

SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Safety risks associated with Sales and use of unauthorized/counterfeit Airbus Helicopters parts and helicopters, all models

For the attention of



AIRCRAFT CONCERNED	Version(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	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	
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	

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The purpose of revision 2 of this Safety Information Notice is to inform you that Airbus Helicopters has decided to improve its process to follow up "out of service" aircraft. Therefore, Airbus Helicopters has decided to complement the list of potentially destroyed aircraft released on its website by adding a list of reportedly scrapped & cannibalized aircraft.

Revision 1 of this Safety Information Notice was issued following a new case of return to service of an aircraft after rebuilding without Airbus Helicopters' approval. Therefore, Airbus Helicopters reminds customers of the safety risks related to the purchases and use of non-authorized or counterfeit Airbus Helicopters parts and/or helicopters.

Over the years, Airbus Helicopters has issued a number of technical publications warning its customers against the use of any alleged "Airbus Helicopters" components sold through outlets not approved by Airbus Helicopters. Airbus Helicopters has also warned operators against the forbidden practice of reusing aircraft or aircraft components that have been destroyed, substantially damaged or, more problematically, non-visibly damaged in an accident or the practice of rebuilding (without proper authorization, oversight or regulatory compliance).

With the growth of the internet such unauthorized practices have proliferated. Purported Airbus Helicopters parts and airframes, without any certification documents or even identifying information, are now regularly posted on websites such as non-specialized marketplaces. Through this Safety Information Notice, Airbus Helicopters again reminds all operators, pilots and maintenance personnel of the serious risks associated with the sale and use of unauthorized helicopters or parts.

1. Unauthorized "Airbus Helicopters" Parts

Helicopter airframe elements are very complex and built to very specific tolerances. A failure during service can be catastrophic. For these reasons, the manufacture and repair processes must be closely monitored to ensure that the repaired elements meet all necessary safety standards. Repair centers performing such activities, both civil and military, must fulfill specific, stringent requirements in order to guarantee that their work complies, for safety reasons, with Airbus Helicopters standards, rules and technical data.

Airbus Helicopters sometimes receives reports of incidents and even accidents that have occurred as the result of the use of aircraft parts that were not provided by Airbus Helicopters or any Airbus Helicopters-licensed or authorized source. Similarly, several cases have been reported in which original Airbus Helicopters parts (even parts that were scrapped after an incident or accident) were reworked by third-parties without Airbus Helicopters approval or oversight, and then resold as "airworthy".

Airbus Helicopters has also seen many purported "Airbus Helicopters" parts and airframes posted on websites such as non-specialized marketplaces. A number of these postings specifically state that the seller has no logbooks, no documentation, and often no identifying information about the product(s) being sold.

Airbus Helicopters is obliged to warn all of its customers that the usage of parts in Airbus Helicopters' helicopters that were not provided by Airbus Helicopters or its qualified and authorized manufacturers or service centers:

- Can be unlawful
- Can adversely, and seriously, affect the airworthiness of the aircraft
- Can pose a serious risk of property damage, injury and/or death
- Will invalidate any Airbus Helicopters warranties
- Will transfer the full responsibility for any related accidents or injury to the user of such unauthorized parts

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If such an unauthorized part is alleged to have caused or contributed to an accident, incident injuries or fatalities, Airbus Helicopters also expressly reserves the right to seek indemnity from the user and/or supplier of the unauthorized part.

If you have any doubts about the integrity or authenticity of any item being sold as an "Airbus Helicopters" part, Airbus Helicopters strongly recommends that you:

- (1) do not use the product,
- (2) make a note of where you purchased the product, or where you saw it for sale, and
- (3) consult Airbus Helicopters about the issue.

For such issue, please contact Airbus Helicopters by using the Technical Request Management tool accessible through your AirbusWorld portal.

If you do not have access to the Technical Request Management tool, please send your request to the following e-mail address: customersupport.helicopters@airbus.com

2. Destroyed Helicopters and Components

In addition to the problems associated with the sale and use of unauthorized parts, Airbus Helicopters is also aware of the existence of entire counterfeit helicopters, i.e., helicopters rebuilt around a data plate without any Airbus Helicopters involvement or authorization, often after being destroyed in an accident that occurred in flight, with intention of flight, following transportation, maintenance, weather conditions (typhoon, etc.), war/vandalism, etc.

