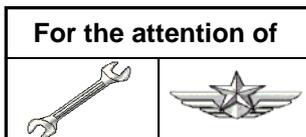


SAFETY INFORMATION NOTICE

SUBJECT: GENERALITIES

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



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	
SA360	C	
SA365 / AS365	C, C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K
AS565		AA, MA, MB, SA, SB, UB
SA366	G1	GA
EC155	B, B1	
SA321	Ja	Ga, Gb, Gc
SA330	J	Ba, Ca, Ea, H, 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, UC, UE, UL
BO105	CB-5, CBS-5, CBS-5 KLH, DBS-5, LS A3	E-4
BK117	A, A-1, A-3, A-4, B-1, B-2, C-1, C-2	
EC135	T1, T2, T2+, P1, P2, P2+	
EC635	T1, T2+, P2+	

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

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

1. Unauthorized "EUROCOPTER" Parts

Helicopter airframe elements are very complex and built to very specific tolerances. A failure during service can be potentially 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 carrying out such activities, both civil and military, must fulfill specific, stringent requirements in order to guarantee that their work complies, for safety reasons, with EUROCOPTER standards, rules and technical data.

EUROCOPTER 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 EUROCOPTER or any EUROCOPTER-licensed or authorized source. Similarly, several cases have been reported in which original EUROCOPTER components (even parts that were scrapped as the result of an incident or accident) were reworked by third-parties without EUROCOPTER approval or oversight, and then resold as "airworthy".

Recently, EUROCOPTER has also seen many purported "EUROCOPTER" component parts and airframes posted on such internet sites as eBay. 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.

EUROCOPTER is obliged to warn all of its customers that the usage of parts in EUROCOPTER helicopters that have not been provided by EUROCOPTER or its qualified and authorized manufacturers or service centers:

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

In the event that such an unauthorized part is alleged to have caused or contributed to an accident, incident or injury, EUROCOPTER 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 a "EUROCOPTER" part, EUROCOPTER strongly recommends that you:

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

2. Destroyed Helicopters and Components

In addition to the problems surrounding the sale and use of unauthorized component parts, EUROCOPTER is also aware of the existence of entire counterfeit helicopters, i.e., helicopters rebuilt around a data plate without any EUROCOPTER involvement or authorization, often after being destroyed in an accident.

EUROCOPTER is obliged to remind all its customers that accidents can cause irreversible damage to aircraft parts, especially life limited parts, and that such damage might not always be detectable through non-destructive test procedures, even those procedures specified in the Maintenance and Repair Manuals. Therefore, there is always a danger that parts showing no evidence of damage during testing may still not be airworthy, thus constituting a safety hazard.

As a result, the re-use of parts from helicopters involved in accidents is permissible only if there is proof that the mechanical and thermal stresses are within allowable limits as specified by EUROCOPTER's 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 EUROCOPTER's Technical Support Directorate. It should always be suspected that a component part or airframe being sold without sufficient identifying information or records was involved in an accident. Such parts or airframes may have been irreversibly damaged and therefore pose a safety hazard.

We remind our customers that the classification "accident" 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 EUROCOPTER. Although minor damage may in some cases be repaired by authorized service and repair stations, 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.

With respect to aircraft being offered for sale through the internet or unauthorized resellers, it may be simply impossible to ever verify the airworthiness of the helicopter, let alone each of its parts. As a first step toward addressing this problem EUROCOPTER has begun posting lists of destroyed or potentially destroyed aircraft on its Safety website at http://www.eurocopter.com/site/en/ref/Safety_36.html.

If you have any doubts about the integrity or authenticity of a particular helicopter or component, EUROCOPTER 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 EUROCOPTER's destroyed helicopter list, and
- (4) consult EUROCOPTER about the issue.

Improving flight safety has always been and always will be EUROCOPTER's 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.