TYPE CERTIFICATE DATA SHEET

No. EASA.R.105

for
SA 365 / AS 365 / EC 155

Type Certificate Holder
Airbus Helicopters

Aéroport International Marseille – Provence
13725 Marignane CEDEX
France

For Models:
SA 365 C1, SA 365 C2, SA 365 C3, SA 365 N, SA 365 N1
AS 365 N2, AS 365 N3
EC 155 B, EC 155 B1
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SECTION 1: SA 365 C1, SA 365 C2, SA 365 C3

I. General

1. Type/ Model
   1.1 Type
      SA 365
   1.2 Model
      SA 365 C1, SA 365 C2, SA 365 C3

2. Airworthiness Category
   Large Rotorcraft, Category A and B

3. Manufacturer
   Airbus Helicopters
   Aéroport International Marseille-Provence
   13725 Marignane CEDEX, France

4. Type Certification Application Date to DGAC FR
   SA 365 C1: 23 March 1979
   SA 365 C2: 15 October 1979
   SA 365 C3: 23 June 1981

5. State of Design Authority
   EASA
   (pre EASA: DGAC FR, France)

6. Type Certificate Date by DGAC FR
   SA 365 C1: 26 March 1979
   SA 365 C2: 18 February 1980
   SA 365 C3: 14 January 1982

7. Type Certificate n° by DGAC FR
   159

8. Type Certificate Data Sheet n° by DGAC FR
   86

9. EASA Type Certification Date
   28 September 2003,
   in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
   (i), 2nd bullet, 1st indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   14 November 1974

2. Airworthiness Requirements
   FAR Part 29, Amdts. 1 through 11

3. Special Conditions
   Complementary and special conditions defined in
   DGAC FR letter 4092, dated 5 May 1977
   Non-rechargeable Lithium Battery installations (F-12)

4. Deviations
   none

5. Equivalent Safety Findings
   none

6. Environmental Protection Requirements
   6.1 Noise Requirements
      See TCDSN EASA.R.105
   6.2 Emission Requirements
      none

7. Operational Suitability Data (OSD)
   Not required for rotorcraft that are no longer in production.
   CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not
   require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   - SA 365 C: basic definition is described in document
     365A 04 3051, see Note 11
   - 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
2. Description
Large twin-engine helicopter, conventional configuration, 4-blade fully articulated main rotor, ‘Fenestron’ type tail rotor

3. Equipment
As per compliance with certification basis and included in Type Design Definition Document

4. Dimensions
4.1 Fuselage
Length: 10.98 m
Width: 3.17 m
Height: 3.27 m

4.2 Main Rotor
Diameter: 11.68 m

4.3 Tail Rotor
Diameter: 0.89 m

5. Engine
5.1 Model
Safran Helicopter Engines (former: Turbomeca)
SA 365 C1: 2 x Model Arriel 1A1
SA 365 C2: 2 x Model Arriel 1A2
SA 365 C3: 2 x Model Arriel 1C

5.2 Type Certificate
EASA TC/TCDS: EASA.E.073
5.2.1 Installed Engine Limits
Refer to approved RFM
5.2.2 Transmission Torque Limits
Refer to approved RFM

6. Fluids
6.1 Fuel
Refer to approved RFM
6.2 Oil
Refer to approved RFM
6.3 Additives
Refer to approved RFM

7. Fluid capacities
7.1 Fuel
Fuel tank capacity: 640 litres
Usable fuel: 637 litres

7.2 Oil
Engines: 2 x 6.8 litres
MGB: 10.5 litres
TGB: 0.27 litre

8. Air Speed Limitations
V_{NE}: 170 KIAS (315 km/h) at 0 m and at 3 000 kg
Subtract 11 kt (20 km/h) per 3 281 ft (1 000 m) altitude, and, 5 kt (10 km/h) per 100 kg above 3 000 kg.
For further airspeed limits refer to approved RFM.

9. Rotor Speed Limitations
Power on:
Nominal governed: 350 rpm ± 10 rpm
OEI on TKOF/LDG: 320 rpm
Transient speed on OEI: 285 rpm

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 (4 572 m) PA
10.2 Temperature
-40°C to +40°C

11. Operating Limitations
Refer to approved RFM
12. **Maximum Mass**

SA 365 C1: 3 400 kg

SA 365 C2, C3: 3 500 kg

13. **Centre of Gravity Range**

SA 365 C1:
- Longitudinal C.G. limits:
  - Forward: 384 cm
  - Rear: 410 cm
- Lateral C.G. limits: RH/LH: 11 cm

SA 365 C2, C3:
- Longitudinal C.G. limits:
  - Forward: 384 cm
  - Rear: 410 cm up to 3 400 kg
  - 406 cm from 3 400 kg to 3 500 kg
- Lateral C.G. limits: RH/LH: 11 cm

14. **Datum**

Longitudinal:
- The datum plane (STA 0) is located at 4 000 mm forward of the main rotor centre line.

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**

12, refer to Eurocopter document 365A043070 for approved cabin furnishings

18. **Passenger Emergency Exit**

Refer to approved RFM

19. **Maximum Baggage/ Cargo Loads**

Maximum mass 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 the Airworthiness Limitation Section (ALS)

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**IV. Operating and Service Instructions**

1. **Flight Manual**

SA 365 C1:
- Flight Manual approved on 26 March 1979 by DGAC FR, or subsequent DGAC FR or EASA approved revisions (see Note 4)

SA 365 C2:
- Flight Manual approved on 18 February 1980 by DGAC FR or subsequent DGAC FR or EASA approved revisions (see Note 4)

SA 365 C3:
- Flight Manual approved on 14 January 1982 by DGAC FR or subsequent DGAC FR or EASA approved revisions (see Note 4)

2. **Maintenance Manual**

SA 365 C1: SA 365 Maintenance Manual, approved 26 March 1979 or later DGAC FR or EASA approved revisions (see Notes 3 and 4)

SA 365 C2: SA 365 Maintenance Manual, approved 18 February 1980 or later DGAC FR or EASA approved revisions (see Notes 3 and 4)

SA 365 C3: Maintenance Manual, approved 14 January 1982 or later DGAC FR or EASA approved revisions,
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 Catalogue

6. **Service Letters and Service Bulletins**  
   As published by Aérospatiale, Eurocopter France, Eurocopter, or Airbus Helicopters

7. **Required equipment**  
   The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and in safe operation. The Flight Manual must be on board.