Airbus Helicopters is obliged to remind all its customers that accidents can cause irreversible damage to aircraft parts, especially life limited parts, and that such damage is not always detectable through non-destructive test procedures, even the procedures specified in the Maintenance and Repair Manuals. Therefore, there is always a risk that parts which show no evidence of damage during testing are still not airworthy and thus constitute a safety hazard.

As a result, the re-use of parts from helicopters involved in accidents is permissible only if there is proof that any stresses are within allowable limits as specified by Airbus Helicopters' own standards and procedures, based on company expertise. Such procedures and expertise are not available to, and therefore cannot be applied by, unauthorized third-parties. It is prohibited to re-use parts or assemblies which have been involved in an accident without formal technical approval from Airbus Helicopters' Technical Support Directorate (This requirement is indicated in the MSM). It must always be suspected that a part or airframe being sold without sufficient identifying information or records was involved in an accident. Such parts or airframes can be irreversibly damaged and therefore pose a safety hazard.

We remind our customers that the classification "accident" in flight or with intention of flight is determined by the AIB (Accident Investigation Board) of the country of occurrence.

The risk increases if an entire, previously destroyed aircraft is "rebuilt" without the involvement or authorization of Airbus Helicopters. Although minor damage can in some cases be repaired by authorized service and repair stations (Part 145). If an aircraft is officially determined to have been destroyed, it **cannot** be rebuilt except by the manufacturer under the rules established by the certification authority-approved documentation.

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3. Scrapped & Cannibalized Helicopters and Components

Through this new revision of the Safety Information Notice, Airbus Helicopters would also like to address the subject of aircraft that are declared as scrapped to Airbus Helicopters by customers. Helicopters can be qualified as scrapped aircraft when the aircraft is no longer operated due to its age, the maintenance expenses, the absence of TC, the unavailability of spare parts, etc.

Some aircraft have been identified by Airbus Helicopters as cannibalized. Helicopters can be qualified as cannibalized aircraft when the aircraft is used as a workshop for spare parts for a long time. This classification does not take into account aircraft from which parts are temporarily removed to limit the number of grounded aircraft.

Generally, the aircraft under this classification (scrapped and cannibalized) are not stored / preserved in accordance with Airbus requirements. Airbus Helicopters reminds its customers that helicopters or their components that are not stored / preserved in accordance with Airbus Helicopters requirements can sustain physiochemical damage due to the corrosive action of the surrounding atmosphere and its changing conditions. This damage will depend on the storage time and the environment of the storage location. Moreover, storage and preservation times are limited and some parts or equipment cannot benefit from calendar freezing, regardless of the storage / preservation conditions.

As a result, the re-use of parts from helicopters which were qualified as scrapped & cannibalized is only permissible if there is proof that these parts were stored / preserved in accordance with Airbus Helicopters requirements and did not reach their calendar limit. It must always be suspected that a part or airframe that is sold without sufficient identifying information or records can come from scrapped or cannibalized aircraft. Such parts can be damaged and therefore represent a safety hazard.

4. General

If you decide not to repair or re-use an aircraft, Airbus Helicopters asks you to take a photo of the identification plate before and after having cut it in 4 parts and to send it to us in order to prevent any risk of non-authorized rebuilding or re-use.

With respect to aircraft being offered for sale through the internet or unauthorized resellers, it can be simply impossible to ever verify the airworthiness of the helicopter, let alone each of its parts. As a first step toward addressing this hazard, Airbus Helicopters has started posting a non-exhaustive list of potentially scrapped, cannibalized and destroyed aircraft on its Safety website ([Airbus Helicopters Safety](#)) at: [Potentially Scrapped, Cannibalized & Destroyed aircrafts.pdf](#)

If you have any doubts about the integrity or authenticity of a particular helicopter or component, Airbus Helicopters strongly recommends that you:

- (1) do not fly the aircraft,
- (2) make a note of where you purchased the helicopter or component, and/or where you saw it for sale,
- (3) check the helicopter's identifying information against Airbus Helicopters' scrapped, cannibalized and destroyed helicopter list, and
- (4) consult Airbus Helicopters about the issue.

For such issue, please contact Airbus Helicopters by using the Technical Request Management tool accessible through your AirbusWorld portal.

In case you would not have access to the Technical Request Management tool, please send your request to the following email address: customersupport.helicopters@airbus.com

Improving flight safety has always been and always will be Airbus Helicopters' first priority. We encourage all of our customers to report any occurrence or issue they believe may pose a safety risk. Your understanding of and compliance with the guidance outlined in this Safety Information Notice will help improve safety for everyone.