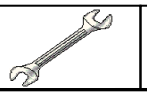
No. EC155-00-002

Civil version(s): B, B1

SERVICE BULLETIN

PRODUCT IMPROVEMENT

GENERAL - HARMONIZATION
Introduction to ALERT SERVICE BULLETINS and Service Bulletins and Technical Directives updated for harmonization

For the attention of	
	

Revision No.	Date of issue
Revision 0	2010-06-07
Revision 1	2011-08-23
Revision 2	2022-03-23

Summary:

This Service Bulletin introduces and explains the content and use of ALERT SERVICE BULLETINS, Service Bulletins and Technical Directives.

Reason for last Revision:

The purpose of Revision 2 of this Service Bulletin is to:
- update this Service Bulletin to the new format,
- integrate improvement on wording.

Compliance:

Not applicable.

No. EC155-00-002

CONTENTS

1. GENERAL

1.1. AIM OF THIS DOCUMENT

For easier understanding and to present the rules governing ALERT SERVICE BULLETINS (ASBs), Service Bulletins (SBs) and Technical Directives (TDs), Airbus Helicopters issued Service Bulletin number 00-001.

With the aim of harmonizing the Airbus Helicopters documentation, Airbus Helicopters is modifying the layout, the content and the working methods currently used to draft documents belonging to the Service Bulletin family.

Service Bulletin 00-002 covers the information introduced by Service Bulletin 00-001 and incorporates these modifications.

The aim of Airbus Helicopters Service Bulletin number 00-002 is to help understanding and to explain the rules governing ALERT SERVICE BULLETINS (ASBs), Service Bulletins (SBs) and Technical Directives (TDs).

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.

1.2. DEFINITIONS

ASBs, SBs and TDs are technical notices drafted by the helicopters manufacturer, aimed at making sure 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.

These instructions usually supplement the applicable technical documentation while possibly referring to it. They are usually intended for the maintenance staff but can also concern flight crews.
When an ASB or a SB or a TDs is issued, and until it is included in the documentation, its content takes priority on the documentation.

After it is included in the documentation, the instructions contained in the technical documentation take priority on the SB or the ASB or the TDs not covered by an Airworthiness Directive, unless the revision of the document is more recent than the one included in the documentation.

Airworthiness Directives which refer to the instructions given in an ASB, remain applicable despite the ASB being included in the documentation.
When a Service Bulletin includes an operation which is to be performed only once, it is not included in the documentation.

In the past, they were used to define instructions to be applied only by Airbus Helicopters technicians.

1.3. THE SERVICE BULLETIN MANUAL

There is a Service Bulletin manual for each type of helicopter and it contains:

- an index:
  - which lists all the Service Bulletins published, per chapter,
  - which indicates their number, their subject, their classification, their effectivity, the date of publication, remarks, and if applicable, the number and the date of the revision,

- all the Service Bulletins (ASBs, SBs and TDs) which are published by Airbus Helicopters (see paragraph 3.4.).

1.4. PURPOSE

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

- checks/inspections to make sure 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,

- 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 are reserved for instructions necessary for the continued Airworthiness/Helicopter Safety. Airbus Helicopters considers that compliance with these ALERT SERVICE BULLETINS is MANDATORY (for ASBs covered by an "EASA" Airworthiness Directive) or ESSENTIAL (for Industry ASBs not related to an unsafe condition).

NOTE

By "MANDATORY", Airbus Helicopters means that the introduced measures are necessary with respect to the certification, and to correctly maintain the level of quality and safety required by Airbus Helicopters for its helicopters.
By "ESSENTIAL", Airbus Helicopters means that although the safety level of the helicopters is compliant with the airworthiness regulations, the issue of this ASB improves Airbus Helicopters safety standards.

The "Compliance" paragraph always specifies a deadline.
The 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 which is difficult to perform.

These ALERT SERVICE BULLETINS are to 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 issue procedure (refer to paragraph 3.4.). This "EMERGENCY" ASB can be common to several types of helicopters and consequently its cover page is different from that of an ASB (see Appendix 5.3.).

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 which can, or can not, 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 which is difficult to perform.

c) Introduction of essential corrective measures
An essential corrective measure usually corresponds to the embodiment of a modification to the definition. It is introduced by an "industry" ALERT SERVICE BULLETIN following a technical event which does not lead to an "unsafe condition" but which improves the safety standards defined by Airbus Helicopters.

