



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº ER-8812

Type Certificate Holder: (See Note 9)

EUROCOPTER

Aéroport International Marseille-Provence

13725 Marignane

FRANCE

ER-8812-11

Sheet 01

EUROCOPTER

AS 350 B1, AS 350 B2,

AS 350 BA, AS 350 B3

EC 130 B4

02 March 2009

This data sheet, which is part of Type Certificate No. 8812, 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 AS 350 B1 (Normal Category), approved 08 November 1988.

ENGINE	Turbomeca Arriel 1D (See TCDS nº EM-8012).
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)
ENGINE LIMITS	Take-off (5 min):* - shaft limit torque: 830 N.m - minimum guaranteed power: 510 kW (684 hp) - gas generator speed: 52 214 rpm (100.8% + 0.4%) - T4: 845°C (See Note 7) Maximum continuous power:* - shaft limit torque: 830 N.m - minimum guaranteed power: 450 kW (603 hp) - gas generator speed: 50 764 rpm (98%) - T4: 795°C (See Note 7) Maximum transient (5 seconds): - gas generator speed: 54 649 rpm (105.5%) - T4: 865°C
ROTOR LIMITS	Power on: - in the ground with low pitch: 380 ± 5 rpm - in stabilized flight: 390 +4/-5 rpm Power off: - maximum: 430 rpm - minimum: 320 rpm (aural warning at 360 rpm)
OIL	Refer to Flight Manual.

AIRPEED LIMITS (IAS)	<p>Never exceed speed (V_{NE}): - Power on: 287 km/h (155 kt)* - Power off: 232 km/h (125 kt)**</p> <p>* At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 18.5 km/h (10 kt) when OAT is below -30°C.</p> <p>** At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 37 km/h (20 kt) when the OAT is below -20°C. Do not subtract when speed is below 120 km/h (65 kt).</p>												
CG RANGE	<p>Longitudinal:</p> <table border="0"> <thead> <tr> <th>Forward (mm)</th> <th>Rear (mm)</th> <th>Gross Weight (kg)</th> </tr> </thead> <tbody> <tr> <td>3 170</td> <td>3500</td> <td>1 200 and below</td> </tr> <tr> <td>3 170</td> <td>3444</td> <td>2 000</td> </tr> <tr> <td>3 200</td> <td>3 430</td> <td>2 200</td> </tr> </tbody> </table> <p>Straight line variation between points given</p> <p>Lateral (See Note 5): - Left of CL: 80 mm - Right of CL: 80 mm</p>	Forward (mm)	Rear (mm)	Gross Weight (kg)	3 170	3500	1 200 and below	3 170	3444	2 000	3 200	3 430	2 200
Forward (mm)	Rear (mm)	Gross Weight (kg)											
3 170	3500	1 200 and below											
3 170	3444	2 000											
3 200	3 430	2 200											
MAXIMUM WEIGHT	2 200 kg (4 850 lb).												
MINIMUM CREW	1 pilot in the right side.												
NUMBER OF SEATS	<p>6 maximum (pilot included)* (*) When the aircraft is fitted with the two-place seat optional equipment, the number of seats is increased to seven (pilot included). This optional is to be used in accordance with the corresponding Flight Manual supplement.</p>												
FUEL CAPACITY	<p>Total: 540 liters Usable fuel: 538.75 liters Unusable fuel: 1.25 liters</p>												
OIL CAPACITY	<p>Engine: 5.2 liters MGB: 6.5 liters TGB: 0.33 liters</p>												
MAXIMUM OPERATING ALTITUDE	6 096 m (20 000 ft)												
S/N's ELIGIBLE	<p>1822 and subsequent. A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.</p>												

II - Model AS 350 B2 (Normal Category), approved 06 November 1990.

