



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº ER-8405

Type Certificate Holder:

EUROCOPTER FRANCE

Aeroporto International Marseille - Provence
13725 Marignane
FRANCE

ER-8405-06
Sheet 01

EUROCOPTER

SA 365 C2, SA 365 N,
SA 365 N1, AS 365 N2,
AS 365 N3, **EC 155 B,**
EC 155 B1

March 2007

This data sheet, which is part of Type Certificate No. 8405, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model SA 365 C2 (Transport Category Helicopter), approved 02 October 1984.

ENGINE	2 Turbomeca Arriel 1A2.
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS (Standard sea level conditions)	<p>2.5 minutes:</p> <ul style="list-style-type: none">- Shaft Limit Torque 829 N.m- Minimum Guaranteed Power 500 kW (670 hp)- Gas Generator Speed 52 940 rpm- T4 840°C <p>30 minutes</p> <ul style="list-style-type: none">- Shaft Limit Torque 829 N.m- Minimum Guaranteed Power 490 kW (657 hp)- Gas Generator Speed 52 525 rpm- T4 810°C <p>Take-off (5 minutes)</p> <ul style="list-style-type: none">- Shaft Limit Torque 829 N.m- Minimum Guaranteed Power 470 kW (630 hp)- Gas Generator Speed 52 007 rpm- T4 810°C <p>Maximum Continuous Power</p> <ul style="list-style-type: none">- Shaft Limit Torque 829 N.m- Minimum Guaranteed Power 432 kW (579 hp)- Gas Generator Speed 50 764 rpm- T4 775°C <p>Maximum overtemperature on starting: 840°C (transient)</p>

Pauor

ROTOR LIMITS	Power on flight: - 350 \pm 10 rpm - 320 rpm (single engine failure on take-off or landing) - 285 rpm (transient speed on single engine failure) Power off flight: - Maximum: 420 rpm (aural alarm at 400 rpm) - Minimum: 320 rpm (aural alarm at 338 rpm)
AIRSPEED LIMITS (IAS)	Never exceed speed (V_{NE}): 315 km/h (170 kt) (at sea level at 3 000 kg; subtract 20 km/h per 1 000 m altitude and 10 km/h per 100 kg above 3 000 kg).
C. G. RANGE	Longitudinal: - Forward limit: 3.84 m - Rear limit : 4.10 m up to 3 400 kg 4.06 m from 3 400 kg to 3 500 kg Lateral: - R. H.: 0.11 m - L. H.: 0.11 m
MAXIMUM WEIGHT	3 500 kg (7 710 lb)
MAXIMUM BAGGAGE	150 kg (maximum load concentration 350 daN/m ²)
FUEL CAPACITY	Total 640 L Usable 637 L Unusable 3 L
OIL CAPACITY (at maximum level mark)	Power plant 2 x 6.8 L MGB 10.5 L TGB 0.27 L
MAXIMUM OPERATING ALTITUDE	4 572 m (15 000 ft)

II - Model SA 365 N (Transport Category Helicopter), approved 02 October 1984.

ENGINE	2 Turbomeca Ariel 1C.
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS (Standard sea level conditions)	2.5 minutes: - Shaft Limit Torque 877 N.m - Minimum Guaranteed Power 522 kW (700 hp) - Gas Generator Speed 52 836 rpm - T4 860°C 30 minutes - Shaft Limit Torque 830 N.m - Minimum Guaranteed Power 512 kW (686 hp) - Gas Generator Speed 52 318 rpm - T4 835°C

**ENGINE LIMITS
(Cont.)**

Take-off (5 minutes)	
- Shaft Limit Torque	735 N.m
- Minimum Guaranteed Power	492 kW (660 hp)
- Gas Generator Speed	51 800 rpm
- T4	835°C
Maximum Continuous Power	
- Shaft Limit Torque	735 N.m
- Minimum Guaranteed Power	437 kW (586 hp)
- Gas Generator Speed	50 505 rpm
- T4	785°C
Maximum overtemperature on starting: 860°C (transient)	

ROTOR LIMITS

Power on flight:	
- 350 rpm +15, -10 rpm	
- 320 rpm (one engine failure on take-off or landing)	
Power off flight:	
- Max. transient contingency speed	420 rpm
- Max. regulated speed	395 rpm (aural warning at 380 rpm)
- Min. speed	320 rpm (aural warning at 335 rpm)
- Min. transient speed	295 rpm

