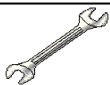


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Spreading of information from the FAA and EASA regarding the use of additional restraint systems for passengers, and from the EASA regarding the use of water surfaces as forced landing areas

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	
EC339		KUH/Surion
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-2m
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	

Following a fatal helicopter accident on the East River near New York City on March 11, 2018 involving an Airbus Helicopters AS350 B2, Airbus Helicopters would like to inform his customers of the release of a Notice (N8900.457) by the FAA on April 10, 2018 and of two SIBs (2018-15 & 2018-16) by the EASA on September 07, 2018:

- **FAA Notice N8900.457**

FAA Notice N8900.457 prohibits the use of supplemental passenger restraint systems that cannot be released quickly in an emergency during flight operations for compensation and hire with doors open or removed.

The FAA thus prohibits such flight operations with doors open or removed unless the passengers are at all times properly secured using FAA authorized restraints. The FAA-approved supplemental restraint systems shall meet the requirement to be released quickly in an emergency during flight operations for compensation and hire with doors open or removed.

https://www.faa.gov/documentLibrary/media/Notice/N_8900.457.pdf

- **EASA SIB 2018-16**

EASA SIB 2018-16 recommends that operators using restraint systems other than seat belts review their equipment, operating procedures, training programs and risk assessment (as applicable), to make sure that they are operating in accordance with the Air OPS Regulation, and in particular that the restraints to be used can be quickly released with minimal difficulty and without impeding egress from the aircraft in an emergency, such as water impact or post-crash fire.

<https://ad.easa.europa.eu/ad/2018-16>

- **EASA SIB 2018-15**

EASA SIB 2018-15 recommends that operators include the use of water surfaces as suitable forced landing areas in their hazard identification and safety risk management process.

Among the possible mitigations the operator can consider to:

- use flight paths from which safe forced landing areas are available on the ground when possible, and to use water surfaces for emergency landing only when no better safe forced landing option is available on the ground,
- provide additional pilot training or briefing regarding overwater flights with reduced visual cues, emergency water landings and, for single-engine helicopters, autorotations,
- review the operator's procedures and passenger briefings to address the use of doors and openings and the evacuation of the helicopter in case of an emergency landing on water,
- make sure that the helicopter is properly equipped for overwater flights and consider the installation of emergency floatation equipment.

<https://ad.easa.europa.eu/ad/2018-15>