



No. EC155-00-002

Civil version(s): B, B1

Introduction - SERVICE BULLETIN

Reason for last Revision:

The purpose of revision 3 of this document is to add the information about the new format of the Service Bulletin introduced in 2023.

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.

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Revision 3 2023-12-12

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Export Control: US_EC_NoUScontent - FR_EC_NotListed

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1. AIM OF THIS DOCUMENT

The aim of document No. 00-002 is to improve understanding and to explain the rules governing ALERT SERVICE BULLETINS (ASBs), Service Bulletins (SBs) and Temporary Technical Instruction (TTI).

The document No. 00-002 give information about the new layout of the document not describe in the document No. 00-001.

The aims of this document are:

- To define the purpose of these three types of documents and their methods of issue.
- To detail their structure paragraph by paragraph and specify the information specific to each of them.
- To introduce the modifications implemented for harmonization.

1.1. DEFINITIONS

ASBs, SBs are technical notices drafted by the helicopter manufacturer, aimed at ensuring of continued airworthiness of helicopters, optimizing their operational availability, improving their mission capabilities and reducing their operating costs.

To that effect, they provide instructions about:

- New one-time.
- Operating limits.
- Helicopter modifications.
- Etc.

ASBs and SBs are intended both for civil operators and military operators.

In the past, TDs were intended only for instructions to be applied by some military operators. They were also used to define instructions to be applied only by Airbus Helicopters technicians.

1.2. SERVICE BULLETIN MANUAL

There is a Service Bulletin manual for each type of helicopter. It contains:

- An index: that lists all the Service Bulletins (ASBs, SBs and TTIs)
- All the Service Bulletins (ASBs, SBs and TTIs) that are published by Airbus Helicopters.
Note : Some documents are not published in the Service Bulletin manual for confidential reason.

1.3. PURPOSE

Service Bulletins provide a unique source to inform customers of new instructions, notably in the following cases:

- Checks/inspections to ensure the fail-safety of a helicopter and its equipment:
 - Periodic checks/inspections required to detect an incipient malfunction.
 - One-time checks/inspections to detect a manufacturing non-conformity or deterioration in service.
 - Checks/inspections to be carried out pending implementation of a possible corrective action (modification) via a new Service Bulletin which will give the instructions enabling this modification to be embodied.
- Addition of limitations or restrictions on existing limitations.

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- Replacement of one part with another, when the replacement is considered sufficiently urgent or critical that a special implementation schedule is required.
- Modifications made to the helicopter or to the equipment, including integrated software, affecting the performance, improving reliability, increasing fail-safety, increasing cost savings or facilitating maintenance or use.
- Modifications affecting the interchangeability or mixability of parts.
- Installation of optional equipment or a customized installation.
- End of manufacture or finalization of an installation directly on the helicopter.
- Version transformation.
- Helicopter completions.
- Behavior follow-up of new definitions on specific helicopters.

2. TYPES OF SERVICE BULLETINS

There are several types of Service Bulletins as described below.

2.1. ALERT SERVICE BULLETINS (ASB)

ALERT SERVICE BULLETINS provide instructions linked to continued Airworthiness/Helicopter Safety. Compliance with these ALERT SERVICE BULLETINS is:

- MANDATORY, when covered by an "European Union Aviation Safety Agency (EASA)" Airworthiness Directive. In that case, it means that the introduced measures relate to an unsafe condition.
- REQUIRED, when the safety concern described is not expected to be mandated by any Airworthiness Directive but AIRBUS HELICOPTERS requires implementation of the defined measures.

NOTE

Since revision 3 of this document, ESSENTIAL" compliance is replaced with "REQUIRED" compliance..

The "Compliance" paragraph always specifies a deadline.

Mandatory ALERT SERVICE BULLETINS are usually covered by an "EASA" Airworthiness Directive. They can also be covered by the aviation authorities in charge of airworthiness of other countries.

a) Introduction of mandatory protective measures

An ALERT SERVICE BULLETIN is issued:

- When a technical event occurs which is likely to lead to an "unsafe condition" (an incident classified as an airworthiness incident in accordance with the Part 21 definition).
- When a non-conformity is discovered with respect to the certification regulations which could lead to an "unsafe condition".
- When a technical event occurs which does not lead to an "unsafe condition" but which could force the pilot(s) to apply an emergency procedure that is difficult to perform.

These ALERT SERVICE BULLETINS must be complied at once or periodically, in accordance with the specified compliance limits, or until a modification is embodied. These ALERT SERVICE BULLETINS must also be complied to the Master Servicing Manual (MSM).

"EMERGENCY" classification:

When the compliance limit is at short notice following receipt of the document (usually less than 50 hours or 1 month), the ASB includes the "EMERGENCY" classification and is subject to a rapid issuing procedure.

b) Introduction of mandatory corrective measures

A corrective measure usually corresponds to the embodiment of a modification to the definition. It is introduced by an ALERT SERVICE BULLETIN following a technical event that can, or cannot, lead to an "unsafe condition" for which the protective measures are complex and difficult to apply, or when only the embodiment of a modification can restore the required safety level.

