AIRBUS

No. 3000-I-00

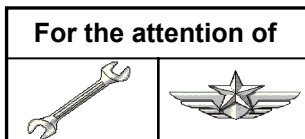# Information Notice

SUBJECT: **GENERAL**

Clarification about the various Technical Data distribution media (digital or physical)

For the attention of

AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
EC120	B	
AS350	B, BA, BB, B1, B2, B3, D	L1
AS550		A2, C2, C3, U2
AS355	E, F, F1, F2, N, NP	
AS555		AF, AN, SN, UF, UN, AP
EC130	B4, T2	
SA365 / AS365	C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K, K2
AS565		MA, MB, SA, SB, UB, MBe
SA366		GA
EC155	B, B1	
SA330	J	Ba, L, Jm, S1, Sm
SA341	G	B, C, D, E, F, H
SA342	J	L, L1, M, M1, Ma
ALOUETTE II	313B, 3130, 318B, 318C, 3180	
ALOUETTE III	316B, 316C, 3160, 319B	
LAMA	315B	
EC225	LP	
EC725		AP
AS332	C, C1, L, L1, L2	B, B1, F1, M, M1
AS532		A2, U2, AC, AL, SC, UE, UL
EC175	B	
H160	B	
BO105	C (C23, CB, CB-4, CB-5), D (DB, DBS, DB-4, DBS-4, DBS-5), S (CS, CBS, CBS-4, CBS-5), LS A-3	CBS-5 KLH, E-4
MBB-BK117	A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m, D-3, D-3m	D-2m, D-3m
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H	

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Following several questions about the different Tech Data media and their updating sequence, Airbus Helicopters deems necessary to clarify the distribution rules as well as the rules in terms of applicable reference for the different document types.

For contractual reasons, Airbus Helicopters shall concurrently maintain several Tech Data distribution media and regularly clarify its policy. This Information Notice aims at answering questions that are frequently raised by Customers and Authorities.

1. What are the different media types?

Depending on the Customers' subscriptions or contracts, Customers can access different documentation media.

1.1 Digital media

AirbusWorld/Technical Data and **T.I.P.I.** are the two vectors through which digital documentation is available. Both are required to get the complete set of Tech Data.

AirbusWorld is the Customer portal offering all the online services for the Customer. Among these services, "Technical Data" allows accessing or downloading the online Tech Data.

The information accessible through the **AirbusWorld/Technical Data** service is:
- O.R.I.O.N., the standard electronic viewer for maintenance documentation and part catalogs, for aircraft with civil type certificates
- Online PDF, for all manuals available in paper format
- Dynamic Troubleshooting for programs concerned (H135, H145, H175)

All this information is available under **AirbusWorld/Technical Data** online or can be downloaded.

T.I.P.I. proposes the consultation of information such as Service Bulletins (Service Bulletin, ALERT SERVICE BULLETIN, Emergency ALERT SERVICE BULLETIN) and Information Notices (Information Notice, Safety Information, Safety Promotion Notice).

Note: For historical reasons, some documents available in **AirbusWorld/Technical Data** are still available in **T.I.P.I.**, such as the maintenance programs (MSM and ALS) or the approved parts of the Flight Manuals. These documents will be removed from **T.I.P.I.** in the future. An upcoming dedicated Information Notice will detail this in the coming months. For further details, see paragraph 7.

AirbusWorld is the reference website providing all the online services. Airbus Helicopters strongly encourages all Customers to ask for the creation of an **AirbusWorld** account if not already done. Besides, **T.I.P.I.** is available through **AirbusWorld** with a unique login, with no need to enter the **T.I.P.I.** password, except when accessed for the first time through **AirbusWorld**.

1.2 Physical media

For Customers who do not want to access Tech Data online, Airbus Helicopters proposes an optional subscription to physical media. The physical media which are distributed in this case are paper and/or USB sticks.

Depending on the manual type, the documentation exists in paper, and/or can be gathered in a comprehensive documentary product: O.R.I.O.N. for interactive data, Evidoc for PDF documents.

The comprehensive documentary products, O.R.I.O.N. and Evidoc, are available as standard on USB stick.

2. Documentation distribution chronology

2.1 At aircraft delivery

At aircraft delivery, the Customer gets access to its digital media (**T.I.P.I.** and **AirbusWorld/Technical Data** accounts if it is a first delivery, with the relevant subscription) and receives the relevant physical media in accordance with his contract.

The set of available Tech Data, composed of the Tech Data valid for the type/model, can be completed by a documentation set only applicable to this aircraft. This is the case for Delivery Notes, which contain complementary Instructions for Continuous Airworthiness that may be needed to ensure the completeness of the ICA at the delivery of new aircraft between two Tech Data revisions.

2.2 After aircraft delivery, following the normal Tech Data revision process

When a Tech Data revision is issued:

- First, the online documentation in **AirbusWorld/Technical Data** is updated and made available. Consequently, the **O.R.I.O.N.** products (when the **O.R.I.O.N.** documentation exists) and the PDF online documentation are released first.

- For the manuals duplicated in **T.I.P.I.** (MSM, ALS, FLM approved part), their availability in **T.I.P.I.** is ensured 24 hours maximum after the online availability in **AirbusWorld/Technical Data**.

- And finally, the physical media are distributed as soon as possible, once all the uploaded Tech Data is online.

The SRD (Status Revision Documentation), also known as LOAP (List of Applicable Publications) which is available in **AirbusWorld/Technical Data** allows Customers to know the status of the revisions (revision number, date of revision, date of online availability) at any time. It provides the status of the complete set of documents to which they have subscribed (and only those ones). It also includes advanced ICA data forwarded by means of Delivery Notes, for new aircraft deliveries.