AIRSPEED LIMITS (IAS)

Never exceed speed (V_{NE}), power on:	324 km/h (175 kt)
(at sea level up to 3000 kg; then decreasing as a function of altitude and weight; see RFM)	
Never exceed speed (V_{NE}), power off:	250 km/h (135 kt)
(at sea level; then decreasing as a function of altitude; see RFM)	

C. G. RANGE

Longitudinal:	
- Forward limit:	3.80 m
- Rear limit :	4.05 m
- Refer to RFM for weight/CG limit combinations.	
Lateral:	
- R. H.:	0.075 m
- L. H.:	0.075 m

MAXIMUM WEIGHT

4 000 kg (8 818 lb).

MAXIMUM BAGGAGE200 kg (maximum load concentration 295 daN/m²)**FUEL CAPACITY**

Total	1 158 L
Usable	1 144.7 L
Unusable	13.3 L

OIL CAPACITY

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

**MAXIMUM OPERATING
ALTITUDE**

6 096 m (20 000 ft)

III - Model SA 365 N1 (Transport Category Helicopter), approved 27 November 1991.

ENGINE	2 Turbomeca Arriel 1C1.
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS (Standard sea level conditions)	<p>2.5 minutes:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 877 N.m - Minimum Guaranteed Power 538 kW (721 hp) - Gas Generator Speed 52 940 rpm - T4 865°C <p>30 minutes:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 850 N.m - Minimum Guaranteed Power 526 kW (705 hp) - Gas Generator Speed 52 215 rpm - T4 845°C <p>Take-off (5 minutes):</p> <ul style="list-style-type: none"> - Shaft Limit Torque 800 N.m - Minimum Guaranteed Power 526 kW (705 hp) - Gas Generator Speed 52 215 rpm - T4 845°C <p>Maximum Continuous Power:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 800 N.m - Minimum Guaranteed Power 437 kW (586 hp) - Gas Generator Speed 50 246 rpm - T4 775°C <p>Maximum overtemperature on starting: 860°C (transient)</p>
ROTOR LIMITS	<p>Power on flight:</p> <ul style="list-style-type: none"> - 350 ± 10 rpm - 320 rpm (one engine failure on take-off or landing) <p>Power off flight:</p> <ul style="list-style-type: none"> - Max. transient contingency speed 420 rpm - Max. regulated speed 395 rpm (aural warning at 380 rpm) - Min. speed 320 rpm (aural warning at 335 rpm) - Min. transient speed 295 rpm
AIRSPEED LIMITS (IAS)	<p>Never exceed speed (V_{NE}), power on: 324 km/h (175 kt) (at sea level up to 3000 kg; then decreasing as a function of altitude and weight; see RFM)</p> <p>Never exceed speed (V_{NE}), power off: 250 km/h (135 kt) (at sea level; then decreasing as a function of altitude; see RFM)</p>
C. G. RANGE	<p>Longitudinal:</p> <ul style="list-style-type: none"> - Forward limit: 3.80 m - Rear limit : 4.05 m - Refer to RFM for authorized weight/CG limitations <p>Lateral:</p> <ul style="list-style-type: none"> - R. H.: 0.075 m - L. H.: 0.075 m

MAXIMUM WEIGHT	4 100 kg (9 038 lb)
MAXIMUM BAGGAGE	200 kg (maximum load concentration 295 daN/m ²)
FUEL CAPACITY	Total 1 158 L Usable 1 134.5 L Unusable 23.5 L
OIL CAPACITY	Power plant 2 x 5.18 L (normal level) MGB 9 L (max. level) TGB 0.5 L (max. level)
MAXIMUM OPERATING ALTITUDE	6 096 m (20 000 ft)

IV - Model AS 365 N2 (Transport Category Helicopter), approved 10 February 1993.

