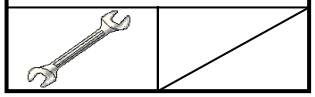
## No. 3140-I-00

# Information Notice

**SUBJECT: GENERAL**

**Improvement of the handling and logistics of selected dynamic components**
ATA: 63

**For the attention of**



| AIRCRAFT CONCERNED | Version(s) | |
|---|---|---|
| | Civil | Military |
| AS365 | N, N1, N2, N3 | F, Fi, Fs, K, K2 |
| AS565 | | MA, MB, SA, SB, UB, MBe |
| SA366 | | GA |
| EC155 | B, B1 | |
| 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 | |

**The purpose of revision 5 of this Information Notice is to provide information on the future SAFELOG containers.**

In pursuit of its commitment to safety, Airbus Helicopters aims at raising the bar in safety for the helicopter industry. This includes a number of improvement measures such as the development of reinforced containers for the transportation of selected dynamic components and the implementation of shock monitoring during transit.

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## What is SAFELOG?

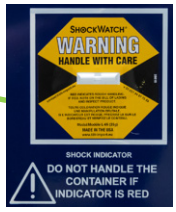
SAFELOG aims at improving the handling of selected dynamic components (Main Gear Box, epicyclic module, main module, Tail Gear Box, Intermediate Gear Box, planet gears).

It aims at providing:
- container improvement,
- shock level monitoring during handling and transportation,
- increased awareness of the importance of correct handling for the whole logistics chain.

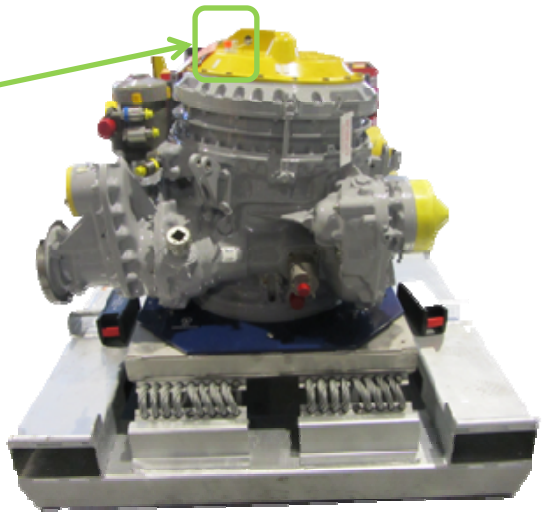
## What are the container improvements?

Two shock sensors monitor the shocks experienced by the container and the shocks transferred to the component. The component support in the different containers is as follows:
- the containers that transport MGBs include a suspended and removable metal chassis, associated with a shell. It is suspended by cables that dampen the shocks to which the transported component is exposed,
- the containers that transport TGB assemblies include a main shimming assembly, an upper shimming assembly made of foam, which supports and dampens, and a shell,
- the planet gears are placed inside shimming foam (only for information purposes).


External view of the container

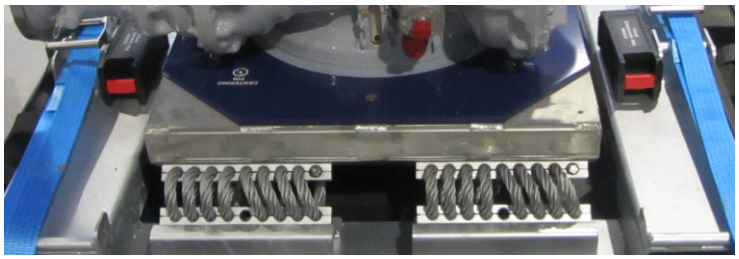



Shock sensors



Lower part of the container with MGB and component support

Component support with springs



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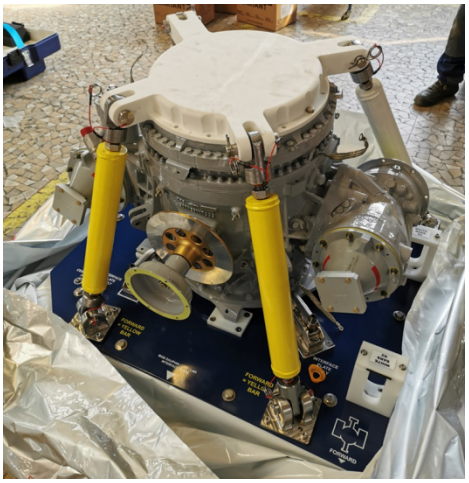

MGB attached with support arms

Planet gear container, transport solution with strong container and foam (only for information purposes)

The containers can be used for the temporary storage of a gear box. Their use is mandatory for any transportation of a gear box concerned by the SAFELOG scope, even for local transportation (from one hangar to another).

## What is the scope of SAFELOG?

In the current phase, the project is deployed for Super Puma (Main Gear Box, epicyclic module, main module, Intermediate Gear Box, Tail Gear Box) and for H175 (Main Gear Box, Intermediate Gear Box, Tail Gear Box).

The next step will be to extend the use of the SAFELOG containers to the Dauphin AS365 and H155 family for the following dynamic components: Main Gear Box and Tail Gear Box.