It can also concern a return to conformity with respect to the certification regulations when the non-conformity can lead to an "unsafe condition" or to forced application of an emergency procedure that is difficult to perform.

c) Introduction of required corrective measures

A required corrective measure usually corresponds to the embodiment of a modification to the definition. It is introduced by an ALERT SERVICE BULLETIN following a technical event that does not lead to an "unsafe condition."

2.2. SERVICE BULLETINS (SBs)

Service Bulletins introduce:

- Protective measures following an incident that does not lead to an "unsafe condition".
- Modifications (corrective measures or improvement of the product).
- Installation of optional equipment.
- Conversions.
- Contract.

a) Introducing non-mandatory protective measures

When a technical event that does not lead to the issue of an ALERT SERVICE BULLETIN occurs or when a non-conformity with respect to the certification regulation, which does not lead to an unsafe condition, is discovered, a Service Bulletin is issued.

These Service Bulletins are mainly used to modify the applicable maintenance procedure, and usually include an indication about recommended compliance. This compliance recommendation is documented in the "COMPLIANCE" paragraph.

If they cover checks and verifications, compliance with these Service Bulletins must be ensured once or periodically as per the specified limit(s) for compliance or until a modification is embodied. These Service Bulletins are issued as a supplement to the Master Servicing Manual.

b) Introducing non-mandatory corrective measures

A corrective measure usually corresponds to a modification to the design. When a non-mandatory corrective measure is introduced, Airbus Helicopters can propose a compliance limit. Three cases can arise:

- Case No. 1:
Corrective measure following a technical event that can lead to an "unsafe condition" for which the precautionary measures are specified in an ALERT SERVICE BULLETIN.

Taking corrective measures makes it possible to streamline maintenance or restore the initial operating conditions by performing a definition (modification) not affected by the ASB. This corrective measure exempts you from complying with a protective measure introduced previously through an ALERT SERVICE BULLETIN.

This Service Bulletin can propose an application limit or range to help you comply with the instructions that it introduces:

- The "Reason" paragraph documents the compliance proposal to help you decide under your full responsibility whether to comply with the Service Bulletin or not.
- The "Compliance" paragraph contains a compliance limit or application range in accordance with the other maintenance tasks (intervals/inspections defined in the Master Servicing Manual), if possible.

To encourage compliance with the Service Bulletin, special commercial conditions can be proposed until the compliance date proposed and mentioned in the Service Bulletin.

- Case No. 2:
Corrective measure following a technical event that does not lead to an "unsafe condition" and for which no other measures exist.

As described previously, the Service Bulletin can propose a suitable range in accordance with the other maintenance tasks to facilitate compliance with the instructions that it introduces:

- The "Reason" paragraph will document the compliance proposal to help you decide under your full responsibility whether to comply with the Service Bulletin or not.
- Usually, the compliance range is independent of the other maintenance tasks.

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- Case No. 3:
Corrective measure resulting from a technical event that does not lead to an "unsafe condition" for which the protective measures have been specified in a Service Bulletin.

This Service Bulletin does not include any recommendation for compliance and does not propose a compliance limit or range. Compliance is left to the operator's initiative. However, these corrective measures make it possible to no longer apply the protective measures introduced previously through a Service Bulletin.

- c) Introducing a measure that does not relate to an incident and including a design modification

The modification is introduced by a Service Bulletin as part of product improvement to reduce the maintenance and operating costs, or to propose new optional or mission-specific equipment.

2.3. TEMPORARY TECHNICAL INSTRUCTION (TTIs)

A Temporary Technical Instruction (TTI) is a document requested by Airbus Helicopters within the scope of a test campaign before the certification of a modification.

The TTI is dedicated to a specific helicopter serial number and does not allow customer to resume flight unless other authorization are provided by Airbus Helicopters Airworthiness Department or authorities. Once the modification is certified, the TTI is replaced by a SB.

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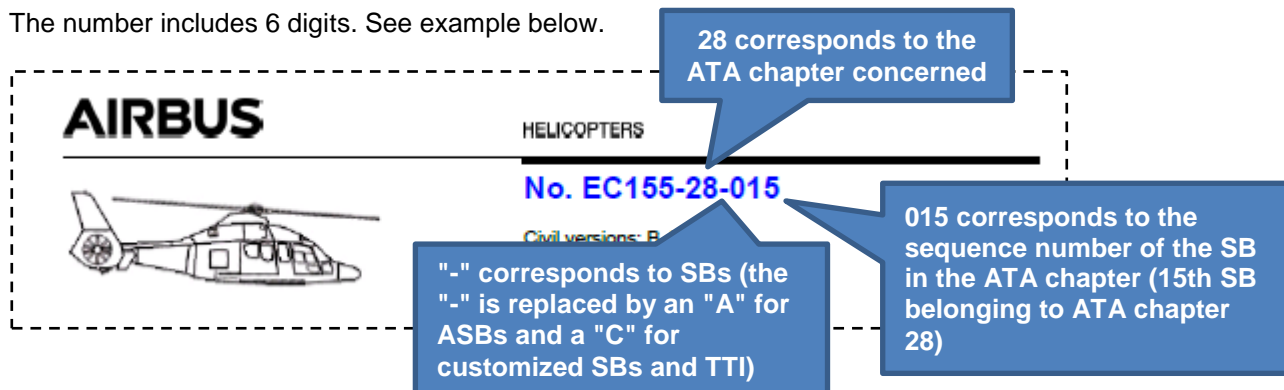
3. MANAGEMENT AND ISSUE OF SERVICE BULLETINS

