TYPE-CERTIFICATE DATA SHEET

No. EASA.R.105

for
SA 365 / SA 366 / AS 365 / EC 155

Type Certificate Holder
AIRBUS HELICOPTERS

Aéroport International Marseille – Provence
13725 Marignane cedex
France

For Models:

SA 365 C
SA 365 C1
SA 365 C2
SA 365 N
SA 365 C3
AS 366 G1
SA 365 N1
AS 365 N2
AS 365 N3
EC 155 B
EC 155 B1

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TABLE OF CONTENTS

SECTION 1: MODEL SA365 C, C1, C2, C3 : 4

I. GENERAL 4
II. CERTIFICATION BASIS 5
III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS 5
IV. OPERATING AND SERVICE INSTRUCTIONS 8
V. NOTES 10

SECTION 2: MODEL SA365N, N1, AS365 N2, N3 11

I. GENERAL 11
II. CERTIFICATION BASIS 12
III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS 13
IV. OPERATING AND SERVICE INSTRUCTIONS 18
V. NOTES 20

SECTION 3: MODEL SA366G1 22

I. GENERAL 22
II. CERTIFICATION BASIS 22
III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS 23
IV. OPERATING AND SERVICE INSTRUCTIONS 27
V. NOTES 28

SECTION 4: MODEL EC155 B 29

I. GENERAL 29
II. CERTIFICATION BASIS 29
III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS 31
IV. OPERATING AND SERVICE INSTRUCTIONS 34
V. NOTES 36

SECTION 5: MODEL EC155 B1 37

I. GENERAL 37
II. CERTIFICATION BASIS 37
III. TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS 39
IV. OPERATING AND SERVICE INSTRUCTIONS 42
V. NOTES 44

SECTION 6: OPERATIONAL SUITABILITY DATA (OSD) 45

I. OSD CERTIFICATION BASIS 45
II. OSD ELEMENTS 45

SECTION 6: ADMINISTRATIVE 46

I. ACRONYMS AND ABBREVIATIONS 46
II. TYPE CERTIFICATE HOLDER RECORD 46
III. CHANGE RECORD 46

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SECTION 1: MODEL SA365 C, C1, C2, C3 :

I. General

1. Type/ Model/ Variant

1.1 Type	SA 365
1.2 Model	SA 365 C, C1, SA 365 C2, SA 365 C3
1.3 Variant	N/A

2. Airworthiness Category Large Rotorcraft, Category A and B

3. Manufacturer

before	January 1, 1992	AEROSPATIALE
before	January 7, 2014	EUROCOPTER
since	January 7, 2014	AIRBUS HELICOPTERS

Aéroport International Marseille-Provence
13725 MARIGNANE cedex

4. EASA Type Certification Application Date

Note: State of Design Authority certification application date for grandfathered products

SA 365 C	14 November 1974
SA 365 C1	23 March 1979
SA 365 C2	15 October 1979
SA 365 C3	23 June 1981

5. State of Design Authority

DGAC-France

6. State of Design Authority Type Certificate Date

SA 365 C	4 July 1978
SA 365 C1	26 March 1979
SA 365 C2	18 February 1980
SA 365 C3	14 January 1982

7. EASA Type Certification Date

N/A (to DGAC France)

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II. Certification Basis

1. Reference Date for determining the applicable requirements: 14, November 1974
2. Airworthiness Requirements FAR Part 29 Amendments 1 through 11
3. Special Conditions Complementary and special conditions defined in DGAC letter 4092 dated May 5, 1977
4. Exemptions None.
5. (Reserved) Deviations None.
6. Equivalent Safety Findings None.
7. Environmental Protection Requirements None.
8. Operational Suitability Data (OSD) See Section 6 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

SA 365 C basic definition described in document ***365A 04 3051***

SA 365 C1 definition of SA 365 C1 is obtained by applying to the SA 365 C definition the modifications mentioned in document ***365A.05.0416***

SA 365 C2 definition of SA 365 C2 is obtained by applying to the SA 365 C or C1 definition the modifications mentioned in document ***365A.05.0425***

SA 365 C3 definition of SA 365 C3 is obtained by applying to the SA 365 C1 or C2 definition the modifications mentioned in document ***365A.04.3765***

2. Description

Large twin-engine helicopter

3. Equipment

N/A

4. Dimensions

4.1 Fuselage	Width 3.17 m (10,40 ft)
	Height 3.27 m (10.72 ft)
	Length 10.98 m (36.02 ft)
4.2 Main Rotor	Diameter 11.68 m (38.31 ft)
4.3 Tail Rotor	Diameter 0.89 m (2.95 ft)

5. Engine

5.1 Model

SA 365 C	2 TURBOMECA ARRIEL 1A
SA 365 C1	2 TURBOMECA-ARRIEL 1A1
SA 365 C2	2 TURBOMECA-ARRIEL 1A2
SA 365 C3	2 TURBOMECA-ARRIEL 1C

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5.2 Type Certificate

Engines TCDS E.073

5.3 Limitations

5.3.1 Installed Engine Limits

Refer to approved Flight Manual

5.3.2 Transmission Torque Limits

Refer to approved Flight Manual

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

as approved in the Flight Manual

6.2 Oil

as approved in the Flight Manual

6.3 Additives

as approved in the Flight Manual

7. Fluid capacities

7.1 Fuel

640 l (169 US gals)
usable 637 l (168 US gals)

7.2 Oil

Engines	2 x 6.8 l (oil tank)
MGB	10.5 l
TGB	0.27 l

7.3 Coolant system capacity

RH system	7 l
LH system	7 l

8. Air Speeds Limits

Vne 315 km/h (170 kts) at 0 m at 3000 kg
Substract 20 km/h per 1000 m altitude, and
10 km/h per 100 kg above 3000 kg
see Flight Manual for other approved airspeed limits

9. Rotor Speed Limits

Power on Nominal governed 350 +10 rpm
320 rpm (single engine failure on take-off or landing)
285 rpm (transient speed on single engine failure)

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Power off

Maximum	420 rpm (aural alarm at 400 rpm)
Minimum	320 rpm (aural alarm at 338 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

15 000 ft

10.2 Temperature

-40°C to +40°C

11. Operating Limitations

as approved in the Flight Manual

12. Maximum Weight

SA 365 C, C1	3400 kg (1500lb)
SA 365 C2, C3	3500 kg (7720lb)

13. Centre of Gravity Range

SA 365 C, C1

Longitudinal	Forward limit	3.84 m
	Rear limit	4.10 m
Lateral	R.H.	0.11 m
	L.H.	0.11 m

