------------|------------|-----------------------|-------------|
| + 12.5 kg | + 24772 kgmm | On request | 62 Week(s) | 64944 EUR (e.c. 2023) | eOrdering |

> INSTALLATION TIME

| QUALIFICATION | INSTALLATION DURATION |
|----------------------|-----------------------|
| Airframe, Electrical | 110 Hour(s) |

> PRE-POST REQUISITE / EFFECTIVITY

Valid for all S/N.
 No incompatibility with other systems.
 Compliance is optional.

> CERTIFICATION ORGANIZATION(S)

EASA Europe

Standard Conditions of Sale

1 - DEFINITIONS

- Affiliate means a company which Controls or is Controlled by respectively the Customer or the Airbus Helicopters group of companies.

- AOG (Aircraft On Ground) means a situation in which the Helicopter is unable to fly or is ineligible to return to service because of an unscheduled need for replacement or major repair of components, that is not related to scheduled maintenance tasks.

- BFE/CFE means Buyer Furnished Equipment / Customer Furnished Equipment.

- Certificate of Conformity (or Statement of Conformity) means the document issued by the Seller's quality assurance organization after completion of procedures approved by the respective authorized national agency certifying the Product's conformity with the Seller's applicable specifications.

- CAMO means Continuing Airworthiness Management Organization.

- Contract means the agreement between the Parties of which these Standard Conditions of Sale form part, comprising the applicable Specific Annex(es) and the Purchase Order or Order Confirmation.

- Control (including with correlative meanings the terms "controlling", "controlled" and "under common control with"), with respect to any natural or legal person, means the possession, directly or indirectly, whether through ownership of voting securities, by contract or otherwise of: a majority of the voting rights exercisable at general meetings of the controlled undertaking on all, or substantially all, matters, or, the power to appoint or remove directors having a majority of the voting rights exercisable at meetings of the board of directors on all, or substantially all, matters; or a power to exert a dominant influence over the affairs of the controlled undertaking.

- Core Unit means the used Part sent by the Customer to the Seller in case of exchange for an overhauled or repaired Part under the standard exchange service.

- Customer means the person, entity, or company to whom the Seller sells any Products and/or Services under the Contract.

- Customer Centre means a subsidiary or an Affiliate of Airbus Helicopters (SAS).

- Documentary Credit means an irrevocable, confirmed and non-transferable documentary credit.

- EASA means European Aviation Safety Agency.

- Helicopter means helicopter manufactured by Airbus Helicopters (SAS) (H125, H130, H160, H175, H215 and H225) or by Airbus Helicopters Deutschland GmbH (H135 and H145).

- IT Service Provider(s) mean(s) a third party(ies) contracted by the receiving Party that provide(s) IT services, project management services or other office management services and which may have administrative rights to sustain the IT systems.

- Item means hardware, software, technical data/technology(ies) and/or services.

- Order Confirmation means the acknowledgement of receipt of the Customer's order by the Seller, i.e. either the confirmation sent by the Seller to the Customer to take into account the Customer's order or the approval sent by the Customer to the Seller on the Quotation.

- Part means a physical good defined with a part number.

- Party/Parties mean either separately or collectively the Customer and/or the Seller.

- Product(s) means the goods to be provided by the Seller under the Contract in compliance with the applicable specification and/or definition, including all types of Helicopters, optional equipment, Spare Parts, tools, other equipment, documentation, technology, data, software on a Product (and any other goods mentioned in the Specific Annex(es), when applicable).

- Production Organization Approval (POA) means approvals issued by the respective competent authority to the Seller in compliance with EASA part 21/G regulation.

- Purchase Order (or Order) means the order covering the acquisition of Products and/or Services.

- Quotation means the priced offer and associated conditions, sent to the Customer by the Seller.

- R&O means the following activities: repair, overhaul, standard exchange, inspection and modification of a Part.

- RMA means Return Material Authorization format provided by the Seller for the purposes of the warranty article and/or R&O Service.

- Seller means Airbus Helicopters (SAS) located in Marignane, France (referred to as "AH") and/or Airbus Helicopters Deutschland GmbH (referred to as "AHD"), located in Donauwörth, Germany.

- Service(s) means the services which may be performed under the Contract consisting of: performance of R&O Technical Data, technical assistance, technical expert services, and/or tool rental performance of Training, SaaS, and any other services mentioned under the Specific Annex(es), when applicable. The specific Service(s) to be provided by the Seller under the Contract are specified therein.

- SaaS (Software As A Service) means a software application available online on an internet website and/or a software application available on defined mobile operating system(s).

- Specific Annex (or Annex) means the annex of the SCS outlining specific conditions.

- Spare Parts means new parts provided by the Seller.

- SCS means these general Standard Conditions of Sale for Products and Services.

- SB means Service Bulletin.

- STC means Supplemental Type Certificate and also refers to an equipment which has a STC.

- TAT means Turn Around Time, from the time the Seller receives the Customer's Part and its related and valid documents in its facility up to the time the Part is at the Customer's disposal Free Carrier (FCA) Incoterms® 2020 at Seller's facility, less the Customer's approval lead time and/or less lead time due to Customer's responsibility discrepancies.

- Technical Data (or TechData) means technical publications provided by the Seller.

- Training Items means training software, training documentation and courseware.

- Training means training need analysis, training courses, simulator sessions and on-the-job training.

- TSN, TSO, TSR, TBO, OTL, SLL mean respectively Time Since New, Time Since Overhaul, Time Since Repair, Time Between Overhaul, Operating Time Limit and Service Life Limit.

- VAT means Value Added Tax.

2 - SUBJECT AND SCOPE

These general Standard Conditions of Sale apply to any sale of Products and/or Services sold by the Seller to its Customer(s), excluding brokerage or other distributor activities. The purchase of the Products and/or Services by a Customer is considered to be performed within the framework of its professional activities.

These general Standard Conditions of Sale are supplemented by the relevant Specific Annex(es) as quoted hereinafter, when applicable:

- for Helicopter sales:

- Sale of new Helicopters and associated services
- Sale of pre-owned Helicopters and associated services

- and for Products (other than Helicopters) and Services:

- Sale of Spare Parts
- R&O Services
- Technical Data, technical assistance, technical expert services, tool rental
- Training Services and Training Items
- Helicopter maintenance, repair, overhaul, inspection, upgrade and retrofit
- SaaS

3 - PURCHASE ORDER / QUOTATION

3.1 Sale of Helicopters and associated Services – Purchase Order

The Contract shall be binding when signed by duly authorised representatives of both Parties and the delivery schedule shall become effective upon receipt by the Seller of the initial downpayment and subject to compliance by the Customer to article 4.1.

3.2 Products and Services sold independently of a Helicopter sale – Order issuance, acceptance

Customer's Orders shall be confirmed by the Seller in writing. The Contract shall become binding upon receipt by the Customer of the Seller's Order Confirmation and the delivery schedule shall become effective upon receipt by the Seller of the down-payment when relevant (as mentioned under article 6.2) and subject to compliance by the Customer to article 4.1.

In case the Customer requires a Quotation from the Seller, the Contract shall become binding when the Seller receives the Customer's written approval of such Quotation issued without changes. Said Quotation duly signed by the Customer shall constitute the Order Confirmation when received by the Seller.

3.3 Purchase Order modifications

3.3.1 Modifications to Purchase Order by the Seller

Pursuant to new manufacturing or engineering requirements, obsolescence or new regulations, the Seller shall be entitled to carry out modifications without the consent of the Customer, as long as these modifications do not affect the specification and/or performance of the Product and/or Services, and/or delivery time. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Seller and the Customer shall agree on the contractual consequences. Should the requirements affect specification and/or performance of the Product and/or Services, related costs and/or delivery time, the Parties shall agree on the contractual consequences.