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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. Chapter 5 ‘Master Servicing Recommendations’ of the Maintenance Manuals has been deemed acceptable by the DGAC FR 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 aircraft with a former design or fitted with optional systems or subjected in customisation, refer to the Flight Manual for the concerned aircraft.

6. **Production conditions:**

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<tr>
<th>Manufacturer</th>
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<tr>
<td>Airbus Helicopters</td>
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<td>Airbus Helicopters</td>
<td>FR.21G.0003 (7 Jan 2014)</td>
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<td>Eurocopter</td>
<td>F.G.003 (22 Dec 1997)</td>
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<td>Eurocopter France</td>
<td>P02 (2 Jan 1992)</td>
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<td>Aérospatiale Division Hélicoptères</td>
<td>P02 (8 Nov 1991)</td>
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7. **Commercial designation:** DAUPHIN
V. Notes

8. Conversion from one version to another one:

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<th>Embody Service Bulletin N°</th>
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<td>SA 365 C2</td>
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<td>SA 365 C3</td>
<td>01-09</td>
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9. Certification conditions:
   Design approval n° FJA.01 granted on 20 July 1998 to EUROCOPTER
   (afore granted on 12 September 1996 to EUROCOPTER FRANCE)

10. Manufacturer's eligible serial numbers: reserved

11. The model SA 365 C type certification is surrendered since 1 February 2018.
   Consequently, its Continued Airworthiness (CAW) is not anymore supported by Airbus Helicopters.
   All s/n known to Airbus Helicopters have either been converted to the type definitions of SA 365 C1 or C2, or they do not exist anymore (see also EASA Certification Information 2018-02.
   In Section III.1, the type definition of SA 365 C is still kept to assure the traceability of the converted s/n.

   * * *
SECTION 2: SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3

I. General

1. Type/Model
   1.1 Type
   SA 365
   1.2 Model
   SA 365N, SA 365 N1, AS 365 N2, AS 365 N3

2. Airworthiness Category
   Large Rotorcraft, Category A and B

3. Manufacturer
   Airbus Helicopters
   Aéroport International Marseille-Provence
   13725 Marignane CEDEX, France

4. Type Certification Application Date to DGAC FR
   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 Authority
   EASA
   (pre EASA: DGAC FR, France)

6. Type Certificate Date by DGAC FR
   SA 365 N: 9 April 1981
   SA 365 N1: 28 July 1983
   AS 365 N2: 25 October 1989
   AS 365 N3: 6 October 1997

7. Type Certificate n° by DGAC FR
   159

8. Type Certificate Data Sheet n° by DGAC FR
   86

9. EASA Type Certification Date
   28 September 2003,
in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
(i), 2nd bullet, 1st indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   For Airworthiness and Environmental Protection:
   26 September 1980,
   for OSD elements: 17 February 2014

2. Airworthiness Requirements
   FAR Part 29, Amdts. 1 through 16
   AS 365 N3 only: CS 29.1465 Amdt. 5

3. Special Conditions
   AS 365 N2:
   Complementary and special conditions defined in DGAC FR letter 53116, dated 1 February 1989.
   Complementary conditions defined in DGAC FR letter 941225 for SAR system certification, dated 19 May 1994.
   The certification technical requirements of the helicopter are currently based on:
   1) FAR 29, Amdt. 11 (same as SA 365 C)
   2) Complementary requirements given in Annex 1 of DGAC FR letter 53116 (same as SA 365 C)
   3) Special requirements given in Annex 2 of DGAC FR letter 53116 (same as SA 365 C)
   4) Special requirement given in Annex 3 of DGAC FR letter 53116
   5) Voluntary acceptance to meet FAR 29 Amdts. 12 through 16 inclusive. In this case, special requirement C1 given in Annex 2 is superseded by paragraph 29.1351(d)(3) of Amdt. 14
6) Special conditions ‘Equipment’ stipulated in Annex SAR of DGAC FR letter 941225
7) Special condition ‘SAR’ (specific to AS 365 N2 equipped with SAR System option) stipulated in Annex SAR of DGAC FR letter 941225
8) Non-rechargeable Lithium battery installations (F-12)

AS 365 N3:
Complementary and special conditions defined in DGAC FR letter 964425, dated 10 February 1997.
The certification process for this helicopter will be conducted based on the following requirements:
1) FAR 29, Amdt. 1 to 16
2) Complementary technical conditions stipulated in Appendix 1 of DGAC FR letter 964425
3) Special conditions stipulated in Appendix 2 of DGAC FR letter 964425 (ditto as SA 365 C)
4) Special conditions stipulated in Appendix 3 of DGAC FR letter 964425 (ditto as SA 365 N and 366 G)
5) Special conditions stipulated in Appendix 4 of DGAC FR letter 964425 (specific to AS 365 N3)
6) Special condition SAR (Search And Rescue) System (reference B-01) (specific to AS 365 N3 equipped with AMS OP22862)
7) Non-rechargeable Lithium battery installations (F-12)

4. Deviations
   none

5. Equivalent Safety Findings
   Only AS 365 N3 equipped with MFD-255:
   FAR 29.1545(b)(4) Airspeed Indicator Markings
   (reference AS 365 N3 G-01).

6. Environmental Protection Requirements
   6.1 Noise Requirements
   See TCDSN EASA.R.105
   6.2 Emission Requirements
   Pollution, Decree dated February 19, 1987 (N1, N2, N3)
   ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).