ENGINE	2 Turbomeca Arriel 1C2.
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS (Standard sea level conditions)	<p>2.5 minutes:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 877 N.m - Minimum Guaranteed Power 531 kW (712 hp) - Gas Generator Speed 53 560 rpm - T4 885°C <p>30 minutes:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 850 N.m - Minimum Guaranteed Power 531 kW (712 hp) - Gas Generator Speed 53 836 rpm - T4 845°C <p>Take-off (5 minutes):</p> <ul style="list-style-type: none"> - Shaft Limit Torque 800 N.m - Minimum Guaranteed Power 531 kW (712 hp) - Gas Generator Speed 53 836 rpm - T4 845°C <p>Maximum Continuous Power:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 800 N.m - Minimum Guaranteed Power 471 kW (631 hp) - Gas Generator Speed 50 867 rpm - T4 775°C <p>Maximum overtemperature on starting: 865°C (transient)</p>
ROTOR LIMITS	<p>Power on flight:</p> <ul style="list-style-type: none"> - 350 ± 10 rpm - 320 rpm (one engine failure on take-off or landing) <p>Power off flight:</p> <ul style="list-style-type: none"> - Max. transient contingency speed 420 rpm - Max. regulated speed 395 rpm (aural warning at 380 rpm) - Min. speed 320 rpm (aural warning at 335 rpm) - Min. transient speed 295 rpm

AIRSPEED LIMITS (IAS)	Never exceed speed (V_{NE}), power on: 324 km/h (175 kt) (at sea level up to 3000 kg; then decreasing as a function of altitude and weight; see RFM) Never exceed speed (V_{NE}), power off: 250 km/h (135 kt) (at sea level; then decreasing as a function of altitude; see RFM)
C. G. RANGE	Longitudinal: - Forward limit: 3.80 m - Rear limit : 4.05 m (Refer to RFM for authorized weight/CG limitations) Lateral: - Up to 4 100 kg R. H.: 0.075 m L. H.: 0.075 m - Above 4 100 kg R. H.: 0.050 m L. H.: 0.050 m
MAXIMUM WEIGHT	4 250 kg (9 370 lb)
MAXIMUM BAGGAGE	200 kg (maximum load concentration 295 daN/m ²)
FUEL CAPACITY	Total 1 158 L Usable 1 134.5 L Unusable 23.5 L
OIL CAPACITY	Power plant 2 x 5.18 L (normal level) MGB 9 L (max. level) TGB 0.5 L (max. level)
MAXIMUM OPERATING ALTITUDE	6 096 m (20 000 ft)

V - Model AS 365 N3 (Transport Category Helicopter), approved 21 May 1999.

ENGINE	2 Turbomeca Arriel 2C.	
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)	
ENGINE LIMITS (Standard sea level conditions)	30 seconds:	
	- Shaft Limit Torque	1 200 N.m
	- Minimum Guaranteed Power	729 kW (977 hp)
	- Gas Generator Speed	54 830 rpm (105.22%)
	- T4	1 000°C
	2 minutes:	
	- Shaft Limit Torque	1 130 N.m
	- Minimum Guaranteed Power	656 kW (879 hp)
	- Gas Generator Speed	52 970 rpm (101.65%)
	- T4	928°C
	Unlimited:	
	- Shaft Limit Torque	980 N.m
	- Minimum Guaranteed Power	635 kW (851 hp)
	- Gas Generator Speed	52 350 rpm (100.46%)
	- T4	907°C

ENGINE LIMITS (Cont.)

Take-off (5 minutes)

- Shaft Limit Torque 935 N.m
- Minimum Guaranteed Power 635 kW (851 hp)
- Gas Generator Speed 52 438 rpm (100.63%)
- T4 907°C

Maximum Continuous Power

- Shaft Limit Torque 925 N.m
- Minimum Guaranteed Power 597 kW (800 hp)
- Gas Generator Speed 51 302 rpm (98.45%)
- T4 870°C

Maximum overtemperature on starting: 865°C (transient)

Gas Generator Min. Guaranteed Speed: 100% = 52 110 rpm

ROTOR LIMITS

Power on flight:

- The speed varies between 355 and 360 rpm depending on the altitude.
- 320 rpm (on engine failure on take-off or landing)

Power off flight:

- Max. transient contingency speed 420 rpm
- Max. regulated speed 395 rpm
(aural warning at 380 rpm)
- Min. speed 320 rpm
(aural warning at 345 rpm)
- Min. transient speed 295 rpm

AIRSPEED LIMITS (IAS)Never exceed speed (V_{NE}), power on: 324 km/h (175 kt)

(at sea level up to 3000 kg; then decreasing as a function of altitude and weight; see RFM)

Never exceed speed (V_{NE}), power off: 250 km/h (135 kt)

(at sea level; then decreasing as a function of altitude; see RFM)

C. G. RANGE

Longitudinal

- Forward limit: 3.80 m
- Rear limit : 4.05 m
(refer to RFM for authorized weight/CG limitations)