3.1. NUMBERING

3.1.1. Numbering for ATA100 format

Service Bulletins are identified by a number that includes several digits in accordance with the following rules, which result from the successive changes in the ATA (Air Transport of America) regulations.

The number includes 6 digits. See example below.



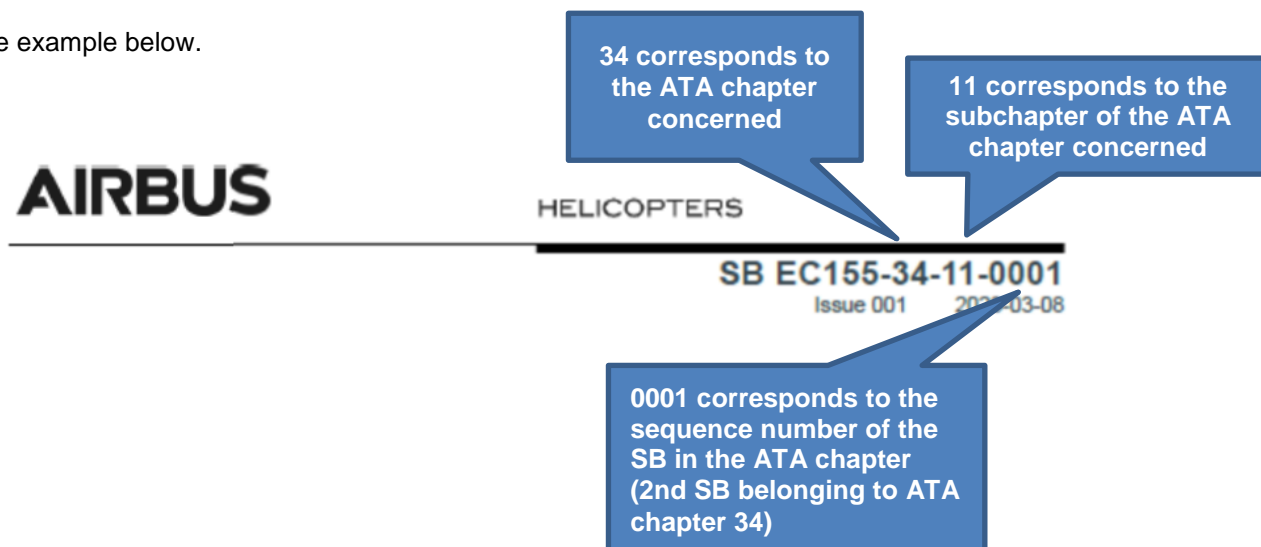
In addition, to facilitate your search for documents in chapters 01 and 04 (Limitations) or 05 (Time limits - maintenance checks), where the number does not indicate the ATA chapter which is actually concerned by the document, the ATA chapter is specified on the cover page of the Service Bulletin.

3.1.2. Numbering for S1000D format

Service Bulletins are identified by a number that includes several digits in accordance with the following rule which result from the ASD S1000D standard.

- Service Bulletins number consists of eight digits:
 - . The two first digits identify the ATA chapter concerned
 - . The two middle digits identify the sub-chapter
 - . The four last digits identify the sequence number of the SB in the sub sub chapter.

See example below.



3.2. SERVICE BULLETIN REVISIONS

3.2.1. Service Bulletin revisions in ATA100 format

In the case of a revision of a Service Bulletin:

- The revision number given on the first page changes and increases in chronological order:
"0" = original issue, "1" = first update, "2" = second update, etc
- The date of the original issue and the latest revision is indicated in the footer of the Service Bulletin,
- A table on the cover page summarizes all the revision numbers, approval dates (where applicable) and associated issue dates.

The changes introduced by the latest revision of the document are indicated by revision marks in the margin.