ENGINE	Turbomeca Arriel 1D1 (See TCDS EM-8012).
FUEL	Jet A, Jet A-1, Jet B, JP-5 or JP-8. (See RFM for emergency fuels)

ENGINE LIMITS

Take-off:

- shaft limit torque: 830 N.m
- minimum guaranteed power: 531 kW (712 hp)
- gas generator speed (?Ng): with P2 air bleed: -0.6
without P2 air bleed: 0 (see Note 6)
- T4: 845°C (See Note 7)

Maximum continuous power:

- shaft limit torque: 830 N.m
- minimum guaranteed power: 466 kW (625 hp)
- gas generator speed: 98 %, corresponding $\Delta Ng = -3.5$ (see Note 6)
- T4: 795°C (See Note 7)

Maximum transient (5 seconds)

- gas generator speed: 107.5 %, corresponding $\Delta Ng = +6$
(See Note 6)
- T4: 865°C (See Note 7)

ROTOR LIMITS

Power on:

- on the ground at low pitch: 380 ± 5 rpm
- in stabilized flight: $390 +4/-5$ rpm

Power off:

- maximum: 430 rpm (audio warning sounds at 410 rpm)
- minimum: 320 rpm (audio warning sounds at 360 rpm)

OIL

Refer to Flight Manual.

AIRSPEED LIMITS (IAS)

Never exceed speed (V_{NE}): - Power on: 287 km/h (155 kt)*
- Power off: 232 km/h (125 kt)**

* At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft).

In cold weather, subtract 18.5 km/h (10 kt) when OAT is below -30°C.

** At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft).

In cold weather, subtract 37 km/h (20 kt) when the OAT is below -20°C. Do not subtract when speed is below 120 km/h (65 kt).

CG RANGE

Longitudinal:

Forward (mm)	Rear (mm)	Gross Weight (kg)
3 170	3 500	1 200 and below
3 170	3 490	1 750
3 170	3 460	2 000
3 210	3 425	2 250

Straight line variation between points given

Lateral (See Note 5)

- Left of CL: 80 mm
- Right of CL: 80 mm

MAXIMUM WEIGHT

2 250 kg (4 960 lb).

MINIMUM FLIGHT CREW

1 pilot in the right side.

NUMBER OF SEATS	6 maximum (pilot included)* (*) When the aircraft is fitted with the two-place seat optional equipment, the number of seats is increased to seven (pilot included). This optional is to be used in accordance with the corresponding Flight Manual supplement.
FUEL CAPACITY	Total: 540 liters (142.70 US gal) Usable fuel: 538.75 liters (142.34 US gal) Unusable fuel: 1.25 liters (0.33 US gal)
OIL CAPACITY	Engine: 5.2 liters (1.37 US gal) MGB: 6.5 liters (1.72 US gal) TGB: 0.33 liters (0.09 US gal)
MAXIMUM OPERATING ALTITUDE	6 096 m (20 000 ft).
S/N's ELIGIBLE	2100 and subsequent. <u>Imported aircraft:</u> A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made. <u>Aircraft manufactured in Brazil:</u> see Note 8.

III - Model AS 350 BA (Normal Category), approved 22 July 1992.

ENGINE	Turbomeca Arriel 1B (See TCDS nº EM-8012).
FUEL	Jet A, Jet A-1, Jet B or JP-4. (See RFM for emergency fuels)
ENGINE LIMITS	Take-off (5 min):* - shaft limit torque: 829 N.m - minimum guaranteed power: 478 kW (641 hp) - gas generator speed: 51 800 rpm - T4: 810°C Maximum continuous power:* - shaft limit torque: 829 N.m - minimum guaranteed power: 440 kW (590 hp) - gas generator speed: 50 750 rpm - T4: 775°C Maximum transient (5 sec):* - gas generator speed: 54 300 rpm - T4 max. overtemperature on starting: 840°C * Standard sea level conditions.
ROTOR LIMITS	Power on flight: 390 +4/-5 rpm Power off flight: - maximum: 430 rpm (aural alarm at 410 rpm) - minimum: 320 rpm (aural alarm at 360 rpm)

