

# Donaldson Airbus AS350 IBF

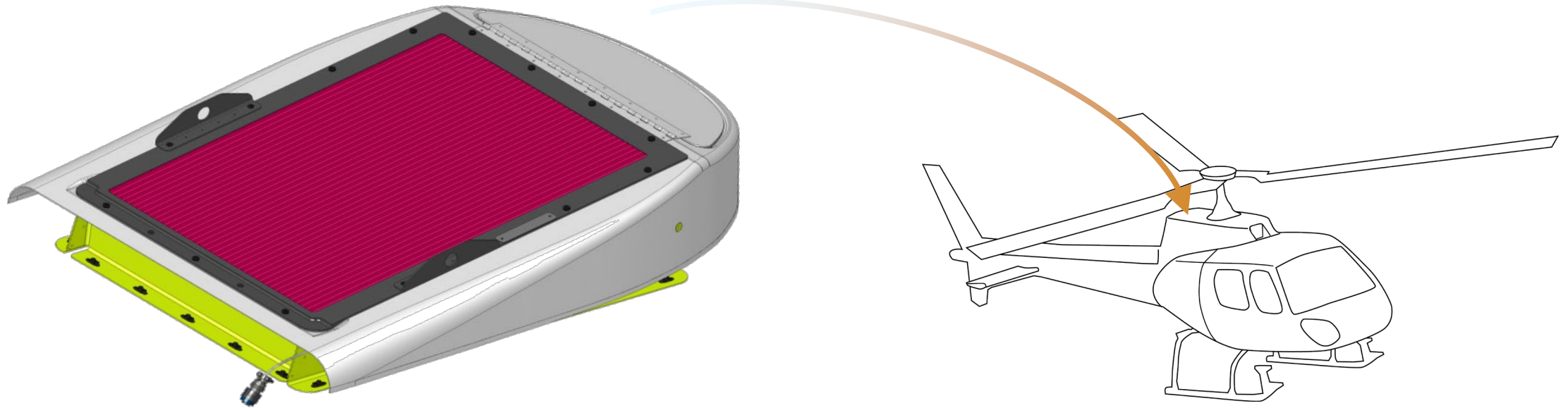
*August 1, 2020*

# AS350

(B, BA, B1, B2, Be Single Hydraulic, AS350B3e Single Hydraulic)



