

SAFETY INFORMATION NOTICE

SUBJECT: NAVIGATION

Pitot tubes and static port protections

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 | |
| EC339 | | KUH/Surion |
| 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-3 | 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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Airbus Helicopters has been informed by one of its Customers that a porous material (mixture of organic material and dust) partially blocking the entry of air into the pitot tubes of his aircraft has been detected after a borescope inspection.

This Airbus Helicopters Safety Information Notice (SIN) serves to focus attention on the hazards that can result from blockages that can develop in the pitot tubes.

With this SIN, Airbus Helicopters wishes to remind operators that it is important to carefully install the pitot heads and static pressure port protections as soon as possible after the helicopter has landed.

These recommendations are applicable to all helicopters operating in climatic conditions such as sand-laden or dust-laden atmosphere, and can be extended to all climatic conditions to prevent the creation of insect nests and reduce the risk of injuries when turning around the aircraft.

The blanking caps must be in good condition (check their condition before installation) and are available through the "Tools & Ground Support Equipment" catalog.

<https://keycopter.airbushelicopters.com/sparesstorefront/catalogs#ToolsAndGSECatalog>

The aforementioned incident occurred on Super Puma aircraft but the general rules also apply to all other aircraft.

You can find hereafter pictures of a clean pitot:



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And examples of pitot tubes with foreign object stuck in it:

