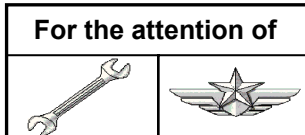


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Risk of hypoxia for aircrew and passengers when operating at high altitude



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	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, 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	
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), E-4, LS A-3	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	D-2m
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 T3, 635 P2+, 635 P3	

In line with our constant commitment to improving the safety of helicopter operations, Airbus Helicopters would like to share information about the risk of hypoxia when operating at high altitude. This risk should be considered by aircrew and operators within their Safety Management Systems (SMS) according to your operations.

Airbus Helicopters has been informed of an accident that occurred at high altitude in a mountainous area. Hypoxia seems to be the probable cause of this accident. Therefore, Airbus Helicopters would like to remind its operators and especially aircrew members of the risk of hypoxia when operating at high altitude.

Some guidance related to the use of oxygen is available in ICAO Annex 6 part III International Operations - Helicopters.

National Aviation Authorities use the ICAO guidance as the basis for their regulations. However, these regulations may be more or less restrictive than the ICAO guidance and it is the duty of each operator and aircrew to check the appropriate documentation according to the aircraft's State of Registry for specific criteria. If there are no specific criteria, it is the duty of the operator in the frame of its SMS to manage the risk of hypoxia in a consistent manner.

The main useful information is the following:

1 - High altitude flight with unpressurized helicopters:

Unpressurized helicopters intended to be operated at high altitudes shall carry equipment for storing and dispensing oxygen supplies to aircrew and passengers. The equipment must be regularly checked for correct operation.

2 - Oxygen supply for unpressurized helicopters:

A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply aircrew and passengers as follows:

Flight level	Flight time	Oxygen supply for aircrew	Oxygen supply for passengers
Below FL100 (700 hPa)	/	Not necessary	Not necessary
FL110 < Z < FL130 (620 hPa)	Less than 30 minutes	Not necessary	Not necessary
	More than 30 minutes	100% of aircrew members	10% of passengers
Above FL130 (620 hPa)	/	100% of aircrew members	100% of passengers

3 - Use of oxygen:

All aircrew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in the previous paragraph.

4 - Preflight briefing:

The pilot-in-command shall ensure that aircrew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of oxygen dispensing equipment. The equipment must be checked for correct operation before the flight.

5 - To learn more about hypoxia:

Additional information about hypoxia can be found on the SKYBRARY website:
[http://www.skybrary.aero/index.php/Hypoxia_\(OGHFA_BN\)](http://www.skybrary.aero/index.php/Hypoxia_(OGHFA_BN))