EUROCOPTER

AS350 B3

Technical Data

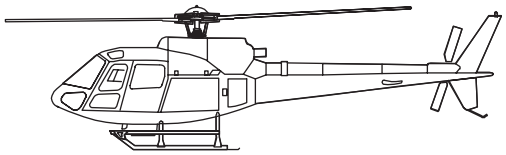
eurocopter
an EADS Company

350 B3 08.101.01 E

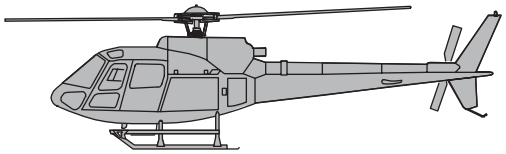
SINGLE ENGINE

TWIN ENGINE

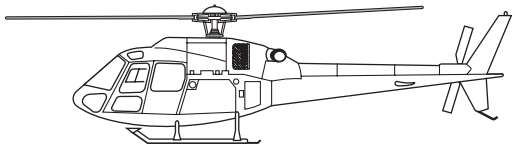
ECUREUIL
(Civil Version)



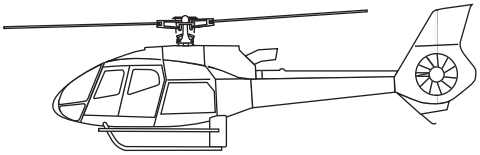
Ecureuil AS350 B2



Ecureuil AS350 B3

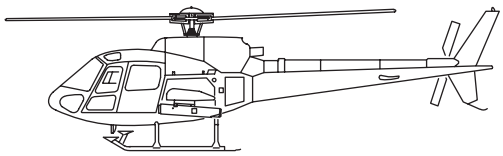


Ecureuil AS355 NP

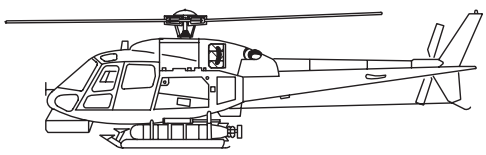


Ecureuil EC130 B4

FENNEC
(Military Version)



Multi purpose military version
=
Utility or armed aircraft
Fennec AS550 C3



Armed naval version
torpedo
Fennec AS555 SP

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Manufacturers notice

Attention !

Eurocopter's policy is one of on-going product enhancement which means that alterations in definition, pictures, weights, dimensions or performance may be made at any time without notice being included in those documents that have already been issued.

This document cannot thus be taken as an offer or serve as an appendix to a contract without a prior check as to its validity and prior written agreement of EUROCOPTER.

The operational or certification regulations, as defined by the local authorities, can make compulsory the installation of some of the equipment and recommended solutions, listed in this document. This list does not claim to cover the whole of the worldwide operational requirements nor the equipment not specifically related to the helicopter (for example : life jacket) or necessary for particular missions (for example : supplemental oxygen). The operator is responsible for ascertaining with his local authorities that the planned configuration of the helicopter complies with regulatory requirements for the area(s) of operations and the type(s) of mission(s) considered.

The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations,reference must be made to the approved flight manual and all appropriate documents.

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1- Foreword

The AS350 B3 *is "the high performance" version of the single engine* ECUREUIL *range, beating every other single engine helicopter in its category. It fulfils the FAR 27 regulation for VFR operation by day and night* **1**. *It offers a Maximum Internal Gross Weight of 2,370 kg / 5,225 lb* **2** *and a Maximum all-up weight of 2,800 kg / 6,172 lb in external load configuration. This makes the helicopter perfectly suited for:*

- *Aerial work,*
- *Fire fighting,*
- *Police surveillance,*
- *Passenger Transport,*
- *Hoist operations,*
- *EMS in hot / high ambient conditions,*

To optimise the Man-Machine Interface the helicopter is basically fitted with the VEMD *(Vehicle and Engine Multifunction Display) on the instrument panel: a new generation of integrated instrumentation that allows the pilot to see all the main vehicle and engine parameters at one glance on a dual LCD screen.*
The AS350 B3 *is powered with a TURBOMECA ARRIEL 2 engine of 847 shp (632 kW) and equipped with a dual channel FADEC system (Full Authority Digital Engine Control). This engine makes it perfectly suited for operations in conditions such as mountainous or elevated areas or hot and dry areas. With an under-slung load capacity of 1,400 kg (3,086 lb) and a high rate-of-climb, this helicopter is the ideal tool to transport heavy loads and to carry out logging operations in the mountains. When fitted with low skid landing gear, the maximum cruise speed is 140 kts. This high performance in combination with its high hook capacity makes the* AS350 B3 *a very sought-after aircraft for passenger transportation or utility operations.*

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1 *By night, in VFR, when the equipment required by operational regulations are installed and serviceable.*
2 *Requires the fittment of the option "Kit to increase Maximum Internal Gross Weight to 2370 kg".*

2- General Characteristics

Layout

- **Passenger-transport**
  - 1 pilot + 5 passengers in standard version
  - 1 pilot + 4 or 5 passengers in "comfort" version
  - 1 pilot + 6 passengers in "high density" version
- **Casualty-evacuation**
  - 1 pilot + 1 stretcher patient + 2 doctors
- **Cargo carrying**
  - 1 pilot + 3 m^3 (105.9 ft^3) load in cabin

Weights

Note : Empty weight accuracy : within ± 2 %	kg	lb
Empty weight, baseline aircraft (including engine oil and unusable fuel)	1,241 *1*	2,736
Useful load	1,009	2,224
Maximum all-up weight	2,250	4,960
Maximum cargo-swing load	1,400	3,086
Maximum all-up weight in external load configuration	2,800	6,172