3.3.2 Modifications to Purchase Order modifications by the Customer

Any changes or configuration changes requested by the Customer require prior mutual written agreement of the Parties and may lead to an adjustment of the price and/or delivery time.

4 - COMPLIANCE, EXPORT CONTROL, CUSTOMS

The Parties hereby undertake to comply at all times with all applicable laws and regulations in particular and not limited to national and international anti-corruption, anti-money laundering and any which impose economic, trade or other restrictive measures, or export, reexport licences or other authorisations in each case issued and enforced by a Sanctions Authority (together "Regulatory Rules").

For the purpose of the Contract,

- "Authorisation(s)" means the approval to export, re-export, transfer or retransfer but not limited to, a governmental licence as may refer to an exemption, an exception, or an agreement issued by the relevant authority under Export Regulations. "Export Regulations" means U.S., E.U. and any other applicable national export control, sanctions and embargoes laws and regulations issued by a Sanctions Authority or export control authority.
- "Sanctions Authority" means the United States of America (including, without limitation, the Department of State, the Department of Commerce and the Office of Foreign Assets Control (OFAC) of the US Department of the Treasury), the United Nations Security Council, the European Union, the United Kingdom or the government of any country with jurisdiction over the Parties.
- "Sanctioned Person" means:

a. any natural or legal person in any list of sanctioned persons of any Sanctions Authority (including the list of Specially Designated Nationals (SDN) and Sectorial or Sanctions Identifications (SSI) list, as issued and administered by OFAC); or

b. any natural or legal person directly or indirectly owned or Controlled by any one or several person(s) designated under (a) above.

4.1 Representation from the Customer and Know your Customer policy

The Customer undertakes to provide truthful, accurate and complete information to the Seller such as may be required by the Seller from time to time to comply with its obligations pursuant to the Regulatory Rules, including but not limited to information on the Customer's corporate structure and shareholding, or source of financing of the Contract.

Subject to articles 3.1 and 3.2, the Seller's obligations will only begin once the Seller has received from the Customer all required information and performed all necessary verifications pursuant to the Regulatory Rules and to the "Know your Customer" policy of the Seller. During Contract execution, a) failure by the Customer to comply with the Regulatory Rules and/or b) Customer becomes a Sanctioned Person and/or c) performance of either Party's obligations under the Contract would constitute a breach of Regulatory Rules and/or d) failure by the Customer to timely provide all necessary information and/or cooperate with the Seller, shall entitle the Seller to terminate the Contract forth with without any prior notice and liability whatsoever.

4.2 Export control

a) Each Party commits to act in compliance with all applicable Export Regulations. The Customer shall ensure that its supply chain and clients comply with Export Regulations when dealing with the Seller's Items.

b) The Parties acknowledge that performance by the Seller of its obligations under the Contract shall remain subject to obtaining, and to the terms of, any required Authorisation. The Seller shall not be held liable if an Authorisation is not granted or is granted with limited conditions and/or with delay or if an Authorisation that has been granted is amended, suspended, revoked or not renewed. Such event shall be considered as a force majeure event as defined in article 13.

In the event all or part of the Item is subject to import restrictions in the country of the Customer, the Customer shall apply for any relevant import authorisation required for the Seller to perform all or part of the Contract. In addition, the Customer is responsible to obtain the applicable Authorisation for the re-export/re-transfer of any Seller's Item.

Each Party agrees to provide to the other with any declarations or certifications required by Export Regulations and all information necessary to obtain and to comply with any required License (including providing without delay duly completed and signed enduser statement/certificate).

When the Products and Services under the Contract are subject to Authorisations, the Customer undertakes to abide by the content of Authorisations, including specific end-use/end-user and provisions/conditions. Prior to any change in the end-use/end-user or transfer of Item to any third party, the Customer shall notify the Seller thereof and follow the instructions given by the Seller.

c) Should the Customer be involved in ITAR Part 130 or 129, it is the Customer liability to comply with the applicable Export Regulations. The Customer duties is to request for the Seller any applicable declaration as required by the Export Regulations. In the event, the Customer provides to the Seller any USML Items (e.g. return for repair) then the Customer shall complete the corresponding form F provided by the Seller.

d) When the Customer provides any Item to the Seller under the Contract, the Customer shall ensure the required Authorisation is obtained prior to the delivery. In addition, the Customer shall provide in writing to Airbus each Item with all applicable export control classification(s) and the Authorisation number when applicable.

e) The Customer acknowledges that the Seller prior approval is required for the Customer to access any controlled Item and that such access can be granted, refused or revoked at any time by the Seller. To access any controlled Item provided by the Seller, the Customer shall complete and sign the template of compliance declaration for third Party Export Controlled Items access control provided by the Seller.

f) Each Party represents to the other as at the date hereof that neither it nor any of its natural or legal person that has Control over it is a Sanctioned Person. If at any time following the signature of the Contract, a Party or any of its natural or legal person that has Control over it becomes a Sanctioned Person or performance of a Party's obligations under the Contract would constitute a breach of Export Regulations (a "Sanctions Event"), the affected Party shall promptly notify the other Party and the Parties shall, to the extent permitted by applicable Export Regulations, consult with each other with a view to mitigating the effects of such Sanctions Event. Such consultation is without prejudice to the right of either Party to suspend its obligations under the Contract, including to the right of the Seller to deny the access to any digital tool or system when applicable, at any time following the occurrence of a Sanctions Event.

g) The Customer undertakes to use the Item exclusively for civil purpose and that, unless authorised by all applicable Export Regulations, it will not directly or indirectly sell, import, export, reexport, lease, sublease or operate the Item to or in (a) any country which is the subject of commercial, economic or financial restrictions pursuant to any applicable Export Regulations and/or, (b) to any Sanctioned Person.

4.3 Customs

If the Customer is in charge of the transportation, in case of intracommunity supply or exportation directly to a country outside the European Union, the Customer will have to provide to the Seller documentation for VAT purposes (proof of transportation and/or import declaration) to justify such intracommunity supply or exportation.

Irrespective of the applicable Incoterm, if Products are exported directly to a country outside the European Union, the Seller will provide appropriate export customs documentation to the Customer or its designated freight forwarder. The Customer guarantees correct closure of the related customs procedure in due time on leaving the European Union or the country of dispatch. In case of non-compliance, the Customer shall be liable for any additional costs and charges imposed on the Seller by the national tax administration.

5 - PRICES

5.1 General

Prices are stated and payable in Euros.

Helicopter prices and the prices of other Products and Services sold together with Helicopters are according to the baseline Helicopter definition in force at the date of signature of the Contract and to the specific configuration and scope detailed in the Contract.

For Products and Services sold independently of Helicopters, all invoices for Products and Services will be at the prices stated in the relevant Seller's price list in force, or in the relevant Quotation. The Seller's price lists are subject to regular updates.

Prices relate to Products and Services delivered in accordance with the Incoterms mentioned in each Specific Annex of these SCS.

5.2 Duties and taxes, VAT

Prices are exclusive of taxes, duties and/or charges resulting from administrative and legislative regulations in force in any country other than the Seller's country and of any customs and duty charges, which shall be borne by the Customer.

Prices are exclusive of VAT or sale taxes or turnover taxes or other similar taxes. If applicable, such taxes will be charged in addition.

5.3 Additional costs/ Chargeable amounts

Prices, unless otherwise stipulated in the Contract, do not include any preparation, packing and crating charges nor any modifications carried out at Customer's request before and after delivery, expenses incurred for the inspection of Products by third parties, expenses relating to freight forwarding, carriage by sea, air or land, ferry-flight, storage and insurance costs incurred after Customer's acceptance.

For all Orders below a minimum amount of two hundred (200) Euros, the Seller reserves the right to invoice a minimum amount of two hundred (200) Euros.