OIL	Refer to Flight Manual.															
AIRSPEED LIMITS (IAS)	<p>Never exceed speed (V_{NE}): - Power on: 287 km/h (155 kt)* - Power off: 231 km/h (125 kt)**</p> <p>* At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 19 km/h (10 kt) when OAT is below -30°C.</p> <p>** At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 19 km/h (10 kt) when the OAT is between -20°C and -30°C and 37 km/h (20 kt) when the OAT is below -30°C. Do not subtract when speed is below 120 km/h (65 kt).</p>															
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Forward (mm)	Rear (mm)	Gross Weight (kg)														
3 170	3 500	1200 and below														
3 170	3 490	1 750														
3 170	3 460	2 000														
3 185	3 445	2 100														
MAXIMUM WEIGHT	2 100 kg (4 630 lb)															
MINIMUM CREW	1 pilot in the RH seat.															
NUMBER OF SEATS	<p>6 maximum (pilot included)*</p> <p>(*) When the aircraft is fitted with the two-place seat optional equipment, the number of seats is increased to seven (pilot included). This optional is to be used in accordance with the corresponding Flight Manual supplement.</p>															
FUEL CAPACITY	<p>Total: 540 liters</p> <p>Usable fuel: 538.75 liters</p> <p>Unusable fuel: 1.25 liters</p>															
OIL CAPACITY	<p>Engine: 5.2 liters</p> <p>MGB: 6.5 liters</p> <p>TGB: 0.33 liters</p>															
MAXIMUM OPERATING ALTITUDE	4 875 m (16 000 ft)															
S/N's ELIGIBLE	<p>2588 and subsequent.</p> <p><u>Imported aircraft:</u> A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.</p> <p><u>Aircraft manufactured in Brazil:</u> see Note 8.</p>															

IV - Model AS-350B3 (Normal Category), approved 15 September 1998.

ENGINE	Turbomeca Arriel 2B or 2B1 (See TCDS nº EM-9802).															
FUEL	Jet A, Jet A-1, JP-5 or JP-8. (See RFM for emergency fuels)															
ENGINE LIMITS	<p>Take-off:</p> <ul style="list-style-type: none"> - shaft limit torque: 716 N.m - minimum guaranteed power: 450 kW (603 hp) - gas generator speed: 49 400 rpm (NG = 94.8%, $\Delta Ng = -4$) $V_i > 70$kt 50 599 rpm (NG = 97.1%, $\Delta Ng = -4$) $V_i < 70$kt - T4: 849°C (See Note 7) <p>Maximum transient (5 sec):</p> <ul style="list-style-type: none"> - gas generator speed: 53 308 rpm (102.3%+1) - T4: 865°C 															
ROTOR LIMITS	<p>Power on:</p> <ul style="list-style-type: none"> - on the ground with low pitch: 380 ± 5 rpm - in stabilized flight: $390 +4/-5$ rpm <p>Power off:</p> <ul style="list-style-type: none"> - maximum: 430 rpm - minimum: 320 rpm <p>Note: The worn sounds when the rotor speeds:</p> <ul style="list-style-type: none"> - below 360 rpm (continuous sound) - above 410 rpm (intermittent sound). 															
OIL	Refer to Flight Manual															
AIRSPEED LIMITS (IAS)	<p>Never exceed speed (V_{NE}): - Power on: 287 km/h (155 kt)* - Power off: 231 km/h (125 kt)**</p> <p>* At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 19 km/h (10 kt) when OAT is below -30°C.</p> <p>** At sea level. At higher altitudes, subtract 18 km/h (10 kt) per 1 000 m (3 kt per 1 000 ft). In cold weather, subtract 37 km/h (20 kt) when the OAT is below -20°C. Do not subtract when speed is below 120 km/h (65 kt).</p>															
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Forward (mm)	Rear (mm)	Gross Weight (kg)														
3 170	3 500	1 200 and below														
3 170	3 490	1 750														
3 170	3 460	2 000														
3 210	3 425	2 250														
MAXIMUM WEIGHT	<p>2 250 kg (4 960 lb) 2 370 kg (5 224 lb) for aircraft incorporating mod. OP-3369.</p>															

MINIMUM CREW	1 pilot in the right side.
NUMBER OF SEATS	6 maximum (pilot included)* (*) When the aircraft is fitted with the two-place seat optional equipment, the number of seats is increased to seven (pilot included). This optional is to be used in accordance with the corresponding Flight Manual supplement.
FUEL CAPACITY	Total: 540 liters Usable fuel: 538.75 liters Unusable fuel: 1.25 liters
OIL CAPACITY	Engine: 5.2 liters MGB: 6.5 liters TGB: 0.33 liters
MAXIMUM OPERATING ALTITUDE	7 010 m (23 000 ft)
S/N's ELIGIBLE	3063 and subsequent. <u>Imported aircraft:</u> A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made. <u>Aircraft manufactured in Brazil:</u> see Note 8.