SA 365 C2, C3

Longitudinal	Forward limit	3.84 m
	Rear limit	4.10 m up to 3400 kg
		4.06 m from 3400 kg to 3500 kg
Lateral	R.H.	0.11 m
	L.H.	0.11 m

14. Datum

Longitudinal	4 m forward of main rotor centerline
Lateral	aircraft symmetry plane

15. Levelling Means

Three levelling blocks on transmission deck

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16. Minimum Flight Crew

1 pilot on RH seat

17. Maximum Passenger Seating Capacity

12

(Refer to EUROCOPTER document 365A043070 for approved cabin furnishings)

18. Passenger Emergency Exit

Refer to approved Flight Manual

19. Maximum Baggage/ Cargo Loads

Maximum load 150 kg (maximum load concentration 350 daN/m²)

20. Rotor Blade control movement

For rigging information, refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

None

22. Life- limited parts

Refer to approved ALS chapter of the MSM

IV. Operating and Service Instructions

1. Flight Manual

SA 365 C	Flight Manual approved on December 20, 1978 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)
SA 365 C1	Flight Manual approved on March 26, 1979 by DGAC F or subsequent DGAC-F or EASA approved issues (see Note 4)
SA 365 C2	Flight Manual approved on February 18, 1980 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)
SA 365 C3	Flight Manual approved on January 14, 1982 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)

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2. Maintenance Manual

SA 365 C, C1, C2	SA 365 Maintenance Manual
SA 365 C3	Maintenance Manual – revisions 11 and subsequent (see Notes 3 and 4)
	SA 365 Overhaul Manual

3. Structural Repair Manual

SA 365 Repair Manual

4. Weight and Balance Manual

SA 365 Flight Manual Volume 2 section 6

5. Illustrated Parts Catalogue

SA 365 Illustrated Parts Catalog

6. Service Letters and Service Bulletins

As published by AEROSPATIALE or EUROCOPTER or AIRBUS HELICOPTERS and approved by DGAC or EASA

7. Required Equipment

The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and safe operation

The Flight Manual must be on board.

8. Master Minimum Equipment List

None.

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V. Notes

1. The weight and C.G. breakdown including the list of equipment items incorporated in the approved empty weight and the loading instruction shall be on board the helicopter at the time when the individual Certificate or Airworthiness is delivered and, then, at any time. To obtain as precise as possible weight and C.G. data, the helicopter shall stay on jacks as fitted at the jacking points rather than on its landing gear. Where modifications are introduced in the helicopter weight and C.G., the Flight Manual instructions shall be referred to.

2. The following placard shall be displayed in clear view of the pilot:

"THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE DGAC-APPROVED ROTORCRAFT FLIGHT MANUAL.

THE AIRWORTHINESS LIMITATIONS SECTION OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH."

For other placards, refer to Flight Manual

3. Chapters 5 "Master Servicing Recommendations" of the Maintenance Manuals have been deemed acceptable by the DGAC for maintaining the helicopters satisfactorily. Sub-chapter 5.99 "Airworthiness Limitations" contains the instructions which have to be mandatory complied with.

4. The compatibility between the optional systems is specified :

- in sub-chapter OPTIONAL of the ''Master Servicing Recommendations'' for installation
- in Supplement 0 to Flight Manual for operation

5. This Data Sheet gives the values applicable to the latest 365 designs. For those aircrafts with a former design or fitted with optional systems or subjected in customization, refer to the Flight Manual for the concerned aircraft.

6. Production conditions:
- Production agreement JAR 21 n°F.G.003 granted on December 22, 1997 to EUROCOPTER.
- Previous manufacturers:
EUROCOPTER FRANCE granted with Production agreement n°P02 starting from January 2, 1992.
AEROSPATIALE Division Hélicoptères granted with Production agreement n°P02 starting from November 8, 1991.

7. Commercial designation: DAUPHIN

8. Conversion from one version to another one

Original version	Version obtained	N° of Service Bulletin to be embodied
SA 365 C	SA 365 C1	01-03
SA 365 C or C1	SA 365 C2	01-07
SA 365 C1 or C2	SA 365 C3	01-09

9. Certification conditions:
- Design approval n° F.JA.01 granted on July 20, 1998 to EUROCOPTER (formerly granted on September 12, 1996 to EUROCOPTER FRANCE)

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SECTION 2: MODEL SA365N, N1, AS365 N2, N3

I. General

1. Type/ Model/ Variant

1.1 Type

SA365

1.2 Model

SA365N, SA365 N1, AS365 N2, AS365 N3

1.3 Variant

N/A

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Manufacturer

before	January 1, 1992	AEROSPATIALE
before	January 7, 2014	EUROCOPTER
since	January 7, 2014	AIRBUS HELICOPTERS

Aéroport International Marseille-Provence
13725 MARIGNANE cedex

4. EASA Certification Application Date

Note: State of Design Authority certification application date for grandfathered products

SA 365 N	11 May 1978
SA 365 N1	17 February 1981
AS 365 N2	14 October 1988
AS 365 N3	19 June 1991

5. State of Design

DGAC-FRANCE

6. State of Design Authority Type Certification Date

SA 365 N	09 April 1981
SA 365 N1	28 July 1983
AS 365 N2	25 October 1989
AS 365 N3	06 October 1997

7. EASA Type Certification Date

N/A (to DGAC France)

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II. Certification Basis

1. Reference Date for determining the applicable requirements

September 26, 1980

2. Airworthiness Requirements

FAR Part 29 Amendments 1 through 16

3. Special Conditions

SA 365 N, N1:

Complementary and special conditions defined in DGAC letter 54022 dated September 26, 1980.

AS 365 N2:

Complementary and special conditions defined in DGAC letter 53116 dated February 1, 1989.

The certification technical requirements of the helicopter are currently based on:

1) FAR 29, amendment 11 (same as SA 365 C)

2) Complementary requirements given in annex 1 of DGAC letter 53116 (same as SA 365 C)

3) Special requirements given in Annex 2 of DGAC letter 53116 (same as SA 365 C)

4) Special requirement given in Annex 3 of DGAC letter 53116

5) Voluntary acceptance to meet FAR 29 amendments 12 thru 16 inclusive. In this case, special requirement C1 given in Annex 2 is superseded by paragraph 29.1351 (d) 3 of amendment 14

AS 365 N3:

Complementary and special conditions defined in DGAC letter 964425 dated February 10, 1997.