7. Operational Suitability Data (OSD)
   (For OSD elements see SECTION 6 below)
   7.1 Master Minimum Equipment List (MMEL)
   JAR-MMEL, Amdt. 1, dated 1 August 2005
   7.2 Flight Crew Data (FCD)
   CS-FCD, Initial Issue 31 January 2014 (SA 365, AS 365)
   7.3 Simulation Data (SIMD) reserved
   7.4 Maintenance Certifying Staff Data (MCSD) reserved

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
   - AS 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, conventional configuration, 4-blade fully articulated main rotor, ‘Fenestron’ type tail rotor

3. Equipment

- SA 365 N, SA 365 N1 and AS 365 N2: n/a
- AS 365 N3: refer to document 365A045216

4. Dimensions

4.1 SA 365 N

Fuselage
Length: 11.44 m
Width: 3.40 m
Height: 3.21 m

Main Rotor
Diameter: 11.93 m

Tail Rotor
Diameter: 0.90 m

4.2 SA 365 N1

Length: 11.63 m
Width: 3.26 m
Height: 3.98 m

Diameter: 11.94 m

Diameter: 1.10 m

4.3 AS 365 N2, AS 365 N3

Fuselage
Length: 11.63 m
12.08 m for AS 365 N3 with ‘long nose’
(after AMS 07 52C37)
Width: 3.26 m
Height: 3.81 m

Main Rotor
Diameter: 11.94 m

Tail Rotor
Diameter: 1.10 m

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
SA 365 N: 2 x Model Arriel 1C
SA 365 N1: 2 x Model Arriel 1C1
AS 365 N2: 2 x Model Arriel 1C2
AS 365 N3: 2 x Model Arriel 2C

5.2 Type Certificate

EASA TC/TCDS: EASA.E.073 for Arriel 1C, 1C1 and 1C2
EASA.E.001 for Arriel 2C

5.2.1 Installed Engine Limits

Refer to approved RFM

5.2.2 Transmission Torque Limits

Refer to approved RFM

6. Fluids

6.1 Fuel

Refer to approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid capacities

7.1 Fuel

SA 365 N:
Usable: 1 145 litres
Unusable: + 13 litres
Total: 1 158 litres

SA 365 N1, AS 365 N2/N3:
Usable: 1 135 litres
Unusable: + 23 litres
Total: 1 158 litres

7.2 Oil

Engines: 2 x 5.18 litres (normal level)
MGB: 9.0 litres (max. level)
7.3 Coolant system capacity
TGB: 0.5 litre (max. level)
RH system: 5.5 litres
LH system: 8.0 litres

8. Air Speed Limitations
\( V_{NE\ PWR\ ON} \): 175 KIAS (324 km/h) at 0 ft and at 3 000 kg
\( V_{NE\ PWR\ OFF} \): 135 KIAS (250 km/h) at 0 ft
Then decreasing as a function of altitude and mass. Refer to approved RFM.

9. Rotor Speed Limitations
Power on:
SA 365 N governed speed:
350 rpm +15/-10 rpm
SA 365 N1, AS 365 N2 governed speed:
350 rpm +10 rpm
AS 365 N3: Speed varies between 355 and 360 rpm depending on the altitude.
320 rpm (on OEI TKOF/LDG)
Power off:
Maximum transient 420 rpm
Maximum 395 rpm (aural alarm at 380 rpm)
Minimum 320 rpm (aural alarm at 335 rpm, for AS 365 N3 at 345 rpm)
Minimum transient 295 rpm

10. Maximum Operating Altitude and Temperature
10.1 Altitude
20 000 ft (6 096 m) PA
10.2 Temperature
-40°C to +50°C

11. Operating Limitations
Refer to approved RFM

12. Maximum Mass
TKOF/LDG:
SA 365 N: 3 850 kg before SB N° 01-01
4 000 kg after SB N° 01-01
SA 365 N1: 4 100 kg
AS 365 N2: 4 250 kg
AS 365 N3: 4 300 kg

13. Centre of Gravity Range
SA 365 N, N1:
Longitudinal C.G. limits:
Forward: 380 cm, refer to RFM for authorised weight/C.G. limit combinations)
Rear: 405 cm
Lateral C.G. limits: RH/LH: 7.5 cm
AS 365 N2, N3:
Longitudinal C.G. limits:
Forward: 380 cm, refer to RFM for authorised weight/C.G. limit combinations)
Rear: 405 cm
Lateral C.G. limits: RH/LH: 7.5 cm, up to 4 100 kg
RH/LH: 5 cm, above 4 100 kg

14. Datum
Longitudinal:
The datum plane (STA 0) is located at 4 000 mm forward of the main rotor centre line.
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
   SA 365 N, N1: 13
   AS 365 N2, N3: 13
   Refer to Eurocopter document 365A043462 for approved cabin furnishings

18. Passenger Emergency Exit
   Refer to approved RFM

19. Maximum Baggage/ Cargo Loads
   Maximum mass: 200 kg
   Maximum load concentration: 295 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 the Airworthiness Limitation Section (ALS)

23. Wheels and Tyres
   Main LG:
   Wheel: ERAM/SLS 20475 // GoodYear 5002566 (only on AS365 N and N1)
   Tyre: Dunlop 380*150.6, pressure 8.5 bar (0.85 MPa)
   // GoodYear 156E06-1, pressure 8.5 bar (0.85 MPa)
   Auxiliary LG E18740:
   Wheel: ERAM/SLS 18755 // ERAM/SLS 17910 (only on AS365 N and N1)
   Tyres: Dunlop 330*130, pressure 5.5 bar (0.55 MPa)
   // GoodYear 504C61-2, pressure 5.5 bar (0.55 MPa)

