

# SAFETY INFORMATION NOTICE

**SUBJECT: MAIN ROTOR**

**Track and Balance adjustment difficulty**

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	

### **No. 3786-S-62**

Airbus Helicopters was recently informed of the presence of important damage on a main rotor assembly, which is currently under investigation.

Before this damage was found, the aircraft had been experiencing difficulties with track and balance adjustment.

Airbus Helicopters reminds you that the vibration level degradation of an aircraft can be caused by:

- progressive damage to one or several elements
- sudden damage to one or several elements
- a maintenance operation.

If, during the track and balance adjustment operations:

- a vibration level within tolerance limits cannot be achieved after two flights
- or, following the adjustment, a new degradation of the vibration level is noticed after a limited flight time, Airbus Helicopters advises you to stop the adjustment operations and contact the Technical Support for advice and guidance.

Moreover, Airbus Helicopters reminds you that, before any adjustment, a visual check of the condition of the main rotor assembly must be performed as mentioned in the maintenance manuals:

- main rotor blades: cleanliness, paint etc.
- all the elements of the main rotor.