The certification process for this helicopter will be conducted based on the following requirements:

1) FAR 29, amendment 1 to 16

2) Complementary technical conditions stipulated in Appendix 1 of DGAC letter 964425

3) Special conditions stipulated in Appendix 2 of DGAC letter 964425 (ditto as SA 365 C)

4) Special conditions stipulated in Appendix 3 of DGAC letter 964425 (ditto as SA 365 N and 366 G)

5) Special conditions stipulated in Appendix 4 of DGAC letter 964425 (specific to AS 365 N3)

6) Special condition SAR (Search And Rescue) System (Reference CRI B-01) (specific to AS 365 N3 equipped with AMS OP22B62)

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4. Exemptions

None.

5. (Reserved) Deviations

None.

6. Equivalent Safety Findings

Only AS 365 N3 equipped with MFD-255

FAR 29.1545(b)(4) Airspeed Indicator Markings (Reference CRI AS365N3 G-01).

7. Environmental Protection Requirements

Pollution, Decree dated February 19, 1987

(N1, N2, N3)

ICAO recommendations for discharging fuel annexe 16, volume 2, 2nd part (N3).

8. Operational Suitability Data (OSD) See Section 6 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

SA 365 N

basic SA 365 N definition document 365A04 3655

SA 365 N1

definition of SA 365 N1 is obtained by applying to the SA 365 N definition the modifications mentioned in document 365A.04.4055

SA 365 N2

definition of AS 365 N2 is obtained by applying to the SA 365 N1 definition the modifications mentioned in document 365A.04.4693

AS 365 N3

definition of AS 365 N3 is obtained by applying to the AS 365 N2 definition the modifications mentioned in document 365A.04.5135

2. Description

Large twin-engine helicopter

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3. Equipment

N/A for SA365N, N1 and AS365N2
Refer to document 365A045216 for AS365N3

4. Dimensions

SA365N

4.1 Fuselage	Width 3.40 m (11.15 ft)
	Height 3.21 m (10.53 ft)
	Length 11.44 m (37.53 ft)
4.2 Main Rotor	Diameter 11.93 m (39.14 ft)
4.3 Tail Rotor	Diameter 0.90 m (2.95 ft)

SA365N1

4.1 Fuselage	Width 3.255 m (10.68 ft)
	Height 3.976 m (13.05 ft)
	Length 11.634 m (38.17 ft)
4.2 Main Rotor	Diameter 11.944 m (39.19 ft)
4.3 Tail Rotor	Diameter 1.10 m (3.61 ft)

AS365 N2 / N3

4.1 Fuselage	Width 3.255 m (10.68 ft)
	Height 3.808 m (12.49 ft)
	Length 11.634 m (38.17 ft) or 12.08 m (39.63 ft) only for AS365N3 equipped with long nose (after AMS 07 52C37).
4.2 Main Rotor	Diameter 11.944 m (39.19 ft)
4.3 Tail Rotor	Diameter 1.10 m (3.61 ft)

5. Engine

5.1 Model

SA 365 N	2 TURBOMECA-ARRIEL 1C
SA 365 N1	2 TURBOMECA-ARRIEL 1C1
AS 365 N2	2 TURBOMECA-ARRIEL 1C2
AS 365 N3	2 TURBOMECA-ARRIEL 2C

5.2 Type Certificate

see engines TCDS E.073 (for TURBOMECA-ARRIEL 1C, 1C1 and 1C2)
see engines TCDS E.0001 (for TURBOMECA-ARRIEL 2C)

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5.3 Limitations

5.3.1 Installed Engine Limits

refer to approved Flight Manual

5.3.2 Transmission Torque Limits

refer to approved Flight Manual

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

as approved in the Flight Manual

6.2 Oil

as approved in the Flight Manual

6.3 Additives

as approved in the Flight Manual

7. Fluid capacities

7.1 Fuel

SA 365 N

Usable		1144,7 l	(302 US gals)
Unusable	+	13,31 l	(4 US gals)
Total		1158 l	(306 US gals)

AS 365 N1, N2, N3

Usable		1134,5 l	(300 US gals)
Unusable	+	23,31 l	(6 US gals)
Total		1158 l	(306 US gals)

7.2 Oil

Power plant	2 x 5.18 l	(normal level)
MGB	9 l	(max. level)
TGB	0.5 l	(max. level)

7.3 Coolant system capacity

RH system:	5.5 l
LH system:	8 l

8. Air Speeds Limits

Vne Power on	324 km/h (175 kt) at 0 m for M < 3000 kg (6.614lb)

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Then decreasing as a function of altitude and weight
(See Flight Manual)

Vne Power off 250 km/h (135 kt) at 0 m
Then decreasing as a function of altitude and weight
(See Flight Manual)

9. Rotor Speed Limits

Power on	SA 365 N	350 +15-10 rpm (governed speed)
	AS 365 N1, N2	350 +10 rpm (governed speed)
	AS 365 N3	The speed varies between 355 and 360 rpm depending on the altitude. 320 rpm (on engine failure on take-off and landing)
Power off	Max. transient	420 rpm
	Maximum	395 (aural alarm at 380 rpm)
	Minimum	320 rpm (aural alarm at 335 rpm 345 rpm for AS 365 N3)
	Min transient	295 rpm

10. Maximum Operating Altitude and Temperature

10.1 Altitude

20 000 ft (6096 m)

10.2 Temperature

- 40°C to +50°C

11. Operating Limitations

as approved in the Flight Manual

12. Maximum Weight

Take-off and landing

SA 365 N	before SB N°01-01	3850 kg (8488lb)
	after SB N°01-01	4000 kg (8818lb)
SA 365 N1		4100 kg (9039lb)
AS 365 N2		4250 kg (9370lb)
AS 365 N3		4300 kg (9480lb)

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13. Centre of Gravity Range

SA 365 N, N1

Longitudinal	Forward limit	3.80 m Refer to Flight Manual for Authorized weight/C.G. limit combinations)
	Rear limit	4.05 m
Lateral	R.H.	0.075 m
	L.H.	0.075 m

AS365 N2 N3

Longitudinal	Forward limit	3.80 m Refer to Flight Manual for Authorized weight/C.G. limit combinations)
	Rear limit	4.05 m
Lateral	R.H.	0.075 m up to 4100 kg
	L.H.	0.075 m up to 4100 kg
	R.H.	0.050m above 4100 kg
	L.H.	0.050 m above 4100 kg

14. Datum

Longitudinal	4.6 m (13 ft) main rotor centreline
Lateral	aircraft symmetry plane

15. Levelling Means

Three levelling blocks on transmission deck

16. Minimum Flight Crew

1 pilot on RH seat

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17. Maximum Passenger Seating Capacity

12

(Refer to EUROCOPTER document 365A043462 for approved cabin furnishings)

18. Passenger Emergency Exit

Refer to approved Flight Manual

19. Maximum Baggage/ Cargo Loads

Maximum load 200 kg (maximum load concentration 295 daN/m²)

20. Rotor Blade control movement

For rigging information, refer to Maintenance Manual

21. APU

N/A

22. Life- limited parts

Refer to approved ALS chapter of the MSM

23. Wheels and Tyres

Main Landing gear

Wheel ERAM 20475

Tyre Dunlop 380*150.6, tyre pressure 8.5 bars

Auxiliary landing gear E18740

Wheel ERAM 18755

Tyres Dunlop 330*130 , tyre pressure 5.5 bars

IV. Operating and Service Instructions

1. Flight Manual

SA 365 N	Flight Manual approved on April 09, 1981 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)
SA 365 N1	Flight Manual approved on September 14, 1983 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)
AS 365 N2	Flight Manual approved on October 25, 1989 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)

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AS 365 N3 Flight Manual approved on October 06, 1997 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)

2. Maintenance Manual

365 N/N1/N2/N3 Maintenance Manual
(see Notes 3 and 4)
365 N/N1/N2/N3 Overhaul Manual

3. Structural Repair Manual

365 N/N1/N2/N3 Repair Manual

4. Weight and Balance Manual

365 N/N1/N2/N3 Flight Manual Volume 2 section 6

5. Illustrated Parts Catalogue

365 N/N1/N2/N3 Illustrated Parts Catalog

6. Service Letters and Service Bulletins

As published by AEROSPATIALE or EUROCOPTER or AIRBUS HELICOPTERS and approved by DGAC or EASA

7. Required Equipment

The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and safe operation

When installed the AFCS must be disengageable with a control provided on the cyclic stick grip.

The Flight Manual must be on board.

8. Master Minimum Equipment List

AS 365 N/N1/N2	MMEL, normal revision RN0, 09-28 approved DGAC or subsequent DGAC approved issues
AS 365 N3	MMEL, normal revision RN0, 10-05 approved EASA or subsequent EASA approved issues

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V. Notes

1. The weight and C.G. breakdown including the list of equipment items incorporated in the approved empty weight and the loading instruction shall be on board the helicopter at the time when the individual Certificate or Airworthiness is delivered and, then, at any time. To obtain as precise as possible weight and C.G. data, the helicopter shall stay on jacks as fitted at the jacking points rather than on its landing gear. Where modifications are introduced in the helicopter weight and C.G., the Flight Manual instructions shall be referred to.

2. The following placard shall be displayed in clear view of the pilot:

   "THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE DGAC-APPROVED ROTORCRAFT FLIGHT MANUAL.

   THE AIRWORTHINESS LIMITATIONS SECTION OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH."

   For other placards, refer to Flight Manual

3. Chapters 5 "Master Servicing Recommendations" of the Maintenance Manuals have been deemed acceptable by the DGAC for maintaining the helicopters satisfactorily. Sub-chapter 5.99 "Airworthiness Limitations" contains the instructions which have to be mandatory complied with.

4. The compatibility between the optional systems is specified :

   - in sub-chapter OPTIONAL of the ''Master Servicing Recommendations'' for installation
   - in Supplement 0 to Flight Manual for operation

5. This Data Sheet gives the values applicable to the latest 365 designs. For those aircrafts with a former design or fitted with optional systems or subjected in customization, refer to the Flight Manual for the concerned aircraft.

6. Production conditions:
   - Production agreement JAR 21 n°F.G.003 granted on December 22, 1997 to EUROCOPTER.
   - Previous manufacturers:
   EUROCOPTER FRANCE granted with Production agreement n°P02 starting from January 2, 1992.
   AEROSPATIALE Division Hélicoptères granted with Production agreement n°P02 starting from November 8, 1991.

7. Commercial designation: DAUPHIN

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8. Conversion from one version to another one

Original version	Version obtained	N° of Service Bulletin to be embodied
SA .365 N1	AS 365 N3	05-00-51
AS .365 N2	AS 365 N3	265 01 00 62

9. Certification conditions:
   - Design approval n° F.JA.01 granted on July 20, 1998 to EUROCOPTER (formely granted on September 12, 1996 to EUROCOPTER FRANCE)

10. EUROCOPTER document n° L 102-001 contains the list of the serial numbers of the AS 365 N2 and AS 365 N3 manufactured by HELIBRAS

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SECTION 3: MODEL SA366G1

I. General

1. Type/ Model/ Variant

1.1 Type

SA366

1.2 Model

SA366G1

1.3 Variant

N/A

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Manufacturer

before	January 1, 1992	AEROSPATIALE
before	January 7, 2014	EUROCOPTER
since	January 7, 2014	AIRBUS HELICOPTERS

Aéroport International Marseille-Provence
13725 MARIGNANE cedex

4. EASA Certification Application Date

Note: State of Design Authority certification application date for grandfathered products

SA 366 G1 02 August 1982

5. State of Design

DGAC-FRANCE

6. State of Design Authority Type Certification Date

SA 366 G1 09 May 1983

7. EASA Type Certification Date

N/A

8. Operational Suitability Data (OSD) See Section 6 below

II. Certification Basis

1. Reference Date for determining the applicable requirements

September 26, 1980

2. Airworthiness Requirements

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FAR Part 29 Amendments 1 through 16

3. Special Conditions

Complementary and special conditions defined in DGAC letter 54022 dated September 26, 1980

The “Plenum” air intake associated with engine LYCOMING LTS 101.750 B2 meets the ice protection requirements laid down in paragraph 29.1309(b)(2), amendment 22

4. Exemptions

None.

5. (Reserved) Deviations

None.