IV. Operating and Service Instructions

1. Flight Manual
   SA 365 N:
   Flight Manual approved on 9 April 1981 by DGAC FR, or subsequent DGAC FR or EASA approved revisions
   (see Note 4)
   SA 365 N1:
   Flight Manual approved on 14 September 1983 by DGAC FR, or subsequent DGAC FR or EASA approved revisions
   (see Note 4)
   AS 365 N2:
   Flight Manual approved on 25 October 1989 by DGAC FR, or subsequent DGAC FR or EASA approved revisions
   (see Note 4)
   AS 365 N3:
   Flight Manual approved on 6 October 1997 by DGAC FR, or subsequent DGAC FR or EASA approved revisions
   (see Note 4)

   365 N Maintenance Manual, approved 9 April 1981 or later DGAC FR or EASA approved revisions
   365 N1 Maintenance Manual, approved 28 July 1983 or later DGAC FR or EASA approved revisions
   365 N2 Maintenance Manual, approved 25 October 1989 or later DGAC FR or EASA approved revisions
   365 N3 Maintenance Manual, approved 6 October 1997 or later DGAC FR or EASA approved revisions
365 N/N1/N2/N3 Maintenance Manual (see Notes 3 and 4)
365 N/N1/N2/N3 Overhaul Manual
365 N/N1/N2/N3 Repair Manual
365 N/N1/N2/N3 Flight Manual, Volume 2, Section 6
5. Illustrated Parts Catalogue
365 N/N1/N2/N3 Illustrated Parts Catalogue
6. Service Letters and Service Bulletins
As published by Aérospatiale, Eurocopter France, Eurocopter, or Airbus Helicopters
7. Required Equipment
The basic equipment required by the applicable airworthiness regulation (refer to certification basis) must be fitted on the aircraft and in safe operation. The Flight Manual must be on board.

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. Chapter 5 “Master Servicing Recommendations” of the Maintenance Manuals has been deemed acceptable by the DGAC FR 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 aircraft with a former design or fitted with optional systems or subjected in customisation, refer to the Flight Manual for the concerned aircraft.
6. Production conditions:

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<th>Manufacturer</th>
<th>Production certificate (date of issuance)</th>
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<td>Airbus Helicopters</td>
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<td>Eurocopter</td>
<td>F.G.003 (22 Dec 1997)</td>
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<td>Eurocopter France</td>
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<td>Aérospatiale Division Hélicoptères</td>
<td>P02 (8 Nov 1991)</td>
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7. Commercial designation: DAUPHIN
8. Conversion from one version to another one:

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<th>Embody Service Bulletin N*</th>
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<tr>
<td>AS 365 N2</td>
<td>AS 365 N3</td>
<td>265 01 00 62</td>
</tr>
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</table>
V. Notes

9. Certification conditions:
   Design approval n° F.JA.01 granted on 20 July 1998 to EUROCOPTER (afore granted on 12 September 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

11. Manufacturer’s eligible serial numbers:
   reserved

   ***
SECTION 3: SA 366 G1

Aide mémoire:
The type certification granted by DGAC-FR on 9 May 1983 was surrendered by Airbus Helicopters on 15 November 2017.

There are no longer any SA 366 G1 helicopters in operation, due to their retirement from service, or conversion to the SA 366 GA model (not included in TC EASA.R.105) by the application of Service Bulletin SB SA366 No. 01-27.

See also EASA Certification Information 2017-16, dated 5 October 2017.

* * *
SECTION 4: EC 155 B

I. General

1. Type/ Model
   1.1 Type EC 155
   1.2 Model EC 155 B

2. Airworthiness Category Large Rotorcraft, Category A and B

3. Manufacturer
   Airbus Helicopters
   Aéroport International Marseille-Provence
   13725 Marignane CEDEX, France

4. Type Certification Application Date to DGAC FR 20 November 1997

5. State of Design Authority
   EASA
   (pre EASA: DGAC FR, France)

6. Type Certificate Date by DGAC FR 9 December 1998

7. Type Certificate n° by DGAC FR 159

8. Type Certificate Data Sheet n° by DGAC FR 86

9. EASA Type Certification Date 28 September 2003,
   in accordance with CR (EU) 1702/2003, Article 2, 3., (a),
   (i), 2nd indent bullet, 1st indent bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   For Airworthiness and Environmental Protection:
   20 November 1997,
   for OSD elements: 17 February 2014

2. Airworthiness Requirements
   JAR 29, first issue, effective 5 November 1993.
   According to DGAC letter 986771 SFAC/T/N.HE, dated
   2 December 1998, completed by DGAC letter
   CS 29.1465 Amdt. 5

3. Special Conditions
   - HIRF (High Intensity Radiated Fields) (F-01)
   - Minimum In Flight Experience (B-01)
   - Ingestion of Hail (C-05)
   - Non-rechargeable Lithium Battery installations (F-12)

4. Exemptions
   Reversions to FAR 29:
   - FAR 29.561(b)(3), Amdt. 29-16 Emergency Landing
     Conditions – General (C-01)
   - FAR 29.571, Amdt. 29-16 (for metallic fuselage and
     mechanical components issued from previous AS 365
     models only) Fatigue Evaluation of Structure (C-06)
   - FAR 29.785, Amdt. 29-24 Seat, Safety belts and Harness
     (D-03)
   - FAR 29.1305(a)(4)(i), Amdt. 29-16 Low Fuel Warning
     (F-02)
   Exemption from JAR 29 first issue:
   - JAR 29.562 Emergency dynamic Landing Conditions
     (C-02)
   - JAR 631 Bird Strike (for optional installations taken from
     previous AS365 versions and to a certain extent for
     windshield) (C-03)
   - JAR 29.952 Fuel System Crash Resistance (E-01)
5. Deviations

6. Equivalent Safety Findings
   - JAR 29.173-175 Static Longitudinal Stability (B-02)
   - JAR 29.807(c) Passenger Emergency Exits (D-05)
   - JAR 29.923(p)(1) Rotor Drive endurance Test for Tail Gear Box (E-04)
   - JAR 29.955(b) Fuel Transfer System (E-05)
   - JAR 29.1151 Rotor Brake Indication (E-03)
   - JAR 29.1303(j) VNE Aural Warning (F-05)
   - JAR 29.1401(d) Red Anti-collision Light (EC 155 B/B1 F-09)
   - JAR 29.1545(b)(4) Airspeed Indicator Marking (F-07)
   - JAR 29.1549(b) Power plant Instrument Marking (F-06)
   - JAR 29 Appendix B § IV for Speed Stability (B-03)

7. Environmental Protection Requirements
   7.1 Noise Requirements  See TCDSN EASA.R.105
   7.2 Emission Requirements Pollution, Decree dated February 19, 1987 (N1, N2, N3)
   ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).