6 - PAYMENTS

6.1 General

The payment obligation will be considered fulfilled at the time the due amount is irrevocably credited in full to the Seller's bank account. The Customer shall make the payment by bank transfer (swift), which, on the Seller's request, may be secured by a stand-by letter of credit or a Documentary Credit.

Subject to article 14.1.2 any down-payments (including intermediate) made before acceptance are non-refundable, as they are necessary to cover the production, procurement, financial, administrative and other costs.

In the event of payment by Documentary Credit, the Customer shall at the time of the initial down-payment and/or Purchase Order, open at its own expense, a Documentary Credit in favour of the Seller for the Contract price, reduced by the initial down-payment, if any. The Documentary Credit shall permit partial deliveries and shall be valid for the total specified period of delivery or performance plus three (3) months covering the time required for preparing the necessary documents and for performing the payment. Should the Documentary Credit expire before full delivery is completed, the Customer shall in due time extend, at its expense, the Documentary Credit without any need for action in this respect on the part of the Seller. The Documentary Credit shall be payable at sight in favour of the Seller as deliveries are made upon presentation of the following documents by the Seller to the bank:

- In case of Helicopter sale :

- Commercial invoice in triplicate,
- Statement of conformity or Certificate of Conformity for Helicopters and optional equipment installed therein,
- Authorized release certificate (EASA Form 1) for packed optional equipment and Spare Parts and
- Certificate of Conformity for miscellaneous parts and tools which are not subject to installation on Helicopter.

- In case of Products and Services sold independently of a Helicopter sale :

- Commercial invoice in duplicate, and
- Any document specified by the Seller and mentioned under the Contract.

As well, the stand-by letter of credit shall be opened at Customer's expense and payable upon presentation by the Seller on first demand to the bank of the here-above described documents.

6.2 Payment terms

6.2.1 Sale of Helicopters and associated Services

The Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- An intermediate down payment of

- Twenty (20) per cent of the contractual amount, six (6) months prior to delivery for H125, H130, H135 and H145 Helicopters, or
- Thirty (30) per cent of the contractual amount, nine (9) months prior to delivery for H160, H175, H215 and H225 Helicopters,

- The balance of the total contractual amount at the time of the acceptance of the Products and Services and prior to delivery.

In case of sale of pre-owned helicopter(s), the Customer shall make the following payments:

- An initial down payment of thirty (30) per cent of the contractual amount no later than fifteen (15) calendar days after the signature of the Contract,

- The balance of the total contractual amount at the time of the acceptance of the Products and prior to delivery.

6.2.2 Products and Services sold independently of a Helicopter sale

For any Order (except as specified hereinafter), the Customer shall make the following payments:

- Upon Contract signature, a thirty (30) per cent down payment of the total amount of the Contract shall be paid by the Customer no later than fifteen (15) calendar days following the date of invoice;

- Upon delivery of the Products / performance of the Services, the balance of the invoiced amount of the delivered Products or Items / performed Services shall be paid by the Customer no later than thirty (30) calendar days following the date of invoice.

Nevertheless, for Spare Part Orders not exceeding two hundred thousand (200,000) Euros and for R&O Service Orders not exceeding fifty thousand (50,000) Euros, full payment shall be made upon delivery no later than thirty (30) calendar days following the date of invoice.

Payment terms for Services such as, but not limited to, SaaS or Helicopter maintenance, repair, overhaul, upgrade, retrofit or inspection, are specific and defined in the relevant Specific Annex.

Without prejudice to article 6.3, should the Customer be in a situation of past due balance exceedance towards the Seller, the Seller is entitled, without prior notice, to

- alter the terms of payment and request cash in advance payment for any Order and/or

- postpone any Product delivery or Service performance ordered by the Customer to the Seller in any agreement without any liability whatsoever to the Seller; the Seller may charge the Customer for any additional costs and/or expenses incurred as a result of such postponement, such as but not limited to storage, maintenance, loss of training slot.

Unless otherwise agreed, no discount shall be granted by the Seller to the Customer in case of early payment.

6.3 Late payment remedies

Payment shall under no circumstances be postponed or apportioned for any reason whatsoever. Consequently, in case of late payment, the Customer shall pay to the Seller interest on the unpaid amount at the rate calculated on the basis of ten (10) percentage points per annum computed on the basis of 365 days/year and the actual number of days elapsed since the due date until the actual date of payment without any need for a formal demand or any prior notice.

Without prejudice to the above, should the Customer fail to pay or in the event of a delay in payment, the Seller will be entitled to extend the schedule for an equivalent time period and/or suspend performance of the Contract and/or in all cases, definitively retain the amount of any payments already made by the Customer. The retention of any such payment shall not preclude the Seller from seeking compensation from the Customer for further damages and/or costs. In the event of a delay or failure by the Customer to pay for more than two (2) months, the Seller shall be entitled to terminate the Contract for default of the Customer under the conditions defined in article 14.1.1.

In addition, when French law is applicable as per article 15, the Customer shall also be liable to the Seller for a fixed amount of forty (40) Euros for cost recovery fees pursuant to French code of commerce article L. 441-6. If the actual costs incurred by the Seller in recovering unpaid sums exceed forty (40) Euros, the Seller shall be entitled to ask for additional compensation upon producing evidence of such actual costs.

7 - QUALITY ASSURANCE AND AIRWORTHINESS

7.1 General

Airbus Helicopters and Airbus Helicopters Deutschland GmbH hold

- a POA issued by EASA according to Part 21/G regulation,

- a maintenance organisation approval in compliance with the EASA Part 145 regulation, as issued by its respective national civil aviation authorities, and

- a training organisation approval in compliance with the EASA Part 147 for maintenance staff and helicopter Part FCL (Flight Crew Licencing) for aircrews as issued by its respective national civil aviation authorities.

The privileges of an approved production organization include the issuance of airworthiness documents.

The Seller holds a CAMO approval certificate issued by its national civil aviation authority in compliance with EASA Part M/ Subpart G.

The official recognition that Products and repaired / overhauled / standard exchange

Items have satisfied the quality assurance procedures is certified by the issuance of the following documents:

For Helicopter(s) in baseline definition and installed optional equipment:

- A Statement of Conformity or Certificate of Conformity issued by the Seller's quality organization to certify compliance with the contractual specification,

- An Aircraft Statement of Conformity (EASA Form 52) for Helicopters sold to customers of EASA member states signed by the Seller's authorized certifying staff within the above mentioned POA. The EASA Form 52 allows the issuance by the national civil aviation authority of the certificate of airworthiness for the European countries members of EASA, or

- A certificate of airworthiness for export, for Helicopters sold outside the European Union, issued by EASA upon submission by the Seller of the above mentioned original Helicopter Statement of Conformity (EASA Form 52),

- For the concerned components/equipment, a logcard,

- Upon request, a certificate of non-registration issued by the national civil aviation authority.

For optional equipment delivered packed, Spare Parts and repaired / overhauled / standard exchange Items:

- Upon request, a Certificate of Conformity or other equivalent document issued by the Seller's authorized certifying staff, for standard components,

- An authorized release certificate (EASA Form 1) for other certified components or non-standard Spare Parts issued on behalf of the national civil aviation authority by the Seller or the Seller's selected workshop,

- A logcard if applicable For new parts/Items: a hard copy or a digital one at the Customer's choice,

For other parts/Items: if the Customer is using the paper format, in the same format as provided by the Customer, the previous customer or previous user as applicable; if the Customer is using the digital format, a digital one,

- A dual or tri release if required through a bi/tri lateral agreement between authorities (e.g. Federal Aviation Regulation (FAR) 145 / Transport Canada Civil Aviation (TCCA) 145).

For miscellaneous parts and tools which are not subject to installation on the Helicopter (if applicable):

- A Certificate of Conformity issued by the Seller's authorized certifying staff.