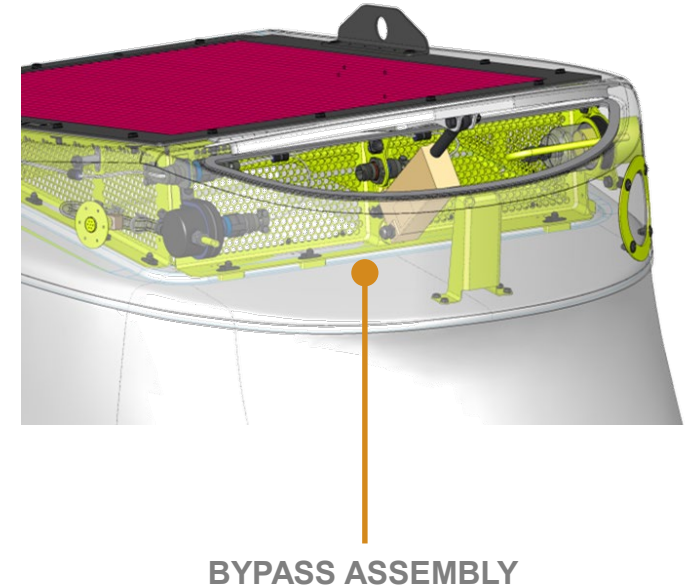
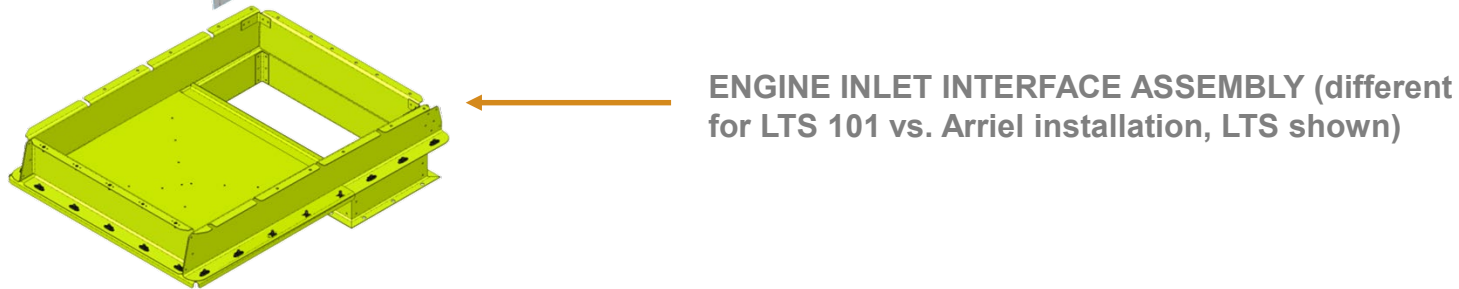
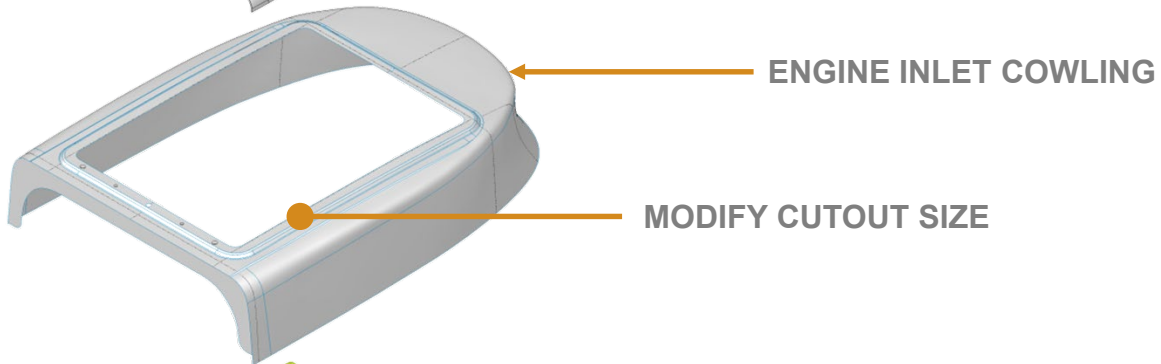
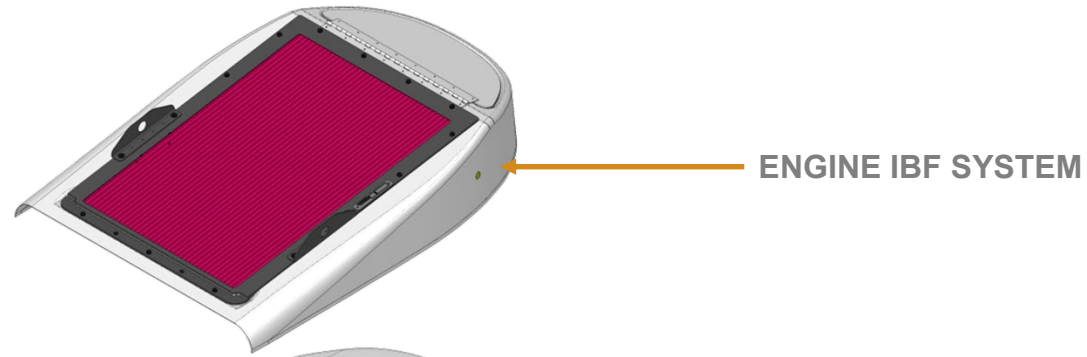
# AS350 IBF SYSTEM DESIGN