8. Operational Suitability Data (OSD)
   (For OSD elements see SECTION 6 below)
   8.1 Master Minimum Equipment List (MMEL) JAR-MMEL, Amdt. 1, dated 1 August 2005
   8.2 Flight Crew Data (FCD) CS-FCD, Initial Issue 31 January 2014 (EC155 A-FCD)
   8.3 Simulation Data (SIMD) reserved
   8.4 Maintenance Certifying Staff Data (MCSD) reserved

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   According to EUROCOPTER document 365A04.6060

2. Description
   According to EUROCOPTER document 365A04.6000
   Large twin-engine helicopter, conventional configuration,
   5-blade fully articulated main rotor, ‘Fenestron’ tail rotor

3. Equipment
   According to EUROCOPTER document 365A04.6422

4. Dimensions
   4.1 Fuselage
      Length: 12.47 m
      Width: 3.48 m
      Height: 4.35 m
   4.2 Main Rotor
      Diameter: 11.93 m
   4.3 Tail Rotor
      Diameter: 1.10 m

5. Engine
   5.1 Model
      Safran Helicopter Engines (former: Turbomeca)
      2 x Model Arriel 2C1
   5.2 Type Certificate
      EASA TC/TCDS: EASA.E.001
   5.2.1 Installed Engine Limits
      Refer to approved RFM
   5.2.2 Transmission Torque Limits
      Refer to approved RFM

6. Fluids
   6.1 Fuel
      Refer to approved RFM
   6.2 Oil
      Refer to approved RFM
   6.3 Additives
      Refer to approved RFM
7. Fluid capacities

7.1 Fuel

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
</tr>
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<tbody>
<tr>
<td>Usable</td>
<td>1256 litres</td>
</tr>
<tr>
<td>Usable</td>
<td>+ 24 litres</td>
</tr>
<tr>
<td>Total</td>
<td>1280 litres</td>
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7.2 Oil

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines</td>
<td>2 x 6.2 litres (normal level)</td>
</tr>
<tr>
<td>MGB</td>
<td>9.0 litres (max. level)</td>
</tr>
<tr>
<td>TGB</td>
<td>0.5 litre (max. level)</td>
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</table>

7.3 Coolant system capacity

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>RH system</td>
<td>5.5 litres</td>
</tr>
<tr>
<td>LH system</td>
<td>6.5 litres</td>
</tr>
</tbody>
</table>

8. Air Speed Limitations

- $V_{NE\,PWR\,ON}$: 175 KIAS (324 km/h) at 0 ft and at 3 000 kg
- $V_{NE\,PWR\,OFF}$: 135 KIAS (250 km/h) at 0 ft

Decrease function of altitude: Refer to approved RFM.

9. Rotor Speed Limitations

<table>
<thead>
<tr>
<th>Mode</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power on:</td>
<td>342 to 350 rpm</td>
</tr>
<tr>
<td>Governed</td>
<td>390 rpm</td>
</tr>
<tr>
<td>Maximum</td>
<td>375 rpm</td>
</tr>
<tr>
<td>Minimum</td>
<td>316 rpm</td>
</tr>
<tr>
<td>Minimum trans</td>
<td>295 rpm</td>
</tr>
</tbody>
</table>

10. Maximum Operating Altitude and Temperature

10.1 Altitude

- Flight Hp: 13 000 ft (3 965 m) PA
- TKOF/LD G H: 8 500 ft (2 591 m)

10.2 Temperature

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

11. Operating Limitations

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

12. Maximum Mass

4 800 kg

13. Centre of Gravity Range

<table>
<thead>
<tr>
<th>Type</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>380 cm</td>
</tr>
<tr>
<td>Rear</td>
<td>407 cm</td>
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<tr>
<td>RH/LH</td>
<td>5 cm</td>
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</table>

14. Datum

<table>
<thead>
<tr>
<th>Type</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longitudinal</td>
<td>The datum plane (STA 0) is located at 4 000 mm forward of the main rotor centre line.</td>
</tr>
<tr>
<td>Lateral</td>
<td>aircraft symmetry plane</td>
</tr>
</tbody>
</table>

15. Levelling Means

Three levelling blocks on transmission deck

16. Minimum Flight Crew

1 pilot on RH seat

17. Maximum Passenger Seating Capacity

14 (including co-pilot seat)

18. Passenger Emergency Exit

Refer to approved RFM

19. Maximum Baggage/ Cargo Loads

Maximum mass 300 kg.
Maximum load concentration 295 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 the Airworthiness Limitation Section (ALS)
23. Wheels and Tyres

Main LG:
- Wheel: ERAM/SL 20475
- Tyre: Dunlop 380*150.6, pressure 8.5 bar (0.85 MPa)
  // GoodYear 156E06-1, pressure 8.5 bar (0.85 MPa)

Auxiliary LG:
- Wheel: ERAM/SL 18755
- Tyres: Dunlop 330*130, pressure 5.5 bar (0.55 MPa)
  // GoodYear 504C61-2, pressure 5.5 bar (0.55 MPa)

IV. Operating and Service Instructions

1. Flight Manual
   EC 155 B Flight Manual, normal revision RN0, 98-37
   approved by DGAC FR on 4 December 1998, or
   subsequent DGAC FR or EASA approved revisions

   EC 155 B Master Servicing Manual Chapter 04
   “Airworthiness Limitations” approved on
   9 December 1998 or later DGAC FR or EASA approved
   revisions.
   EC 155 B Aircraft Maintenance Manual

   EC 155 B Structural Repair Manual

   EC 155 B Flight Manual, Volume 2, Section 6

5. Illustrated Parts Catalogue
   EC 155 B Illustrated Parts Catalogue

6. Service Letters and Service Bulletins
   As published by Eurocopter or Airbus Helicopters

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

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 EC 155 B Master Servicing Manual has been deemed acceptable by the DGAC FR to perform proper
   maintenance on the helicopters. EC 155 B MSM Chapter 04 “Airworthiness Limitations” covers the
   instructions that must be complied with.