Power plant

1 **TURBOMECA ARRIEL 2** turbine engine

Engine ratings

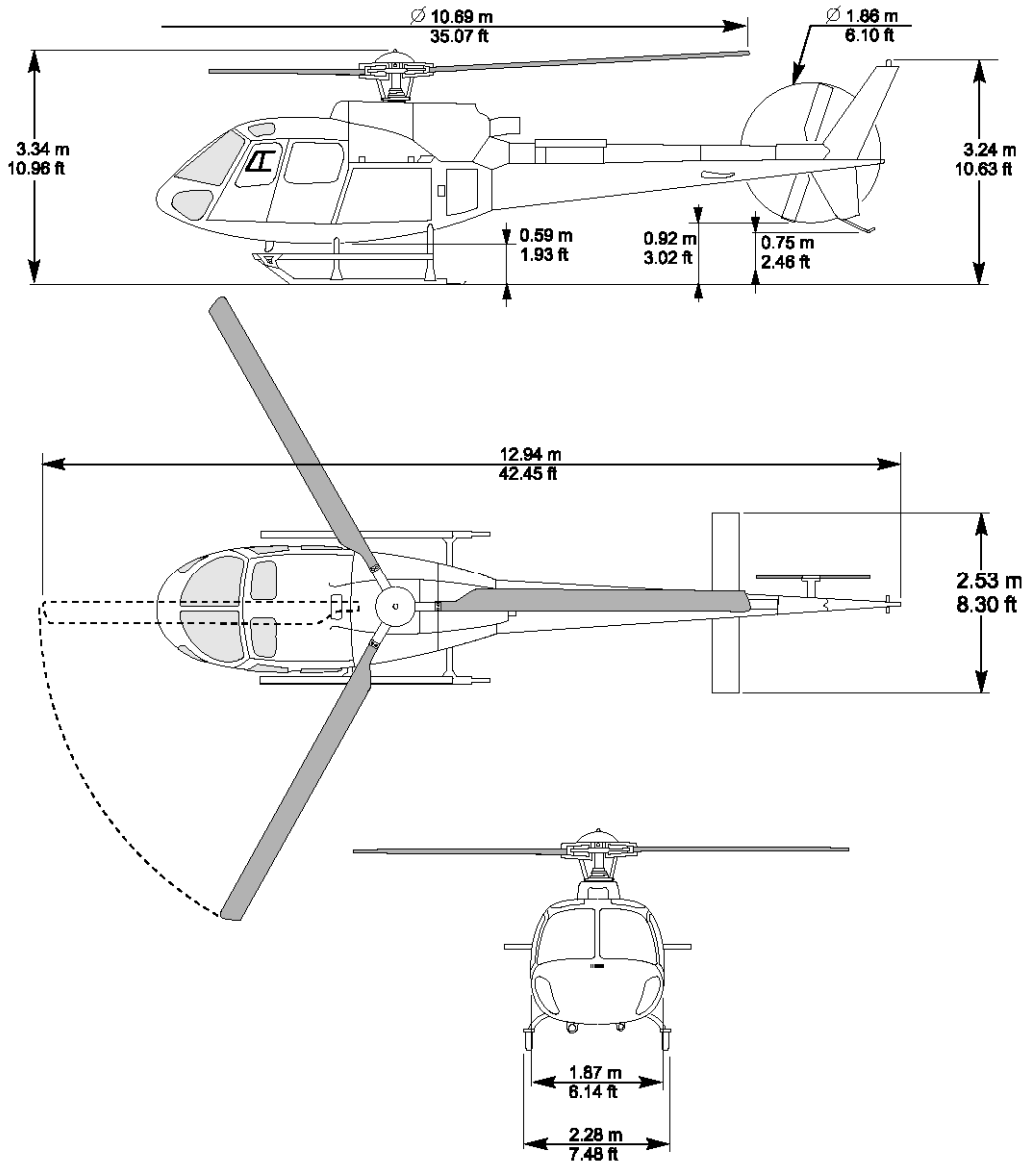
Thermodynamic Power, in standard atmosphere, at sea level :	kW	ch	shp
Take-off power	632	860	847
Maximum continuous power	543	739	728

Usable Fuel capacities

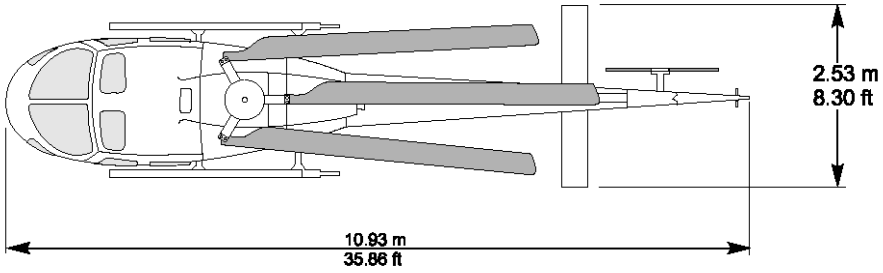
	litres	US gal.	kg	lb
Standard fuel tank	540	143	426	939
Auxiliary fuel tank (option)	475	125	375	827

1 *Refer to pages 9 to 10 for features included in baseline aircraft weight.*

Main dimensions



Dimensions with blades folded



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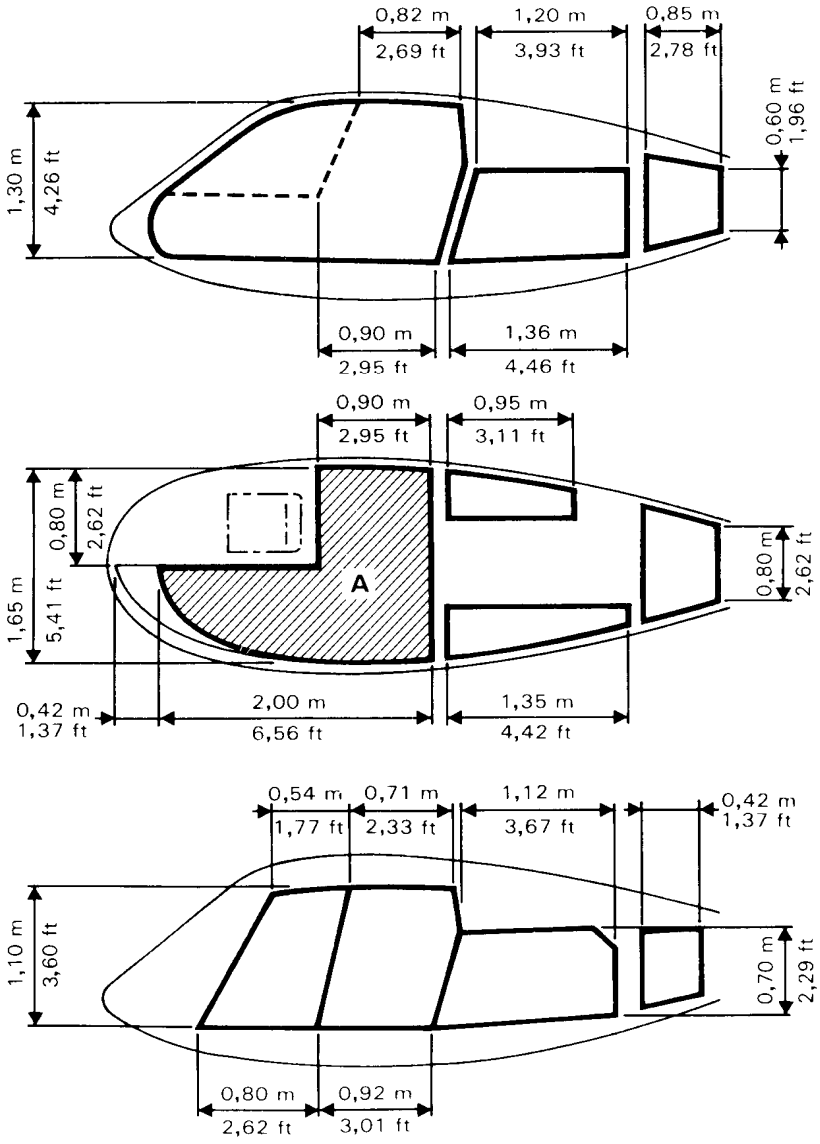
Dimensions of compartments and accesses

Cabin main dimensions



CABIN	
Surface **A**	2.60 m² 27.98 ft²
Volume	3.000 m³ 105.94 ft³

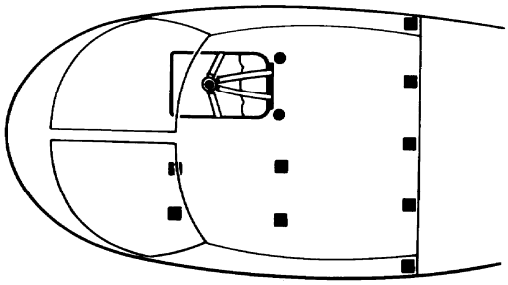
LH HOLD	
Surface	0.43 m² 4.62 ft²
Volume	0.235 m³ 8.29 ft³