6. Equivalent Safety Findings

None

7. Environmental Protection Requirements

None

8. Operational Suitability Data (OSD) See Section 6 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

SA 366 G1 basic SA 366 G1 definition document 365A04 3017

2. Description

Large twin-engine helicopter

3. Equipment

N/A

4. Dimensions

4.1 Fuselage	Width 3.40 m (11.15 ft)
	Height 3.21 m (10.53 ft)
	Length 11.44 m (37.53 ft)
4.2 Main Rotor	Diameter 11.93 m (39.14 ft)
4.3 Tail Rotor	Diameter 0.90 m (2.95 ft)

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5. Engine

5.1 Model

2 LYCOMING LTS 101.750 B2 turboshaft engines
The installation of this engine is associated to the "Plenum" air intake

5.2 Type Certificate

See engine TCDS IM.E.228

5.3 Limitations

5.3.1 Installed Engine Limits

refer to approved Flight Manual

5.3.2 Transmission Torque Limits

refer to approved Flight Manual

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

as approved in the Flight Manual

6.2 Oil

as approved in the Flight Manual

6.3 Additives

as approved in the Flight Manual

7. Fluid capacities

7.1 Fuel

Usable		1075 l	(284 US gals)
Unusable	+	22 l	(6 US gals)
Total		1097 l	(290 US gals)

7.2 Oil

Power plant	2 x .4 l	(normal level)
MGB	9 l	(max. level)
TGB	0.2 l	(max. level)

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7.3 Coolant system capacity

RH system:	5.5 l
LH system:	8 l

8. Air Speeds Limits

Vne Power on	306 km/h (165 kt) at 0 m for M ≤ 3000 kg (6.614lb)
	Then decreasing as a function of altitude and weight
	(See Flight Manual)
Vne Power off	250 km/h (135 kt) at 0 m
	Then decreasing as a function of altitude and weight
	(See Flight Manual)

9. Rotor Speed Limits

Power on	Governed speed	350 +8-10 rpm
	Transient	320 rpm
Power off	Max. transient	420 rpm
	Maximum	395 (aural alarm at 380 rpm)
	Minimum	320 rpm (aural alarm at 335 rpm)
	Min transient	295 rpm

10. Maximum Operating Altitude and Temperature

9.1 Altitude

18 000 ft (5486 m)

9.2 Temperature

-25°C to +50°C

11. Operating Limitations

as approved in the Flight Manual

12. Maximum Weight

SA 366 G1	4060kg (8951lb)

13. Centre of Gravity Range

Longitudinal	Forward limit	3.84 m
	Rear limit	4.00 m
Lateral	R.H.	0.143 m
	L.H.	0.100 m

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14. Datum

Longitudinal	4 m (13 ft) main rotor centreline
Lateral	aircraft symmetry plane

15. Levelling Means

Three levelling blocks on transmission deck

16. Minimum Flight Crew

1 pilot on RH seat

17. Maximum Passenger Seating Capacity

2

18. Passenger Emergency Exit

Refer to approved Flight Manual

19. Maximum Baggage/ Cargo Loads

Cargo transport prohibited

20. Rotor Blade control movement

For rigging information, refer to Maintenance Manual

21. APU

N/A

22. Life- limited parts

Refer to approved ALS chapter of the MSM

23. Wheels and Tyres

Main Landing gear
- Wheel ERAM 20475
- Tyre Dunlop 380*150.6, tyre pressure 8.5 bars

Auxiliary landing gear E18740
- Wheel ERAM 18755
- Tyres Dunlop 330*130 , tyre pressure 5.5 bars

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IV. Operating and Service Instructions

1. Flight Manual

SA 366 G1 Flight Manual approved on May 09, 1983 by DGAC-F or subsequent DGAC-F or EASA approved issues (see Note 4)

2. Maintenance Manual

366 G1 Maintenance Manual
(see Note 4)
366 G1 Overhaul Manual

3. Structural Repair Manual

366 G1 Repair Manual

4. Weight and Balance Manual

366G1 Flight Manual Volume 2 section 6

5. Illustrated Parts Catalogue

366 G1 Illustrated Parts Catalog

6. Service Letters and Service Bulletins

As published by AEROSPATIALE or EUROCOPTER or AIRBUS HELICOPTERS and approved by DGAC or EASA

7. Required Equipment

The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and safe operation

The Flight Manual must be on board.

8. Master Minimum Equipment List

N/A

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V. Notes

1. The weight and C.G. breakdown including the list of equipment items incorporated in the approved empty weight and the loading instruction shall be on board the helicopter at the time when the individual Certificate or Airworthiness is delivered and, then, at any time. To obtain as precise as possible weight and C.G. data, the helicopter shall stay on jacks as fitted at the jacking points rather than on its landing gear. Where modifications are introduced in the helicopter weight and C.G., the Flight Manual instructions shall be referred to.

2. The following placard shall be displayed in clear view of the pilot:

   “THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE DGAC-APPROVED ROTORCRAFT FLIGHT MANUAL.

   THE AIRWORTHINESS LIMITATIONS SECTION OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH.”

   For other placards, refer to Flight Manual

3. Chapters 5 “Master Servicing Recommendations” of the Maintenance Manuals have been deemed acceptable by the DGAC for maintaining the helicopters satisfactorily. Sub-chapter 5.99 “Airworthiness Limitations” contains the instructions which have to be mandatory complied with.

4. The compatibility between the optional systems is specified :

   - in sub-chapter OPTIONAL of the ‘‘Master Servicing Recommendations’’ for installation
   - in Supplement 0 to Flight Manual for operation

5. This Data Sheet gives the values applicable to the latest 365 and 366 designs. For those aircrafts with a former design or fitted with optional systems or subjected in customization, refer to the Flight Manual for operation.

6. Production conditions:
   - Production agreement JAR 21 n°F.G.003 granted on December 22, 1997 to EUROCOPTER.
   - Previous manufacturers:
   EUROCOPTER FRANCE granted with Production agreement n°P02 starting from January 2, 1992.
   AEROSPATIALE Division Hélicoptères granted with Production agreement n°P02 starting from November 8, 1991.

7. Commercial designation: DAUPHIN

8. Certification conditions:
   - Design approval n° F.JA.01 granted on July 20, 1998 to EUROCOPTER (formerly granted on September 12, 1996 to EUROCOPTER FRANCE)

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SECTION 4: MODEL EC155 B

I. General

1. Type/ Model/ Variant

1.1 Type

EC155

1.2 Model

EC155B

1.3 Variant

N/A

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Manufacturer

before	January 7, 2014	EUROCOPTER
since	January 7, 2014	AIRBUS HELICOPTERS

Aéroport International Marseille-Provence
13725 MARIGNANE cedex

4. EASA Certification Application Date

Note: State of Design Authority certification application date for grandfathered products

20 November 1997

5. State of Design

DGAC-FRANCE

6. State of Design Authority Type Certification Date

09 December 1998

7. EASA Type Certification Date

N/A

II. Certification Basis

1. Reference Date for determining the applicable requirements

20 November 1997

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2. Airworthiness Requirements

JAR 29, first issue effective November 5, 1993.

According to DGAC letter 986771 SFACT/N.HE dated December 02, 1998, completed by DGAC letter SFACT/N.HE.-2003/0314 dated January 31, 2003.