V - Model EC 130B4 (Normal Category), approved 14 November 2002.

ENGINE	Turbomeca Arriel 2B1 (See TCDS nº EM-9802).		
FUEL	See Rotorcraft Flight Manual for fuel and additive specification.		
ENGINE LIMITS		Gas Generator Speed Ng %(rpm)	Exhaust Gas Temperature T4 °C(°F)
	Max. take-off (5 min)	101.1 (52 683)	915 (1 679)
	Max. continuous	97.1 (50 598)	849 (1 560)
	Max. transient	102.3 (53 308)	865 (1 589)
	Max. continuous starting		750
ROTOR LIMITS	Power on:		
	- maximum continuous: 405 rpm		
	- minimum continuous: 375 rpm		
	Power off:		
	- maximum: 430 rpm		
	- minimum: 320 rpm		
	NR aural warning:		
	- low: 360 rpm		
	- high 410 rpm		

TRANSMISSION TORQUE LIMITS	Max. take-off: 100 % Max. continuous: 92.7 % Max. transient (5 s) 104 % 100% = 536 kW at 6 000 rpm = 386 rpm main rotor															
OIL	Refer to Flight Manual for approved engine and gearbox oils.															
AIRSPEED LIMITS (IAS)	Never exceed speed (V_{NE}): - Power on: 155 kt* - Power off: 125 kt* * At sea level. At higher altitudes, subtract 3 kt per 1 000 ft.															
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Forward (mm)	Rear (mm)	Gross Weight (kg)														
3 300	3 580	1 500														
3 150	-	1 600														
3 150	-	2 000														
3 200	3 480	2 400														
MAXIMUM WEIGHT	2 427 kg (5 351 lb)															
MINIMUM CREW	1 pilot in left seat															
NUMBER OF SEATS	7 maximum (pilot included); or 8, if left hand side flight controls configuration or modification OP 3 673 are installed.															
FUEL CAPACITY	Total: 540 liters Usable fuel: 538.7 liters															
OIL CAPACITY	Engine: 6.2 liters															
MAXIMUM OPERATING ALTITUDE	7 010 m (23 000 ft)															
S/N's ELIGIBLE	3358 and subsequent. <u>Imported aircraft:</u> A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.															

DATA PERTINENT TO ALL MODELS:

DATUM	Longitudinal: 3 400 mm ahead of the main rotor head center line. Lateral: Rotorcraft symmetry plane.
LEVELING MEANS	Transmission deck (all AS 350 models). Mechanical floor (EC 130B4 model).

MAXIMUM BAGGAGE

Baggage compartments loads limitations for all AS 350 models:

- R. H. lateral compartment: 100 kg
- L. H. lateral compartment: 120 kg
- Rear compartment: 80 kg

Baggage compartments and cargo loads limitations for EC 130B4 model:

- | | | |
|----------------------|--------|-----------------------|
| - RH compartment | 130 kg | 300 kg/m ² |
| - LH compartment | 155 kg | 300 kg/m ² |
| - Rear compartment | 80 kg | 145 kg/m ² |
| - Cabin Compartment: | | |
| Rear cabin floor | 495 kg | 300 kg/m ² |
| Forward cabin floor | 405 kg | 300 kg/m ² |

ROTOR BLADE AND CONTROL MOVEMENTS

For rigging information refer to the Maintenance Manual.

IMPORT ELIGIBILITYComplete aircraft (all models):

A Brazilian Certificate of Airworthiness may be issued on the basis of on a DGAC Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“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 n° 8812 and in the condition of safe operation.”

Aircraft kits (AS 350 B2, AS 350 BA and AS 350 B3):

Aircraft kits scheduled for shipment to Brazil for assembly at Helibras will be accompanied with a conformity certification document JAA Form One released in accordance with Eurocopter procedures under DGAC Production Organization Approval N°F.G.003 (See Production Certification and Note 8).

The ANAC Report H.10-0940-03, dated 14 November 2002 or further revisions, contains the Brazilian requirements for the acceptance of these aircraft (See Note 4).