The Customer that has its civil helicopter registered in a country under EASA regulation is responsible of any task related to the management of the continuing airworthiness of the helicopter or shall transfer this obligation by signing a contract with a CAMO in order to ensure the proper accomplishment of the airworthiness management activities in accordance with the regulations in force (Part M/ Subpart G). Upon signature of the Contract with the Seller, the Customer shall indicate who will assume the responsibility of the CAMO.

7.2 Modifications after delivery

The Seller will notify the Customer of any modifications that the competent national airworthiness agency has decided to impose on Helicopters or Spare Parts of the same type. In the event of such modifications, the Seller shall make available to the Customer, within a reasonable time, at the latter's request and expense, the equipment kits required to incorporate such modifications to the Helicopter and Spare Parts previously delivered. For this purpose, the Customer shall receive at no additional cost the technical information bulletins relating to the type of Helicopter mentioned in the Contract for as long as at least one (1) Helicopter of the type remains in service with the Customer.

8 - ACCEPTANCE AND TRANSFER OF OWNERSHIP AND RISK

8.1 Helicopter acceptance activities

8.1.1 Helicopter acceptance activities by the Seller

Prior to Customer's acceptance activities for new Helicopters, the Seller shall perform production ground and flight tests on Helicopters. Flight tests will not exceed per Helicopter:

- Twenty (20) flight hours for H125, H130, H135 and H145 or,
- Thirty (30) flight hours for H160 and H175 or,
- Fifty (50) flight hours for H215 and H225.

- Equipment and components may be delivered with up to fifty (50) hours and/or the remaining time of equipment and components may be reasonably affected by the industrial cycle. Additional hours may be flown in the event that development and installation of specific equipment is requested by the Customer. The cost of such additional hours shall be borne by the Customer. Helicopter non conformities with certified definition, which have an impact on Helicopter operation and maintenance by the Customer, shall be submitted to the Customer for approval.

Upon satisfactory completion of the Seller's acceptance activities, a Certificate of Conformity will be issued by the Seller. As from the date of issuance of this document, the Helicopters shall be deemed ready for Customer's acceptance, referred to as the "Ready for Acceptance" date.

8.1.2 Helicopter acceptance activities by the Customer

Not later than (1) month prior to the date on which a Helicopter is to be Ready for Acceptance by the Customer, the Seller will provide the Customer with a procedure describing the acceptance process (organization, schedule, documents, etc) and document(s) defining the flight tests that could be performed by the Customer (hereinafter referred to as "Acceptance Test Document(s)"). The purpose of these tests is not to re-perform certification tests. These documents shall be valid for all Helicopters of the same type.

Within one (1) week after receipt of the Ready for Acceptance notice, the Customer shall send to the Seller the information required from the Customer's representatives in order to be admitted to the Seller's premises. The Customer's inspection team shall not exceed three (3) persons.

The acceptance activities by the Customer shall not exceed, per Helicopter:

- One (1) day for H125, H130, H135 and H145, or
- Two (2) days for H160, or
- Three (3) days for H175, H215 and H225.

The Customer shall bear its own expenses and costs related to the Customer acceptance activities including but not limited to travel and accommodation of its representatives during this process.

During the Customer's acceptance activities, it may perform acceptance flights, the combined time of which shall not exceed per Helicopter one (1) flight hour for H125, H130, H135 and H145 Helicopters and two (2) flight hours for H160, H175, H215 and H225 Helicopters.

Acceptance flights will follow the format and procedures described in the Acceptance Test Document(s) provided by the Seller and shall be carried out under the responsibility of a Seller's pilot acting as pilot in command.

Unless a major deviation from the specification is found during the Customer's acceptance, the Customer shall accept the Helicopters as being in conformity with the contractual specifications. The acceptance shall be acknowledged by the Customer's signature of an acceptance certificate, designated as "Acceptance Protocol" and/or "Acceptance and Transfer of Ownership Protocol". If the acceptance certificate is not signed within the above acceptance time period, and without such absence of signature being duly justified in writing explaining the precise reason of the rejection and the contractual grounds thereof, or if the Customer does not attend the acceptance procedure, the acceptance shall be deemed to have been granted by the Customer.

8.2 Acceptance of Products (other than the Helicopters) and Services

A Certificate of Conformity or equivalent document is issued by the Seller for Products other than the Helicopters.

With regards to Products other than Helicopters, the Customer shall check and notify any defect and/or non-conformity with the Order and/or missing associated documentation in a documented registered letter:

- within twenty one (21) calendar days as from the date the Seller has notified that the Product is ready to be collected, or
- in case of Products delivered CIP or DAP, the time frames for acceptance are the following:
 - forty eight (48) hours for AOG Orders,
 - fifteen (15) calendar days after delivery for Training Items and/or technical publications

and claims against the carrier shall be made within three (3) working days as from the date of receipt of the Product. After expiry of said periods, the Customer's acceptance of the Products shall be deemed given unless the Customer's refusal is duly substantiated in writing and explaining the precise reason of the refusal and the contractual grounds thereof.

For the Services, except SaaS, a certificate of completion of Services or assignment sheet shall be issued once the Service has been performed. The Customer shall sign the form certifying that the Service has been provided in accordance with the Contract. Unless the Customer's refusal is duly substantiated in writing and explains the precise reason of the refusal and the contractual grounds thereof, the Service shall be deemed accepted five (5) working days after issuance of the certificate of completion of the Services or of the assignment sheet. SaaS, including any and all of their supporting elements and content, are provided on an "as is" and "as available" basis.

8.3 Collection of Products

After the transfer of ownership, the Customer shall collect the Helicopter within two (2) weeks in case of ferry flight or within one (1) month if it is to be dismantled or conditioned for sea, air or road transport.

If pilot's training has been contractually agreed to take place following the acceptance of the Customer's Helicopter, said duration shall be extended by the time required to train its pilot(s) on its Helicopter.

The Customer shall collect any optional (i.e. not installed on Helicopter) packed equipment, Spare Parts, R&O Items and/or tools:

- within four (4) weeks for Products sold together with Helicopters
- within fifteen (15) calendar days otherwise following the notification by the Seller to the Customer of its availability.

If the Customer fails to pick up its Products within the above mentioned periods of time:

- The Customer shall reimburse the Seller any expenses incurred by the Seller such as maintenance, storage, insurance, taxes and associated penalties if any, levies, etc. The foregoing does not constitute any obligation for the Seller to maintain, store or insure the Products beyond the date the Products should have been collected.
- The Seller may terminate the Contract as per article 14.2 and shall not be liable for any loss or damages incurred by the Customer as a consequence of such termination.

In the event that the Products are delivered in consigned containers, the Customer shall return said containers at its expense within fifteen (15) calendar days after they are made available to the Customer by the freight forwarder. After the expiry of this period, the Seller shall be entitled to invoice the container at its current price.

8.4 Transfer of ownership and risk

8.4.1 Helicopters

Transfer of ownership of the Product shall be subject to the prior fulfilment by the Customer of its obligations, in particular full payment of the balance of the Contract and interest, if any. Upon signature of the "Acceptance Protocol" or the "Acceptance and Transfer of Ownership Protocol" by the Seller and the Customer and upon full payment of the Contract price, the ownership of the Products is transferred from the Seller to the Customer. The Seller shall also immediately issue the bill of sale.

All risks relating to the loss of or damage to the Products shall pass to the Customer upon transfer of ownership following delivery, as per the Incoterms specified in the Specific Annex applying to the sale of new Helicopters and associated Services.

Until the transfer of risks to the Customer, the Seller shall maintain an insurance coverage whose the scope, the limits of cover and the duration are as wide as what is usually practiced in the aviation industry for the activities to be performed by the Seller.