3. Special Conditions

HIRF (High Intensity Radiated Fields) (reference CRI F-01)

Minimum In Flight Experience (Reference CRI B-01)

Ingestion of Hail (Reference CRI C-05)

4. Exemptions

•Reversions to FAR 29:

- FAR 29.561(b)(3) at amendment 29-16 Emergency Landing Conditions – General (Reference CRI –C01)

- FAR 29.571 at amendment 29-16 (for metallic fuselage and mechanical components issued from previous AS365 models only) Fatigue Evaluation of Structure (Reference CRI C-06)

-FAR 29.785 at amendment 29-24 Seat, Safety belts and Harness (Reference CRI D-03)

- FAR 29.1305(a)(4)(i) at amendment 29-16 Low Fuel Warning (Reference CRI F-02)

•Exemption from JAR 29 first issue:

- JAR 29.562 Emergency dynamic Landing Conditions (Reference CRI C-02)

- JAR 631 Bird Strike (for optional installations taken from previous AS365 versions and to a certain extent for windshield) (Reference CRI C-03)

- JAR 29.952 Fuel System Crash Resistance (Reference CRI E-01)

5. (Reserved) Deviations

None

6. Equivalent Safety Findings

- JAR 29.173-175 Static Longitudinal Stability (Reference CRI B-02)

- JAR 29.807(c) Passenger Emergency Exits (Reference CRI D-05)

- JAR 29.923(p)(1) Rotor Drive endurance Test for Tail Gear Box (Reference CRI E-04)

- JAR 29.955(b) Fuel Transfer System (Reference CRI E-05)

- JAR 29.1151 Rotor Brake Indication (Reference CRI E-03)

- JAR 29.1303(j) VNE Aural Warning (Reference CRI F-05)

- JAR 29.1401(d) Red Anti-collision Light (Reference CRI EC155B F-09)

- JAR 29.1545(b)(4) Airspeed Indicator Marking (Reference CRI F-07)

- JAR 29.1549(b) Power plant Instrument Marking (Reference CRI F-06)

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- JAR 29 Appendix B § IV for Speed Stability (Reference CRI B-03)

7. Environmental Protection Requirements

Noise

French “Arrêté” of February 19, 1987

Fuel Discharge

ICAO recommendations for discharging fuel annexe 16, volume 2, 2nd

8. Operational Suitability Data (OSD) See Section 6 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

According to EUROCOPTER document 365A04.6060

2. Description

According to EUROCOPTER document 365A04.6000

3. Equipment

According to EUROCOPTER document 365A04.6422

4. Dimensions

4.1 Fuselage	Width 3.48 m (11.42 ft)
	Height 4.35 m (14.27 ft)
	Length 12.71 m (41.70 ft)
4.2 Main Rotor	Diameter 12.60 m (41.34 ft)
4.3 Tail Rotor	Diameter 1.10 m (3.61 ft)

5. Engine

5.1 Model

2 TURBOMECA – ARRIEL 2C1 turboshaft engines

5.2 Type Certificate See engine TCDS E.001

5.3 Limitations

5.3.1 Installed Engine Limits

refer to approved Flight Manual

5.3.2 Transmission Torque Limits

refer to approved Flight Manual

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6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

as approved in the Flight Manual

6.2 Oil

as approved in the Flight Manual

6.3 Additives

as approved in the Flight Manual

7. Fluid capacities

7.1 Fuel

Usable		1256,5 l	(332 US gals)
Unusable	+	23,5 l	(4 US gals)
Total		1280 l	(336 US gals)

7.2 Oil

Power plant		2 x .6,2 l	(normal level)
MGB	9 l		(max. level)
TGB	0.5 l		(max. level)

7.3 Coolant system capacity

RH system:	5.5 l
LH system:	6.5 l

8. Air Speeds Limits

Vne Power on 324 km/h (175 kt)
Decrease function of altitude: Refer to Flight Manual

Vne Power off 250 km/h (135 kt) at 0 m
Decrease function of altitude: Refer to Flight Manual

9. Rotor Speed Limits

Power on	Governed speed	342 to 350 rpm
Power off	Max. transient	390 rpm
	Maximum	375 rpm
	Minimum	316 rpm
	Min transient	295 rpm

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10. Maximum Operating Altitude and Temperature

10.1 Altitude

Flight	Hp = 3965 m (13000 ft)
Take-off and landing	Hp = 2591 m (8500 ft)

10.2 Temperature

-15°C < OAT < +40°C
-40°C < OAT < +40°C providing the installation of EUROCOPTER modification n° 62C17, 67B62, 39C30, 39C37, 22B55, 29B62, 29B64 and 11B62

11. Operating Limitations

Day/night VFR, IFR, Category B, Category A (see Note 5)

12. Maximum Weight

4800 kg (10582 lb)

13. Centre of Gravity Range

Longitudinal	Forward limit	3.80 m
	Rear limit	4.07 m
Lateral	R.H.	0.05 m
	L.H.	0.05 m

14. Datum

Longitudinal	4 m forward of main rotor centreline
Lateral	aircraft symmetry plane

15. Levelling Means

Three levelling blocks on transmission deck

16. Minimum Flight Crew

1 pilot on RH seat

17. Maximum Passenger Seating Capacity

15 (including pilot seats)

18. Passenger Emergency Exit

Refer to approved Flight Manual

19. Maximum Baggage/ Cargo Loads

Maximum load	300 kg
Distributed maximum load	295 kg/m²

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20. Rotor Blade control movement

For rigging information, refer to Maintenance Manual

21. APU

N/A

22. Life- limited parts

Refer to approved ALS chapter of the MSM

23. Wheels and Tyres

Main Landing gear

Wheel ERAM 20475

Tyre Dunlop UK or GOODYEAR 380*150.6, tyre pressure 8.5 bars

Auxiliary landing gear

Wheel ERAM 18755

Tyres Dunlop UK or GOODYEAR 330*130 , tyre pressure 5.5 bars

IV. Operating and Service Instructions

1. Flight Manual

EC155B Flight Manual, normal revision RN0, 98-37 approved by DGAC on December 4, 1998 or subsequent DGAC or EASA approved issues

2. Maintenance Manual

EC155B Master Servicing Manual Chapter 04 “Airworthiness Limitations” approved on December 09, 1998 or later DGAC or EASA approved revisions.

EC155B Aircraft Maintenance Manual

3. Structural Repair Manual

EC155B Structural Repair Manual

4. Weight and Balance Manual

EC155B Flight Manual Volume 2 section 6

5. Illustrated Parts Catalogue

EC155B Illustrated Parts Catalog

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6. Service Letters and Service Bulletins

As published by EUROCOPTER or AIRBUS HELICOPTERS and approved by DGAC or EASA

7. Required Equipment

The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and safe operation

The Flight Manual must be on board.

