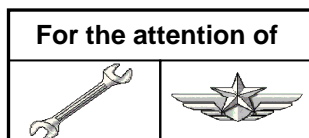


Information Notice

SUBJECT: EQUIPMENT AND FURNISHINGS
COVID-19 pandemic - Use of servicing plugs to supply medical equipment


AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
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
EC225	LP	
EC725		AP
AS332	C, C1, L, L1, L2	B, B1, F1, M, M1
AS532		A2, U2, AC, AL, SC, UE, UL

The COVID-19 pandemic significantly increases the need for medical air transport of passengers. This health emergency imposes the adaptation of transportation means that are available to perform these missions. Medical equipment must usually be connected to a source of alternating current (AC). As the helicopter's electrical network is mainly direct current (DC), a commercially available static AC-DC converter must be installed to convert direct current into alternating current. The helicopter's electrical network can thus supply the medical equipment required to transport passengers who are suffering from COVID-19.

Helicopters are equipped with 28V DC servicing plugs in the cabin, which can be used to connect a static AC-DC converter (if needed). The power output of the servicing plugs depends on the type of helicopter and the function of the plug. The operator must refer to the technical documentation of the helicopter concerned (chapter 25-26: Servicing plugs/medical equipment power outlets) to know the authorized maximum current load on the different plugs.

Examples:

For the AS365 range, refer to MDF 25-26-04, 01 Servicing connector - Servicing plugs

For the H225 range, refer to:

MMA 25-26-01,00 Description - Miscellaneous passenger compartment equipment items

MMA 25-26-02,00 Description - Medical equipment power outlets

For the PUMA range, refer to the SDS/WDM (ATA 25-20) and the IPC (ATA 25-95)

For the French military PUMA range, refer to section BNAe 51.2 of the MAT8582

The operator can select a static converter compatible with the power output of the selected servicing plug after checking that this output will be sufficient to supply the medical equipment.

The operator must also identify through the helicopter's technical documentation (chapter 25-26: Servicing plug) if load-shedding by the crew of the electrical load connected to the servicing plug is possible, if necessary. If load-shedding of the plug is not possible, the electrical load (e.g. static converter) connected to that servicing plug must have an "ON/OFF" switch that can be accessed and used by a crew member, if necessary.

Some servicing plugs are interconnected in parallel. For these plugs, it is possible to connect equipment with the maximum permitted current draw to one plug, if the other plugs are not used. For example, if three plugs are connected in parallel and connected to a 20A circuit breaker, it is possible to connect a load of 560VA to one plug and 0VA to the two other plugs. The nominal current load of the electrical circuit associated to these servicing plugs is thus complied with. The analysis of the electrical diagram of these plugs confirms this possibility (chapter 25-26: Servicing plug).

Airbus Helicopters can help you identify which servicing plug to use in what circumstances, by taking into account the specificities of your helicopter and the electrical power required to perform the medical missions related to the COVID-19 pandemic. For any further questions, feel free to contact your usual contact person or Technical Support through the Keycopter portal.