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

An agency of the European Union

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

TABLE OF CONTENTS

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

SECTION 1: SA 365 C1, SA 365 C2, SA 365 C3

I. General

1.	Type/ Model/ Variant	
	1.1 Type	SA 365
	1.2 Model	SA 365 C1, SA 365 C2, SA 365 C3
	1.3 Variant	- - -
2.	Airworthiness Category	Large Rotorcraft, Category A and B
3.	Manufacturer	Airbus Helicopters Aéroport International Marseille-Provence 13725 Marignane CEDEX, France before 7 January 2014: Eurocopter before 1 January 1992: Aérospatiale
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.	Exemptions	none
5.	Deviations	none
6.	Equivalent Safety Findings	none
7.	Requirements elected to comply	none
8.	Environmental Protection Requirements	
	8.1 Noise Requirements	See TCDSN EASA.R.105
	8.2 Emission Requirements	none
9.	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.).

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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 - 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, 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
	5.3.1 Installed Engine Limits	Refer to approved RFM
	5.3.2 Transmission Torque Limits	Refer to approved RFM
6.	Fluids (Fuel/ Oil/ Additives)	
	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 Substract 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.

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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, 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 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,

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

V. Notes

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

7. Commercial designation: DAUPHIN

8. Conversion from one version to another one:

Original version	Version obtained	Embody Service Bulletin N°
SA 365 C (surrendered, see Note 11)	SA 365 C1	01-03
SA 365 C (surrendered, see Note 11)	SA 365 C2	01-07
SA 365 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 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.

* * *

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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

I. General

1.	Type/ Model/ Variant	
	1.1 Type	SA 365
	1.2 Model	SA 365N, SA 365 N1, AS 365 N2, AS 365 N3
	1.3 Variant	- - -
2.	Airworthiness Category	Large Rotorcraft, Category A and B
3.	Manufacturer	Airbus Helicopters Aéroport International Marseille-Provence 13725 Marignane CEDEX, France before 7 January 2014: Eurocopter before 1 January 1992: Aérospatiale
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	26 September 1980
2.	Airworthiness Requirements	FAR Part 29, Amdts. 1 through 16
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

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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 OP22B62)
7) Non-rechargeable Lithium battery installations (F-12)

4. Exemptions — none

5. Deviations — none

6. 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).

7. Requirements elected to comply — CS 29.1465 Amdt. 5 (AS 365 N3 only)

8. Environmental Protection Requirements

8.1 Noise Requirements — See TCDSN EASA.R.105

8.2 Emission Requirements — Pollution, Decree dated February 19, 1987 (N1, N2, N3)
ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).

9. 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
  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

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.

Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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

5.3.1 Installed Engine Limits: Refer to approved RFM

5.3.2 Transmission Torque Limits: Refer to approved RFM

6. Fluids (Fuel/ Oil/ Additives)

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)
TGB:	0.5	litre (max. level)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

	7.3 Coolant system capacity	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

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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)
2.	Maintenance Manual	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
3.	Structural Repair Manual	365 N/N1/N2/N3 Repair Manual

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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 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:
   - Production agreement JAR 21 n°F.G.003 granted on 22 December 1997 to EUROCOPTER.
   - Previous manufacturers:
   EUROCOPTER FRANCE granted with production agreement n°P02 starting from 2 January 1992.
   AEROSPATIALE Division Hélicoptères granted with production agreement n°P02 starting from 8 November 1991.
7. Commercial designation: DAUPHIN
8. Conversion from one version to another one:

Original version	Version obtained	Embody Service Bulletin N°
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 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*

* * *

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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.

* * *

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

SECTION 4: EC 155 B

I. General

1.	Type/ Model/ Variant	
	1.1 Type	EC 155
	1.2 Model	EC 155 B
	1.3 Variant	- - -
2.	Airworthiness Category	Large Rotorcraft, Category A and B
3.	Manufacturer	Airbus Helicopters Aéroport International Marseille-Provence 13725 Marignane CEDEX, France before 7 January 2014: Eurocopter
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 bullet, 1st indented bullet.