From the transfer of ownership to the Customer,

- the Customer shall effect and maintain, at its own cost, an appropriate insurance coverage, including but not limited to a hull all risk and hull war risk insurance coverage;
- with respect to the Customer's hull all risk and hull war risk insurance coverage, the Customer shall cause the insurers of the Customer's hull insurance policies to waive all rights of subrogation against the Seller, its assignees and its directors, officers, agents and employees.

From the transfer of risks, the Customer shall bear all risks related to the Helicopter and waive the right of any recourse of any nature whatsoever against the Seller, its assignees and its directors, officers, agents and employees to this respect.

In case of collection of the Product by the Customer as per article 8.3, the Seller shall remain liable for any damage to the Products due to the Seller's negligence, gross negligence or wilful misconduct until the collection of the Product provided that the collection is made in the timeframe defined in the two first paragraphs of article 8.3.

At Customer's request and costs, and according to the terms of the Contract, the Seller will dismantle and package the Helicopter for transportation after the transfer of ownership.

8.4.2 Products other than Helicopters

The transfer of ownership of any Products other than Helicopters shall take place after fulfilment of export customs formalities by the Seller (when applicable):

- at the Seller's facility, at the time of their collection by the forwarding agent appointed by the Customer, or

- in case of Products delivered CIP or DAP, at the mentioned delivery place, and shall be subject to the prior performance by the Customer of its obligations in particular the full payment of the delivered Products and interest, if any.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned.

As a result, should the Customer fail to pay according to the contractual payment terms, the Seller reserves the right to terminate the Contract through notification sent by registered letter and, if the Products are already delivered, to demand that said Products be returned. If the laws of the country where the Products are delivered do not allow the Seller to regain ownership, the Seller shall be entitled to benefit from any other rights that such laws may confer. The Customer shall implement all measures necessary to protect the Seller's aforementioned rights. In all cases, this will not prevent the Seller from claiming any damages.

Risk of loss or damage to the Products is transferred to the Customer at the time of delivery of the Products by the Seller as determined by the agreed Incoterms® 2020.

8.5 Adherence to the delivery date

Adherence to the delivery date is conditioned upon the Customer fulfilling all of its contractual obligations.

8.6 Helicopter ownership chain

Without any time limit, the Customer will inform the Seller of any resale of Helicopter(s). This information will be provided in writing and within fifteen (15) days from transfer of ownership to the Customer's buyer and shall include the identity of the new owner and, if available, of the operator.

9 - WARRANTY

9.1 General

The Seller warrants that the Products and Services provided, except the turbine engine(s),

specific equipment with a STC mentioned in the Contract (if any) and MEGHAS avionics equipment, are free from defects in material and workmanship under normal use and service and that software identified in the applicable Helicopter specification substantially provides the functions set forth in the said specification or in the applicable SB.

The turbine engine(s) as well as the MEGHAS avionics equipment installed in the Helicopter and STCs equipment identified in the Purchase Order are covered by the warranty granted by the manufacturers of these items (Safran Helicopter Engines, Pratt & Whitney and Thales and the STC holder), the benefits of which the Seller hereby assigns on to the Customer who hereby acknowledges and accepts such assignment.

As soon as possible but no later than fifteen (15) calendar days after the discovery of a defect, the Customer shall furnish to the Seller, by using a warranty claim form provided by the Seller, the full details of its claim and the basis thereof. As soon as it receives the said form, the Seller will forward to the Customer a warranty claim acknowledgment and a RMA form. Within fifteen (15) calendar days following the receipt of such documents the Customer shall return the allegedly defective Parts to the Seller. If the Customer fails to return the allegedly defective Parts in due time, the Seller reserves the right to invoice the replacement Parts which have been ordered or produced for the Customer at the price stated in the relevant Seller's price list in force, or in the relevant Quotation.

The Seller will compensate reasonable transportation costs outbound from the Customer premises to the Seller's premises for the repairable Parts for which the benefit of the warranty has been granted by the Seller. The Customer shall send the invoice to the Seller by the end of each quarter and in any case not later than three (3) months after the acceptance by the Seller of the warranty claim. Corresponding credit notification will be issued on a quarterly basis by the Seller and shall be applicable to Spare Parts and/or R&O invoice(s). Insurance, customs expenses and other charges as well as the expenses incurred by the Customer for the removal, re-installation, calibration and troubleshooting operations with respect to such Parts shall be borne by the Customer.

However, during the first year of the warranty of a new civil Helicopter (except H215 one), for each valid warranty claim, the Seller will compensate in kind the Customer for reasonable labour charges related to warranty issues on the basis of removal and re-installation of the concerned Part(s) (troubleshooting excluded). These labour charges flat rates in force are defined by the Seller per category and are available to the Customer on request. Such compensation shall be cumulated on a monthly basis under the form of a credit which shall be valid for one (1) year and shall be used by the Customers for paying ordered Spare Parts. If applicable, the Customer hereby authorizes the Seller to grant the credit to the company who manages and performs the warranty claim on its behalf for the final benefit of the said Customer.

Said credit(s) shall not apply in case of Customer's default, such as, but not limited to, late payment and payment failure.

For Parts for which the benefit of the warranty has been granted by the Seller, the return transportation costs to the Customer premises shall be borne by the Seller.

The warranty exclusions are as follows:

- in the event that maintenance activities have not been properly entered in the appropriate logbook (or in case of failure to produce the logbook to the Seller if so requested), or

- in the event of a defect that is the result of normal wear and tear, or

- Parts and any associated costs incurred for scheduled maintenance, or

- if the Parts have been stored, protected, freighted, operated, maintained, installed, altered, repaired or overhauled otherwise than in accordance with the manuals, documentation and instructions delivered by the Seller or its subcontractors/suppliers, or

- if the Parts has suffered an accident, or

- if a defect of the Part(s) alleged by the Customer is not confirmed during the technical expertise done by the Seller, or

- if the Parts have not been delivered by the Seller, or

- if the defect is partly or wholly caused by a defective item not provided by the Seller, or

- if the software or the host media is exposed to any computer virus or to any conditions in excess of those published in the applicable manuals, documentation and instructions delivered by the Seller, as well as any alteration and/or modification not validated by the Seller, having an impact on the software, or

normal wear and tear of item(s) such as, but not limited to, seals, tires, inner tubes, bulbs, packings and similar consumables parts.

The warranty is granted to the Customer personally. As a consequence, should the Customer sell a Helicopter during the warranty period, it undertakes to notify the Seller of the new owner's name at the time of the transfer of title. Notwithstanding, any request for warranty transfer to any third party within the six (6) months following the Helicopter's delivery is subject to the prior written consent of the Seller. Should the Customer want the warranty to be managed by a third party, it shall then provide the Seller with a power of attorney authorizing the said third party to act on its behalf. The warranty constitutes the Seller's sole liability in case of breach of the warranty obligation, and is exclusive and in lieu of any other warranty or remedy available under the Contract or at law (to the extent permitted at law).

9.2 Warranty period

The Seller's obligation under the warranty is limited to the repair - or replacement at the Seller's discretion - of the allegedly defective Products or Services that have been returned to its facility and, at the time of any repair or replacement have been recognized by the Seller after expert investigation as defective. To be eligible under this warranty, the alleged failure must have occurred within the time-limits mentioned here-after:

- For new civil Helicopter(s) in baseline definition and installed optional equipment:
 - Within two thousand (2,000) flying hours or thirty six (36) months after their acceptance at the Seller's factory, whichever event occurs first.
- For Spare Part(s) and SB kit(s):
 - Within one thousand (1,000) flying hours or twelve (12) months from the time they are fitted to the Helicopters or twenty four (24) months after their delivery from the Seller's factory, whichever event occurs first.
- For tool(s):
 - Within twenty four (24) months after their delivery from the Seller's factory.
- For Training Item(s):
 - Within the twelve (12) months after their delivery from the Seller's factory.
- For repaired, overhauled and standard exchange Items, and used Part(s):
 - Within five hundred (500) flying hours or six (6) months from the time they are fitted to the Helicopters or twelve (12) months after their delivery from the Seller's site, whichever event occurs first. For repaired Item, the warranty is limited to the repair done and/or the Parts replaced.
- For tools repaired, overhauled or returned for calibration:
 - Within twelve (12) months after their delivery from the Seller's site.
- For workmanship:
 - Within five hundred (500) flying hours or six (6) months from the signature date of the acceptance certificate by both Parties, whichever event occurs first.
- Warranty periods in case of sale of pre-owned Helicopter(s) are defined in the relevant Specific Annex.

