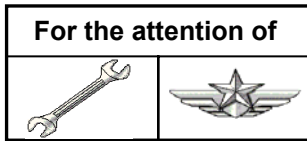


No. 3492-I-25

Information Notice

SUBJECT: EQUIPMENT AND FURNISHINGS

Isolation between Cockpit and Passenger Compartment and installation of a Filter System



AFFECTED HELICOPTERS	Model(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	-	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, 3180B, 3180C	-
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	-

With Revision 6 of this Information Notice (IN) the validity is extended with the model MBB-BK117 D-3. Moreover Airbus Helicopters likes to highlight a filter system applicable for the helicopters models MBB-BK117 D-2(m)/D-3(m). This filter system can be retrofitted by a « Filter Installation Guide » as Appendix 3 of this IN. Furthermore the Minor Minor Change Approval Sheets for the EC135 and MBB-BK117 D-2(m)/D-3(m) were updated.

No. 3492-I-25

Due to the Corona-Virus crisis many operators have been requested to provide support for special operations that requires additional equipment for isolating the cabin and cockpit. Airbus Helicopters is actively involved supporting operators in these role changes and is also aware that many operators are working independently to facilitate and protect their crews with these new demands.

This IN is prepared to assist operators with Cabin Cockpit Isolation, provide details on Ventilation, Heating and Air Conditioning System and to share reference information regarding isolation transport devices currently in use by some operators.

1. Cabin Cockpit Isolation

Cabin cockpit isolation is intended to provide a barrier between the infected or possibly infected patients/passengers and the flight crews. While in a helicopter a 100 % barrier is not possible, any additional barrier will increase the level of protection.

Many aircraft are already configured with NVG curtains or equivalent and these are considered as a level of protection.

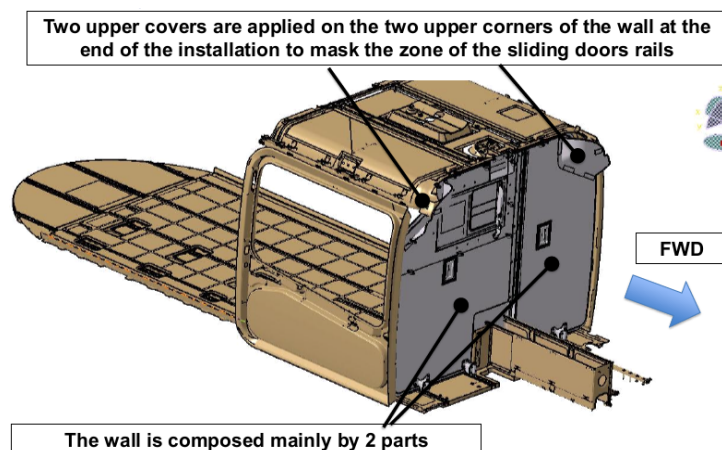
Airbus Helicopters is aware that it would not be possible to design, approve and supply Service Bulletin (SB) installations and kits in the time frame to meet the current crisis demand. Therefore, to be most reactive in this situation, Airbus Helicopter is working to develop and provide, Minor Minor Change Approval Sheets for operators that are based on locally available material. The Minor Minor Change Approval Sheets contain details of locally obtainable materials and guidelines for the installation. In Appendix 1 to this IN are the STCs for the EC135, MBB-BK117 C-2/D-2, AS332/H225, EC155, SA365/AS365, EC175, AS350, AS355, MBB-BK117 A-1 to C-1 and BO105.

Operators are able to use these Minor Minor Change Approval Sheets to facilitate the most time efficient installations.

Airbus Helicopters is also aware that many operators are currently developing their own installations and in combination with the possibility that the Minor Minor Change Approval Sheets cannot be applied, Airbus Helicopters is offering support, where required, in the form of NTO/Technical Statement to support operators in obtaining local approval for their individual installations.

To request NTO/Technical Statement assistance kindly contact your local Airbus Helicopters support providing details of the installation, the material, weight, location and method of installation plus any other installation relevant details. Airbus Helicopters will provide assistance where possible however, it is not guaranteed all installations will be suitable for NTO/Technical Statement support.

An easily removable, permanent medical separation wall is certified. For details of installation refer to the appendix of this pdf file. Further information on this installation can be obtained by contacting MECAER Aviation Group directly.



No. 3492-I-25

2. Ventilation, Heating and Air Conditioning System

Airbus Helicopters have not imposed any operational restrictions related to the ventilation, heating and air-conditioning systems, however many questions have been received on this subject. Airbus Helicopters reminds operators that any changes made to the subject systems could have possible effects on the certification basis of the aircraft. These changes could affect for example, the vital functions of De misting.

Therefore Airbus Helicopters have assembled a guide (see Appendix 2) detailing the Air-Distribution system, and how to

- have only fresh (i.e. external) air supply and
- to minimize the circulation of air from Cabin to Cockpit.

3. Information Regarding Isolation Transport Devices Used By Operators

Airbus Helicopters are aware that operators are faced with varying requests related to transporting patients using Isolation Transport Devices, details of these are available on the various forums. EASA issued some information concerning Patient Isolation Devices (PID) on its website: <https://www.easa.europa.eu/newsroom-and-events/news/airworthiness-aspects-installation-patient-isolation-devices-and-cockpit>

It is not practical to list these various installations in this IN however Airbus Helicopters remains available to assist operators with NTO/Technical Statement to accommodate the expanding needs of the operators. Details for requesting NTO/Technical Statement support are listed in Paragraph 1 of this IN.

4. Disinfection reminder

Airbus Helicopters reminds operators that all curtains and equipment, regardless of installation or material, should be cleaned and disinfected to remove and kill pathogens to lower the risk of spreading infection. Further details of disinfection of Helicopters can be found in the Airbus Helicopters IN 3476-I-12.

Note: Please open the IN in Adobe Acrobat to get access to the attached documents:

Appendix 1: Minor Minor Change Approval Sheets:

- [EC135](#)
- [MBB-BK117 C-2 / MBB-BK117 D-2\(m\) / MBB-BK117 D-3\(m\)](#)
- [AS332 / EC225](#)
- [EC155](#)
- [SA365 / AS365](#)
- [EC175](#)
- [AS350 B, BA, BB, B1, B2, B3, D](#)
- [AS355](#)
- [MBB-BK117 A-1 to C-1](#)
- [BO105](#)

Appendix 2: [Air-Conditioning: Air-Distribution Principle Sum-Up, Issue C](#)

Appendix 3: [MBB-BK117 D-2\(m\) / MBB-BK117 D-3\(m\) Filter Installation Guide](#)