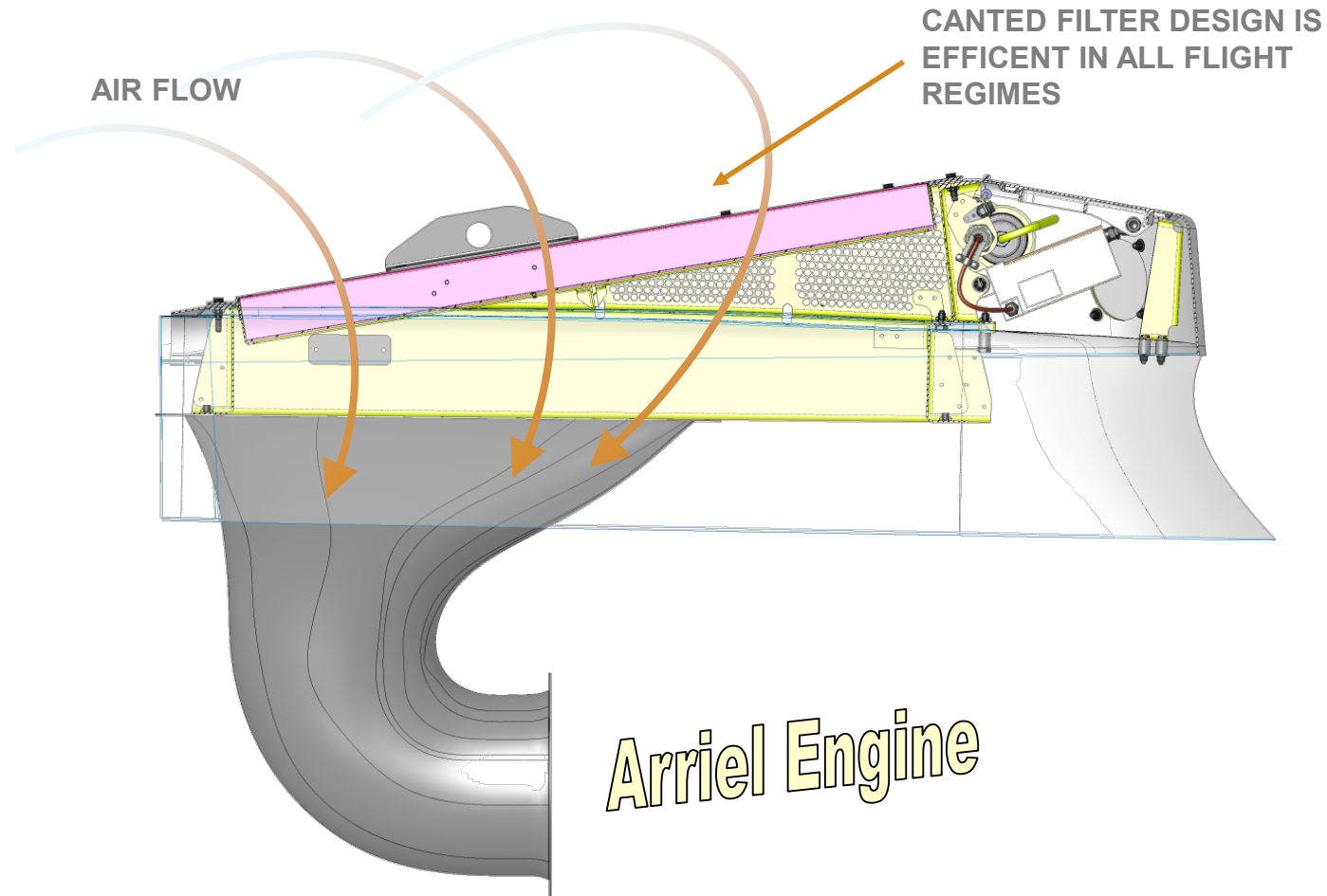
## COMPATABILITY:

- Compatible with both Turbomeca Arriel and Honeywell LTS Engine Installations
- AS350 is equivalent to the H125 designation