Software identified in the applicable Helicopter specification shall only be considered as non-conforming, if there are substantial deviations of the functions supported by software from the Helicopter specifications. The Seller will, at its sole discretion, remedy such non-conforming software for the considered Helicopter by providing a correction release of the software or by finding a reasonable workaround. The Customer shall supply the Seller with all necessary information and documentation in its possession, to enable the Seller to investigate and rectify such non-conforming software. The Seller warrants the software identified in the applicable Helicopter specification provided that the alleged warranty is notified by the Customer to the Seller within one hundred and eighty (180) calendar days from the date of delivery of the Helicopter to the Customer.

The warranty conditions for software embedded in the delivered Spare Parts or in the delivered repaired/overhauled/ standard exchange Item shall be the ones applicable to the software delivered with the Helicopter, as mentioned in the previous paragraph.

Any SaaS, including any and all of their supporting elements and content, are provided "as is" and "as available". The warranty period on the repaired or replaced part(s) shall be the warranty period that was remaining on the respective defective part. The part(s) removed for which the Seller supplies a replacement part(s) shall become the property of the Seller.

9-3 German legal warranty

For Contracts governed by German law, the German legal warranty (Sachmängelhaftung) supersedes the standard warranty conditions described here above for the first twelve (12) months. During this period, and provided that the German legal warranty is applicable, the Seller may elect to repair or replace the defective Products.

10 - CONFIDENTIALITY

During the performance of the Contract, the proprietary information of the Parties shall be protected as follows: the term "Proprietary Information" shall mean any information or data in whatever form (either in writing or orally, subject to the conditions set forth hereinafter, and including but not limited to any written or printed documents, samples, models or any means of disclosing such Proprietary Information that the disclosing Party may elect to use during the life of the Contract), disclosed by either Party to the other and which is designated as proprietary to the disclosing Party by an appropriate stamp, legend or any other notice in writing, or when disclosed orally, has been identified as proprietary at the time of disclosure and has been promptly (thirty (30) calendar days at the latest) confirmed and designated in writing as Proprietary Information of the disclosing Party.

The receiving Party hereby covenants that, from the effective date of the Contract, the Proprietary Information received from the disclosing Party shall:

- a) be protected and kept in strict confidence by the receiving Party, which must use the same degree of precaution and safeguards as it uses to protect its own Proprietary Information of like importance, but in no case any less than reasonable care; and
- b) be only disclosed to and used by those persons within the receiving Party's organization (including temporary workers) and its Affiliates, external counsels, lawyers, accountants, auditors, banks, insurers and IT Service Providers, who have a need to know and solely for the purpose specified in the Contract (and provided such entities are bound by confidentiality obligations either at least as constraining or resulting from a professional duty by operation of law); and c) not be used, in whole or in part, for any purpose other than the purpose of the Contract without the prior written consent of the disclosing Party; and
- d) neither be disclosed nor caused to be disclosed, whether directly or indirectly to any third party or persons other than those mentioned in subparagraph b) above; and
- e) neither be copied nor otherwise reproduced nor duplicated, in whole or in part, where such copying, reproduction or duplication has not been specifically authorized in writing by the disclosing Party.

Any Proprietary Information and copies thereof disclosed by either Party to the other shall, subject to any third party rights, remain the property of the disclosing Party and shall be immediately returned by the receiving Party upon request.

Notwithstanding the confidentiality obligations stated in the Contract, the receiving Party may disclose the Proprietary Information to any governmental agency or judge legally authorized to have mandatory access to such information, provided however that in these circumstances, the receiving Party shall prior to disclosure notify the disclosing Party to give the disclosing Party the opportunity to take appropriate action(s), as far as available, against such disclosure.

AH, as a French company, is under the obligation to comply with French Law n°68-678 (as modified by Law n°80-538) regarding the communication of documents and information of economic, commercial, industrial, financial or technical nature to natural or legal entities abroad.

11 - INTELLECTUAL PROPERTY

AH and/or AHD retain all rights in respect of developments, inventions, know-how, production procedures and any intellectual property rights relating to the Products that they manufacture and/or Services related thereto.

Nothing in the SCS shall be construed as a legal transfer of or licence to (other than specified hereafter), any patent, utility or design model, copyright, trademark, know-how or other intellectual property right. Copying and/or reproducing and/or communication and/or transmission to a third party of Seller's Products or Services or technical information or publications or training manuals, either wholly or partially, without the Seller's written express approval is strictly forbidden (except for the copying by the Customer of technical documentation provided by the Seller exclusively for the purposes of operation and maintenance of the Helicopters by the Customer).

The Seller grants the Customer a non-exclusive, non-transferable licence to use

- a SaaS for the purposes of operating and/or maintaining helicopters and/or
- the executable form of the software on the related Product, for the purposes of operating the Helicopters.

This licence does not entitle the Customer to receive free of charge updates of such software. The Customer shall not decompile, disassemble, modify, reverse assemble, reverse engineer or reduce to human readable form, the software and/or any SaaS except to the extent the foregoing restriction is, by operation of applicable law, prohibited or of no effect.

12 - LIABILITY

Notwithstanding any provision to the contrary in the Contract or elsewhere, the total and cumulated liability of the Seller under the Contract, due to any and all causes whatsoever, whether based on breach of contract or in tort or otherwise, shall in no event exceed in aggregate an amount equivalent to ten per cent (10%) of the total net Contract price (excluding taxes) or in case a specific Order is passed and the triggering event of liability relates to that Order, ten per cent (10%) of the total net Order price (excluding taxes).

The above limitation shall not apply in the event of gross negligence, wilful misconduct, death or bodily injury.

Each Party shall be responsible for death or bodily injury arising to its own personnel, whatever the cause. The Parties therefore waive the right to any claim against the other in this respect, except if such death or bodily injury is caused by the gross negligence or wilful misconduct of the other Party.

In no event shall the Parties be liable for any indirect, consequential, incidental, special or punitive damages of any kind, including, but not limited to, damages for any loss of use or profit, loss of assets, loss resulting from business disruption, loss of goodwill or loss of contractual opportunity by the other Party.

To the extent permitted at law, the Seller's obligations and liabilities and the Customer's rights and remedies as set forth in the Contract are exclusive and are in replacement of any and all other remedies under law or otherwise.

13 - FORCE MAJEURE AND EXCUSABLE DELAY

13.1 Force majeure

The Seller shall not be held responsible for failure to perform or delay in performing any of the contractual obligations of the Contract if such failure or delay is due to, but not limited to:

- acts of God, war, insurrection, epidemics, sabotage, labour disputes, strikes, lock-outs, shortages of labour, interruption or delays in transportation, fire, explosion, equipment or machinery breakdown, failure or delays of the Seller's sources of supply, shortage in material or energy, or
- acts, orders or priorities resulting from any government action, national or international authorities, or
- acts caused by any supplier or subcontractor of the Seller (or lower level subcontractor or supplier), or
- a bankruptcy or insolvency event concerning any supplier or subcontractor (or lower level subcontractor or supplier), or
- any other case beyond the reasonable control of the Seller.

For the avoidance of doubt, the delay or absence of payment by the Customer cannot be considered by it as a case of force majeure.