All the reinforced containers will be equipped with shock sensors, which indicate if they have been subject to a shock beyond the displayed threshold (color changes to red or marbles unsettled from the springs).

Examples of shock sensors:

**Shock Watch 25G Sticker OK**


**Protect-A-Pak marble-type sensor OK**


**Shock Watch 25G Sticker KO**


**Protect-A-Pak marble-type sensor KO**


## Deployment status

The deployment strategy that has always been applied by the SAFELOG project is a progressive deployment: Airbus puts the new SAFELOG containers into circulation as they are delivered by its suppliers; this is not necessarily sufficient to meet all customer needs. Consequently, it is expected that during a defined period of time, dynamic components can still be delivered in containers from the old generation, pending the receipt of all containers ordered from the supplier to cover the whole market.

## What is the process for reception?

All involved logistics and maintenance teams (Airbus Helicopters and non- Airbus Helicopters) will have to comply with the following:

- If the external shock sensor has been triggered (color changed to red), or if the external shock sensor is missing (despite being mentioned in the shipping note), or if the container is damaged, the customer must:
  . express a reservation with the carrier
  . open the container and check the internal shock sensor.
- If the internal shock sensor has been triggered (marbles unsettled from the springs) or if it is missing, a Technical Event (TE) must be opened in Keycopter*. The component is not serviceable pending the answer to the TE. The Customer must attach pictures of the container (external and internal), pictures of the component damage to the TE.

- If a component was returned with a container which does not comply with the specification above (wooden crate and/or SAFELOG container without shock sensor), a claim must be expressed with the carrier in due form (as per legislation) and you must create a TE.

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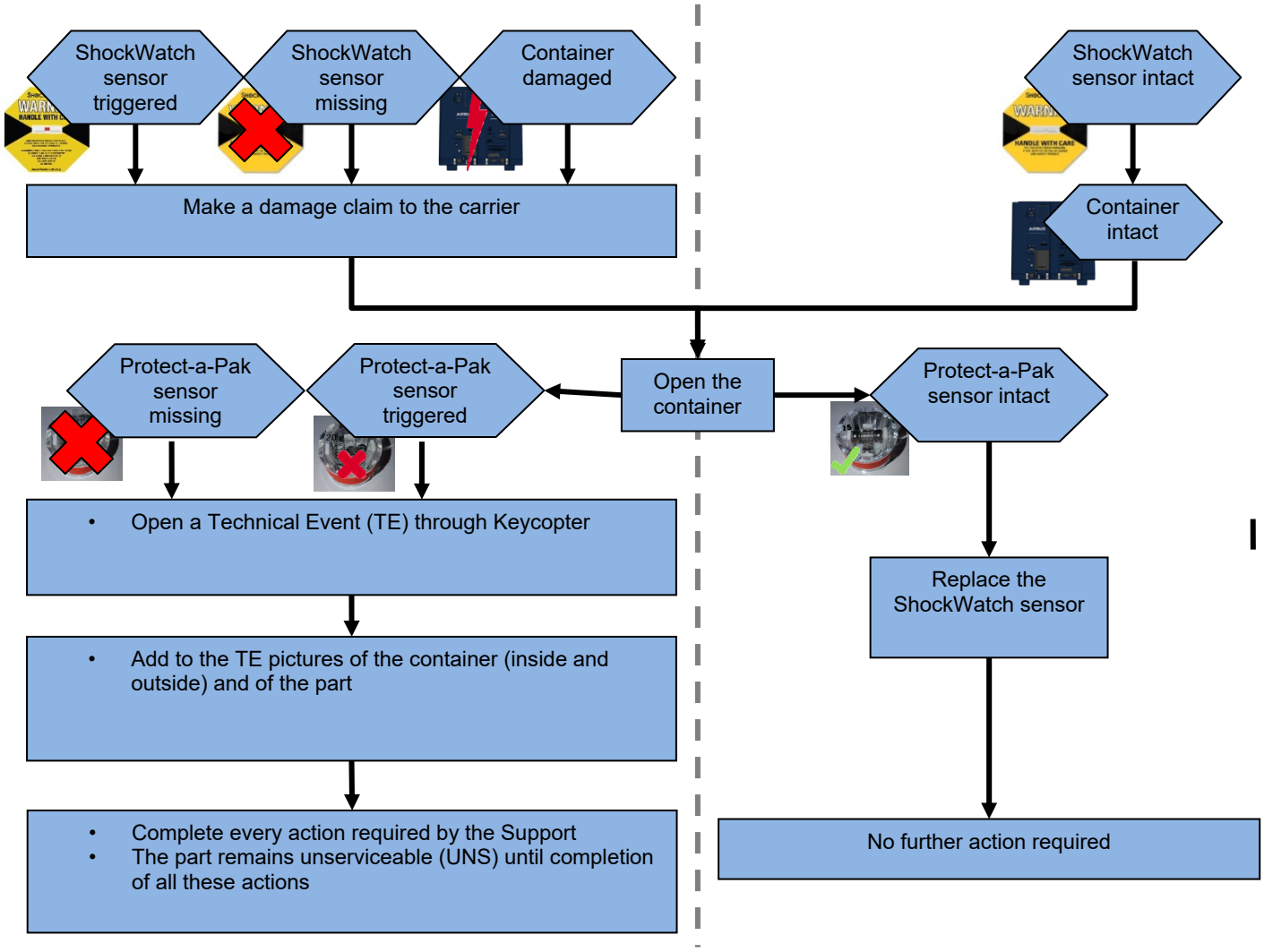
Reception process for a container with equipment




* To submit requests on technical topics, Technical Publications, Flight Ops and Maintenance Operations, please select the category “Technical Support” on Keycopter>My Requests OR go to the “Fleet Management” tab and click on the “Technical Request Management“ link.