Example: A Customer who has subscribed to O.R.I.O.N. for H130, but who has not subscribed to any of the maintenance manuals in PDF or paper format, will see in his SRD only the O.R.I.O.N. status and not the status of the different publications (AMM, SDS, MSM, IPC) contained in O.R.I.O.N. for H130.

The uploading of an update in **AirbusWorld/Technical Data** triggers its registration in the SRD and makes it applicable.

3. What is the reference for the maintenance Tech Data (Scheduled maintenance, Maintenance Manuals, Parts Catalogs)?

For the aircraft with civil type certificate and under the conditions that the maintenance documentation is available in the form of O.R.I.O.N., the reference documentation is O.R.I.O.N., the revisions of which are applicable as soon as they are available online.

For aircraft with civil type certificate for which the documentation is not available in the form of O.R.I.O.N., the reference documentation is the online PDF documentation.

For aircraft with military type certificate (or qualified by Airbus Helicopters), the reference documentation is the online PDF documentation.

For Customers using another media than the reference one, this documentation is applicable subsequent to its receipt.

Example: For a Customer who has no online access but has subscribed to the paper documentation, the latter is applicable subsequent to its receipt.

Note: For Customers operating a brand-new helicopter, in addition to the Tech Data reference as described above, any information contained in the delivery notes provided at helicopter delivery remains applicable until the next Tech Data revision.

Exception about O.R.I.O.N.

O.R.I.O.N. is always up-to-date, with 2 exceptions: the MTC (Standard Practices Manual) and Service Bulletins.

- The MTC is updated once a year, independently from the revision of the other manuals. As it is valid for all aircraft, it is not synchronized with any Normal Revision. The MTC is distributed in online PDF format, and paper as soon as available. It is inserted in the different O.R.I.O.N. publications during their composition. Currently, this measure does not allow the synchronization between the MTC revision status and its status in the O.R.I.O.N. products.

- The Service Bulletins accessible via O.R.I.O.N. correspond to the status at the date of the creation of the O.R.I.O.N. publication and do not necessarily reflect the latest update. They are provided for information only. The reference for Service Bulletin updates remains **T.I.P.I.**.

4. What is the reference for the Supplier's Tech Data (CMM, EPG)?

The documents coming from suppliers and for which Airbus Helicopters has the reprography rights are uploaded in **AirbusWorld/Technical Data** in online PDF format. These are the documents gathered into the OCMM collections (Online Component Maintenance Manuals) and OPG (Online Pilot Guide), which constitute the reference. These deliverables contain a list of equipment manufacturer manuals (List of Vendor Documents – LOVM) which vouches for the applicable reference of each equipment manufacturer manual.

For Customers using other media than the ones pointed out as reference media, these media are applicable as soon as they are received.

5. What is the reference for the aircrew documentation (Flight Manual)?

For the Flight Manual, the usable version that is acknowledged by the Authorities remains the paper version.

Note: For future upcoming programs, like H160, an Electronic Flight Manual, also known as C-RFM (Computerized Rotorcraft Flight Manual) will be available and will constitute the applicable reference.

The documents uploaded in **AirbusWorld/Technical Data** can be used by the pilots, if use is approved by their administrative Authorities. Their upload triggers their declaration in the SRD.

Airbus Helicopters avoids as much as possible any significant desynchronization between the online uploading of a Flight Manual and its receipt as a physical medium (paper version) by the Customer.

Concerning the Flight Manuals available in **T.I.P.I.**, Airbus Helicopters reminds that only the approved part of the Flight Manual is uploaded in **T.I.P.I.**. This upload constitutes a Customer information, for Customers who are outside the EASA administrative Authority, to inform them that a Flight Manual revision has been approved by EASA.

6. What is the reference for Service Bulletins and Information Notices?

T.I.P.I. is the reference base for Service Bulletins and Information Notices and their variants like ALERT SERVICE BULLETINS and Safety Information Notices.

7. Particular case of ALS/MSM on T.I.P.I.

The MSM and ALS information distributed via **T.I.P.I.** shall not be considered as reference information.

Historically, these documents were made available on **T.I.P.I.**, aiming to provide advanced copies of the upcoming ALS/MSM revisions to the operators, before receipt of the physical media (paper or DVD/USB stick). This was an answer to Operator requests, because the availability of the physical media (paper, DVD, USB stick) at the Customer location was sometimes long compared to the online availability of the valid documents.

This provision is obsolete, since the complete Tech Data set, including MSM and ALS, is now available in **AirbusWorld/Technical Data**. In addition, an Information Notice that specifies ALS and MSM modifications is published a few weeks before the uploading of a revision in **AirbusWorld/Technical Data**. In the short/medium term, the ALS and MSM will be deleted from **T.I.P.I.**.

8. Glossary

ALS	Airworthiness Limitations Section
AMM	Aircraft Maintenance Manual
C-RFM	Computerized Rotorcraft Flight Manual
EASA	European Aviation Safety Agency
ICA	Instructions for Continuous Airworthiness
IPC	Illustrated Parts Catalog
LOAP	List Of Applicable Publications
MSM	Master Servicing Manual
MTC	Standard Practices Manual (Manuel des Techniques Courantes)
OCMM	Online Component Maintenance Manuals
OPG	Online Pilot Guide
O.R.I.O.N.	Optimized Reader for Internet and Other Networks
SRD	Status Revision Documentation
T.I.P.I.	Technical Information Publication on Internet

Airbus Helicopters will keep you informed in case of any policy change in the future. Do not hesitate to consult your usual Technical Data representative for any questions you may have.