In case of force majeure, the contractual delivery date shall be extended by such period of time reasonably required to remove and/or overcome the event of force majeure and its effects.

13.2 Excusable delay

Any postponement of the contractual dates due to the following causes shall not constitute a delay:

- a) BFE/CFE not delivered according to the schedule stated in the Contract or found defective and which consequently requires to be replaced by the Customer or,
- b) Changes or additions to the Contract requested by the Customer or,
- c) Any failure or omission by the Customer to perform its obligations set forth in the Contract.

Any additional costs incurred by the Seller as a result of the occurrence of one of the above events shall be invoiced by the Seller and paid by the Customer over and above the Contract Price.

14 - TERMINATION

14.1 Termination for default

A Party may terminate all or part of the Contract for default of the other Party in the event that the other Party persistently fails to perform its obligations and despite the non-defaulting Party having notified by acknowledgment of receipt the defaulting Party to take adequate corrective measures and provided no such measures have been proven to have been taken within a period of two (2) months, following the above notice. The termination shall occur without any specific formality other than the above notice.

In the case of termination for default, the following shall apply:

14.1.1 In case of default of the Customer:

a) the Customer shall indemnify the Seller for all costs and damages (including but not limited to raw materials, labour, overhead, storage fees, work in progress) incurred by the Seller or which the Seller could not avoid incurring (including termination indemnities, if any, under the contracts between the Seller and its subcontractors or suppliers or under the second level contracts or subcontracts),

b) the Customer shall pay to the Seller a termination indemnity equal to ten per cent (10%) of the contractual price as well as an indemnity equal to the damages sustained by the Seller,

c) the Customer shall indemnify the Seller in case other remedies are available by the Customer under the Contract, than those mentioned under paragraphs a) to b) above, and

d) the Seller shall be entitled to retain any payments already made by the Customer, until an agreement is found on the above or the dispute resolution has been implemented and a decision has been taken in consequence.

14.1.2 In case of default of the Seller:

a) the Seller shall be entitled to deliver the remaining non-faulty Products and render the remaining non-faulty Services, and shall be paid the corresponding price thereof, and

b) the Seller shall return to the Customer all the BFE/CFE remaining in its premises, once the Products are delivered and/or the Services are rendered, and

c) the Seller shall refund the Customer, the amount of the down payment which refers to the unfulfilled part of the Contract.

14.2 Termination for force majeure

In case of the occurrence of a force majeure event as provided in article 13.1 results in the contractual delivery or performance dates being extended by more than six (6) consecutive months, the Parties shall meet in order to determine under which conditions they wish to pursue the Contract or if they do not reach an agreement within a one (1) month period, either Party shall be entitled to terminate the Contract, without being entitled to claim for any damages or compensation in any form whatsoever.

15 - APPLICABLE LAW AND DISPUTE RESOLUTION

The Contract shall be governed by German law for the sale of Products and/or Services by Airbus Helicopters Deutschland GmbH and by French law for the sale of Products and/or Services by Airbus Helicopters. Irrespective of the applicable law, the United Nations Convention for the international sale of goods is excluded.

The Parties shall attempt to amicably settle any dispute, controversy or claim arising out or in connection with the Contract, including through mediation (under the authority of a neutral, independent mediator to be jointly appointed by the Parties). If two (2) months after the occurrence of such dispute, controversy or claim, the Parties have failed to reach an agreement (unless they agree to extend the amicable phase), then the dispute, controversy or claim shall be settled as follows, depending on the contractual aggregate amount:

- A dispute will be finally settled under the rules of arbitration of the International Chamber of Commerce (ICC) by three (3) arbitrators appointed in accordance with the said rules.

- In the specific case of a dispute of which the aggregate amount does not exceed ten million (10 000 000) Euros, the Parties agree to opt for a fast track arbitration process in accordance with the ICC rules.

The place of arbitration shall be Geneva (Switzerland) and the language of the arbitration shall be English.

However, in all cases, should the Seller elect to choose a local court jurisdiction due to arbitration not being adapted to the specific nature of the dispute, in particular the need for immediate injunctive relief or to recover sums due, then such local court will be competent to settle the dispute.

The Parties hereby consent and agree to be subject to the jurisdiction of the aforesaid courts and/or arbitration and, to the greatest extent permitted by the applicable law, the Parties hereby waive any right to seek to avoid the jurisdiction of the above courts on the basis of the doctrine of forum non conveniens.

Unless otherwise agreed by both Parties, the fact that any dispute has been referred to arbitration pursuant to this article shall not relieve either Party from any of its obligations as set out in the Contract.

16 - DATA EXCHANGE

16.1 General

In order to improve the Products, their reliability and availability and the Customer services, the Seller has set up a data exchange process based on maintenance and operational data coming from the Customer's helicopters in service. The Data will notably consist of:

- Helicopter data generated by on-board recording systems,
- information system data, such as maintenance, operation, logistics and airworthiness data and
- data loaded to, transmitted by and/or stored as well as data generated by the SaaS as a result of the use of the SaaS.

For these purposes, the Customer, or its designated entity for operations and/or maintenance, hereby authorizes the Seller on a free and non-exclusively basis:

- to collect such Data.
- to use the Data to create processed data (data which is reconciled, enriched, qualified and analysed by AH) (hereinafter the "Processed data"),
- to anonymize such Processed data (Processed data which is anonymized, not enabling to identify the Customer) (hereinafter the "Anonymous data"),
- to disclose Data, Anonymous data and Processed data internally only to those of its employees (for the avoidance of doubt, this shall include temporary agency workers and freelancers) and/or Customer Centres having a need to have access to such data for the purpose (*) stated below,
- to disclose Data and Processed Data to partners, suppliers and/or subcontractors of AH (i) having a need to have access to such data for the purpose (*) stated below and (ii) being bound by confidentiality obligations,

- to disclose Anonymous data to partners, suppliers and/or subcontractors of the AH for the purpose (*) stated below,

- to use and disclose to customers Anonymous data (including after being complemented with additional sources of anonymous data) for the purpose (**) stated below, and

- to store Data, Processed data and Anonymous data.

(*) Disclosure shall be for the purpose of further software & service development, helicopter improvement & expert analysis.

(**) Trend monitoring, benchmarking services, report issuance, analyses and customer workshops for helicopter maturity.

Data, Anonymous data and Processed data may also be used for the purposes of supporting the Customer subject to a specific agreement.

16.2 Data confidentiality and intellectual property

The Parties agree that any and all Data disclosed by the Customer or its designated entity to AH shall be deemed confidential. Nevertheless, AH shall be entitled to disclose Data and Processed data to the persons and entities and at the conditions described under article 16.1 above. Anonymous data (including after being complemented with additional sources of anonymous data) can however be used and disclosed by the Seller without being subject to any confidentiality limitations/obligations.

AH owns all foreground intellectual property and know-how, if any, generated by the outcome of the analysis of the Data, Processed data and/or Anonymous data.

16.3 Data related liability

Notwithstanding anything to the contrary in the Contract, the Seller or its Customer Centers shall not be liable toward the Customer or its designated entity in the frame of the analysis of the Data and/or in connection with the Customer's helicopter maintenance, repair and flight operations as a result of the disclosure of confidential information by the Customer or its designated entity to the Seller or its Customer Centers or as the result of any exchange or analysis of information collected through the process.

17 - MISCELLANEOUS

These SCS along with the applicable Specific Annex(es) and Purchase Order (or Order) constitute the entire agreement between the Seller and the Customer. They supersede all previous communications and/or agreements either oral or written, between the Seller and the Customer with respect to the Products or Services.

In the event that one (1) or more of the articles provided for in these SCS is deemed invalid or unenforceable, the remaining provisions shall remain entirely valid and applicable.

English shall be the language of the Contract. Both Parties shall use English as the language to exchange, issue and deliver information, documentation and notices, and any related documents excluding those documents which might be produced by a governmental institution in the local language.