2.2. SERVICE BULLETINS (SBs)

Service Bulletins introduce:
- protective measures following an incident which does not lead to an "unsafe condition",
- modifications (corrective measures or improvement of the product),
- installation of optional equipment,
- conversions,
- etc.

a) Introducing non-mandatory protective measures

When a technical event not leading to the issue of an ALERT SERVICE BULLETIN occurs or when a non-conformity with respect to the certification regulation, not leading to an unsafe condition, is discovered, a Service Bulletin is issued.
These Service Bulletins are mainly used for modifying 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 made 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 compliance 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 economic conditions can be proposed until the compliance date proposed and mentioned in the Service Bulletin.

- Case No. 2:
  Corrective measure following a technical event not leading 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.

- Case No. 3:
  Corrective measure resulting from a technical event which 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 corrective measures introduced previously through a Service Bulletin.

c) Introducing a measure not relating to an incident and including a design modification

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

2.3. TECHNICAL DIRECTIVES (TDs)

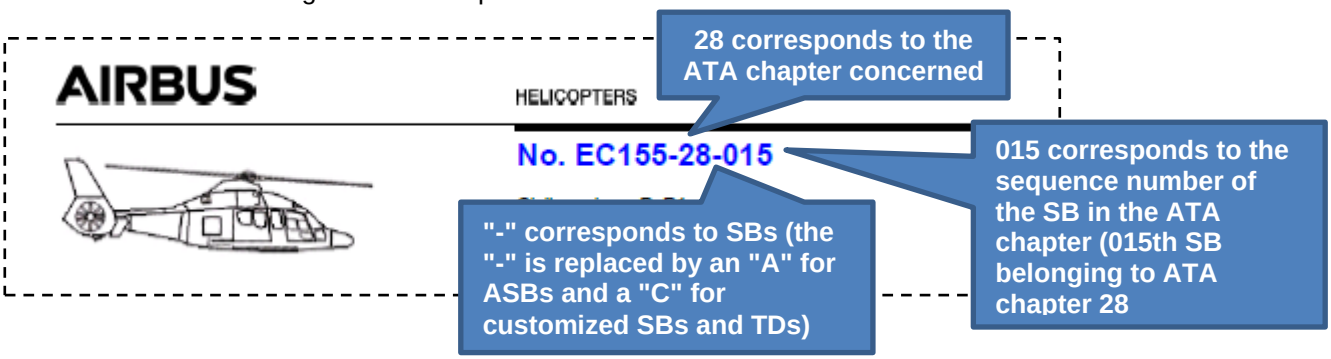
In the past, TDs were used for procedures that could be performed only by Airbus Helicopters technicians. TDs were issued only to the customers concerned.
The structure of the TD, its procedure and approval process were equivalent to that of the Service Bulletin. A TD did not have mandatory or recommended compliance. It was left to the operator’s initiative to comply with it or not.

3. MANAGEMENT AND ISSUE OF SERVICE BULLETINS

3.1. NUMBERING

Service Bulletins are identified by a number which include 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 5 digits. See example below.



In addition, to facilitate your search for documents classed in chapters 01 and 04 (Limitations) or 05 (Time limits - maintenance checks), and 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.

3.2. SERVICE BULLETIN REVISIONS

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 last revision is indicated at the foot 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 last revision of the document are indicated by revision marks in the margin.

3.3. SERVICE BULLETIN INDEX

The Service Bulletin manual has an Index at the beginning of each ATA chapter.

The Service Bulletin indexes present the general list of Service Bulletins issued by Airbus Helicopters.

These indexes are updated each time a Service Bulletin (SB) is issued (original issue or revision). Only the index of the ATA regulation related to Service Bulletin is updated.

3.3.1. GENERAL FORMAT

SB-No. / AD/EAD	Subject	C	Effectivity	Issue Date	Revision Date	Rev. No	Remark
1	2	3	4	5	6	7	8

The use of the new indexes is explained below.

3.3.2. COLUMN 1 - IDENTIFICATION OF THE DOCUMENT

This column is used to identify the helicopter range concerned, the sequence number of the issued Service Bulletin-type document and the (Emergency) Airworthiness Directive.

Color coding of the Service Bulletin numbers:

- red (corresponds to code letters “E, A, M”): mandatory or essential compliance with the Service Bulletin,
- blue (corresponds to code letter “R”): Recommended compliance with the Service Bulletin,
- green (corresponds to code letter “O”): Compliance with the Service Bulletin is left to the customer's initiative,
- Black (no code letter): Service Bulletin is not classified but will be classified as the indexes are updated.

Service Bulletins which have been included in the documentation are identified by an "asterisk".