Lateral:

- Up to 4 100 kg R. H.: 0.075 m
L. H.: 0.075 m
- Above 4 100 kg R. H.: 0.050 m
L. H.: 0.050 m

MAXIMUM WEIGHT

4 300 kg (9 480 lb)

MAXIMUM BAGGAGE200 kg (maximum load concentration 295 daN/m²)**FUEL CAPACITY**

Total : 1 158 L
Usable : 1 134.5 L
Unusable : 23.5 L

OIL CAPACITY

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

MAXIMUM OPERATING ALTITUDE

6 096 m (20 000 ft)

VI - Model EC 155B (Transport Category Helicopter), approved 30 September 2001.

ENGINE	2 Turbomeca Arriel 2C1.
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS (Standard Sea Level Conditions)	<p>30 seconds OEI:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 1 160 N.m - Minimum Guaranteed Power* 718*** kW (962 hp) - Gas Generator Speed** 54 830 rpm (105.22%) - T4 1 000°C <p>2 minutes OEI:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 1 055 N.m - Minimum Guaranteed Power* 646 kW (866 hp) - Gas Generator Speed** 52 970 rpm (101.65%) - T4 941°C <p>Unlimited Continuous OEI:</p> <ul style="list-style-type: none"> - Shaft Limit Torque 980 N.m - Minimum Guaranteed Power* 622*** kW (834 hp) - Gas Generator Speed** 52 350 rpm (100.46%) - T4 912°C <p>Take-off (5 minutes)</p> <ul style="list-style-type: none"> - Shaft Limit Torque 885 N.m - Minimum Guaranteed Power* 581 kW (780 hp) - Gas Generator Speed** 52 620 rpm (100.98%) - T4 912°C <p>Unlimited Maximum Continuous</p> <ul style="list-style-type: none"> - Shaft Limit Torque 761 N.m - Minimum Guaranteed Power* 581 kW (780 hp) - Gas Generator Speed** 51 480 rpm (98.79%) - T4 877°C <p>Maximum overtemperature on starting: 865°C (transient) Gas Generator Min. Guaranteed Speed: **100% = 52 110 rpm For Nr = 350 Rpm *Standard sea level conditions ***Torque limited values (FADEC built-in function)</p>
ROTOR LIMITS	<p>Power on flight:</p> <ul style="list-style-type: none"> - The speed varies between 342 and 350 rpm (governed speed range). <p>Power off flight:</p> <ul style="list-style-type: none"> - Max. permissible emergency transient: 390 rpm - Max. steady-state: 375 rpm - Min. speed: 316 rpm - Min. permissible emergency transient: 295 rpm
AIRSPEED LIMITS (IAS)	<p>Never exceed speed (Absolute V_{NE}), 324 km/h (175 kt) power on: (at sea level; decreasing as a function of altitude; see RFM) Never exceed speed (Absolute V_{NE}), 250 km/h (135 kt) power off: (at sea level; decreasing as a function of altitude; see RFM)</p>

C. G. RANGE	Longitudinal - Forward limit: 3.80 m - Rear limit : 4.05 m (refer to RFM for authorized weight / CG limit combinations) Lateral: - Up to 4100 kg R. H.: 0.075 m L. H.: 0.075 m - Above 4100 kg R. H.: 0.050 m L. H.: 0.050 m
MAXIMUM WEIGHT	4 800 kg (10 580 lb)
MAXIMUM BAGGAGE	200 kg (maximum concentrated load 295 daN/m ²)
FUEL CAPACITY	Total : 1 280 L Usable : 1 256.5 L Unusable : 23.5 L
OIL CAPACITY	Power plant 2 x 6.2 L (normal level) MGB 9 L (max. level) TGB 0.5 L (max. level)
MAXIMUM OPERATING ALTITUDE	3 965 m (13 000 ft)

VII - Model EC 155B1 (Transport Category Helicopter), approved 14 March 2007.