3.2.2. Service Bulletin revisions in S1000D format

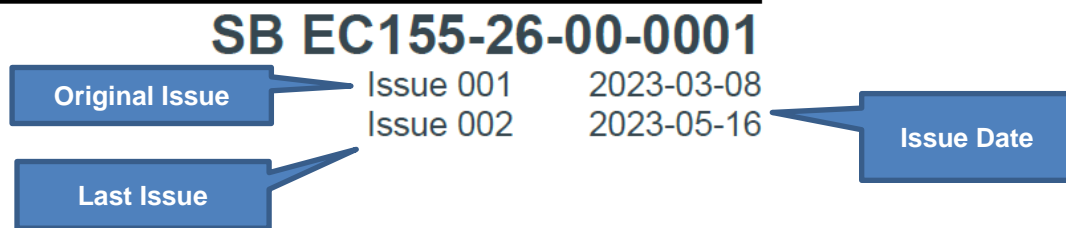
The first release of a Service Bulletin is issue 001

In the case of a revision of a Service Bulletin:

- The issue number given on the first page changes and increases in chronological order:
"001" = original issue, "002" = first update, "003" = second update, etc.
- The date of the original issue and the latest revision is indicated at the header of the Service Bulletin.

The changes introduced by the latest revision of the document are indicated by revision marks in the margin.

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3.3. SERVICE BULLETIN INDEX

The numerical indexes provide the references of all Service Bulletins.

3.4. ISSUING OF SERVICE BULLETINS

Airbus Helicopters proposes the electronic publication of its operational technical documentation. Given its advantages (rapidity and reliability of distribution, access to the latest revision, paper savings and protection of the environment), Airbus Helicopters favors this type of distribution. All of Airbus Helicopters operators and customers can opt for the free-of-charge electronic issue of ASBs and SBs only. The paper issue is optional but still possible. The paper issue must be specifically requested for new contracts.

ASBs and SBs are available on the Airbus Helicopters Technical Information Publication on Internet (T.I.P.I.) website, at the following address: www.airbushelicopters.com/techpub/.

4. CONTENT DESCRIPTION OF SERVICE BULLETINS

4.1. SB IN ATA 100 FORMAT

As specified in ATA Specification 2200, Service Bulletins include a cover page and four main chapters:

- Planning information.
- Material information.
- Accomplishment instructions.
- Appendix.

The content description of Service Bulletins is detailed below in accordance with the numbering of the Service Bulletin paragraphs:

- The sections shown in **green** font appear only if these sections are completed.
- The sections shown in **orange** font appear if one of them is completed (in the paragraph concerned).

(When an SB/ASB/TTI is issued, all the paragraphs and sections are in black font; the colors in this document are only used to improve understanding.

• COVER PAGE

This page includes the following information:

- Type of helicopter and SB/ASB number.
- List of the helicopter versions concerned.
- Type of document (Service Bulletin).
- Type of measure (corrective or protective measure).
- Title corresponding to the ATA chapter number of the SB.
- Key words/short sentence summarizing the SB.
- Documentation source: MOD, DESC, etc.
- Staff or person concerned (flight crews, maintenance staff).
- Area affected by the change.
- A table listing revision numbers and issue dates.
- Summary of the SB.
- Level of compliance of the document (optional, recommended, required, mandatory).
- Reason for the latest revision (in case of revision).
- S/N of helicopters for customized issue.
- Date of issue of the first and latest revision.
- T.I.P.I website address.

Three examples of cover pages are detailed in the appendices.

• STRUCTURE

1. PLANNING INFORMATION

This section includes several paragraphs:

1.A. EFFECTIVITY

1.A.1. Helicopters/installed equipment or parts

Specifies the criteria about the validity of the document with respect to the helicopters and/or equipment installed: modification numbers, Service Bulletins, systems and installations necessary for compliance with the document. Indicates any incompatibilities with respect to compliance with the document.

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1.A.2. Non-installed equipment or parts

Specifies the criteria about the validity of the document with respect to equipment which is not installed on a helicopter: modification numbers, Service Bulletins, systems and installations necessary for compliance with the document.

1.B. ASSOCIATED REQUIREMENTS

Modifications and Service Bulletins which must be embodied or complied with before, during or after compliance with the document.

1.C. REASON

Summarizes the aim, context and associated advantages of the Service Bulletin.

1.D. DESCRIPTION

Describes the procedure to be carried out.

1.E. COMPLIANCE

1.E.1. Compliance at H/C manufacturer level

Helicopters/installed equipment or parts:

Indicates the conditions for complying with the SB/ASB/TTI or for embodying the corresponding modification at the manufacturer level.

Non-installed equipment or parts:

Indicates the conditions for complying with the SB/ASB/TTI or for embodying the corresponding modification on the equipment held as spares at the manufacturer level.

1.E.2. Compliance in service

Helicopters/installed equipment or parts:

Indicates the compliance/embodyment conditions for the check, modification or maintenance action to be performed on the helicopters or on installed equipment.

Non-installed equipment or parts:

Indicates the compliance/embodyment conditions for the check, modification or maintenance action to be performed on non-installed equipment.

1.F. APPROVAL

The chapter "Approval" contains the approval identifier given by Airbus Helicopter approval authorities.

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1.G. MANPOWER

Indicates the number of person, their qualification, the time necessary to perform the operation and, if possible, the estimated helicopter downtime.

1.H. WEIGHT AND BALANCE

Indicates the difference in weight and moment following compliance with the instructions of the document.