II. Certification Basis

1.	Reference Date for determining the applicable requirements	20 November 1997
2.	Airworthiness Requirements	JAR 29, first issue, effective 5 November 1993. According to DGAC letter 986771 SFACT/N.HE, dated 2 December 1998, completed by DGAC letter SFACT/N.HE.-2003/0314, dated 31 January 2003.
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)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

5.	Deviations	none
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 (reference E-04) - JAR 29.955(b) Fuel Transfer System (reference E-05) - JAR 29.1151 Rotor Brake Indication (reference E-03) - JAR 29.1303(j) V_{NE} Aural Warning (reference F-05) - JAR 29.1401(d) Red Anti-collision Light (reference EC 155 B/B1 F-09) - JAR 29.1545(b)(4) Airspeed Indicator Marking (reference F-07) - JAR 29.1549(b) Power plant Instrument Marking (reference F-06) - JAR 29 Appendix B § IV for Speed Stability (reference B-03)
7.	Requirements elected to comply	CS 29.1465 Amdt. 5
8.	Environmental Protection Requirements	
	8.1 Noise Requirements	See TCDSN EASA.R.105
	8.2 Emission Requirements	Pollution, Decree dated February 19, 1987 (N1, N2, N3) ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).
9.	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 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
	5.3.1 Installed Engine Limits	Refer to approved RFM
	5.3.2 Transmission Torque Limits	Refer to approved RFM
6.	Fluids (Fuel/ Oil/ Additives)	
	6.1 Fuel	Refer to approved RFM
	6.2 Oil	Refer to approved RFM
	6.3 Additives	Refer to approved RFM

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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 Minimum transient 295 rpm
10.	Maximum Operating Altitude and Temperature	
	10.1 Altitude	Flight Hp: 13 000 ft (3 965 m) PA TKOF/LDG Hσ: 8 500 ft (2 591 m)
	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	VFR day/night IFR Category B, Category A (see Note 5)
12.	Maximum Mass	4 800 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)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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)
		Auxiliary LG:
		Wheel: ERAM/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 B Flight Manual, normal revision RN0, 98-37 approved by DGAC FR on 4 December 1998, or subsequent DGAC FR or EASA approved revisions
2.	Maintenance Manual	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
3.	Structural Repair Manual	EC 155 B Structural Repair Manual
4.	Weight and Balance 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 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 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:
   Production agreement JAR 21 n°F.G.003 granted on 22 December 1997 to EUROCOPTER.
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
6. Manufacturer's eligible serial numbers for EC 155 B model:
   s/n 6520, and subsequent

* * *

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

SECTION 5: EC 155 B1

I. General

1.	Type/ Model/ Variant	
	1.1 Type	EC 155
	1.2 Model	EC 155 B1
	1.3 Variant	- - -
2.	Airworthiness Category	Large Rotorcraft, Category A and B
3.	Manufacturer	Airbus Helicopters Aéroport International Marseille-Provence 13725 Marignane CEDEX, France before 7 January 2014: Eurocopter
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	20 November 1997
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 For H/C incorporating: MOD 07.63C88 (MGB-R), 07.63C86 (right servo pump support), 07.63C89 (servo pump support), 07.63C90 (rotor brake)	Only for the affected areas related to the mentioned MOD, as above with the following CS 29 Amdt. 3, dated 11 December 2012 as replacement of the same numbered paragraph of JAR 29 issue 1, dated 5 November 1993: 29.29, 29.301, 29.303, 29.305, 29.307, 29.309, 29.337(a), 29.361, 29.549(c)(e), 29.561, 29.571, 29.601, 29.602, 29.603, 29.605, 29.607, 29.609, 29.610, 29.611, 29.613, 29.619, 29.621, 29.863, 29.901, 29.908, 29.917, 29.921, 29.923, 29.927, 29.935, 29.939, 29.1013, 29.1015, 29.1017, 29.1021, 29.1023, 29.1027, 29.1041, 29.1151, 29.1163, 29.1301, 29.1305, 29.1309, 29.1337, 29.1461, 29.1501, 29.1521, 29.1529, 29.1551, 29.1557, 29.1581, 29.1583 and 29.1585.
3.	Special Conditions	- HIRF (High Intensity Radiated Fields) (reference EC 155 B F-01) - Minimum In Flight Experience (reference EC 155 B1 B-01) - Ingestion of Hail (reference EC 155 B C-05) - Non-rechargeable Lithium Battery installations (F-12)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

		- Loss of Oil from Gearboxes Utilising a Pressurized Lubrication System (reference EC 155 B1 E-06)
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 D-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) V_{NE} 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 (reference 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.	Requirements elected to comply	CS 29.1465 Amdt. 5
8.	Environmental Protection Requirements	
	8.1 Noise Requirements	See TCDSN EASA.R.105
	8.2 Emission Requirements	Pollution, Decree (French “Arrêté”) dated February 19,

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

		1987 (N1, N2, N3) ICAO recommendations for discharging fuel Annex 16, Volume 2, 2nd Part (N3).
9.	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 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 (Fuel/ Oil/ Additives)	
	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 Minimum transient 295 rpm