In the Contract, unless the contrary intention appears:

- headings are for the purpose of convenient reference only and do not form part of the Contract;

- where the last day of any period prescribed for the doing of an action falls on a day which is not a working day in the country of the applicable law, the action shall be done no later than the end of the next working day.

In case of any contradictions and discrepancies between the parts of the Contract, precedence shall be given in the following decreasing order:

- 1) Purchase Order, Order or Order Confirmation (as applicable)
- 2) Present SCS
- 3) Specific Annex(es)
- 4) Other Annexes and/or appendices in their order of appearance.

The provisions of the confidentiality, intellectual property, liability, applicable law and dispute resolution articles of the Contract shall survive and continue to have effect after the termination or expiry for any reason whatsoever of the Contract, and for a period of thirty (30) years thereafter.

No term or provision hereof will be considered waived by either Party, and no breach excused by either Party, unless such waiver or consent is in writing and signed by the Party against whom the waiver is asserted. No consent by either Party to, or waiver of, a breach by either Party, whether express or implied, will constitute a consent to, waiver of, or excuse of any other, different or subsequent breach by either Party.

Any variation or modification of the Contract shall be made in writing through an amendment and signed by duly authorised representatives of each Party.

The relationship between the Seller and the Customer is solely that of purchaser and seller. No joint venture or partnership is intended nor will any be construed from the Contract. Neither Party will have the authority to enter into contracts on behalf of or bind the other in any respect.

The Customer shall not be entitled, without the prior written consent of the Seller, to assign or transfer to a third party all or part of the rights and obligations under the Contract.

STANDARD CONDITIONS OF SALE SPECIFIC ANNEX APPLYING TO THE SALE OF SPARE PARTS

B1 - GENERAL

This Specific Annex, subject to SCS, is applicable to sale of Spare Parts, including tools, SB kits and STCs performed by the Seller to any Customer in order to maintain and/or operate Helicopters.

B2 - DELIVERY AND INCOTERMS

Unless the Contract stipulates another Incoterm, Spare Parts shall be delivered packed Free Carrier (FCA) Incoterms® 2020 at the Seller's site or logistic platform as specified in the Purchase Order.

In case of unavailability of the Spare Parts or of raw material, the Seller shall be entitled to make partial deliveries.

B3 - ORDER'S TYPOLOGY AND SPECIFICITIES

B3-1 Planned Purchase Orders

Purchase Orders of Spare Parts shall be considered as planned Purchased Orders if the requested delivery date is above two (2) weeks from the date of receipt by the Seller of a valid Customer's Order (Order Date), under FCA Incoterms® 2020 defined in Article B2. In case of complete or partial modification of the Order, the date of receipt shall be updated accordingly.

For each Order line of any planned and confirmed Purchased Orders, the Seller shall commit on delivery performance, except for critical part(s) as mentioned in the Order Confirmation. In case of late delivery, the Seller will grant to the Customer a credit under the conditions defined hereafter:

- If the Spare Part(s) ordered is(are) "on collection" as identified in the Seller's price list in force and is(are) delivered by the Seller after the delivery date requested by the Customer, the credit per delayed Spare Part shall depend on the timeframe between the requested delivery date and the Order Date, under FCA Incoterms® 2020 defined in Article B2, as follows:
 - Timeframe of fifteen (15) calendar days up to thirty (30) calendar days: eight (8) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed four thousand (4 000) euros;
 - Timeframe of thirty one (31) calendar days up to sixty (60) calendar days: twelve (12) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed six thousand (6 000) euros;
 - Timeframe of more than sixty (60) calendar days: sixteen (16) per cent of the invoiced value of the Spare Part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- If the Spare Part(s) ordered is(are) "on demand" as identified in the Seller's price list in force, the Seller shall propose a delivery date and commit on it in the Order Confirmation. If the Seller delivers the Spare Part(s) on demand after the said committed delivery date, the credit per delayed Spare Part shall equal to sixteen (16) per cent of the invoiced value of the Spare part; the total credit per Order's line shall not exceed eight thousand (8 000) euros.
- The credit shall not apply in case of an event disrupting the logistic flow for reasons not attributable to the Seller.
- The eligible credits shall be cumulated from 1st of January to 31st December of year n and the related total amount will be then granted under the form of a credit which shall be valid from 1st of April until 31st December of year n+1 and shall be used by the Customers for paying ordered Spare Parts. Said credit shall not apply in case of Customer's default, such as, but not limited to, late payment and payment default.

If the Contract stipulates another Incoterm than FCA Incoterms® 2020, the conditions for

allocating the credit are subject to adjustments and shall be agreed between the Parties.

B3-2 Rush Purchase Orders

The Rush Purchase Order is an Order with a requested delivery time below two (2) weeks from the date of its receipt by the Seller, the Customer not being in AOG situation.

B3-3 AOG Purchase Orders

To guarantee an efficient service to the Customer and respond quickly to any situation where the Customer's Helicopter is AOG, the Seller provides a twenty four (24) hours a day/seven (7) days a week AOG service. The AOG service is available for Orders of Spare Parts which are essential to put a Helicopter back into service or to enable it to perform its mission.

Any Spare Parts listed in the Seller's illustrated Parts catalog can be ordered by the Customer via AOG service, except main assemblies, raw materials, ingredients and hazardous materials.

The AOG service is provided to the Customer at the price stated in the relevant Seller's price list in force or in the relevant Quotation plus a surcharge fee of three hundred (300) euros (excluding transportation) charged per confirmed AOG Order. A flat rate for transportation cost will be added to the price of Spare Parts.

The Customer shall also mention in writing regarding any AOG Order placed to the Seller, the following information:

- Part number/ nomenclature
- Failure description and reason of removal
- Quantity required for the specific AOG
- Ship to address

The Seller, by sending an Order Confirmation, shall confirm in writing to the Customer the price and the delivery time within twelve (12) hours after receipt of the Customer's Order.

The Spare Parts already available in the Seller's inventory upon receiving the Order from the Customer will be delivered packed Carriage Insurance Paid (CIP) Incoterms® 2020 to the nearest international airport to the Customer and within seventy two (72) hours after receipt by the Seller of the Customer's Order, depending on the delivery location.

The Customer may order in AOG the concerned Spare Parts in accordance with the quantity fitted on the Helicopter. If several line items are ordered, the Seller has the right to make partial deliveries, depending on the availability of the Spare Parts.

The Customer shall check the Spare Parts provided in AOG conditions, notify any recognisable defects in a documented registered letter within forty eight (48) hours as from the date the Spare Parts have been received by the Customer and place them at Seller's disposal.

B4 - SB kit and STC

Unless otherwise specified, the kits originated from SB or STC modification are defined on the basis of the "as-delivered" configuration (i.e. the configuration of the Helicopter at the time of transfer of title from the Seller to the original customer). It is the responsibility of the Customer to make sure that the actual configuration of the Helicopter corresponds to the pre-mod configuration of the relevant SB or STC installation instruction. Any deviation of the actual configuration that requires the amendment of the SB or the STC installation instruction shall be charged to the Customer on a time and material basis.

Unless otherwise specified, the STC is sold to the Customer with the certification(s) as listed in the catalog and specified in the offer. It is the responsibility of the Customer to make sure that such certification(s) are acceptable to its competent airworthiness authority before the installation of the kit. The Seller will provide all reasonable support to the Customer for the additional certification or validation of the existing certification(s) at the latter's sole expense on a time and material basis.

The STC holder of the Product shall retain full responsibility for the type design definition its own Product (configuration, definition, necessary changes and continuing airworthiness). The Seller does not warrant the compatibility of the STC with future mandatory or non-mandatory modifications.

Contacts

Please contact your usual AIRBUS HELICOPTERS commercial interface

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