3. Production conditions:

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Production certificate (date of issuance)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus Helicopters</td>
<td>EASA.21G.0070 (1 Feb 2018)</td>
</tr>
<tr>
<td>Airbus Helicopters</td>
<td>FR.21G.0003 (7 Jan 2014)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>F.G.003 (22 Dec 1997)</td>
</tr>
</tbody>
</table>

4. Certification conditions:
   Design approval n° F.JA.01 granted on 20 July 1998 to EUROCOPTER (formerly granted on
   12 September 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
V. Notes

6. Manufacturer's eligible serial numbers for EC 155 B model:
   s/n 6520, and subsequent

   ***
SECTION 5: EC 155 B1

I. General

1. Type/ Model
   1.1 Type EC 155
   1.2 Model EC 155 B1

2. Airworthiness Category Large Rotorcraft, Category A and B

3. Manufacturer Airbus Helicopters Aéroport International Marseille-Provence 13725 Marignane CEDEX, France

4. Type Certification Application Date to DGAC FR 7 February 2001

5. State of Design Authority EASA (Pre EASA: DGAC FR, France)

6. Type Certificate Date by DGAC FR 16 July 2002

7. Type Certificate n° by DGAC FR 159

8. Type Certificate Data Sheet n° by DGAC FR 86

9. EASA Type Certification Date 28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a), (i), 2nd bullet, 1st indented bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements For Airworthiness and Environmental Protection:
   20 November 1997, for OSD elements: 17 February 2014

2. Airworthiness Requirements
   2.1 JAR 29, Issue 1, effective 5 November 1993. According to EC 155 B1 EASA Type Certification Basis and environmental requirements (EC 155 B1 A-01, Issue 7).

   2.2 CS 29.1465 Amdt. 5

   2.3 For H/C incorporating:
       MOD 07.63C88 (MGB-R), 07.63C86 (right servo pump support), 07.63C89 (servo pump support), 07.63C90 (rotor brake)

2. Special Conditions
   - HIRF (High Intensity Radiated Fields) (EC 155 B F-01)
   - Minimum In Flight Experience (EC 155 B1 B-01)
   - Ingestion of Hail (EC 155 B C-05)
   - Non-rechargeable Lithium Battery installations (F-12)
   - Loss of Oil from Gearboxes Utilising a Pressurized
4. Exemptions

Reversions to FAR 29:
- FAR 29.561(b)(3), Amdt. 29-16 Emergency Landing Conditions – General (EC 155 B C-01)
- FAR 29.571, Amdt. 29-16 (for metallic fuselage and mechanical components issued from previous AS 365 models only) Fatigue Evaluation of Structure (EC 155 B C-06)
- FAR 29.785, Amdt. 29-24 Seat, Safety belts and Harness (EC 155 B D-03)
- FAR 29.1305(a)(4)(i), Amdt. 29-16 Low Fuel Warning (EC 155 B F-02)

Exemption from JAR 29 first issue:
- JAR 29.562 Emergency dynamic Landing Conditions (EC 155 B C-02)
- JAR 631 Bird Strike (for optional installations taken from previous AS 365 versions and to a certain extent for windshield) (specific to EC155B1 not equipped with serial Mod 07 56B32) (EC 155 B C-03)
- JAR 29.952 Fuel System Crash Resistance (EC 155 B E-01)

5. Deviations

none

6. Equivalent Safety Findings

- JAR 29.173-175 Static Longitudinal Stability (EC 155 B B-02)
- JAR 29.807(c) Passenger Emergency Exits (EC 155 B B-05)
- JAR 29.923(p)(1) Rotor Drive endurance Test (EC 155 B E-04)
- JAR 29.923 and JAR 29.927(b)(2) Rotor Drive System and Control Mechanism Tests and Additional Tests (EC 155 B1 E-01)
- JAR 29.923 and JAR 29.927(b)(2) Rotor Drive System and Control Mechanism Tests and Additional Tests (EC 155 B1 E-07)
- JAR 29.955(b) Fuel Transfer System (EC 155 B E-05)
- JAR 29.1151 Rotor Brake Indication (EC 155 B E-03)
- JAR 29.1303(j) VNE Aural Warning (EC 155 B F-05)
- JAR 29.1401(d) Red Anticollision Light (EC 155 B/B1 F-09)
- JAR 29.1545(b)(4) Airspeed Indicator Marking (EC 155 B F-07)
- JAR 29.1549(b) Power plant Instrument Marking (EC 155 B F-06)
- JAR 29 Appendix B § IV for Speed Stability (EC 155 B B-03)

7. Environmental Protection Requirements

7.1 Noise Requirements

See TCDSN EASA.R.105

7.2 Emission Requirements

Pollution, Decree (French “Arrêté”) dated February 19, 1987 (N1, N2, N3)

ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).
8. Operational Suitability Data (OSD)  
   (For OSD elements see SECTION 6 below)
   
   8.1 Master Minimum Equipment List (MMEL)  JAR-MMEL, Amdt. 1, dated 1 August 2005
   
   8.2 Flight Crew Data (FCD)  CS-FCD, Initial Issue 31 January 2014 (EC155 A-FCD)
   
   8.3 Simulation Data (SIMD)  reserved
   
   8.4 Maintenance Certifying Staff Data (MCSD)  reserved

III. Technical Characteristics and Operational Limitations

1. Type Design Definition  According to EUROCOPTER document 365A04.6926

2. Description  According to EUROCOPTER document 365A04.6840
   Large twin-engine helicopter, conventional configuration, 5-blade fully articulated main rotor, ‘Fenestron’ tail rotor