RH HOLD	
Surface	0.35 m² 3.76 ft²
Volume	0.200 m³ 7.06 ft³

REAR HOLD	
Surface	0.55 m² 5.92 ft²
Volume	0.565 m³ 19.95 ft³

TOTAL HOLDS	
Surface	1.33 m² 14.3 ft²
Volume	1.000 m³ 35.30 ft³

Cabin floor



- **Pilot's safety belt attachment and freight-tie-down rings**

■ **Passenger safety belt or freight tie-down rings**

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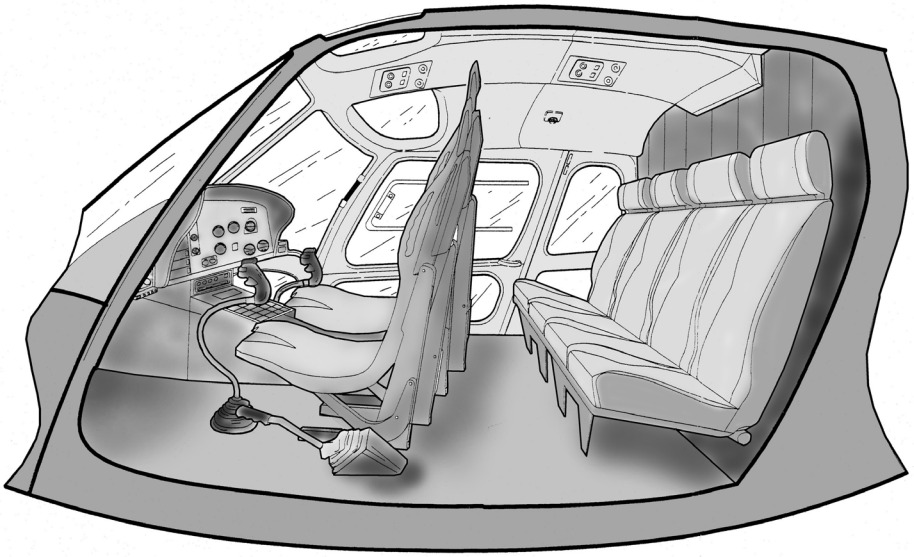
Configurations



Standard Layout

STYLENCE
Layout

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Other characteristics

TURBOMECA ARRIEL 2 turbine engine

- 847 shp (632 kW) take-off power
- Triple engine control : one dual channel FADEC (Full Authority Digital Engine Control) unit plus
- Optimized engine ratings according to outside operations conditions thanks to electronic governing system (FADEC)
- Optimized engine monitoring through the *VEMD*
- Automatic starting sequence

VEMD

- Full color LCD display
- Fully duplex equipment
- Self monitoring at one glance
- First Limitation Indication (FLI) with aural warning
- Mission parameters calculation
- Engine cycle counting
- Engine health monitoring

Versatility enhancement

Since year 2001, *EUROCOPTER* leads a policy of enhancement of the standard definition of the helicopter *ECUREUIL* in order to improve its versatility.

A first stage was to equip the *ECUREUIL* single-engined aircraft with general equipment and capabilities for mission equipment, most usually selected by the operators.

The second stage was an extension of the "Ready to fly" concept of the last-born child of the family the *EC130 B4* to the whole of the *ECUREUIL* single-engined aircraft in 2003. The result is that a helicopter in standard definition can operate in flight VFR day and night in the majority of the countries.

The set of instruments and radiocommunication / radionavigation equipment integrated in the standard definition since 2003 is :

- 1 Gyro-horizon
- 1 Gyro-directional
- 1 Turn and bank indicator
- 1 VHF/VOR/LOC/GS
- 1 Course Deviation Indicator
- 1 VHF/VOR/LOC/GS/GPS
- 1 Transponder (mode A+C)
- 1 Altitude encoder
- 1 ELT (2 frequencies)
- 1 ICS + passenger interphone

3- *AS350 B3 ECUREUIL* - Baseline Aircraft Definition

The helicopter in the definition, presented hereafter, meets the certification standards for day and night VFR operations, set by the following airworthiness authorities : EASA, FAA, TC. This list is not restrictive and the status of approval by other airworthiness authorities must be checked. Additional equipment item may be required by the relevant operational regulation (most of them are available in catalogue).

GENERAL

- The *AS350 B3*® is certified with a pilot being on the right side
- The standard aircraft is delivered with right side controls and fixed parts of the removable dual controls (the removable parts of removable dual controls are optional)
- Fuselage comprising the cabin and 3 luggage holds, with floor tie-down nets and access doors
- Tail boom with stabilizer, anti-torque rotor and fin with tail skid
- High Skid landing gear with long footsteps (on right side and on left side), capable of taking handling wheels
- Lifting points
- Mooring fixtures
- Structural reinforcements for wire strike protection system
- External paint : fuselage according to standard paint schemes. Unless modified by optional item, the main rotor head cover and the skid landing gear are painted in grey.
- Internal paint : grey (prevailing colour)
- Interior signs and markings : available in either French or English

CABIN

- Cabin floor in light-alloy sheet-metal with tie-down rings
- 2 pilot and copilot high-back energy-absorbing seats, adjustable in reach, removable, complete with cushions, safety belts and shoulder harnesses
- 2 two-place rear bench-seats, foldable separately, complete with cushions, safety belts and shoulder harnesses
- 2 pilot and copilot jettisonable doors each fitted with a sliding window and with improved side-visibility window
  - 1 RH large front door
  - 1 LH front door
- Rear right door-extension for passengers and cargo
- 1 rear left sliding door
- Locks on every access to cabin and luggage compartments
- Lock on fuel cap
- 2 tinted upper panes
- 1 ceiling housing the ventilation ducts and controls (ventilation controls, rotor brake and fuel cut-off)
- Cabin heating
- Demisting system for front windscreens
- Ram air ventilation duct
- Fixed parts for pilot and copilot windshield wipers
- 1 pilot map case
- 1 fire-extinguisher
- Flight Manual
- Interior harmony according to definition in force

INSTRUMENTS

- Instruments units : available in either metric or English units
- 1 airspeed indicator
- 1 altimeter
- 1 vertical speed indicator
- 1 rotor tachometer indicator
- 1 clock
- 1 warning panel
- 1 magnetic compass
- 1 heated pitot head
- 1 external side slip indicator
- 1 control box for light and electrical generation
- 2 cockpit breaker panels
- 1 I.C.S. connection to audio warning issued from *VEMD*®
- 1 LCD Dual screen Vehicle and Engine Multifunction Display (*VEMD*®) providing the following information:
  - First limitation indicator (FLI)
    - torquemeter
    - exhaust gas temperature (T4)
    - gas generator tachometer (Ng, delta Ng)
  - Engine oil temperature/pressure
  - Fuel quantity and fuel flow and estimated remaining time to fly
  - Ammeter and voltmeter
  - Outside Air Temperature (OAT)
  - Enhanced usage monitoring functions
    - IGE/OGE performance calculations
    - engine cycles counting
    - engine power check
    - overlimits display
  - *VEMD*® and peripheral maintenance information
  - Data downloading capability (software and connection wire as option)

AVIONICS

- 1 avionics master switch
- 1 gyro-horizon
- 1 gyro-directional
- 1 course Deviation Indicator
- 1 turn and bank indicator
- 1 VHF/VOR/LOC/GS
- 1 VHF/VOR/LOC/GS/GPS
- 1 transponder (mode A+C)
- 1 altitude encoder
- 1 Emergency Locator Transmitter (2 frequencies)
- 1 ICS + passenger interphone