1.I. POWER CONSUMPTION

Specifies the impact on electrical power consumption.

1.J. SOFTWARE UPGRADES/UPDATES

Substantiates the approval of the modification to the software.

1.K. REFERENCES

Lists the technical publications necessary for compliance with the instructions of this document (e.g. PRE/MSM, ICO, etc.).

1.L. OTHER AFFECTED PUBLICATIONS

Lists the manuals (as part of Instructions for Continued Airworthiness (ICA)) that have been updated to take into account the modification of the helicopter configuration.

1.M. PART INTERCHANGEABILITY OR MIXABILITY

Interchangeability:

Indicates the possibility of a full or conditional replacement of components before and after modification.

Mixability:

Indicates the possibility of mixing the parts or equipment before or after modification.

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2. EQUIPMENT OR PARTS INFORMATION

2.A. EQUIPMENT OR PARTS: PRICE - AVAILABILITY - PROCUREMENT

This paragraph:

- Describes the special price conditions, warranty conditions and periods of validity of these conditions.
- Gives information on the availability of the material or on the procurement cycles.
- Gives the procurement addresses for the material necessary for compliance with the Service Bulletin.

2.B. LOGISTIC INFORMATION

Describes the possibilities of trade-in of assemblies or equipment or provides information on specific services.

2.C. EQUIPMENT OR PARTS REQUIRED PER HELICOPTER/COMPONENT

This paragraph gives the following information, where applicable:

Kits to be ordered for one helicopter or one assembly:

Summary table of the material necessary for one helicopter or one assembly.

Equipment or parts to be ordered separately:

Table giving the quantity of consumables and components not supplied in the kits.

Consumables to be ordered separately:

Table giving the quantities of chemical products, liquids, solvents, greases, fluids and adhesives.

Equipment or parts supplied by the user:

Lists the materials supplied by the operator (B or 800G material/consumables, hardware, etc.).

Equipment or parts required for non-installed components:

This paragraph is used if the material for non-installed components is different from the material necessary for installed components.

Special tools:

Specifies the tooling and other specific tools (excluding standard tools) necessary for compliance with the Service Bulletin.

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The tables are shown as follows:

General format for kits:

Key word	Qty	New Reference	Item	Former Reference	→	Instruction
1	2	3	4	5		6

General format for consumables:

Key word	Qty	Product Reference	CM	Item
1	2	3	7	4

General format for special tools:

Key word	Qty	Tool Reference or equivalent	Item
1	2	3	4

- 1 Designation of the part, component, consumable, special tool, etc...
- 2 Quantities of parts required for with the ASB/SB/TTI.
- 3 Reference (P/N - Part Number) of the part, component, consumable, special tool, etc...
- 4 Item corresponding to the part used in the procedure:
 - Number for parts or assemblies.
 - Number + letter alphabet for parts of an assembly component.
- 5 Reference (P/N - Part Number) of removed parts,
- 6 Special instructions for the part (discard, put in storage, or send back) or reference to a note.
- 7 Material code.

NOTE: "For ref." can be used for Qty (2) or (New) P/N (3) to reference a sub-component used in the procedure.

2.D. EQUIPMENT OR PARTS TO BE RETURNED

Lists the materials to be returned to the equipment manufacturer or to Airbus Helicopters to be modified, repaired, or replaced, and the applicable conditions for return.

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3. ACCOMPLISHMENT INSTRUCTIONS

This section details the work to be performed in chronological order.

3.A. GENERAL

Lists the general instructions for compliance with the Service Bulletin.

3.B. WORK STEPS

This paragraph gives a detailed description of the operations to be performed on the helicopter or in the workshop. It can include illustrations or photos and gives the following information where applicable.

Besides, this section between 3.B. and 3.B.1. may contain instructions that apply to the entire procedure.

3.B.1. Preliminary steps

Describes the operations before starting the work, such as removing items for access, installing access equipment, preparatory work, etc.

3.B.2. Procedure

Describes the operations to be performed on the helicopter or in the workshop.

3.B.3. Tests

Indicates the checks and functional tests to ensure the correct operation of the modified installations.

3.B.4. Final steps

Indicates the operations necessary to return the helicopter to flight configuration.

3.B.5. Ground run-up/flight test

Asks for a ground run-up or a flight test.

3.B.6. Removal after tests (specific for TTI)

Removal of the test installations to keep the new installation after the tests.

3.B.7. Feedback of information (specific for TTI)

Description of the reports, reporting frequencies and transmission modes to be used to send information to Airbus Helicopters about the various tests carried out for a new modification.

3.B.8. Final steps after removal (specific for TTI)

Indicates the items to be installed again and the final steps necessary to return the helicopter to its original condition (e.g. before installation of the modification), (TTI, etc.).

3.B.9. Work steps for non-installed equipment

Describes the operations to be performed on non-installed equipment (discard, modify, replace).

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3.C. RECORD OF COMPLIANCE

Compliance with this document:

Gives the instructions to ensure the traceability of compliance with the SB/ASB/TTI (and the revisions) in the helicopter documentation.

