

SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Additional information to SIN 2247-S-00 - "Increasing number of serious incidents/accidents caused by failures to comply with 'routine' applicable maintenance instructions"

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
EC130	B4, T2	
SA365 / AS365	C, C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K, K2
AS565		MA, MB, SA, SB, UB
SA366	G1	GA
EC155	B, B1	
SA330	J	Ba, Ca, Ea, 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, 3180B, 3180C	
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	
WG13		MK4
EC339		KUH/Surion
EC665		ARH, HAD, HAP, UHT
NH90		NFH, TTH
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	E-4, CBS-5 KLH
MBB-BK117	A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m	
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 T3, 635 P2+, 635 P3	

Airbus Helicopters recently participated in an investigation into a fatal accident, which occurred after the start-up sequence for a first flight following a major maintenance operation.

This investigation revealed that a critical coupling, which enables the control of the main rotor, had not been connected by the maintenance technician.

The purpose of this Safety Information Notice is to provide additional information to SIN 2247-S-00** issued on December 01, 2010 in order to remind you that after any maintenance operation, and in particular after an operation requiring the removal/disconnection of components critical for flight safety, a detailed check of the work performed and of the reassembly must be carried out before resuming flights. Always bear in mind that forgetting a work step may lead to loss of control of the helicopter.

These checks are generally detailed in the "General" chapter of the maintenance documents concerning the relevant assemblies (ATA chapter) (example: for flight controls, refer to the "General" chapters of the Aircraft Maintenance Manual (MMA) or Maintenance Manual (MET), ATA chapter 67).

Please also consider the possibility of asking for help or having these checks performed by another technician or the pilot, the critical mind of an external person often being more alert than that of the person who performed the work. We recommend explaining the type of work that has been performed to the technician or pilot. Finally, please bear in mind that a thorough inspection of a helicopter after a maintenance operation and before resuming flights is a critical step which must reveal and enable the correction of any anomalies before flight safety can be compromised.

** : SIN 2247-S-00 was issued to draw the operators' attention to the "Increasing number of serious incidents/accidents caused by failures to comply with 'routine' applicable maintenance instructions".