3.3.3. COLUMN 2 - SUBJECT

This column is used to identify the title of the Service Bulletin associated with the sequence number.

3.3.4. COLUMN 3 - CODE "C"

This column includes the following information:

- E: EMERGENCY ALERT SERVICE BULLETIN
- A: ALERT SERVICE BULLETIN
- TD: TECHNICAL DIRECTIVES (is no longer used today)
- M: Mandatory
- R: Recommended
- O: Optional
- T: TELEX ALERT (is no longer used today)

3.3.5. COLUMN 4 - EFFECTIVITY

This column is used to indicate the particularities of the Service Bulletin (e.g. S/N or version concerned).

3.3.6. COLUMN 5 - ISSUE DATE

This column is used to indicate the date of first issue of the Service Bulletin.

3.3.7. COLUMN 6 - REVISION DATE

This column is used to indicate the date of issue of the last revision of the Service Bulletin.

3.3.8. COLUMN 7 - REV. No.

This column is used to indicate the number of the last revision of the Service Bulletin:

- without number = original issue,
- "1" = first update,
- "2" = second update, etc.

3.3.9. COLUMN 8 - REMARKS

In this column, the following information is given if necessary:

- the content of this (ALERT) Service Bulletin has been completely included in the corresponding documentation,
- this (ALERT) Service Bulletin will no longer be applicable after another (ALERT) Service Bulletin is created,
- after being applied once, this ALERT SERVICE BULLETIN is no longer applicable,
- this (ALERT) Service Bulletin must always be applied after the component (the spare part) is replaced,
- the various ATA numbers (if several ATA chapters are concerned),
- other information (e.g. "special issue").

The index page concerned is issued jointly with the associated SB/ASB.

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 is still possible. The paper issue must be specifically requested for new contracts.

The paper version is issued as follows:

- "EMERGENCY" ALERT SERVICE BULLETINS are issued by e-mail. They are then issued by express mail, on white paper with red edges.

- ALERT SERVICE BULLETINS are issued by express mail, on white paper with red striped edges.

- Service Bulletins are issued by mail, on white paper.

All ASBs, SBs and TDs issued, excluding customized issues, are available on the Airbus Helicopters (T.I.P.I.) website, at the following address: www.airbushelicopters.com/techpub/.

4. BREAKDOWN OF SERVICE BULLETINS

As specified in ATA Specification 2200, Service Bulletins include a cover page and four main chapters:
- planning information,
- material information,
- accomplishment instructions,
- appendix.

The breakdown 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/TD is issued, all the paragraphs and sections are in black font; these colors are used only to improve reliability*).*

- **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, essential, mandatory),
- reason of last revision (in case of revision),
- S/N of helicopters for customized issue,
- date of issue of the first and last 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.

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/TD or for embodying the corresponding modification at the manufacturer level.

Non-installed equipment or parts:
Indicates the conditions for complying with the SB/ASB/TD 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/embodiment 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/embodiment conditions for the check, modification or maintenance action to be performed on non-installed equipment.

1.F. APPROVAL

Approval of modifications:
Gives the number of the Modification, the number of the Compliance Record Document (CRD) and the date of approval by the aviation authority (EASA) or under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters.

Approval of this document:
Includes the number and the revision number of the SB/ASB/TD, the approval aviation authority (EASA) and the date of approval or under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters.

1.G. MANPOWER

Indicates the number of person and their qualification and 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 (in the form of weight → moment) to define the impact of the modifications on the weight and balance of the helicopter.

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 technical publications which have been, are or will be modified after the Service Bulletin or modification has been included in the documentation.

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.

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.

The tables are shown as follows:

General format for kits:

Key Word	Qty	New P/N	Item	Old P/N	Instruction
1	2	3	4	5	6

General format for consumables:

Key Word	Qty	P/N	CM	Item
1	2	3	7	4

General format for special tools:

Key Word	Qty	P/N or equivalent	Item
1	2	3	4

1 designation of the part, component, consumable, special tool, etc...
2 quantities of parts required for application of the ASB/SB,
3 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 P/N (part number) for parts removed,
6 special instructions for the part (discard, store, or return) 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.

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.
Example: "Disconnect all electrical power supplies before ....."

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:

3.B.1. Preliminary steps

Describes the operations before to 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 make sure that 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 DESC & DEV)

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

3.B.7. Feedback of information (specific for DESC & DEV)

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 DESC & DEV)

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), (DESC, etc.).