ENGINE	2 Turbomeca Arriel 2C2.
FUEL	Refer to Flight Manual
ENGINE LIMITS (Standard Sea Level Conditions)	30 seconds OEI: - Shaft Limit Torque 1 193 N.m - Minimum Guaranteed Power* 750*** kW (1 005 hp) - Gas Generator Speed** 54 965 rpm (105.48%) - T4 996°C 2 minutes OEI: - Shaft Limit Torque 1 160 N.m - Minimum Guaranteed Power* 729*** kW (977 hp) - Gas Generator Speed** 53 120 rpm (101.94%) - T4 944°C Unlimited Continuous OEI: - Shaft Limit Torque 1 018 N.m - Minimum Guaranteed Power* 640*** kW (858 hp) - Gas Generator Speed** 52 350 rpm (100.96%) - T4 926°C Take-off (5 minutes): - Shaft Limit Torque 885 N.m - Minimum Guaranteed Power* 612 kW (820 hp) - Gas Generator Speed** 52 923 rpm (101.56%) - T4 929°C

ENGINE LIMITS**(Cont.)**

Unlimited Maximum Continuous:

- Shaft Limit Torque 761 N.m
- Minimum Guaranteed Power* 612 kW (820 hp)
- Gas Generator Speed** 51 766 rpm (99.34%)
- T4 877°C

For Nr = 350 rpm

Max. over-temperature on starting: 865°C (transient)

* Standard sea level conditions

Min. Guaranteed Gas Generator Speed: **100% = 52 110 rpm

***Torque limited values (FADEC built-in function)

ROTOR LIMITS

Power-on flight:

- The speed varies between 342 and 350 rpm (governed speed range).

Power-off flight:

- Max. permissible emergency transient: 390 rpm
- Max. steady-state: 375 rpm
- Min. speed: 316 rpm
- Min. permissible emergency transient: 295 rpm

AIRSPEED LIMITS (IAS)Never exceed speed (Absolute V_{NE}), 324 km/h (175 kt)
power-on:

(at sea level; decreasing as a function of altitude; refer to RFM)

Never exceed speed (Absolute V_{NE}), 250 km/h (135 kt)
power-off:

(at sea level; decreasing as a function of altitude; refer to RFM)

C. G. RANGE

Longitudinal

- Forward limit: 3.80 m
- Rear limit: 4.05 m

(refer to RFM for authorized weight / CG limit combinations)

Lateral:

- R. H.: 0.050 m
- L. H.: 0.050 m

MAXIMUM WEIGHT4 850 kg (10 694 lb), or 4 920 kg (10 848 lb) for helicopters equipped with Eurocopter modifications n° 62C17, 67B62, 39C37, 22B55, 29B62, 29B64 and 11B62, and limited to operations at $-30^{\circ}\text{C} < \text{OAT} < +50^{\circ}\text{C}$.**MAXIMUM BAGGAGE**300 kg (distributed maximum load 295 kg/m²).**FUEL CAPACITY**

Total : 1 280 L
 Usable : 1 256.5 L
 Unusable : 23.5 L

OIL CAPACITY

Power plant 2 x 6.2 L (normal level)
 MGB 9 L (max. level)
 TGB 0.5 L (max. level)

MAXIMUM OPERATING ALTITUDE

4 572 m (15 000 ft)

DATA PERTINENT TO ALL MODELS:

FUEL	For normal and alternative fuels refer to the corresponding RFM.
OIL	Refer to Flight Manual.
EMPTY WEIGHT C. G. RANGE	None
DATUM	Longitudinal CG : 4 m forward of main rotor centerline. Lateral CG : rotorcraft symmetry plane.
LEVELING MEANS	Three leveling blocks on transmission deck.
MINIMUM CREW	One pilot on RH seat.
MAXIMUM PASSENGERS	13
ROTOR BLADE AND CONTROL MOVEMENTS	For rigging information refer to the Maintenance Manual.
IMPORT ELIGIBILITY	<p>A Brazilian Certificate of Airworthiness may be issued on the basis of on a DGAC Export Certificate on Airworthiness, including the following statement:</p> <p>“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate nº 8405 and in the condition of safe operation”.</p> <p>The ANAC Report H.10-0590-03, issued on 21 May 1999 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. For the EC 155 B and EC 155 B1 models, in the Annex II to the report H.10-0596-0, dated 23 February 2001, or further revision. (See Note 4).</p>
CERTIFICATION BASIS	<p><u>For SA 365 C2:</u></p> <ul style="list-style-type: none">- RBHA 29, which endorses the FAR 29 effective 05 Feb. 1976, as amendments by 29-1 through 29-11.- Special conditions specified in DGAC letter 4092, dated 05 May 1977, related to:<ul style="list-style-type: none">(1) Flight conditions:<ul style="list-style-type: none">- Take off power check procedure- Main rotor speed warning(2) Propulsion conditions:<ul style="list-style-type: none">- Powerplant control- Turbine engine bleed air system(3) System and equipment conditions:<ul style="list-style-type: none">- Operation without normal electrical power- Nickel Cadmium battery installation(4) Airframe conditions:<ul style="list-style-type: none">- Lightning protection of structure- ICAO Annex 16 for noise certification.- Equivalent safety item, accepted by ANAC, relative to the following requirement:<ul style="list-style-type: none">- Door locking mechanism: RBHA/FAR 29.783(e).