POWER PLANT

- 1 Turboméca ARRIEL 2 632 kW (860 ch – 847 shp) turbine engine complete with starting, fuel supply and dual channel digital engine control system (FADEC) with back-up control system that automatically controls the engine in case of total failure of the 2 digital channels of the FADEC
- 1 fuel system including 1 tank of 540 litres (143 US gal.) total capacity
- 1 magnetic plug and chip detector
- 1 engine lubrication and oil cooling system
- 1 fire detection system
- 1 air-intake protective grids
- 1 torque-measurement pick-up

TRANSMISSION SYSTEM

- 1 main gearbox, anti-vibration mounted, with oil sight gauge, chip detector, oil temperature and pressure switches, port for endoscope and self-sealing valve for oil sampling and draining
- 1 main gearbox oil cooling system
- 1 engine to main gearbox coupling shaft
- 1 rotor brake
- 1 main rotor high and low r.p.m. warning device
- 1 tail drive carried by five anti-friction bearings
- 1 tail gearbox with oil sight gauge, chip detector and port for endoscopic inspection

ROTORS AND FLYING CONTROLS

- 1 main rotor with 3 composite-material blades around a *STARFLEX*® head fitted with spherical thrust bearings
- 1 anti-torque rotor with 2 composite-material blades
- 3 main rotor hydraulic servo units
- 1 tail rotor hydraulic servo unit and a load compensator

ELECTRICAL INSTALLATION

- One 150 A, 28 V DC starter-generator
- One 15 A.h cadmium-nickel battery
- 1 ground power receptacle
- 3 position lights (LED)
- 1 flashing anti-collision light (LED)
- 2 fixed landing light
- 2 cabin dome lights
- 1 instrument-panel lighting system
- Integrated lighting in central console
- 1 swivelling emergency and reading map light
- One 28 V DC cabin power outlet

AIRBORNE KIT (*)

- 1 pitot head cover
- 2 static port stoppers
- 1 engine air-intake blanking cover
- 1 tail-pipe plug
- 2 ground handling bogies c/w hydraulic jacking system
- 1 GHW modification kit
- 1 lifting ring
- 2 upper mooring rings
- 3 main-blade socks
- 1 tail rotor locking device
- 1 document holder
- 1 airborne kit stowage bag

(*) (weight not included in standard aircraft empty weight)

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4- Recommended mission configurations

EUROCOPTER proposes different mission configurations for its helicopters. This pre-selected list of optional equipment should be regarded as a recommended equipment list and can be complemented by additional equipment from the optional equipment list in chapter 5. Please take note that there can be incompatibilities between optional equipments. Any modification and/or complement of the proposed mission configuration must be done in with assistance of a *EUROCOPTER* sales representative.

The proposed mission configurations are done by *EUROCOPTER* using its years of experience in making helicopters and in coordination with different operators of the *AS350 B3* around the world. For the *AS350 B3* the recommended mission configurations are:

- Passenger transport mission
- Utility mission
- Multirole mission
- Corporate transport mission (*STYLENCE*).

4-1 Passenger transport configuration

With its wide, unobstructed 5+1 cabin (6 + 1 in high density) and its high cruising speed, range and payload, the *AS350 B3* can carry more passengers on more round-trips per day than any other helicopter in its class.

The helicopter has been designed to provide its occupants with the highest level of comfort. In addition to the low vibration level, the passengers will appreciate the feeling of spaciousness and the panoramic view offered by the large windows.

Access to the cabin is easy due to its wide doors with convenient boarding steps. All seats are facing forward for more comfort. The large baggage compartments are easily accessible to allow quick loading of luggage.

This proven and technologically advanced helicopter carries thousands of tourists, businessmen and VIPs all over the world in optimum comfort and safety.

Weights

Note : Empty weight accuracy : within ± 2 %	kg	lb
■ **Empty weight, Passenger transport configuration (including engine oil and unusable fuel)**	1,320	2,910
■ **Useful load**	930	2,050
■ **Maximum all-up weight**	2,250	4,960
■ **Maximum cargo-swing load**	1,400	3,086
■ **Maximum all-up weight in external load configuration**	2,800	6,172

Mission configuration

Document reference	**Commercial reference**	Name	**kg**	**lb**
		AS350 B3 **Baseline aircraft as per 350 B3 08.100.01 E**	**1,241.0**	**2,736.0**
General Equipment				
05-02004-A	**05-02004-00-CI**	Extra charge for customized external paint - level 1 ***1*** - ***2***	**4.0**	**8.8**
05-23003-A	**05-23003-00-CI**	Engine flushing device without removal of cowlings	**0.8**	**1.8**
05-37010-B	**05-37010-01-CI**	Dual controls	**3.5**	**7.7**
Specific Mission Equipment				
06-42005-A	**06-42005-00-CI**	LH landing light (swivelling in elevation and azimuth) ***3***	**2.5**	**5.5**
06-61002-A	**06-61002-00-FP**	Emergency floatation gear - Fixed Parts ***3***	**5.4**	**11.9**
Interior Cabin Layout				
07-00010-A	**07-00010-00-CI**	Comfort layout with sound-proofing	**47.0**	**103.6**
Avionics				
		Standard VFR day and night package (included in Baseline Aircraft)		
		Thales H321EHM - Gyro-horizon ***4***		
		AIM 205-1BL - Gyro-directional		
		UI 9560 - Turn and Bank indicator		
		Honeywell KX165A - VHF/VOR/LOC/GS		
		Garmin GI106A - Course Deviation Indicator		
		Garmin GNS430 - VHF/VOR/LOC/GS/GPS ***5***		
		Garmin GTX327 - Transponder (mode A+C)		
		Shadin 8800T - Altitude Encoder		
		Kannad 121AF-H - Emergency Locator Transmitter ***6***		
		Garmin GMA340H - ICS ***7*** - ***8***		

Configuration continued on next page…

1 *Paint scheme must be approved at the latest 3 months before the delivery of the helicopter.*
2 *Paint scheme comprising a basic shade and 2 or 3 additional shades, with straight separation lines, apart from standard paint schemes.*
3 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
4 *With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.*
5 *Delivered with EUROPE map. Subscription to be made by the customer.*
6 *2 frequencies: 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
7 *Includes the passenger interphone function.*
8 *I.C.S. compatible only with High level / High impedance headsets.*

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Document reference	**Commercial reference**	Name	**kg**	**lb**
Avionics				
06-67031-A	**06-67031-00-CI**	Kannad 406AF-H - Emergency Locator Transmitter ***1*** - ***2*** instead of Kannad 121AF-H - Emergency Locator Transmitter	**0.1**	**0.2**
08-22019-A	**08-22019-00-CI**	Garmin GTX330 - Transponder (mode S) ***2***- ***3*** instead of Garmin GTX327 - Transponder (mode A+C)	**0.6**	**1.3**
08-51019-A	**08-51019-00-CI**	Thales H321EHM - Stand-by gyro-horizon ***2*** instead of UI 9560 - Turn and Bank indicator	**3.0**	**6.6**
08-52012-A	**08-52012-00-CI**	Honeywell KCS55A - Gyro Compass ***4*** with Honeywell KI525A - Horizontal Situation Indicator instead of AIM 205-1BL - Gyro-directional and Garmin GI106A - Course Deviation Indicator	**3.8**	**8.4**
08-18035-A	**08-18035-00-CI**	David Clark H10-13H - Headset (Qty 6) ***5***	**3.0**	**6.6**
08-21008-A	**08-21008-00-CI**	Thales AHV16 - Radio altimeter ***2***	**5.6**	**12.3**
08-83017-A	**08-83017-00-CI**	*VEMD* data download kit ***6*** - ***7***	**—**	**—**
08-91004-A	**08-91004-00-CI**	Hourmeter	**0.1**	**0.2**

1 *3 frequencies: 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A. The Programming Data Sheet must be filled and communicated by the customer two months at the latest before the helicopter's delivery.*

2 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*

3 *The mode S identification must be communicated by the customer two months at the latest before the delivery.*

4 *With a selector switch for NAV1/NAV2 selection.*

5 *High level / High impedance headset.*

6 *Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.*

7 *Allows compliance to JAR OPS 3 Amendment 3 requirement, as defined in Appendix 1 to JAR OPS 3.517 (a) and (b)(5)(i). Requires absolute time data, given through a compatible connection with a serviceable GPS equipment (Compliance achieved with the baseline aircraft as defined on pages 9 and 10.*

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4-2 Utility configuration

The powerful *AS350 B3* is everything the world has come to expect from *EUROCOPTER* – dependable, comfortable, safe and cost-effective. It fits all types of utility missions, because it has been designed with adaptability in mind.

