

SERVICE BULLETIN

TITLE: Shafts - Internal inspection of the rear section of the rear transmission shaft

SB Type: Protective measure

APPLICABILITY

| | |
|---------------------|----------------|
| Model: | AS350 |
| Version: | B2 , B3 |
| Component affected: | 350A34-0210-XX |

COMPLIANCE: RECOMMENDED

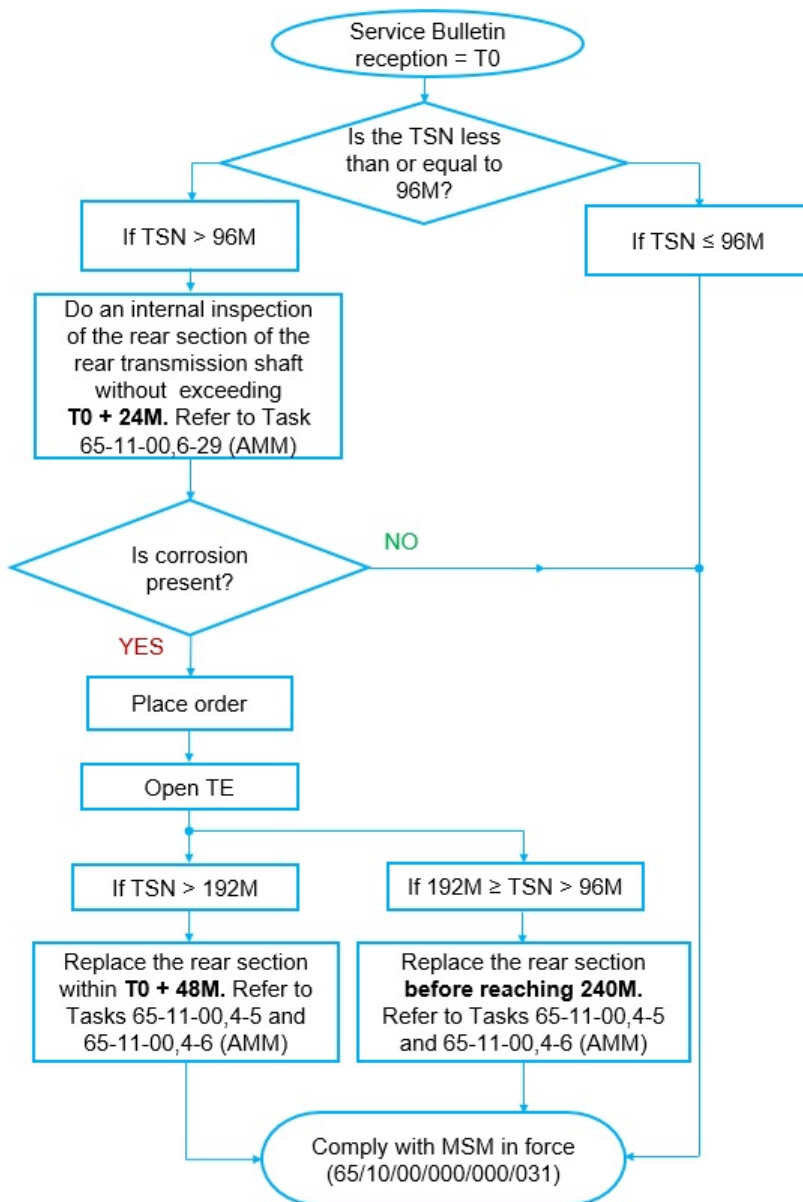
Airbus Helicopters recommends that you comply with the limits of the flowchart below to do the first internal inspection of the rear section of the rear transmission shaft:

Export Control:

US Export Control - No US content. This Item does not contain any U.S. origin ITAR or EAR content.

FR Export Control - Not Listed. This Item is not listed against the EC regulations in the EU/FR.

Acronym / Abbreviation List
 AMM - Aircraft Maintenance Manual
 M - Month
 MSM - Master Servicing manual
 TE - Technical Event
 TSN - Time Since New