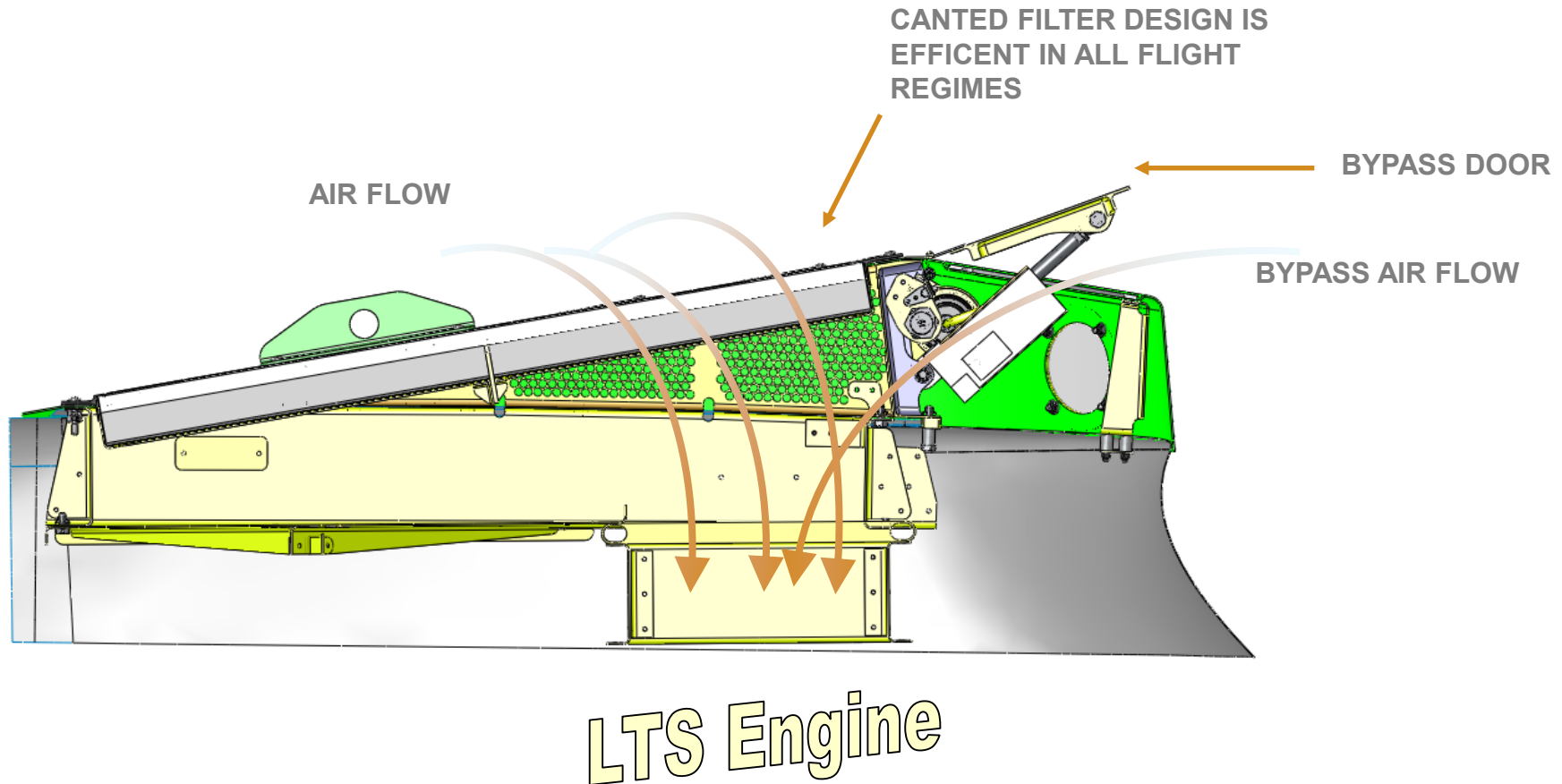
# AS350 IBF SYSTEM DETAILS



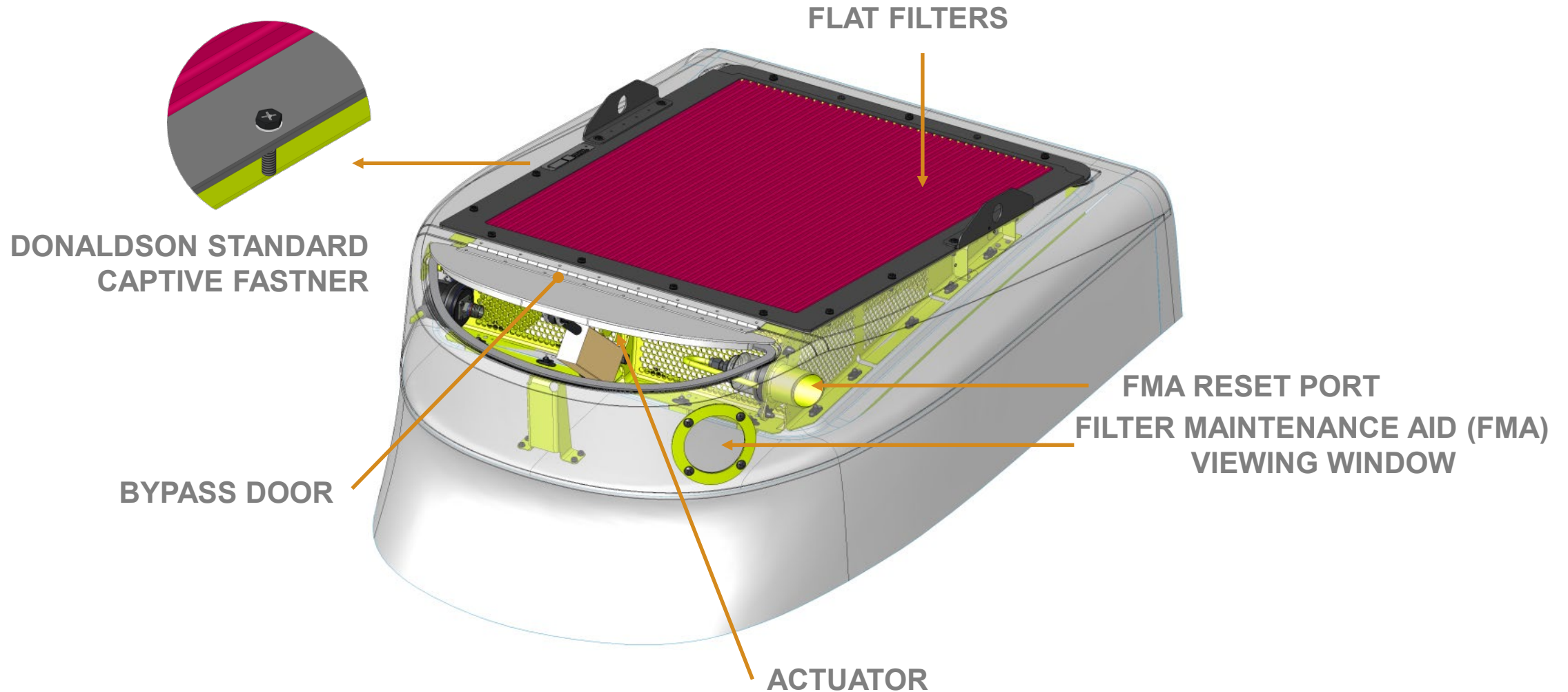
# AS350 IBF ARRIEL INSTALLATION



# AS350 IBF LTS INSTALLATION

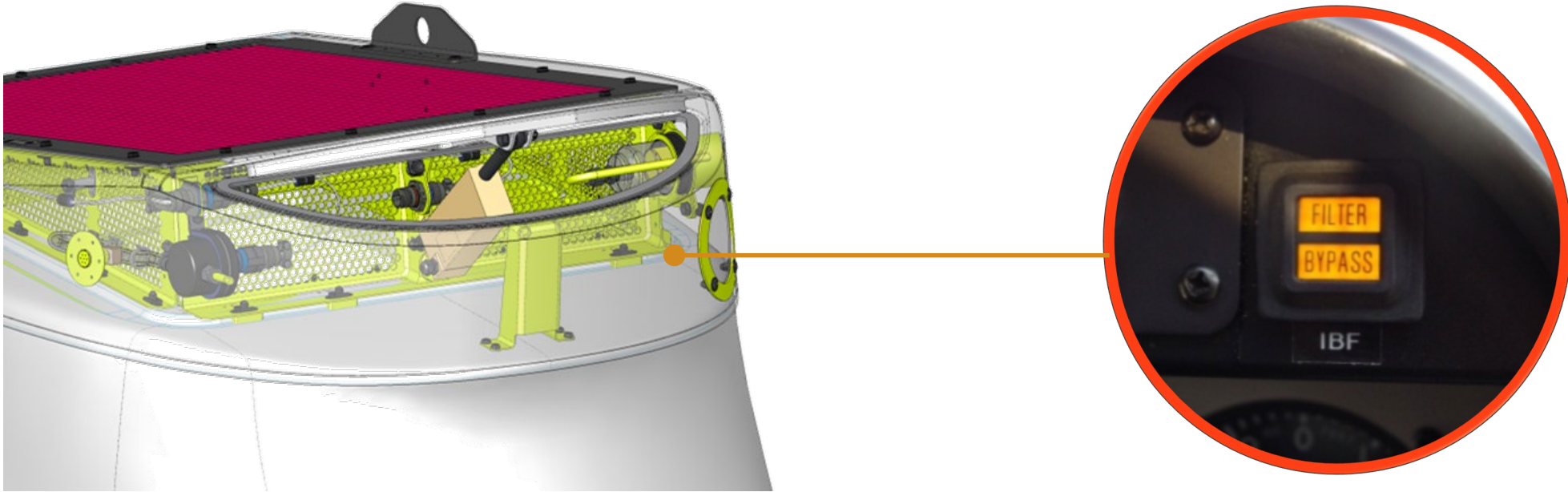


# AS350 IBF BYPASS MAJOR COMPONENTS





# AS350 IBF FILTER BYPASS SYSTEM



Pilot commands the bypass door to open to increase engine airflow until clear of debris conditions.

**NOTE:** Aircraft with particle separators must land immediately during heavy debris conditions and do not have the ability to keep flying like aircraft with a barrier filter bypass system.



# IBF FILTER MAINTENANCE AID (FMA)

- Pre and Post flight indication of filter contamination level and maximum pressure drop.
- Allows flexibility for mission planning with predictable service cycles, particularly in high tempo desert environments.
- Verification of post cleaning effectiveness



# IBF FILTER MAINTENANCE AID (FMA)

- Provides the ability to meet Condition-Based Maintenance (CBM) between established cleaning intervals, eliminating unnecessary service.
- Measures plenum pressure versus ambient, across the filter system.
- Similar FMA used on other Donaldson IBFs for the Bell 205A, 206B, 206L-1/3/4, 407, 430, Leonardo A119, AW139, AW189, Airbus EC130, MD Helicopters MD500.



