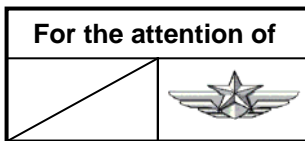


# SAFETY INFORMATION NOTICE

**SUBJECT: HYDRAULIC POWER**
**HELICOPTER WITH SINGLE HYDRAULIC SYSTEM - Hydraulic failure training**  
 ATA: 67


AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
AS350	B, BA, BB, B1, B2, B3, D	L1
AS550		A2, C2, C3, U2
AS355	E	

Recent events (incidents and accidents), which occurred during hydraulic failure training, have led Airbus Helicopters to remind you of the procedures and precautions specified in the Flight Manual concerning this type of training.

The analysis of these events revealed two essential causes:

- Non-release of the "HYD TEST" push-button located on the front center console before cutting off the hydraulic assistance using the "CUTOFF" switch on the collective stick. This phase described in the hydraulic failure training procedure of the Flight Manual supplement is essential for helicopters equipped with a load compensator on the yaw channel\*\*. This operation enables the hydraulic accumulator of the load compensator to be recharged before the hydraulic assistance is cut off using the switch on the collective stick, in order to maintain hydraulic assistance on the tail rotor control channel. This assistance is necessary for controlling the helicopter on its yaw axis at low speed. This operation also enables the training phase to be stopped at any time, and the hydraulics to be restored by simply actuating the "CUTOFF" switch.
- Non-compliance with the "CAUTION" indicated in the Flight Manual emergency procedures for the loss of hydraulic pressure or in the Flight Manual supplement for hydraulic failure training. This "CAUTION" requires that no hover flight or maneuvers at low speed be performed in this configuration. In these flight phases, the intensity and direction of the load return from the main rotor through the controls may rapidly change and generate a significant workload for the pilot, thus causing a risk of loss of control of the helicopter.

\*\* The helicopter versions equipped with a load compensator on the yaw channel are: AS350 B1, B2, B3 and L1 and AS550 A2, C2, C3 and U2.  
 The helicopter versions not equipped with a load compensator on the yaw channel are: AS350 B, BA, BB, D and AS355 E.

The Flight Manual supplement describes all the steps associated with hydraulic failure training and gives all the details and explanations on the operation of the system in this configuration, as well as the task definition for the persons involved (trainee and instructor).

Airbus Helicopters also reminds you that, in compliance with the Flight Manual, it is not permitted to take off without hydraulic assistance (take-off with the red "HYD" warning light lit on the warning panel) and that the training procedure for hydraulic failure/loss of hydraulic assistance must be performed when the helicopter is in a stabilized flight phase (cruise flight).

Compliance with the Flight Manual procedures ensures safe landing in all situations, regardless of whether it is in a training phase or you encounter a real failure.

NOTE: In addition, Airbus Helicopters informs you that TELEX INFORMATION Nos. TI 00000142 (AS350 B1, B2 and L1/AS550 A2, C2, U2), TI 00000152 (AS350 BA and BB), TI 00000153 (AS350 B3 and AS550 C3) and TI 00000154 (AS350 B and D) issued on December 09, 2003 are available on TIPI and give complementary information on the hydraulic system operation and the associated procedures.