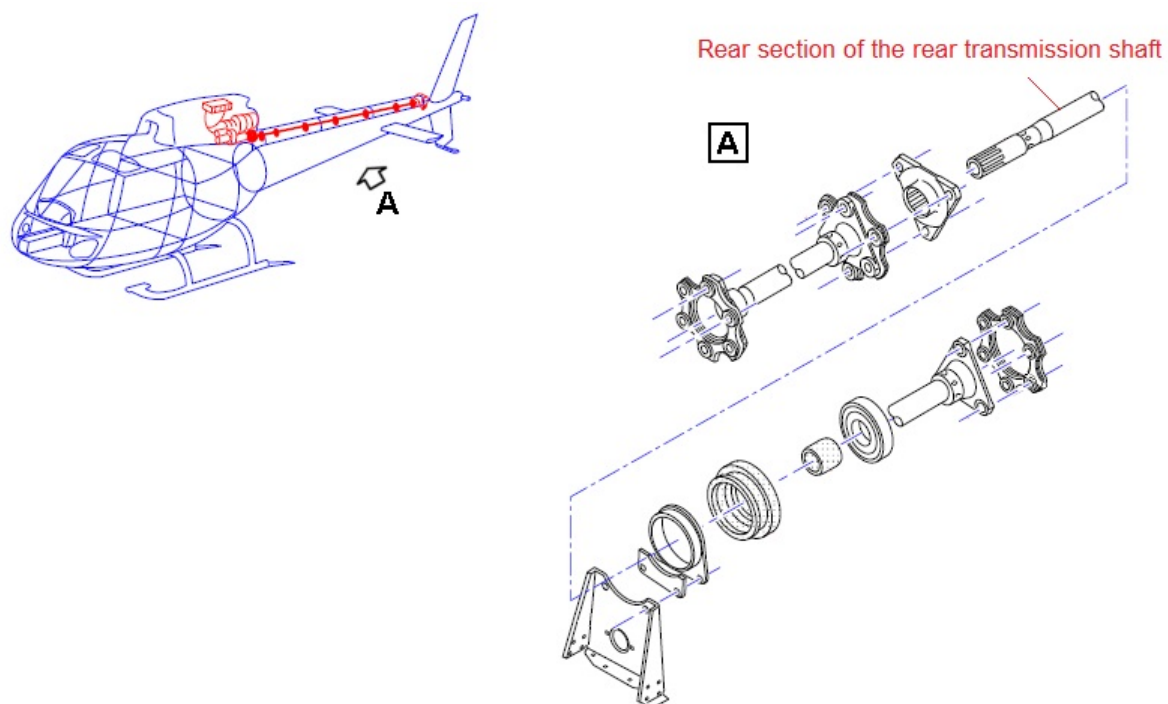
SUMMARY

The purpose of this Service Bulletin is to define the first compliance with the internal inspection of the rear transmission shaft (correspond to compliance with Task 65-11-00,6-29 (AMM)).

GENERAL EVALUATION

| Evaluation table | | | |
|------------------|-----|--------------------------|----|
| Perform once | YES | Recurring accomplishment | NO |

GENERAL ILLUSTRATION



PLANNING INFORMATION

1. REASON

Airbus Helicopters has been informed of the discovery of corrosion marks inside the rear section of the rear transmission shaft on the Ecureuil family.

Analysis has shown that the depth and progression of the observed corrosion do not impact the airworthiness of the shaft.

Airbus Helicopters has nevertheless decided to introduce a new maintenance task that requires a periodic internal inspection of the shaft.

The purpose of this Service Bulletin is to define the first compliance with the internal inspection of the rear transmission shaft (correspond to compliance with Task 65-11-00,6-29 (AMM)).

2. DESCRIPTION

This Service Bulletin provides instructions to:

- Do a check of the TSN of the rear transmission shaft
- Do the inspection given in the AMM (within a time limit that depends on the TSN of the shaft).
 - If there is no corrosion, resume flights.
 - Depending on the result of the inspection, replace the shaft (within a time limit that depends on the TSN of the shaft).

3. CONFIGURATION DEFINITION

Not applicable.

4. CONCURRENT REQUIREMENTS

Not applicable.

5. APPROVAL

The technical content of this document is approved under the authority of the Design Organization Approval ref. EASA. 21J.700.

The technical content of this document is approved under the prerogatives of the recognition of design capability ref. EMAR21J.015-DGA for French Government helicopters.

6. MANPOWER

NOTE

The Purpose of Man Hours is to give Airbus Helicopters customers a guideline for maintenance scheduling. It is not a contractual information.

| Number of Persons | Qualification | Estimated Man Hours |
|-------------------|-----------------------|---------------------|
| 1 | Mechanical Technician | 1h |

7. WEIGHT AND BALANCE

There is no change in weight and moment.

8. ELECTRICAL LOAD DATA

Not changed.

9. DOCUMENTATION AFFECTED

Not applicable.

10. MATERIAL INFORMATION

Not applicable.

11. ACCOMPLISHMENT INSTRUCTION

- 11.1. Record the full compliance with this Service Bulletin in the helicopter documents and in the Log Card (FM) of the tube equipped. Refer to Drafting and updating the log card (FM) - General rules applicable to aircraft MTC 20-08-05-101.
- 11.2. Record compliance with this Service Bulletin (see IN 3785-I-00 for instructions): QR code or hypertext link.

12. ADDITIONAL INFORMATION

Not applicable.



[SB AS350-65-11-0001](#)

End of Service Bulletin