CERTIFICATION BASIS

TC N° 8812 issued in the basis of the following requirements:

- RBHA 27, corresponding to FAR 27 Amdts. 27-1 through 27-10;
- Special Conditions specified in DGAC letters 6518, dated 17 August 1976; 6437, dated 28 July 1977 and 53639, dated 25 June 1985;
- Special conditions specified in DGAC letter 971726, dated 03 April 1997 (B3 version); and
- For aircraft equipped with VEMD, as above plus:
 - special conditions on protection against the effects of Lightning/HIRF;
 - equivalent safety findings for powerplant instrument markings.

Refer AS350B2 (VEMD) CRI n° A-1, issue 3, dated 17 November 2006.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the 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 when necessary, must be provided for each aircraft at its delivery. The certificated empty weight and corresponding center of gravity location must include unusable fuel and undrainable oil. To obtain the proper weight and C. G. information, the helicopter must be jacked up rather than supported on the skids.

If modifications affecting the weight and C. G. are applied to the helicopter, consult the instructions on the RFM.

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 the ANAC is provided in the report H.10-0940-03. The following placard must be displayed in the clear view of the pilot:

“THE MARKINGS AND PLACARDS INSTALLED ON THIS HELICOPTER CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS ROTORCRAFT. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS ROTORCRAFT ARE CONTAINED IN THE ROTORCRAFT FLIGHT MANUAL. THE AIRWORTHINESS LIMITATIONS SECTION OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH.”

For others placards refer to the Brazilian RFM and the Report nº H.10-0940-03.

NOTE 3 Continuing Airworthiness. Service information, service bulletins, repair manuals, vendor manuals, rotorcraft flight manuals and maintenance manuals, which contain a statement that the document is DGAC approved, are accepted by the ANAC and are considered ANAC approved. These approvals pertain to the type design only.

Any alteration to the type design of the rotorcraft may require instructions for Continued Airworthiness. These instructions must be submitted and accepted by the DGAC/ANAC prior to approval for return to service.

The retirement times of certain parts and inspection requirements listed in the section 5.99 “Airworthiness Limitations” are mandatory. These values of retirement times and inspections cannot be changed without DGAC and ANAC engineering approval.

NOTE 4 The differences of the Brazilian helicopters relating to the basic DGAC type design are documents summarized in the following documents:

1. The Brazilian Helicopters Flight Manual approved by DGAC on behalf of ANAC; and
2. Marking and Placards in Portuguese language or bilingual (see Note 2).

NOTE 5 The lateral values listed in this TCDS correspond to the basic helicopter. Different values are approved for specific optional installations, such as the Hoist, and are listed in the corresponding Supplement of the RFM. However, these increased limits are valid only for flight. For takeoff and landing, it must be used the limits presented in this TCDS and in the Section 2 of the Brazilian RFM approved by the DGAC.

- NOTE 6** The speeds vary constantly as a function of the external conditions (temperature and altitude) but correspond to a fixed Ng marked "0" on the indicator, which is the limit to be observed by the pilot on takeoff. For other conditions, the figures in brackets correspond to Ng values on the instrument.
- NOTE 7** T4 correspond to the temperature measured with 3 thermocouples on gas generator gas diffuser.
- NOTE 8** Helibras (Brazil) has signed with Eurocopter (France) a technical cooperation agreement contract to manufacture in Brazil the AS 350 BA, AS 350 B2 and AS 350 B3 models using kits produced by Eurocopter, in conformity to the DGAC approved Type design. Helibras helicopters are produced under Helibras Production Certificate, assembled and tested in accordance with procedures approved under the French type design by Eurocopter and accepted by the ANAC under the terms and conditions of Helibras Production Certificate. Helicopter serial numbers produced by Helibras as the manufacturer are identified in Eurocopter document N° L102-001 (list of serial numbers of stage 2 helicopters produced by Helibras) referenced in both the French and the Brazilian Type Certificate Data Sheets.
- NOTE 9** The TC Holder before 01 January 1992 was:
SOCIÉTÉ NATIONALE INDUSTRIELLE AEROSPATIALE
37, Boulevard de Montmorency
75781 Paris Cedex 16
FRANCE


ADEMIR ANTÔNIO DA SILVA
Gerente-Geral de Certificação de Produto Aeronáutico
(Manager, Aeronautical Product Certification)

Hélio Tarquinio Junior
Certificação de Produto Aeronáutico
Gerente Geral - Substituto