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

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

3.C. RECORD OF COMPLIANCE

Compliance with this document:
Gives the instructions to make sure of the traceability of compliance with the SB/ASB/TD (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/TD to enable feedback on SB/ASB/EASB/TD compliance of a helicopter identified by its serial number.

Tracking of modifications in the documentation:
Gives the instructions to make sure of 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/TD.

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

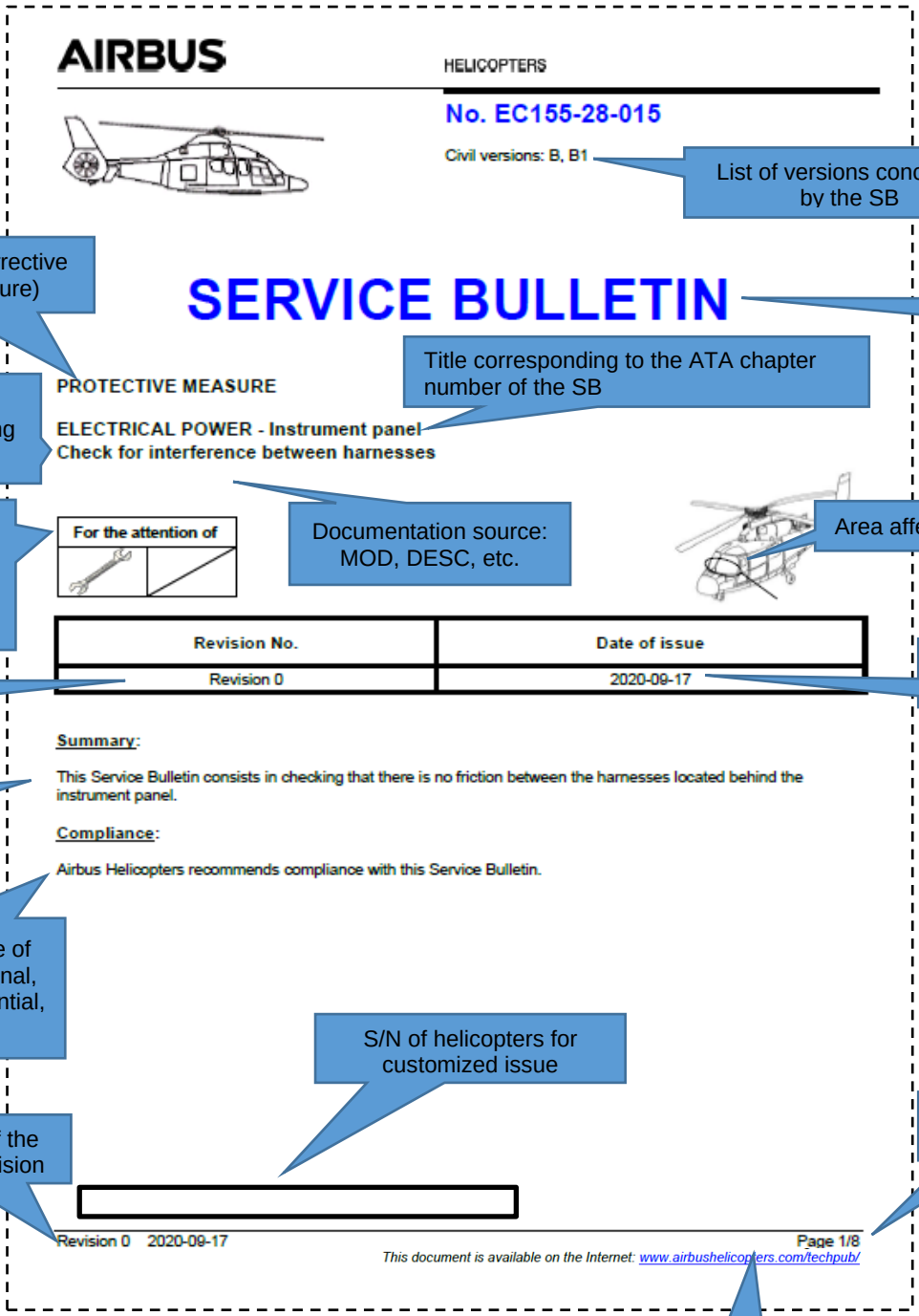
4. APPENDIX

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

5. APPENDIX

5.1. EXAMPLE OF A SB COVER PAGE



5.2. EXAMPLE OF AN ASB 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

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

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

5.3. EXAMPLE OF AN "EMERGENCY" ASB 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 Page 1/22

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