8. Master Minimum Equipment List

EC155B MMEL, normal revision RN0, 09-43 approved by EASA or subsequent EASA approved issues

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V. Notes

1. The weight and C.G. breakdown including the list of equipment items incorporated in the approved empty weight and the loading instruction shall be on board the helicopter at the time when the individual Certificate or Airworthiness is delivered and, then, at any time. To obtain as precise as possible weight and C.G. data, the helicopter shall stay on jacks as fitted at the jacking points rather than on its landing gear. Where modifications are introduced in the helicopter weight and C.G., the Flight Manual instructions shall be referred to.

2. The EC155B Master Servicing Manual has been deemed acceptable by the DGAC to perform proper maintenance on the helicopters. EC155B MSM Chapter 04 “Airworthiness Limitations” covers the instructions that must be complied with.

3. Production conditions:
   - Production agreement JAR 21 n°F.G.003 granted on December 22, 1997 to EUROCOPTER.

4. Certification conditions:
   - Design approval n° F.JA.01 granted on July 20, 1998 to EUROCOPTER (formerly granted on September 12, 1996 to EUROCOPTER FRANCE)

5. Category A operations require the following modification to be embodied: AMS N° 07-22B47
   Single pilot IFR Flights require the following modifications to be embodied: AMS N° 07-39B78, 07-39B79, 07-71B85 and 07-71B91

6. Eligible serial numbers: 6544 and subsequent of EC 155 B version.

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SECTION 5: MODEL EC155 B1

I. General

1. Type/ Model/ Variant

1.1 Type

EC155

1.2 Model

EC155B1

1.3 Variant

N/A

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Manufacturer

before	January 7, 2014	EUROCOPTER
since	January 7, 2014	AIRBUS HELICOPTERS

Aéroport International Marseille-Provence
13725 MARIGNANE cedex

4. EASA Certification Application Date

Note: State of Design Authority certification application date for grandfathered products

07 February 2001

5. State of Design

DGAC-FRANCE

6. State of Design Authority Type Certification Date

16 July 2002

7. EASA Type Certification Date

N/A

II. Certification Basis

1. Reference Date for determining the applicable requirements

20 November 1997

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2. Airworthiness Requirements

JAR 29, first issue effective November 5, 1993

According to DGAC letter 2002/053/SFACT/N.HE dated February 07, 2002, completed by DGAC letter SFACT/N.HE.-2003/0315 dated February 03, 2003

3. Special Conditions

HIRF (High Intensity Radiated Fields) (reference CRI EC155B F-01)

Minimum In Flight Experience (Reference CRI EC155B1 B-01)

Ingestion of Hail (Reference CRI EC155B C-05)

4. Exemptions

• Reversions to FAR 29:

- FAR 29.561(b)(3) at amendment 29-16 Emergency Landing Conditions – General (Reference CRI EC155B –C01)

- FAR 29.571 at amendment 29-16 (for metallic fuselage and mechanical components issued from previous AS365 models only) Fatigue Evaluation of Structure (Reference CRI EC155B C-06)

-FAR 29.785 at amendment 29-24 Seat, Safety belts and Harness (Reference CRI EC155B D-03)

- FAR 29.1305(a)(4)(i) at amendment 29-16 Low Fuel Warning (Reference CRI EC155B F-02)

•Exemption from JAR 29 first issue:

- JAR 29.562 Emergency dynamic Landing Conditions (Reference CRI EC155B C-02)

- JAR 631 Bird Strike (for optional installations taken from previous AS365 versions and to a certain extent for windshield) (Reference CRI EC155B C-03)

- JAR 29.952 Fuel System Crash Resistance (Reference CRI EC155B E-01)

5. (Reserved) Deviations

None

6. Equivalent Safety Findings

- JAR 29.173-175 Static Longitudinal Stability (Reference CRI EC155B B-02)

- JAR 29.807(c) Passenger Emergency Exits (Reference CRI EC155B D-05)

- JAR 29.923(p)(1) Rotor Drive endurance Test (Reference CRI EC155B1 E-04)

- JAR 29.923 and JAR 29.927(b)(2) Rotor Drive System and Control Mechanism Tests and Additional Tests (Reference CRI EC155B1 E-01)

- JAR 29.955(b) Fuel Transfer System (Reference CRI EC155B1 E-02)

- JAR 29.1151 Rotor Brake Indication (Reference CRI EC155B E-03)

- JAR 29.1303(j) VNE Aural Warning (Reference CRI EC155B F-05)

- JAR 29.1401(d) Red Anticollision Light (Reference CRI F-09)

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- JAR 29.1545(b)(4) Airspeed Indicator Marking (Reference CRI EC155B F-07)
- JAR 29.1549(b) Power plant Instrument Marking (Reference CRI EC155B F-06)
- JAR 29 Appendix B § IV for Speed Stability (Reference CRI EC155B B-03)

7. Environmental Protection Requirements

Noise

French "Arrêté" of February 19, 1987

Fuel Discharge

ICAO recommendations for discharging fuel annexe 16, volume 2, 2nd

8. Operational Suitability Data (OSD) See Section 6 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

According to EUROCOPTER document 365A04.6926

2. Description

According to EUROCOPTER document 365A04.6840

3. Equipment

According to EUROCOPTER document 365A04.6422

4. Dimensions

4.1 Fuselage Width 3.48 m (11.42 ft)
Height 4.35 m (14.27 ft)
Length 12.71 m (41.70 ft)

4.2 Main Rotor Diameter 12.60 m (41.34 ft)

4.3 Tail Rotor Diameter 1.10 m (3.61 ft)

5. Engine

5.1 Model

2 TURBOMECA – ARRIEL 2C2 turboshaft engines

5.2 Type Certificate

See engine TCDS E.001

5.3 Limitations

5.3.1 Installed Engine Limits

refer to approved Flight Manual

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5.3.2 Transmission Torque Limits

refer to approved Flight Manual

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

as approved in the Flight Manual

6.2 Oil

as approved in the Flight Manual

6.3 Additives

as approved in the Flight Manual

7. Fluid capacities

7.1 Fuel

Usable	1256,5 l	(332 US gals)
Unusable	+ 23,5 l	(4 US gals)
Total	1280 l	(336 US gals)

7.2 Oil

Power plant	2 x .6,2 l	(normal level)
MGB	9 l	(max. level)
TGB	0.5 l	(max. level)