# IBF BENEFITS: PERFORMANCE

## **MAXIMUM ENGINE DEBRIS/FOD PROTECTION**

Allows consistent flight operations and extends engine time on wing. Improved protection over an inertial design and significantly better protection than a FOD screen.

## **IMPROVED AIRFLOW**

Pleated barrier filter element provides improved air flow versus inertial separation vortex/swirl tubes typical with IPS/EAPS.



# IBF BENEFITS: VALUE

## RETURN ON INVESTMENT (ROI)

- Less premature engine removals, meet the expected engine TBO
- Long-life 4,500 flight hour filter assemblies (15 cleanings; 300-hour intervals)
- Reduction in corrosive salt air entering engine
- Engine overhaul cost reduction due to elimination of erosion and contamination on all rotating and pneumatic components
- Reduced maintenance time with improved plenum access.
- Common Line Replaceable Units (LRU) for mixed IBF fleets.
- Bleed air system maintenance eliminated with IBF





# IBF OPERATIONAL CONSIDERATIONS

- Improved power margin for high/hot operations and confined landing zones. Scavenge air not required, immediate performance improvement with IBF.
- Engine performance retention after barrier filter installation.
- Inlet air bypass system backup not available with EAPS; added safety feature.
- Certified for flight in falling and blowing snow IAW helicopter manufacturers flight manual
- Filter sized for B3 engine airflow



# IBF COMPARATIVE BENEFITS

- Engine Air Particle Separators (EAPS) utilize traditional inertial particle separation technology. Barrier Filters (BF) use current technology and state of the art integration.
- BF does not require the use of engine bleed air. EAPS does require engine bleed air which reduces engine power available.
- Engine bleed air system maintenance is eliminated. Reduced chance of engine stall from leaking valves and lines.
- Inertial separation vortex/swirl tubes routinely become clogged with straw, leaves and bugs degrading performance; Barrier filter immune to this type debris clogging and operates without degradation.





# IBF COMPARATIVE BENEFITS

- Barrier filters (BF) have significantly higher separation efficiency than inertial separators. BF typically >99% capture efficient on ISO Coarse & Fine dust, inertial separator typically <96% capture efficiency on ISO Coarse dust and far less on ISO Fine dust.
- BF are effective regardless of engine power setting; inertial separators (PS) are only effective when they have adequate engine bleed air; PS adequacy typically available above flight idle power setting.
- Significant decrease in fine sand ingestion reduces engine erosion damage from offsite landings/unprepared sites; BF virtually eliminate concern about ramp FOD ingestion.



# Thank You

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Aerospace & Defense Group

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