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What is the process to transport a component?

The use of SAFELOG containers will be mandatory for the following dynamic components:

| Aéronef | Composant | Référence |
|---|---|---|
| **H175** | MGB container* | X632P6013101* |
| | MGB chassis | X632P6004101 |
| | IGB container | X653P6002101 |
| | TGB container | X652P6203101 |
| **Super Puma** | MGB container* | X632P6010101* |
| | MGB chassis | X632P6001101 |
| | Main module container* | X632P6011101* |
| | Main module chassis | X632P6002101 |
| | MK2 epicyclic module container* | X632P6012101* |
| | MK2+ epicyclic module container* | |
| | MK2 epicyclic module chassis | X632P6003101 |
| | MK2+ epicyclic module chassis | |
| | MK1 epicyclic module container* | X632P6018101* |
| | MK1 epicyclic module chassis | X632P6009101 |
| | IGB container | X653P6001101 |
| | MK2 TGB container** | X652P6202101 |
| | MK2+ TGB container** | |
| **Dauphin** | MGB container*(1) | X632P6019101* |
| | MGB chassis | X632P6020101 |
| | TGB container(2) | X652P6204101 |

** These references correspond to an equipped container (shell + chassis).*
*** MK1 TGB SAFELOG container not developed*

*(1) The handling of a Dauphin MGB on a SAFELOG chassis can only be performed with the new blanking cap X632P6703102 and the new lifting slings X632P11X0001.*
*(2) The installation of a Dauphin TGB in its SAFELOG container can only be performed with the installation of the blanking cap X652P2000101.*

- Any shipping for repair or overhaul must be processed in a customer-owned SAFELOG container as per the conditions described below:
  . all the selected components must be returned to Airbus Helicopters or to a D-level maintenance center with a shock sensor on the component,
  . all the selected components must be returned to Airbus Helicopters or to a D-level maintenance center with a shock sensor on the outside of the container.
- The repaired component will be returned in the same customer-owned SAFELOG container.

- Any standard exchange order (within PBH or without PBH) will be delivered in a SAFELOG container owned by Airbus Helicopters or the D-level repair station, which will be used to return the unserviceable component. Any failure to return the container is subject to penalties like the penalties on the return of the non-airworthy component (delay penalties or invoicing as per terms and conditions or applicable PBH contract). Airbus and the D-level repair stations reserve the right to perform further examination at the customer's expense if the described conditioning was not respected.

- Any purchase of new dynamic components listed above includes the supply of a SAFELOG container.

- Airbus Helicopters underlines the safety aspect and thus requests that, as for previously described transportation between Airbus Helicopters and the customer, transportation within the customer's premises must also be performed with SAFELOG containers equipped with a shock sensor on the component and on the outside of the container.

## How to procure the containers or shock sensors?

Your logistics contact will inform you of the purchasing conditions of a container and its accessories. Without this container, it is impossible to return your components for repair orders or internal transportation.
The metal chassis for the MGB containers and the foam shimming assemblies for the TGB containers can be ordered separately.
You can also view the prices of containers and place your orders in e-ordering.

By default, when purchasing a container, the shock sensors are provided with the containers.
Within the scope of a PBH contract or a standard exchange, spare shock sensors will be provided for the return flow.
If additional shock sensors are necessary, the different types can be obtained through MarketPlace or from several suppliers on the internet, by referring to the designations below.

Shock sensor to be put directly on the component:
- ***Protect-a-Pak 20G*** marble-type sensor ➔ **MGB, main module, epicyclic module (Super Puma only)**
- ***Protect-a-Pak 15G*** marble-type sensor ➔ **All other dynamic components**

Shock sensor to be put on the container at specified spot:
- ***ShockWatch 25G*** sticker ➔ **All dynamic components**

## Maintenance

In case of damage to the container shell or chassis, you can send a repair order to the following address: contact.tools-calibration.ah@airbus.com.
A dedicated team will collect the information related to the type of container and type of damage and will provide you with an address to which you can send your container for repair.

It is also possible to order the different components which make up the chassis or shell through the Marketplace. The components are listed in the user manuals of the containers.

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What is the relevant Tech Data?

The reference documents are as follows:
1. Information Notice No. 3140-I-00 is the reference document that informs the customer of the new process implementation.
2. The AMM and ICO of the different helicopters will be amended to include these procedures.

In addition, the Information Notice will be displayed on the Keycopter / e-Ordering front page.