7.3 Coolant system capacity

RH system:	5.5 l
LH system:	6.5 l

8. Air Speeds Limits

Vne Power on 324 km/h (175 kt)
Decrease function of altitude: Refer to Flight Manual

Vne Power off 250 km/h (135 kt) at 0 m
Decrease function of altitude: Refer to Flight Manual

9. Rotor Speed Limits

Power on	Governed speed	342 to 350 rpm
Power off	Max. transient	390 rpm
	Max steady state	375 rpm

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Minimum	316 rpm
Min transient	295 rpm

10. Maximum Operating Altitude and Temperature

9.1 Altitude

Flight	Hp = 4572 m (15000 ft)
Take-off and landing	Hp = 3960 m (13000 ft)

9.2 Temperature

-15°C < OAT < +40°C
- 40°C < OAT < +40°C providing the installation of EUROCOPTER modification n° 62C17, 67B62, 39C30, 39C37, 22B55, 29B62, 29B64 and 11B62

11. Operating Limitations

Day/night VFR, IFR, Category B, Category A

12. Maximum Weight

General	4850 kg (10692 lb) or 4920 kg (10913 lb) for helicopters equipped with EUROCOPTER modifications n° 62C17, 67B62, 39C30, 39C37, 22B55, 29B62, 29B64 and 11B62 and limited to operations at -30°C < OAT < +50°C
Taxiing	4950 kg (10913 lb)

13. Centre of Gravity Range

Longitudinal	Forward limit	3.80 m
	Rear limit	4.07 m
Lateral	R.H.	0.05 m
	L.H.	0.05 m

14. Datum

Longitudinal	4 m forward of main rotor centreline
Lateral	aircraft symmetry plane

15. Levelling Means

Three levelling blocks on transmission deck

16. Minimum Flight Crew

1 pilot on RH seat

17. Maximum Passenger Seating Capacity

15 (including pilot seats)

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18. Passenger Emergency Exit

Refer to approved Flight Manual

19. Maximum Baggage/ Cargo Loads

Maximum load 300 kg

Distributed maximum load 295 kg/m²

20. Rotor Blade control movement

For rigging information, refer to Maintenance Manual

21. APU

N/A

22. Life- limited parts

Refer to approved ALS chapter of the MSM

23. Wheels and Tyres

Main Landing gear

Wheel ERAM 20475

Tyre Dunlop UK or GOODYEAR 380*150.6, tyre pressure 8.5 bars

Auxiliary landing gear E18740

Wheel ERAM 18755

Tyres Dunlop UK or GOODYEAR 330*130 , tyre pressure 5.5 bars

IV. Operating and Service Instructions

1. Flight Manual

EC155B Flight Manual, normal revision RN0, 02-20 approved by DGAC on July 31, 2002 or subsequent DGAC or EASA approved issues

2. Maintenance Manual

EC155B1 Master Servicing Manual Chapter 04 “Airworthiness Limitations” approved on July 31, 2002 or later DGAC or EASA approved revisions.

EC155B1 Aircraft Maintenance Manual

3. Structural Repair Manual

EC155B1 Structural Repair Manual

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4. Weight and Balance Manual

EC155B1 Flight Manual Volume 2 section 6

5. Illustrated Parts Catalogue

EC155B1 Illustrated Parts Catalog

6. Service Letters and Service Bulletins

As published by EUROCOPTER or AIRBUS HELICOPTERS and approved by DGAC or EASA

7. Required Equipment

The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and safe operation.

The Flight Manual must be on board.

8. Master Minimum Equipment List

EC155B1 MMEL, normal revision RN0, 09-43 approved by EASA or subsequent EASA approved issues.

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V. Notes

1. The weight and C.G. breakdown including the list of equipment items incorporated in the approved empty weight and the loading instruction shall be on board the helicopter at the time when the individual Certificate or Airworthiness is delivered and, then, at any time. To obtain as precise as possible weight and C.G. data, the helicopter shall stay on jacks as fitted at the jacking points rather than on its landing gear. Where modifications are introduced in the helicopter weight and C.G., the Flight Manual instructions shall be referred to.

2. The EC155B1 Master Servicing Manual has been deemed acceptable by the DGAC to perform proper maintenance on the helicopters. EC155B1 MSM Chapter 04 “Airworthiness Limitations” covers the instructions that must be complied with.

3. Production conditions:
   - Production agreement JAR 21 n°F.G.003 granted on December 22, 1997 to EUROCOPTER.

4. Certification conditions:
   - Design approval n° F.JA.01 granted on July 20, 1998 to EUROCOPTER (formerly granted on September 12, 1996 to EUROCOPTER FRANCE)

5. Eligible serial numbers: 6620 and subsequent of EC 155 B1 version.

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SECTION 6: OPERATIONAL SUITABILITY DATA (OSD)

The OSD elements listed below are approved by the European Aviation Safety Agency as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) No 69/2014.

I. OSD Certification Basis

1. Reference Date for determining the applicable OSD requirements
   Reserved

2. MMEL - Certification Basis
   reserved

3. Flight Crew Data - Certification Basis
   reserved

4. SIM Data - Certification Basis
   reserved

5. Maintenance Certifying Staff Data - Certification Basis
   reserved

6. Cabin Crew Data - Certification Basis
   N/A

II. OSD Elements

1. MMEL
   reserved

2. Flight Crew Data
   reserved

3. SIM Data
   reserved

4. Maintenance Certifying Staff Data
   reserved

5. Cabin Crew Data
   N/A

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SECTION 6: ADMINISTRATIVE

I. Acronyms and Abbreviations

ALS	Airworthiness Limitations Section
DOA	Design Organisation Approval
EASA	European Aviation Safety Agency
FAA	Federal Aviation Administration
HIRF	High Intensity Radiated Field
ICAO	International Civil Aviation Organisation
IPC	Illustrated Parts Catalogue
JAA	Joint Aviation Authorities
JAR	Joint Airworthiness Requirements
kg	Kilogram
lb.	Pounds
MMEL	Master Minimum Equipment List
MSM	Maintenance Servicing Manual
OSD	Operational Suitability Data
RFM	Rotorcraft Flight Manual
SIM	Simulator

II. Type Certificate Holder Record

AIRBUS HELICOPTERS
Aeroport International Marseille-Provence
13725 MARIGNANE cedex - France

III. Change Record

Issue	Date	Changes
Issue 01	07-01-2014	Initial issue on EASA TCDS format Previous was DGAC TCDS N°159 ed. 21, dated February 2005 Minor corrections
Issue 02	20-07-2015	1st page updated – Section 6 for OSD added

-END-

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