The *AS350 B3* can be configured and easily re-configured, with a long list of optional equipment for whatever utility mission in mind. With its lifting power, endurance and heavy-duty composite materials construction, the *AS350 B3* is always up for the most arduous hot and high missions and sling work.

The cockpit includes the dual LCD-screen *VEMD*, that gives the pilot the possibility to see all the vehicle parameters at one glance, reducing his workload and enhancing safety. It leaves the pilot the possibility to concentrate at its mission at hand.

Weights

Note : Empty weight accuracy : within ± 2 %	kg	lb
■ **Empty weight, Utility configuration (including engine oil and unusable fuel)**	1,277	2,815
■ **Useful load**	973	2,145
■ **Maximum all-up weight**	2,250	4,960
■ **Maximum cargo-swing load**	1,400	3,086
■ **Maximum all-up weight in external load configuration**	2,800	6,172

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Mission configuration

Document reference	Commercial reference	Name	kg	lb
		AS350 B3 **Baseline aircraft as per 350 B3 08.100.01 E**	**1,241.0**	**2,736.0**
General Equipment				
05-32001-A	**05-32001-00-CI**	Pilot's windshield wiper	**2.6**	**5.7**
05-37010-B	**05-37010-01-CI**	Dual controls	**3.5**	**7.7**
Specific Mission Equipment				
06-11017-A	**06-11017-00-CI**	Skid wearing plates	**1.3**	**2.9**
06-26004-B	**06-26004-01-FP**	RH side electric and de-iced external mirror - Fixed Parts	**0.5**	**1.1**
	06-26004-01-RP	RH side electric and de-iced external mirror - Removable Parts	**2.3**	**5.1**
06-27008-A	**06-27008-00-FP**	Cargo swing (1400 kg - 3,080 lb) - Fixed Parts	**4.0**	**8.8**
	06-27008-00-RP	Cargo swing (1400 kg - 3,080 lb) - Removable Parts ***1***	**13.5**	**29.8**
06-27009-A	**06-27009-00-CI**	Capabilities for extended cargo sling	**1.2**	**2.6**
06-42005-A	**06-42005-00-CI**	LH landing light (swivelling in elevation and azimuth) ***2***	**2.5**	**5.5**
Interior Cabin Layout				
07-50005-B	**07-50005-01-CI**	Right rear sliding door ***3***	**3.6**	**7.9**
Avionics				
		Standard VFR day and night package (included in Baseline Aircraft) Thales H321EHM - Gyro-horizon ***4*** AIM 205-1BL - Gyro-directional UI 9560 - Turn and Bank indicator Honeywell KX165A - VHF/VOR/LOC/GS Garmin GI106A - Course Deviation Indicator Garmin GNS430 - VHF/VOR/LOC/GS/GPS ***5*** Garmin GTX327 - Transponder (mode A+C) Shadin 8800T - Altitude Encoder Kannad 121AF-H - Emergency Locator Transmitter ***6*** Garmin GMA340H - ICS ***7*** - ***8***		
08-18035-A	**08-18035-00-CI**	David Clark H10-13H - Headset (Qty. 2) ***9***	**1.0**	**2.2**
08-83017-A	**08-83017-00-CI**	*VEMD* data download kit ***10*** - ***11***	**—**	**—**

1 *With Onboard Systems TALON hook.*
2 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
3 *Replaces the standard RH large front door with improved side-visibility window and small rear door.*
4 *With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.*
5 *Delivered with EUROPE map. Subscription to be made by the customer.*
6 *2 frequencies: 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
7 *Includes the passenger interphone function.*
8 *I.C.S. compatible only with High level / High impedance headsets.*
9 *High level / High impedance headset.*
10 *Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.*
11 *Allows compliance to JAR OPS 3 Amendment 3 requirement, as defined in Appendix 1 to JAR OPS 3.517 (a) and (b)(5)(i). Requires absolute time data, given through a compatible connection with a serviceable GPS equipment (Compliance achieved with the baseline aircraft as defined on pages 9 and 10).*

4-3 Multirole configuration

The *AS350 B3* is designed to handle any mission. Thanks to its wide and unobstructed cabin, it can be reconfigured easily for everything from utility and heavy load transport, to medical evacuation, SAR, law enforcement, oil-rig transport and high-density passenger transport.

In its role as law enforcement helicopter its customer uses it for a wide range of law enforcement missions: surveillance, command and control, transporting small special force units and border patrol missions.

The exceptional lifting power, high endurance and extended range of the *AS350 B3* make any job looks easy. The *AS350 B3* can climb to 3,000 meters in 2 minutes and 21 seconds and has more then proved its performance when it landed on the Mount Everest in a record-breaking event.

Weights

Note : Empty weight accuracy : within ± 2 %	kg	lb
■ **Empty weight, Multirole configuration (including engine oil and unusable fuel)**	1,321	2,912
■ **Useful load**	929	2,048
■ **Maximum all-up weight**	2,250	4,960
■ **Maximum cargo-swing load**	1,400	3,086
■ **Maximum all-up weight in external load configuration**	2,800	6,172