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

10.	Maximum Operating Altitude and Temperature	
	10.1 Altitude	Flight Hp: 15 000 ft (4 572 m) PA TKOF/LDG Hσ: 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)

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union

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
2.	Maintenance Manual	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
3.	Structural Repair Manual	EC 155 B1 Structural Repair Manual
4.	Weight and Balance 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 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 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:
   Production agreement JAR 21 n°F.G.003 granted on 22 December 1997 to EUROCOPTER.
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:
   from s/n 6620 to s/n 7057
   AIRBUS HELICOPTERS, formerly EUROCOPTER FRANCE, formerly EUROCOPTER
   (Airbus Helicopters, Aéroport International Marseille-Provence, 13725 Marignane-CEDEX, EASA POA 21G.0070).

* * *

An agency of the European Union

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

SECTION 6: OPERATIONAL SUITABILITY DATA (OSD)

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

I. OSD Certification Basis

I.1 Reference Date for determining the applicable OSD requirements

Grandfathering date: 17 February 2014

I.2 MMEL - Certification Basis

Helicopter Model	Certification basis
SA 365 N SA 365 N1 AS 365 N2	JAR-MMEL, Amdt. 1, dated 1 August 2005
AS 365 N3	JAR-MMEL, Amdt. 1, dated 1 August 2005
EC 155 B EC 155 B1	JAR-MMEL, Amdt. 1, dated 1 August 2005

I.3 Flight Crew Data - Certification Basis

CS-FCD, Initial Issue 31 January 2014 (SA 365, AS 365, EC155 A-FCD)

I.4 SIM Data - Certification Basis

reserved

I.5 Maintenance Certifying Staff Data - Certification Basis

reserved

II. OSD Elements

II.1 MMEL

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

II.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

II.3 SIM Data

reserved

II.4 Maintenance Certifying Staff Data

reserved

An agency of the European Union

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

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	RFM	Rotorcraft Flight Manual
HIRF	High Intensity Radiated Fields	RH	Right Hand
Hp	Pressure altitude	SC	Special Condition
Hσ	Density altitude	s/n	Serial number
IFR	Instrument Flight Rules	STA	Station
JAA	Joint Aviation Authorities	TKOF/LDG	Take-off/Landing
JAR	Joint Aviation Requirements	VFR	Visual Flight Rules
LH	Left Hand	V_{NE}	Velocity Never Exceed
OEI	One Engine Inoperative		

II. Type Certificate Holder Record.

Type Certificate Holder	**Period**
Aérospatiale 37, Boulevard de Montmorency 75781 Paris CEDEX 16, France	From 4 July 1978 until 31 December 1991
Eurocopter France Aéroport International Marseille – Provence 13725 Marignane CEDEX, France	From 1 January 1992 until 30 May 1997
Eurocopter Aéroport International Marseille – Provence 13725 Marignane CEDEX, France	From 1 June 1997 until 6 January 2014
Airbus Helicopters Aéroport International Marseille – Provence 13725 Marignane CEDEX, France	Since 7 January 2014

III. Change Record

Issue	**Date**	**Changes**	**TC issue**
Issue 1	7 Jan 2014	Initial issue of EASA TC/TCDS	Initial Issue, 7 January 2014
Issue 2	20 Jul 2015	1st page updated; Section 6 for OSD added	- - -
Issue 3	8 Dec 2015	Paragraph “8. Master Minimum Equipment List” removed from Sections 1, 2, 3, 4, 5 / IV. Operating and Service Instructions; Section 6 (OSD) updated	- - -
Issue 4	1 Feb 2018	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	Re-issued 1 February 2018
Issue 5	14 Feb 2020	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 corrected; Section 4, III.5.1: engine type typo corrected. Section 4 and 5, II.7: CS 29.1465 Amdt. 5 added Section 5, II.6: typo corrected E-04 for 29.923(p)(1)	- - -

An agency of the European Union
TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Issue	Date	Changes	TC issue
		Section 5, III.2: blades number typo correction Section 5, III.23: NLG typo corrected Section 6, I.I.3: CS-FCD Initial Issue introduced. References to SC/ESF updated.	
Issue 6	9 Dec 2020	Section 1, IV.2: initial MM approval dates added 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 “, IV.2: initial MM approval dates added Section 4, II.6: EC 155 B F-09 by EC 155 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: remark added 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	- - -

- end of file -

TE.CERT.00049-001 © European Union Aviation Safety Agency, 2020. All rights reserved. ISO9001 certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
An agency of the European Union