3. Equipment  According to EUROCOPTER document 365A04.6422

4. Dimensions
   
   4.1 Fuselage  Length: 12.71 m
   Width: 3.48 m
   Height: 4.35 m

   4.2 Main Rotor  Diameter: 12.60 m

   4.3 Tail Rotor  Diameter: 1.10 m

5. Engine
   
   5.1 Model  Safran Helicopter Engines (former: Turbomeca)
   2 x Model Arriel 2C2

   5.2 Type Certificate  EASA TC/TCDS: EASA.E.001

   5.3.1 Installed Engine Limits  Refer to approved RFM

   5.3.2 Transmission Torque Limits  Refer to approved RFM

6. Fluids
   
   6.1 Fuel  Refer to approved RFM

   6.2 Oil  Refer to approved RFM

   6.3 Additives  Refer to approved RFM

7. Fluid capacities
   
   7.1 Fuel  Usable  1 256 litres
   Unusable  24 litres
   Total: 1 280 litres

   7.2 Oil  Engines: 2 x 6.2 litres (normal level)
   MGB: 9.0 litres (max. level)
   TGB: 0.5 litre (max. level)

   7.3 Coolant system capacity  RH system: 5.5 litres
   LH system: 6.5 litres

8. Air Speed Limitations
   
   $V_{NE \ PWR \ ON}$: 175 KIAS (324 km/h) at 0 ft and at 3 000 kg
   $V_{NE \ PWR \ OFF}$: 135 KIAS (250 km/h) at 0 ft

   Decrease function of altitude: Refer to approved RFM.

9. Rotor Speed Limitations
   
   Power on:
   Governed speed: 342 to 350 rpm
   Power off:
   Maximum transient: 390 rpm
   Maximum: 375 rpm
   Minimum: 316 rpm
10. Maximum Operating Altitude and Temperature

10.1 Altitude
Flight Hp: 15 000 ft (4 572 m) PA
TKOF/LDG Ho: 13 000 ft (3 960 m)

10.2 Temperature
-15°C < OAT < +50°C
-40°C < OAT < +50°C providing the installation of EUROCOPTER modification n° 62C17, 67B62, 39C30, 39C37, 22B55, 29B62, 29B64 and 11B62

11. Operating Limitations
VFR day/night
IFR
Category B, Category A

12. Maximum Mass
General: 4 850 kg, or,
4 920 kg 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: 4 950 kg

13. Centre of Gravity Range
Longitudinal C.G. limits:
Forward: 380 cm,
Rear: 407 cm
Lateral C.G. limits: RH/LH: 5 cm

14. Datum
Longitudinal:
The datum plane (STA 0) is located at 4 000 mm forward of the main rotor centre line.
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
14 (including co-pilot seat)

18. Passenger Emergency Exit
Refer to approved RFM

19. Maximum Baggage/ Cargo Loads
Maximum mass 300 kg.
Maximum load concentration 295 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 the Airworthiness Limitation Section (ALS)

23. Wheels and Tyres
Main LG:
Wheel: ERAM/SLS 20475
Tyre: Dunlop 380*150.6, pressure 8.5 bar (0.85 MPa)
// GoodYear 156E06-1, pressure 8.5 bar (0.85 MPa)

Nose LG E18740:
Wheel: ERAM 18755 / SLS 18755
Tyres: Dunlop 330*130 , pressure 5.5 bar (0.55 MPa)
// GoodYear 504C61-2, pressure 5.5 bar (0.55 MPa)
IV. Operating and Service Instructions

1. Flight Manual
   EC 155 B1 Flight Manual, normal revision RN0, 02-20 approved by DGAC FR on 31 July 2002, or subsequent DGAC FR or EASA approved revisions

   EC 155 B1 Master Servicing Manual Chapter 04 “Airworthiness Limitations” approved on 31 July 2002, or later DGAC FR or EASA approved revisions.
   EC 155 B1 Aircraft Maintenance Manual

   EC 155 B1 Structural Repair Manual

   EC 155 B1 Flight Manual, Volume 2, Section 6

5. Illustrated Parts Catalogue
   EC 155 B1 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins
   As published by Eurocopter or Airbus Helicopters

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

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 EC 155 B1 Master Servicing Manual has been deemed acceptable by the DGAC FR to perform proper maintenance on the helicopters. EC 155 B1 MSM Chapter 04 “Airworthiness Limitations” covers the instructions that must be complied with.

3. Production conditions:

<table>
<thead>
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<th>Manufacturer</th>
<th>Production certificate (date of issuance)</th>
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<tr>
<td>Airbus Helicopters</td>
<td>EASA.21G.0070 (1 Feb 2018)</td>
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<tr>
<td>Airbus Helicopters</td>
<td>FR.21G.0003 (7 Jan 2014)</td>
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<tr>
<td>Eurocopter</td>
<td>F.G.003 (22 Dec 1997)</td>
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4. Certification conditions:
   Design approval n° F.JA.01 granted on 20 July 1998 to EUROCOPTER (formerly granted on 12 September 1996 to EUROCOPTER FRANCE)

5. Manufacturer Airbus Helicopters POA EASA.21G.0070:
   - from s/n 6620 to s/n 7057 (last s/n produced in Marignane): Airbus Helicopters
     (Airbus Helicopters, Aéroport International Marseille-Provence, 13725 Marignane-CEDEX).
   - from s/n 7062 to subsequent: Airbus KAI
     (Korea Aerospace Industries, LTD, Sachon Plant 78, Gongdan 1-Ro, Sacheon-City, Gyeongnam, Korea 664-710)

* * *
SECTION 6: OPERATIONAL SUITABILITY DATA (OSD)