Mission configuration

Document reference	Commercial reference	Name	kg	lb
		AS350 B3 **Baseline aircraft as per 350 B3 08.100.01 E**	**1,241.0**	**2,736.0**
General Equipment				
05-21003-A	**05-21003-00-CI**	Wire strike protection system ***1***	**7.0**	**15.4**
05-23003-A	**05-23003-00-CI**	Engine flushing device without removal of cowlings	**0.8**	**1.8**
05-24004-A	**05-24004-00-CI**	Tail rotor arch	**1.5**	**3.3**
05-25025-A	**05-25025-00-CI**	Enhanced Engine Air Particle Separator ***2*** - ***3***	**7.3**	**16.1**
05-32001-A	**05-32001-00-CI**	Pilot's windshield wiper	**2.6**	**5.7**
05-32003-A	**05-32003-00-CI**	Copilot's windshield wiper	**2.6**	**5.7**
05-37010-B	**05-37010-01-CI**	Dual controls	**3.5**	**7.7**
05-61007-A	**05-61007-01-CI**	2nd battery kit ***4***	**17.0**	**37.5**
05-63006-A	**05-63006-00-CI**	APC 180 A starter-generator	**1.6**	**3.5**
05-84001-A	**05-84001-00-FP**	Ferrying tank - Fixed Parts	**0.3**	**0.7**
05-92001-A	**05-92001-00-FP**	Folding of main rotor blades - Fixed Parts ***5***	**1.8**	**4.0**
Specific Mission Equipment				
06-11017-A	**06-11017-00-CI**	Skid wearing plates	**1.3**	**2.9**
06-21008-A	**06-21008-01-FP**	Breeze electrical hoist (204 kg - 450 lb, 50 m - 164 ft cable) - Fixed Parts	**8.0**	**17.6**
06-26004-B	**06-26004-01-FP**	RH side electric and de-iced external mirror - Fixed Parts	**0.5**	**1.1**
06-27008-A	**06-27008-00-FP**	Cargo swing (1400 kg - 3,080 lb) - Fixed Parts	**4.0**	**8.8**
06-27009-A	**06-27009-00-CI**	Capabilities for extended cargo sling	**1.2**	**2.6**
06-42005-A	**06-42005-00-CI**	LH landing light (swivelling in elevation and azimuth) ***6***	**2.5**	**5.5**
06-61002-A	**06-61002-00-FP**	Emergency floatation gear - Fixed Parts ***6***	**5.4**	**11.9**
Interior Cabin Layout				
07-24003-A	**07-24003-00-FP**	Left side two-place front bench seat (pilot on right side) - Fixed parts	**2.0**	**4.4**
07-50005-B	**07-50005-01-CI**	Right rear sliding door ***7***	**3.6**	**7.9**
07-71004-A	**07-71004-00-FP**	Lower casualty-carrying installation with stretcher adapted to the mountain rescue - Fixed Parts	**0.8**	**1.8**

Configuration continued on next page…

1 *Structural reinforcements are included in standard aircraft.*
2 *The sand-prevention filter lifts the flight limitations in falling snow conditions.*
3 *Capabilities included in standard aircraft.*
4 *Recommended for start-up in cold weather.*
5 *For rough weather conditions.*
6 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
7 *Replaces the standard RH large front door with improved side-visibility window and small rear door.*

The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations,reference must be made to the approved flight manual and all appropriate documents.

Avionics

		Standard VFR day and night package (included in Baseline Aircraft)		
		Thales H321EHM - Gyro-horizon ***1*** AIM 205-1BL - Gyro-directional UI 9560 - Turn and Bank indicator Honeywell KX165A - VHF/VOR/LOC/GS Garmin GI106A - Course Deviation Indicator Garmin GNS430 - VHF/VOR/LOC/GS/GPS ***2*** Garmin GTX327 - Transponder (mode A+C) Shadin 8800T - Altitude Encoder Kannad 121AF-H - Emergency Locator Transmitter ***3*** Garmin GMA340H - ICS ***4*** - ***5***		
06-67031-A	**06-67031-00-CI**	Kannad 406AF-H - Emergency Locator Transmitter ***6*** - ***7*** instead of Kannad 121AF-H - Emergency Locator Transmitter	**0.1**	**0.2**
08-52012-A	**08-52012-00-CI**	Honeywell KCS55A - Gyro Compass ***8*** with Honeywell KI525A - Horizontal Situation Indicator instead of AIM 205-1BL - Gyro-directional and Garmin GI106A - Course Deviation Indicator	**3.8**	**8.4**
08-18035-A	**08-18035-00-CI**	David Clark H10-13H – Headset (Qty 2) ***9***	**1.0**	**1.1**
08-83017-A	**08-83017-00-CI**	*VEMD* data download kit ***10*** - ***11***	**—**	**—**
08-91004-A	**08-91004-00-CI**	Hourmeter	**0.1**	**0.2**

1 *With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.*
2 *Delivered with EUROPE map. Subscription to be made by the customer.*
3 *2 frequencies: 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
4 *Includes the passenger interphone function.*
5 *I.C.S. compatible only with High level / High impedance headsets.*
6 *3 frequencies: 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A.*
The Programming Data Sheet must be filled and communicated by the customer two months at the latest before the helicopter's delivery.
7 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
8 *With a selector switch for NAV1/NAV2 selection.*
9 *High level / High impedance headset.*
10 *Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.*
11 *Allows compliance to JAR OPS 3 Amendment 3 requirement, as defined in Appendix 1 to JAR OPS 3.517 (a) and (b)(5)(i). Requires absolute time data, given through a compatible connection with a serviceable GPS equipment (Compliance achieved with the baseline aircraft as defined on pages 9 and 10.*

Blank

4-4 Corporate transport configuration (*STYLENCE*)

In the corporate configuration, the *AS350 B3* can transport up to four passengers in roominess and comfort that is usually not found in a light helicopter. In addition to the exceptional low vibration level, travellers will appreciate the ample leg room.

The additional *STYLENCE* package offers a high level of finishing to the interior of the helicopter. It is available in six different colours (brick, aubergine, camel, graphite, silver and marine).

Weights

Note : Empty weight accuracy : within ± 2 %	kg	lb
■ **Empty weight, Corporate configuration (including engine oil and unusable fuel)**	1,388	3,060
■ **Useful load**	862	1,900
■ **Maximum all-up weight**	2,250	4,960
■ **Maximum cargo-swing load**	1,400	3,086
■ **Maximum all-up weight in external load configuration**	2,800	6,172

The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations,reference must be made to the approved flight manual and all appropriate documents.

Mission configuration

Document reference	Commercial reference	Name	kg	lb
		AS350 B3 **Baseline aircraft as per 350 B3 08.100.01 E**	**1,241.0**	**2,736.0**
Mission Package				
00-50025-A	**00-50025-01-CI**	***STYLENCE*** **package** ***1***	**122.0**	**269.0**
General Equipment				
05-23003-A	**05-23003-00-CI**	Engine flushing device without removal of cowlings	**0.8**	**1.8**
05-37010-B	**05-37010-01-CI**	Dual controls	**3.5**	**7.7**
Specific Mission Equipment				
06-42005-A	**06-42005-00-CI**	LH landing light (swivelling in elevation and azimuth) ***2***	**2.5**	**5.5**
06-61002-A	**06-61002-00-FP**	Emergency floatation gear - Fixed Parts ***2***	**5.4**	**11.9**
Avionics				
		Standard VFR day and night package (included in Baseline Aircraft) Thales H321EHM - Gyro-horizon ***3*** AIM 205-1BL - Gyro-directional UI 9560 - Turn and Bank indicator Honeywell KX165A - VHF/VOR/LOC/GS Garmin GI106A - Course Deviation Indicator Garmin GNS430 - VHF/VOR/LOC/GS/GPS ***4*** Garmin GTX327 - Transponder (mode A+C) Shadin 8800T - Altitude Encoder Kannad 121AF-H - Emergency Locator Transmitter ***5*** Garmin GMA340H - ICS ***6*** - ***7***		
06-67031-A	**06-67031-00-CI**	Kannad 406AF-H - Emergency Locator Transmitter ***2*** - ***8*** instead of Kannad 121AF-H - Emergency Locator Transmitter	**0.1**	**0.2**
08-22019-A	**08-22019-00-CI**	Garmin GTX330 - Transponder (mode S) ***7*** - ***9*** instead of Garmin GTX327 - Transponder (mode A+C)	**0.6**	**1.3**
08-52012-A	**08-52012-00-CI**	Honeywell KCS55A - Gyro Compass ***10*** with Honeywell KI525A - Horizontal Situation Indicator instead of AIM 205-1BL - Gyro-directional and Garmin GI106A - Course Deviation Indicator	**3.8**	**8.4**

