

AIRBUS AS350 B3 Model Guide

The AIRBUS AS350 B3 is a helicopter in the Airbus Helicopters 350 family, which the registry lists as turboshaft with up to 5 passengers. The only document supplied covers the tail-boom battery relocation modification, so this guide focuses on that. No variant-specific weights or speeds were provided.

KEY TAKEAWAYS

- Family-level figures only: up to 550 nm range, 135 kt cruise and 17000 ft ceiling across the 350 family, not the B3 alone.
- The battery relocation moves the battery from the RH cargo compartment to the tail boom, freeing cargo volume.
- Battery inspections run at 150 FH or 12 months. B3-only operators can use 750 FH or 24 months for the longer check.
- Records conflict on engine type (library says piston, registry says turboshaft). Confirm against the aircraft documents.

WHAT THE BATTERY RELOCATION DOES

The existing 15 Ah nickel-cadmium battery is removed from the RH cargo compartment. A 22 Ah nickel-cadmium or 28 Ah lead-acid battery goes in the tail boom. This eliminates or reduces the need for tail boom ballast and increases usable RH cargo volume. The battery is reached through a hinged carbon fiber door.

INSPECTION INTERVALS

Before the first flight each day, check the battery connector for security. Every 150 FH or 12 months, check the battery tray, vent hoses, harness, door seal and placards. At 600 FH or 24 months, or 750 FH or 24 months for the AS 350 B3 only, check the battery ground wire. Nickel-cadmium aircraft also get a temperature sensor check.

BATTERY TYPE MATTERS

With the lead-acid battery, the BATT TEMP warning light is inoperative. With the nickel-cadmium Saft battery, it works. The Concorde lead-acid battery maker recommends replacing it after four years of service. Do not repair or overhaul either battery. Contact the battery maker.

SPECIFICATIONS

Battery Access Cutout Length Inches	16.5
Battery Access Cutout Width Inches	11.8

PERFORMANCE

Family Max Range Nm	550
Family Max Cruise Speed Kt	135
Family Max Service Ceiling Ft	17000

SAFETY NOTES

- With a lead-acid battery fitted, the BATT TEMP warning light is inoperative. Check which battery type is installed.
- Make sure the aircraft electrical system is not energized before working on the battery or battery circuit.
- In the 150 FH / 12 month inspection, any corrosion, cracks, deformation or scoring on the battery tray is not allowed. Contact the supplier for replacement parts.