**CERTIFICATION BASIS
(Cont.)**

For SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3:

- RBHA 29, which endorses the FAR 29 effective 04 Dec. 1978, as amendments by 29-1 through 29-16.
- Special conditions specified in DGAC letters No. 54022, dated 01 September 1989, No. 53116, dated 01 February 1989, and No. 964425, dated 10 February 1997, related to:
 - (1) General conditions
 - New technologic – digital engine control or governor – in service endurance demonstration
 - (2) Equipment conditions
 - Protection from the effects of HIRF
 - Lightning
- ICAO Annex 16 for noise certification.
- Equivalent safety item, accepted by ANAC, relative to the following requirement:
 - Door locking mechanism: RBHA/FAR 29.783(e).

For EC 155B and EC 155B1:

- RBHA 29, which endorses the FAR 29 effective 04 Dec. 1978, as amendments by 29-1 through 29-24.
- Special conditions specified in DGAC **TCDS No. 159, Issue No. 21, dated January 2005**, related to:
 - (1) Ingestion of hail
 - (2) Minimum in flight experience
 - (3) Equipment conditions
 - (4) **Anti-sink skids**
 - (5) **HIRF**
- ICAO Annex 16 for noise certification and fuel discharge.
- Equivalent safety item, accepted by ANAC, relative to the following requirement:
 - (1) Landing Gear Drop Test: RBHA/FAR 29.723, 29.725 and 29.727
 - (2) Passenger Emergency Exits: RBHA/FAR 29.807 (c)
 - (3) Static Longitudinal Stability: RBHA/FAR 29.173 and 29.175
 - (4) Return to Trim Characteristics: RBHA/FAR 29, Appendix B Section IV.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane.

A Brazilian Rotorcraft Flight Manual approved by the DGAC on behalf of the ANAC, coded G, must be carried on each airplane.

NOTES:

NOTE 1 Weight and balance. Current weight and balance report including the list of equipment included in the certificated empty weight and loading instructions must be in each rotorcraft at the time of original certification.

To obtain precise weight and CG data the helicopter shall stay on jacks fitted at the jacking points rather than on landing gear wheels.

NOTE 2 Markings and placards. All markings and placards for passenger information, external markings for emergency, and load limits in cargo/baggage compartments must be presented in Portuguese or bilingual. A list of these placards and the respective translations acceptable by ANAC is provided in the Annex II to the report H.10-0590-03, dated 21 May 1999, or further revision. For the EC 155 B model, in the Annex II to the report H.10-0596-01, dated 14 March 2007, or further revision. (See Note 4).

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- NOTE 3** Continuing Airworthiness. Life Limited Components and associated retirement times are presented in the document Master Servicing Recommendations, Appendix 5.99, for each helicopter model, titled "Airworthiness Limitations". All parts and components listed there must be replaced in accordance therewith.
- NOTE 4** The differences of the Brazilian rotorcraft in relation to the DGAC - France type design are summarized below:
1. The following Brazilian Rotorcraft Flight Manuals are approved by the DGAC on behalf of the **ANAC** and coded by G letter for the SA 365 C2, SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3 and EC 155 B **and EC 155 B1** aircraft models.
 2. The Markings and Placards, listed in the annex II of the Report H.10-0590-03 and H.10-0596-01 (for the EC 155 B **and EC 155 B1 aircraft models**).
- NOTE 5** The compatibility between the optional system is specified:
- In sub-chapter 5.80 of the "Master Servicing Recommendation" for installation.
 - In Supplement 10 to Flight Manual for operation.
- NOTE 6** The TC Holder before 01 January 1992 was:
- AEROESPATIALE
37, Blvd. de Montmorency
75781, Paris
FRANCE



CLÁUDIO PASSOS SIMÃO
Gerente Geral, Certificação de Produtos Aeronáuticos
(Manager, Aeronautical Products Certification)