Configuration continued on next page…

1 *For the content of the* STYLENCE *package, please refer to page 25 of this Technical Data*
2 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
3 *With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.*
4 *Delivered with EUROPE map. Subscription to be made by the customer.*
5 *2 frequencies: 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
6 *Includes the passenger interphone function.*
7 *I.C.S. compatible only with High level / High impedance headsets.*
8 *3 frequencies: 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A.*
The Programming Data Sheet must be filled and communicated by the customer two months at the latest before the helicopter's delivery.
9 *The mode S identification must be communicated by the customer two months at the latest before the delivery.*
10 *With a selector switch for NAV1/NAV2 selection.*

Document reference	**Commercial reference**	Name	**kg**	**lb**
Avionics				
08-18035-A	**08-18035-00-CI**	David Clark H10-13H – Headset (Qty 2) ***1***	**1.0**	**2.2**
08-18043-A	**08-18043-00-CI**	Bose Aviation X headset (Qty 3)	**1.5**	**3.3**
08-21008-A	**08-21008-00-CI**	Thales AHV16 - Radio altimeter ***2***	**5.6**	**12.3**
08-91004-A	**08-91004-00-CI**	Hourmeter	**0.1**	**0.2**

1 *High level / High impedance headset.*
2 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*

5- Optional equipment

5-1 Mission package

EUROCOPTER proposes one mission package, specially designed for passenger transport, offering an high level of finishing.

This package must be regarded as a whole and its content cannot be modified nor sold separately.

The cabin layout offers transportation ability for one pilot and one passenger at the front and for 3 passengers at the rear. An optional transformation kit allows transporting 4 rear passengers.

Document reference	**Commercial reference**	Name
00-50025-A	**00-50025-01-CI**	***STYLENCE* package**
		Extra charge for customized external paint - level 2 ***1***
		Tinted windows ***2***
		Air conditioning system
		ICS installation compatible with Bose Aviation X headset ***3***
		Layout *STYLENCE*, including mainly
		■ Light grey internal paint
		■ Energy absorbing front seats upholstered in leather, with casing made of carbon fiber and leather storage pouch
		■ 3-place rear bench seats upholstered in leather with fairing of the lower part
		■ Integrated door case covered with light grey leather on large RH front door
		■ Cabin carpet
		■ Set of over-carpets
		■ Carpet edge protection
		■ Upholstery panels on cabin ceiling and rear partition with sound-proofing
		■ Leather insert on rear partition
		■ Carpet baggage bay floor covering
		■ Protection covers for seats
		■ Protection cover for carpet

The *STYLENCE* layout is available in 6 colour schemes :

❒ Brick ❒ Aubergine ❒ Camel ❒ Graphite ❒ Chocolate ❒ Marine

***AS350 B3 STYLENCE* configuration empty weight : 1,363 kg – 3,005 lb**

The aircraft equipped empty weight is correct to ± 2 %. According to aircraft equipment, ballast may be required to accommodate various mission configurations.

1 *Sophisticated paint scheme with finishing of superior quality, possibility of varnished finishing.*
2 *Including lateral bronze tinted windows and sun protected upper windows.*
3 *Includes ICS stereo jacks : in addition to the standard jacks for pilot and copilot and in replacement of the standard jacks for passengers. Provides electrical supply for the use of Bose X headset without battery pack.*

5-2 List of optional equipment

This chapter includes all the optional equipment that can be selected to customize the *AS350 B3* helicopter. Please take note that there can be incompatibilities between optional equipments. Any configuration made by using this list of optional equipment should be made with the assistance of the latest issue of the Table of Constraints, or validated by a *EUROCOPTER* sales representative.

Note : value of the weight breakdown is given for information and shall not be considered as contractual.

General equipment

Document reference	**Commercial reference**	Name	**kg**	**lb**
05-01022-A	**05-01022-00-CI**	Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb) ***1***	**24.0**	**52.9**
05-01027-A	**05-01027-00-CI**	Russian certification kit	**7.0**	**15.4**
05-02004-A	**05-02004-00-CI**	Extra charge for customized external paint - level 1 ***2*** - ***3***	**4.0**	**8.8**
05-02005-A	**05-02005-00-CI**	Extra charge for customized external paint - level 2 ***2*** - ***4***	**4.0**	**8.8**
05-02006-A	**05-02006-00-CI**	Extra charge for customized external paint, apart from levels 1 and 2 ***2*** - ***5***	**On request**	
05-03002-A	**05-03002-00-CI**	First aid kit	**3.0**	**6.6**
05-21003-A	**05-21003-00-CI**	Wire strike protection system ***6***	**7.0**	**15.4**
05-23003-A	**05-23003-00-CI**	Engine flushing device without removal of cowlings	**0.8**	**1.8**
05-24003-A	**05-24003-00-CI**	High visibility main rotor blades	**0.1**	**0.2**
05-24004-A	**05-24004-00-CI**	Tail rotor arch	**1.5**	**3.3**
05-25006-A	**05-25006-00-CI**	Reinforced sand-erosion protection strip on main rotor blades	**0.3**	**0.7**
05-25007-A	**05-25007-00-CI**	Reinforced sand-erosion protection strip on tail rotor blades	**0.1**	**0.2**
05-25025-A	**05-25025-00-CI**	Enhanced Engine Air Particle Separator ***7***	**7.3**	**16.1**
05-25029-A	**05-25029-00-CI**	Heavy duty blade pins***8***	**0.0**	**0.0**
05-31003-A	**05-31003-00-CI**	Tinted window for standard and optional configuration	**0.0**	**0.0**
05-31004-A	**05-31004-01-CI**	Bulged window on copilot front door (LH side) ***9***	**-0.5**	**-1.1**
05-31004-A	**05-31004-02-CI**	Bulged window on right rear door	**0.1**	**0.2**
05-31004-A	**05-31004-03-CI**	Bulged window on left rear door	**0.1**	**0.2**
05-31007-A	**05-31007-00-CI**	Large cabin floor window (right side) ***10***	**3.0**	**6.6**
05-32001-A	**05-32001-00-CI**	Pilot's windshield wiper	**2.6**	**5.7**
05-32003-A	**05-32003-00-CI**	Copilot's windshield wiper	**2.6**	**5.7**

1 *This option includes the option "Dual hydraulic circuit".*
2 *Paint scheme must be approved at the latest 3 months before the delivery of the helicopter.*
3 *Paint scheme comprising a basic shade and 2 or 3 additional shades, with straight separation lines, apart from standard paint schemes.*
4 *Paint scheme comprising a basic shade and up to 3 additional shades, with separation lines not straight or tangled up, with graduated shades or complicated emblem or logo to be hand-painted.*
5 *Sophisticated paint scheme with numerous shades, complex graduated shades, or complicated emblem or logo.*
6 *Structural reinforcements are included in standard aircraft.*
7 *The sand-prevention filter lifts the flight limitations in falling snow conditions.*
8 *Recommended for operations in sandy and abrasive conditions*
9 *Removes the sliding window on copilot front door.*
10 *Removes the standard pilot map case.*

General equipment (continued)

