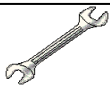


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Risks related to maintenance, repair & modification in the engine compartment (designated fire zone)

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	C, C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K, K2
AS565		MA, MB, SA, SB, UB, MBe
SA366	G1	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	
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	

No. 3613-S-00

Reason for Revision: With revision 1, the EC135 versions T3H, P3H, EC635 T3H and EC635 P3H will be added to the Aircraft concerned.

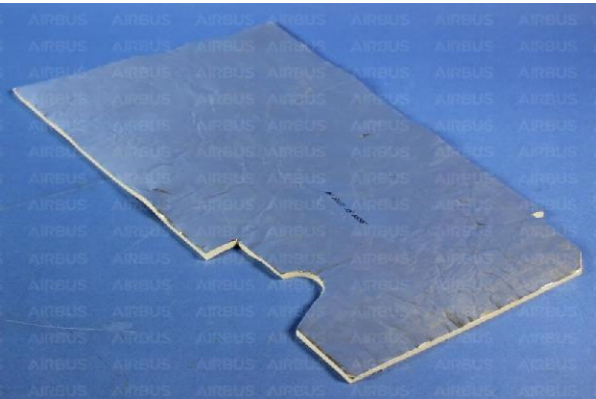

Airbus Helicopters has recently been informed of fire cases that started in the helicopter engine compartment, spread (fire not contained) and caused significant deteriorations to the surrounding areas, without any consequence for the occupants of the helicopter.

Airbus Helicopters analyses show that improper maintenance, repair or modification in the engine compartment could be factors that contribute to the start and spreading of the fire:

- Investigations show that some parts of the engine compartment, as seals, were in an unsatisfactory condition.
- It was also found that some resins used for repairs were not recommended by Airbus Helicopters, and were inappropriate for designated fire zones.
- Finally, it was also discovered that some parts were not Airbus Helicopters-designed parts for fire zone applications:

Indeed, fiberglass based engine compartment seals were replaced with aramid fiber based seals.

Moreover, silicon-based foams used for the thermal protection of the engine cowlings were replaced with polyurethane. Airbus Helicopters would like to point out that although of similar aspect, polyurethane foams do not satisfy the requirements for fire and heat resistance in a fire zone.

Airbus Helicopters thermal protection for fire zone applications (silicon)	Replacement part not for fire zone applications (polyurethane)
	

Pending the final investigation results, Airbus Helicopters would like to remind customers that the engine compartment is a designated fire zone and must resist and contain potential fire in accordance with type certification requirements. Therefore:

- Maintenance in the engine compartment must be performed as defined in the Airbus Helicopters technical publications.
Within this scope, Airbus Helicopters would like to remind customers of the release of Safety Information Notice No. 3496-S-71 concerning the "Inspection and maintenance of the engine compartment seals".
- Repairs in the engine compartment must be performed with recommended components according to the Airbus Helicopters technical publications.
- Only Airbus Helicopters-designed parts must be installed as spare parts on the helicopter fleet.

If you have any questions on this subject or any request concerning an alternative product, please contact the Technical Support Department of the Airbus Helicopters Customer Service:

With a Keycopter Access: Airbus World Technical Request Management <https://airbusworld.helicopters.airbus.com/>

E-mail: TechnicalSupport.Helicopters@airbus.com

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