QR code and hyperlink:

A QR code and a hyperlink have been added since January 2020 to each SB/ASB/EASB/TTI to enable feedback on SB/ASB/EASB/TTI compliance of a helicopter identified by its serial number.

Tracking of modifications in the documentation:

Gives the instructions to ensure the traceability of the modifications in the helicopter documentation.

Identification of modifications on the equipment or parts:

Defines the parts and/or assemblies to be identified or re-identified and the methods of identification.

3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Operating instructions:

Gives the instructions for use by flight crews and specifies the Flight Manual supplements and sections, following compliance with the SB/ASB/TTI.

Maintenance instructions:

Indicates the maintenance to be performed following compliance with the SB/ASB/TTI.
(The illustrations or photos can also be inserted here at the end of chapter 3).

4. APPENDIX

The appendices can include the following documents:

- "Equipment-manufacturer's SB".
- "Completion-work table".
- "Extract from Test Technical Notes".
- "Extract from a Flight Manual" given for information purposes.

- "Un-issued Work Cards (for options and baseline)".
- "Installation or manufacturing technical sheets".

4.2. INTRODUCTION TO THE NEW FORMAT S1000D

A new Service Bulletin format is introduced in accordance with standard ASD S1000D. The purpose of this chapter is to give the definition of information contains in the new format.

4.2.1. CONTENT DESCRIPTION OF SERVICE BULLETINS

• TYPES OF MEASURES

The first page indicates one of the following categories, which enables the Service Bulletin type to be defined at first sight:

- Protective measure: following an in-service technical event (incident), it allows resuming normal operation or safety of the helicopter by prescribing / mandating inspections, limitations.
- Corrective measure: generally serves to cancel the protective measure by implementing a modification.
- Product improvement: serves to implement a modification on the fleet in service, to improve helicopter performance, reliability, etc.
- Obsolescence management: used to ensure the fitting of new equipment when the previous one is no longer available.
- Maintenance improvement: used to reduce scheduled maintenance tasks, periods or downtime of the helicopter, reduce DMC.
- Optional equipment / Installation: allows installing additional equipment following a customer request.

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- **APPLICABILITY**

This paragraph indicates the applicability of the document according to the model and the version of the helicopter.

The applicability of the document may be specified by several configuration criteria:

- Helicopters affected: the document is applicable only to the aircraft serial number listed
- Component affected: the document is applicable only to aircraft that are equipped with the reference listed
- Helicopters PREMOD & Helicopters POSTMOD: the document is applicable only to the listed helicopter configuration

Exemple:

Model:	EC155
Version:	B1
Helicopters affected:	6837
Component affected:	365P61-5615-00
Helicopters PREMOD:	MC24C52
Helicopters POSTMOD:	MC39D02

The document is applicable to EC155 version B1 :

- For helicopter S/N 6837
- The helicopter must be equipped with component 365P61-5615-00 and be in
- PRE MOD MC24C52 and be in
- POST MOD MC39D02

Note: The applicability is defined based on the original helicopter configuration (as defined in the individual inspection log book). It also takes into account all Airbus Helicopters approved configuration changes made after delivery, if Airbus Helicopters was informed of them. It is the responsibility of the operator to check the compatibility of any modifications with the current helicopter configuration. If modifications are not compatible, it is the responsibility of the operator to define the necessary adaptation work and have them approved by the air transport authorities in the country concerned, and to make sure that their airworthiness is followed up.

- **COMPLIANCE**

This paragraph shows:

- the compliance category,
- if applicable, the timeline recommendations to apply the instructions,
- if applicable, specific conditions to comply the instructions.

- **SUMMARY**

This paragraph presents the subject of the Service Bulletin.

- **GENERAL ILLUSTRATION**

The general illustration provides an overview of the impacted area and/or of the modification introduced by the Service Bulletin.

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- **PLANNING INFORMATION**

1. **REASON**

Summarizes the purpose, the context and the associated benefits of the Service Bulletin.

2. **DESCRIPTION**

Describes an overview of the procedure to be carried out.

3. **CONCURRENT REQUIREMENTS**

This paragraph indicates:

- The modifications that must be complied with beforehand or jointly
- The modifications that are not compatible with the current document.

4. **APPROVAL**

The chapter "Approval" contains the approval identifier given by Airbus Helicopter approval authorities.

5. **MANPOWER**

This paragraph gives the estimated Main Man Hours (MMH) required for compliance with the Service Bulletin. It is only an indication, non-contractual and can in no way be qualified as binding. The MMH to apply the procedure and the MMH relative to the set-up and the close-up operations are separate.

6. **WEIGHT AND BALANCE**

Indicates the difference in weight and moment following compliance with the instructions of the document.

7. **ELECTRICAL LOAD DATA**

Specifies the impact on electrical power consumption.

8. **DOCUMENTATION AFFECTED**

Lists the manuals (as part of Instructions for Continued Airworthiness (ICA)) that have been updated to take into account the modification of the helicopter configuration.

