SAFETY INFORMATION NOTICE

SUBJECT: ROTOR FLIGHT CONTROLS

Servo-control transparency
ATA: 29

For the attention of

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<th>AIRCRAFT CONCERNED</th>
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<td>B</td>
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Airbus Helicopters recently took part in investigations following events on the "servo transparency/servo reversibility" or "jack stall" phenomenon.

These events occurred each time after forceful maneuvers while the aircraft was at high speed and weight. They were characterized by the appearance and the gradual increase of the control load on the cyclic and collective which depend on maneuver intensity.

These events led Airbus Helicopters to remind you of the phenomenon described and explained in LS 1648-29-03** (for Ecureuil aircraft) or LS 1649-29-03** (for Colibri aircraft) and also by the FAA in SAIB SW-04-035**. This phenomenon specific to aircraft equipped with a single hydraulic circuit can occur under certain conditions during maneuvers higher than the limit of the flight envelope defined for the aircraft (refer to Flight Manual/RFM limitations).

A combination of the contributing factors listed below possibly leads to servo-transparency:
- the load factor,
- the maneuver force (actions combined on the controls),
- high speed (refer to SIN No. 3093-S-00 dated 28.10.2016),
- high weight,
- high collective pitch,
- a high density altitude (altitude/temperature).

To date, the phenomenon explanation and the description of all the different factors leading to its appearance are well described and explained in the limitations chapter of the different Flight Manuals/RFM's (chapter "Progress limitations") and/or in the normal procedure chapter.

If nothing is done by the pilot to decrease the maneuver force and counter the gradual increase of the control load (tendency for nose-up and RH roll), this phenomenon can cause risks if it occurs while the aircraft is operated close to the ground.
Airbus Helicopters insists on the importance to comply with the limitations of the Flight Manual/RFM and prevent forceful or excessive maneuvers at all times moreover with a heavy aircraft at high speed and high density altitude; even more when aircraft is operated close to the ground.

In addition, Airbus Helicopters informs all the operators that the OSD FCD (EASA Operational Suitability Data - Flight Crew Data) for Ecureuil/Single Engine AS350/EC130 (Normal Revision 1 - Date 16-42) describes the specific task and the training methodology (TASE: Training Area of Special Emphasis) to perform the practical demonstration of this phenomenon during specific training on AS350 variants equipped with a single hydraulic circuit. In accordance with Airbus Helicopters training standards, all the training centers approved by Airbus Helicopters must comply with this specific task within their training plans. The OSD FCD is available for all operators on Airbus Helicopters technical documentation site (Technical Information Publication on Internet (T.I.P.I.)) at www.airbushelicopters.com/techpub/.