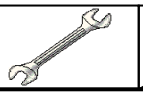
No. 3792-S-05

SAFETY INFORMATION NOTICE

SUBJECT: TIME LIMITS - MAINTENANCE CHECKS

Treatment of damages during regular inspections - Flight safety

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	

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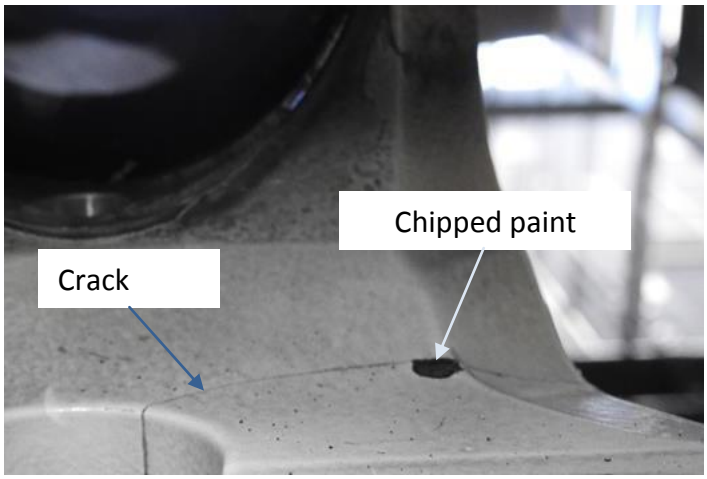
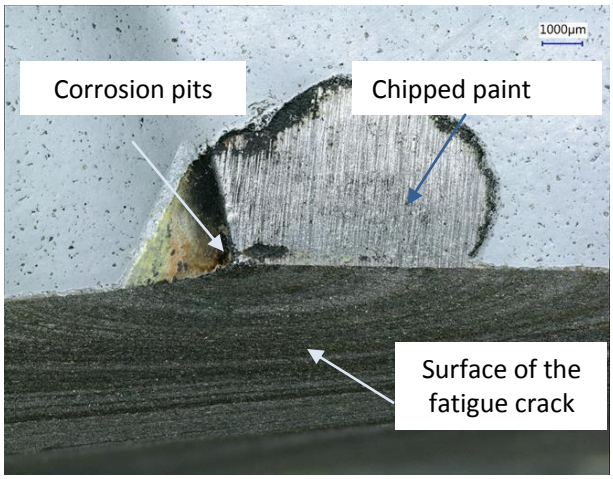
Airbus Helicopters has been informed of a crack in a main rotor sleeve. Analysis revealed that this crack had started to propagate, causing a risk of rupture.

The crack was found during maintenance operations that followed difficulties in the MRH track and balance adjustment (refer to SIN 3786-S-62). The incident did not generate any further damage than the one observed on the sleeve.

Preliminary analysis on the affected part identified that the crack was a fatigue crack that initiated from a significant corrosion pit. This corrosion pit was located in an area of the sleeve with chipped paint. The surface protection had not been touched up.

The extent and kinetics of the corrosion seem to demonstrate that this area remained without paint and without protection for a long time.





Any local damage associated with the lack of paint or protection can lead to corrosion over time. Corrosion pits locally modify the level of stress applied to the parts, which can end up in a fatigue crack initiation on the parts that are heavily stressed, such as the critical parts (rotor components, MGB suspension, etc.).

With this Safety Information Notice, Airbus Helicopters reminds you of how important it is to treat any damage on these parts (scratch, wear, corrosion, crack, etc.) as early as possible following their discovery during scheduled maintenance and in compliance with the applicable documentation.

In particular, during regular visual inspections (Flight-related inspection, ALF, GVI, etc.), special attention must be paid to the condition of the paint (chips or cracks) or local corrosion.

The continued airworthiness and flight safety of your helicopters require continuous rigor during the visual inspections defined in the Maintenance programs.