9. MATERIAL INFORMATION

9.1. Price

This paragraph provides information on the sales terms.

9.2. Availability

This paragraph provides information on the availability terms.

9.3. Procurement

This paragraph provides information on the procurement terms.

9.4. Mixability

This paragraph provides information on the mixability conditions.

If mixability between the pre-modification component and post-modification component is authorized, the part will be identified.

9.5. LIST OF NEW MATERIALS

- SPARE SETS LIST

Summary table of the material necessary for one helicopter or one assembly. This table is introduced by the designation and the reference of the kit and contains a list of components.

Spare Sets List				
Set Designation		Set Reference		
Designation of the kit		Reference of the kit		
Set Content				
Item	Designation	Reference	MFC	QTY
Number of the part called in the procedure	Designation of the part	Reference of the part	Manufacturer Code	Quantities of parts required

- INDIVIDUAL SPARES LIST

This table gives a list of components.

Individual Spares List				
Item	Designation	Reference	MFC	QTY
Number of the part called in the procedure	Designation of the part	Reference of the part	Manufacturer Code	Quantities of parts required

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- CONSUMABLES, MATERIALS AND EXPENDABLES

This table gives the chemical products, liquids, solvents, lubricants, fluids and adhesives required to perform the procedure.

Consumables, Materials and Expendables			
Designation	Reference	MFC	QTY
Designation of the consumable	Material Code	Manufacturer code	Quantities of parts required

- LIST OF SUPPORT EQUIPMENT

This table gives the specific tools required to do the procedure.

Special Tools				
Item	Designation	Reference	MFC	QTY
Number of the part called in the procedure	Designation of the tool	Reference of the tool	Manufacturer code	Quantities of parts required

9.6. LIST OF EXISTING PARTS

- INTERCHANGEABLE PARTS

This paragraph gives the list of before modification part numbers that are interchangeable with after modification part numbers.

The interchangeability values are: one way or two way.

For the definition of interchangeability, refer to Illustrated Parts Catalog (IPC).

INTERCHANGEABLE PARTS			
Old Reference	Designation	New Reference	Interch
Old reference of the part	Designation of the part	New reference of the part	Type of interchangeability

- RE-IDENTIFIED PARTS

This table gives the part numbers that are re-identified through compliance with the Service Bulletin.

- REMOVED PARTS

This chapter provides the list of removed or modified parts (former Part Numbers) which are no longer considered as a spare for aircraft that have accomplished the Service Bulletin.

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10. ACCOMPLISHMENT INSTRUCTION

It generally contain links to one or several accomplishment procedures.
If applicable, this paragraph gives directly the instruction procedure.

11. ADDITIONAL INFORMATION

This part is used to include any information that may be useful.

• ACCOMPLISHMENT PROCEDURE

1. APPLICABILITY

Refer to the previous [explain](#).

2. GENERAL INFOS

This section lists the acronyms and abbreviations.

3. PRELIMINARY REQUIREMENTS

This section gives:

- . Conditions that the helicopter or equipment must be fulfil before the procedural steps can be carried out (i.e. safe for maintenance, in a hangar or removed from the helicopter).
- . The list of materials, tools, spares or customized kits
- . General safety requirements that must be obeyed while the procedure is being done.

4. PROCEDURE

Describes the operations to be performed.

5. CLOSE-UP

This section gives:

- . The required procedural steps to be done after the procedure is completed
- . Instructions for recording compliance with the Service Bulletin in the aircraft documentation.

No. EC155-00-002

5. APPENDICES

5.1. EXAMPLE OF A SB ATA 100 COVER PAGE

AIRBUS HELICOPTERS
No. EC155-28-0
 Civil versions: B, B1

SERVICE BULLETIN

CORRECTIVE MEASURE
FUEL
Modification of the route between the fuel hose and the electrical connector (136L3)
 Corresponds to modification 0728C49

For the attention of

Revision No.	Date of issue
Revision 0	2020-11-10

Summary:
 The purpose of this Service Bulletin is to modify the route between the fuel hose (air vent pipe) and the electrical connector of the LH emergency lights (136L3), by replacing the connector support and adding a new bracket to prevent possible interferences between the fuel hose (air vent pipe) and the electrical connector in the cabin.






Compliance:
 Airbus Helicopters recommends compliance with this Service Bulletin.