OSD Elements

1. MMEL

<table>
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<th>Helicopter model</th>
<th>MMEL</th>
<th>Accepted / approved by</th>
<th>Approval date</th>
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<tbody>
<tr>
<td>SA 365 N</td>
<td>AS 365 N/N1/N2 MMEL Normal Revision 2, Date Code 05-25–, or later approved RN</td>
<td>JAA (DGAC FR)</td>
<td>19 Sep 2005</td>
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<td>SA 365 N1</td>
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<td>AS 365 N2</td>
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<td></td>
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<tr>
<td>AS 365 N3</td>
<td>AS 365 N3 MMEL Normal Revision 0 Issue 2, Date Code 10-05– or later approved RN</td>
<td>EASA</td>
<td>19 May 2010</td>
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<tr>
<td>EC 155 B</td>
<td>EC 155 B/B1 Normal Revision 0 Issue 2, Date Code 09-43– or later approved RN</td>
<td>EASA</td>
<td>25 Nov 2009</td>
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<td>EC 155 B1</td>
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</table>

2. Flight Crew Data

Airbus Helicopters Document 365ABN0399 - Flight Crew Data for Dauphin Helicopters Family, including:
- Appendix A: OSD Cover Sheet to Appendix B: Division of Mandatory Data – Non Mandatory Data
- Appendix B: Operational Evaluation Board Report - Final Report - Version 2, dated 8 February 2012

3. SIM Data

reserved

4. Maintenance Certifying Staff Data

reserved
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

| AH      | Airbus Helicopters     | OEI   | One Engine Inoperative |
| ALS     | Airworthiness Limitations Section | OSD   | Operational Suitability Data |
| Amdt.   | Amendment               | PA    | Pressure altitude       |
| C.G     | Centre of Gravity       | p/n   | Part number             |
| ESF     | Equivalent Safety Finding | POA   | Production Organisation Approval |
| HIRF    | High Intensity Radiated Fields | RFM   | Rotorcraft Flight Manual |
| Hp      | Pressure altitude       | RH    | Right Hand              |
| Ησ      | Density altitude        | SC    | Special Condition       |
| IFR     | Instrument Flight Rules | s/n   | Serial number           |
| JAA     | Joint Aviation Authorities | STA   | Station                |
| JAR     | Joint Aviation Requirements | TKOF/LDG | Take-off/Landing |
| LH      | Left Hand               | VFR   | Visual Flight Rules     |
| LG      | Landing Gear            | VNE   | Velocity Never Exceed   |

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>Type Certificate Holder</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aérospatiale</td>
<td>From 4 July 1978 until 31 December 1991</td>
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<tr>
<td>37, Boulevard de Montmorency 75781 Paris CEDEX 16, France</td>
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<tr>
<td>Eurocopter France</td>
<td>From 1 January 1992 until 30 May 1997</td>
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<td>Aéroport International Marseille – Provence 13725 Marignane CEDEX, France</td>
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<tr>
<td>Eurocopter</td>
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<td>Aéroport International Marseille – Provence 13725 Marignane CEDEX, France</td>
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<tr>
<td>Airbus Helicopters</td>
<td>Since 7 January 2014</td>
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<tr>
<td>Aéroport International Marseille – Provence 13725 Marignane CEDEX, France</td>
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III. Change Record

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<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
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<tr>
<td>Issue 1</td>
<td>7 Jan 2014</td>
<td>Initial issue of EASA TC/TCDS</td>
<td>Initial Issue, 7 January 2014</td>
</tr>
<tr>
<td>Issue 2</td>
<td>20 Jul 2015</td>
<td>1st page updated; Section 6 for OSD added</td>
<td>- - -</td>
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<tr>
<td>Issue 3</td>
<td>8 Dec 2015</td>
<td>Paragraph “8. Master Minimum Equipment List” removed from Sections 1, 2, 3, 4, 5 / IV. Operating and Service Instructions; Section 6 (OSD) updated</td>
<td>- - -</td>
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<tr>
<td>Issue 4</td>
<td>1 Feb 2018</td>
<td>Surrender of models SA 365 C and SA 366 G1; EC 155 B serial number corrected from 6544 to 6520; formal TCDS revision, format updated, minor corrections</td>
<td>Re-issued 1 February 2018</td>
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<tr>
<td>Issue 5</td>
<td>14 Feb 2020</td>
<td>Section 1, 2, 4 and 5, II, 3: added reference to SC Lithium battery. Section 2, II.7: added CS 29.1465 Amdt. 5 Section 2, III.14: datum line typo correction; Section 4, III.5.1: engine type typo correction. Section 4 and 5, II.7: added CS 29.1465 Amdt. 5</td>
<td>- - -</td>
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<tr>
<td>Issue</td>
<td>Date</td>
<td>Changes</td>
<td>TC issue</td>
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</table>
| Issue 6 | 1 Dec 2020 | Section 2, II.3: SAR DGAC Letter added  
Section 2, II.3: Special Conditions and CRI F-12 added  
Section 2, III.23: Alternative P/N for Wheels and Tyres added  
Section 4, II.6: EC155 B F-09 by EC155 B/B1 because the CRI is common B/B1  
Section 4, III.23: Alternative P/N for Wheels and Tyres added  
Section 5, II.2: A-01 update at issue 7  
Section 5, II.2: CS 29 issue 3 requirements added  
Section 5, II.4: Added remark regarding “bird strike” compliance for New Canopy mod 07 56B32  
Section 5, II.6: E-07 introduced  
Section 5, III.23: Alternative P/N for Wheels and Tyres added  
Section 5, V.5: Introduced KAI POA  
Section 6, I.I.3: reference to A-FCD added                                                                                   | ---      |
| Issue 7 | 10 Dec 2021| Sections 1, 2, 4, 5, V.6: table identifying the POA holder and traceability added;  
Sections 1, 2, 4, 5: OSD ‘cert basis’ and ‘elect-to-comply’ moved to ‘II.’;  
Section 5, V.5: update of s/n range of EC 155 B1 considering all the s/n under AH POA;  
All Sections: format updated, minor corrections.                                                                                  | ---      |

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