Revision 0 2020-11-10

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 This document is available on the Internet: www.airbushelicopters.com/techpub/

No. EC155-00-002



5.2. EXAMPLE OF AN ASB ATA 100 COVER PAGE

AIRBUS		HELICOPTERS				
		No. EC155-00-002				
		Civil version(s): B, B1				
ALERT SERVICE BULLETIN						
PROTECTIVE MEASURE						
EQUIPMENT AND FURNISHINGS - Emergency Floatation Check of the front emergency floatation hoses						
<table border="1"> <tr> <td colspan="2">For the attention of</td> </tr> <tr> <td></td> <td></td> </tr> </table>		For the attention of				
For the attention of						
						
Revision number		Date of issue				
Revision 0		2020-01-07				
Summary:						
The purpose of this ALERT SERVICE BULLETIN is to make sure that the inflation hoses of the front emergency floatation balloons are not clogged.						
Compliance:						
Compliance with this ALERT SERVICE BULLETIN is mandatory.						
Revision 0 2020-01-07		Page 1/13				
<i>This document is available on the Internet: www.airbushelicopters.com/techpub/</i>						

5.3. EXAMPLE OF AN EASB ATA 100 “EMERGENCY” COVER PAGE

AIRBUS

HELICOPTERS






EMERGENCY

ALERT SERVICE BULLETIN

PROTECTIVE MEASURE

TAIL ROTOR DRIVE – Tail Gear Box (TGB)
 Checking there is no oil retention in the recess of the TGB housing

For the attention of	
	

HELICOPTER(S) CONCERNED	NUMBER	Version(s)	
		Civil	Military
AS365	65.00.19	N1, N2, N3	F, Fi, K, K2
AS565	65.00.09		MA, MB, MBe, SA, SB, UB
SA366	65.06		GA
EC155	65A008	B, B1	

Revision No.	Date of issue
Revision 0	2019-07-10

Summary:

The purpose of this ALERT SERVICE BULLETIN is to make sure that the oil duct of the control bearing in the TGB is not obstructed by a foreign object.

Compliance:

Compliance with this ALERT SERVICE BULLETIN is mandatory.

Revision 0 2019-07-10
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This document is available on the Internet: www.airbushelicopters.com/techpub/

5.4. EXAMPLE OF A S1000D FORMAT SB COVER PAGE

AIRBUS

HELICOPTERS

SB EC155-34-11-0001
Issue 001 2023-03-08

SERVICE BULLETIN

TITLE: Flight environment data - Single pilot IFR kit

SB Type: Product improvement

APPLICABILITY

Model:	EC155
Version:	B1
Helicopters affected:	6837
Component affected:	365P61-5615-00
Helicopters PREMOD:	MC24C52
Helicopters POSTMOD:	MC39D02

COMPLIANCE: OPTIONAL

At customer's option.

SUMMARY

The purpose of this Service Bulletin is to make the aircraft mentioned capable for Single Pilot flight in IFR conditions by installing an SPIFR kit (Single Pilot Instrument Flight Rules).

GENERAL EVALUATION

Evaluation table			
Perform once	YES	Accomplish recurring	NO

SB EC155-34-11-0001
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New SB coding:
 - EC155 : H/C Model
 - 34 : Chapter
 - 11 : Subchapter
 - 0001 : SB sequence

Number and date of issue of the last revision

Standardized applicability

Information the recurrence of the SB

5.5. EXAMPLE OF AN ASB S1000D FORMAT COVER PAGE

AIRBUS

HELICOPTERS

ASB EC155-32-00-0001

Issue 001 2023-03-08

ALERT SERVICE BULLETIN

TITLE: Landing gear - Installation of a set of wires to transfer the landing gear selector position signal to the MFDAU for recording on the CVFDR

SB Type: Protective measure

APPLICABILITY

Model:	EC155
Version:	B1
Helicopters affected:	6784
Component affected:	365A08-4728-0299
Helicopters PREMOD:	0731B96
Helicopters POSTMOD:	0731B89

COMPLIANCE: MANDATORY

Comply with this Alert Service Bulletin within 50 flight hours or 1 months, whichever comes first.

SUMMARY

The purpose of this Alert Service Buletin is to add wires that transfer the position signal of the landing gear selector (UP/DOWN) to the MFDAU for recording on the CVFDR as per standard ED112 and after embodiment of modification 0731B89.

GENERAL EVALUATION

Evaluation table			
Perform once	YES	Accomplish recurring	NO

ASB EC155-32-00-0001

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S/N of helicopters for customized issue

5.6. EXEMPLE OF AN EASB S1000D FORMAT SB COVER PAGE

AIRBUS

HELICOPTERS

EASB EC155-32-00-0001
Issue 001 2023-03-08

EMERGENCY ALERT SERVICE BULLETIN

TITLE: Landing gear - Installation of a set of wires to transfer the landing gear selector position signal to the MFDAU for recording on the CVFDR

SB Type: Protective measure

APPLICABILITY

Model:	EC155
Version:	B1
Helicopters affected:	6784
Component affected:	365A08-4728-0299
Helicopters PREMOD:	0731B96
Helicopters POSTMOD:	0731B89

COMPLIANCE: MANDATORY

Comply with this Emergency Alert Service Bulletin within 2 flight hours or 1 day, whichever comes first.

SUMMARY

The purpose of this Emergency Alert Service Bulletin is to add wires that transfer the position signal of the landing gear selector (UP/DOWN) to the MFDAU for recording on the CVFDR as per standard ED112 and after embodiment of modification 0731B89.

EASB EC155-32-00-0001
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