Document reference	Commercial reference	Name	kg	lb
05-37010-B	**05-37010-01-CI**	Dual controls	**3.5**	**7.7**
05-42005-A	**05-42005-00-CI**	Air conditioning system ***1***	**61.8**	**136.2**
05-61007-A	**05-61007-01-CI**	2nd battery kit ***2***	**17.0**	**37.5**
05-62001-A	**05-62001-00-CI**	250 VA AC generation system	**4.3**	**9.5**
05-63001-A	**05-63001-02-CI**	Thales Avionics 200 A starter-generator	**1.1**	**2.4**
05-63005-A	**05-63005-01-CI**	Thales Avionics 150 A starter-generator instead of APC standard one	**-0.6**	**-1.3**
05-63006-A	**05-63006-00-CI**	APC 180 A starter-generator	**1.6**	**3.5**
05-70001-A	**05-70001-01-CI**	Hydraulic ground power receptacle	**1.5**	**3.3**
05-72001-A	**05-72001-00-CI**	Power off-take on MGB ***3***	**2.5**	**5.5**
05-82016-A	**05-82016-00-CI**	Fuel tank self-sealing protection	**13.6**	**30.0**
05-84001-A	**05-84001-00-FP** **05-84001-00-RP**	Ferrying tank - Fixed Parts Ferrying tank - Removable Parts	**0.3** **27.6**	**0.7** **60.8**
05-92001-A	**05-92001-00-FP** **05-92001-00-RP**	Folding of main rotor blades - Fixed Parts ***4*** Folding of main rotor blades - Removable Parts ***5***	**1.8** **—**	**4.0** **—**
05-93001-A	**05-93001-00-CI**	Mooring kit (ground or ships) ***6***	**0.8**	**1.8**
05-93002-A	**05-93002-00-CI**	Marine gripping system	**1.0**	**2.2**

Specific mission equipment

06-11008-A	**06-11008-00-CI**	Surfair Skis	**27.0**	**59.5**
06-11012-A	**06-11012-00-CI**	Settling protectors	**4.1**	**9.0**
06-11017-A	**06-11017-00-CI**	Skid wearing plates	**1.3**	**2.9**
06-12011-A	**06-12011-01-CI**	Low skid landing gear with 2 single footsteps ***7***	**-16.9**	**-37.3**
06-12012-A	**06-12012-01-CI**	Low skid landing gear with 2 short footsteps ***7***	**-9.0**	**-19.8**
06-12014-A	**06-12014-01-CI**	High skid landing gear with 2 short footsteps ***7***	**-0.9**	**-2.0**

1 *Availability = cycle + 2 months.*
2 *Recommended for start-up in cold weather.*
3 *Availability = cycle + 8 months.*
4 *For rough weather conditions.*
5 *The removable parts are delivered as Ground Support Equipment. Tool weight = 32.2 kg - 71 lb.*
6 *Recommended for transport by land, air and sea (when not in a container).*
7 *Replaces the standard type of landing gear.*

The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations,reference must be made to the approved flight manual and all appropriate documents.

Specific mission equipment (continued)

Document reference	Commercial reference	Name	kg	lb
06-21001-A	06-21001-00-FP	Air Equipement electrical hoist *1* (136 kg - 300 lb, 40 m - 131 ft cable) - Fixed Parts	2.4	5.3
	06-21001-00-RP	Air Equipement electrical hoist *1* (136 kg - 300 lb, 40 m - 131 ft cable) - Removable Parts	37.8	83.3
06-21008-A	06-21008-01-FP	Breeze electrical hoist (204 kg - 450 lb, 50 m - 164 ft cable) - Fixed Parts	8.0	17.6
	06-21008-01-RP	Breeze electrical hoist (204 kg - 450 lb, 50 m - 164 ft cable) - Removable Parts	51.8	114.2
06-21018-A	06-21018-00-CI	Support for Breeze electrical hoist	5.4	11.9
06-24001-A	06-24001-00-CI	Rappelling installation (without rope)	3.2	7.1
06-25001-A	06-25001-00-CI	Drip tub (sea rescue) *2*	-0.8	-1.8
06-26003-A	06-26003-00-CI	RH side external mirror *3*	2.9	6.4
06-26004-B	06-26004-01-FP	RH side electric and de-iced external mirror - Fixed Parts	0.5	1.1
	06-26004-01-RP	RH side electric and de-iced external mirror - Removable Parts *3*	2.3	5.1
06-27004-A	06-27004-00-FP	Cargo sling with dynamometer (750 kg - 1,654 lb) - Fixed Parts	3.1	6.8
	06-27004-00-RP	Cargo sling with dynamometer (750 kg - 1,654 lb) - Removable Parts *4*	3.2	7.1
06-27008-A	06-27008-00-FP	Cargo swing (1400 kg - 3,080 lb) - Fixed Parts	4.0	8.8
	06-27008-00-RP	Cargo swing (1400 kg - 3,080 lb) - Removable Parts *5*	13.5	29.8
06-27009-A	06-27009-00-CI	Capabilities for extended cargo sling	1.2	2.6
06-31005-A	06-31005-00-CI	Integrated hailers	11.0	24.3
06-42005-A	06-42005-00-CI	LH landing light (swivelling in elevation and azimuth) *6*	2.5	5.5
06-47002-A	06-47002-01-FP	Spectrolab SX16 search-light - Fixed Parts *7*	4.6	10.1
	06-47002-01-RP	Spectrolab SX16 search-light - Removable Parts *7*	20.3	44.8
06-51046-A	06-51046-00-CI	Nose mounted FLIR turret support	2.4	5.3
06-61002-A	06-61002-00-FP	Emergency floatation gear - Fixed Parts *6*	5.4	11.9
	06-61002-00-RP	Emergency floatation gear - Removable Parts *6*	64.1	141.3
06-74005-A	06-74005-01-CI	NVG compatible lighting for cockpit and standard avionics suite *7*	0.1	0.2
06-81002-A	06-81002-00-CI	Bambi Bucket model 2732 (1225 l) equipped with Sacksafoam I	79.3	174.8

1 *This hoist is produced by Goodrich Hoist and Winch.*
2 *The weight figure includes the removal of the cushions of the two standard two-place rear bench-seats and seat belts (bench seats folded).*
3 *Recommended for sling/swing work.*
4 *With Breeze - Eastern (ERC) hook.*
5 *With Onboard Systems TALON hook.*
6 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
7 *Availability and impact on delivery schedule : to be checked.*

The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations,reference must be made to the approved flight manual and all appropriate documents.

Interior cabin layout

Document reference	Commercial reference	Name	kg	lb
07-00008-A	**07-00008-00-CI**	Comfort layout	**33.0**	**72.8**
07-00010-A	**07-00010-00-CI**	Comfort layout with sound-proofing	**47.0**	**103.6**
07-15010-A	**07-15010-01-CI**	Lengthened rails for energy-absorbing front seats	**0.3**	**0.7**
07-24003-A	**07-24003-00-FP**	Left side two-place front bench seat (pilot on right side) - Fixed parts	**2.0**	**4.4**
	07-24003-00-RP	Left side two-place front bench seat (pilot on right side) - ***1*** Removable Parts	**3.2**	**7.1**
07-25001-A	**07-25001-00-CI**	3 places instead of 4 places transformation kit ***2***	**4.4**	**9.7**
07-25004-A	**07-25004-00-CI**	4 places instead of 3 places transformation kit ***3***	**10.0**	**22.0**
07-50005-B	**07-50005-01-CI**	Right rear sliding door ***4***	**3.6**	**7.9**
07-50006-A	**07-50006-00-CI**	Sliding window, on rear LH sliding door	**1.1**	**2.4**
07-50007-A	**07-50007-00-CI**	Sliding window, on rear RH sliding door	**1.1**	**2.4**
07-50043-A	**07-50043-00-CI**	LH large front door without improved side-visibility window ***5***	**-6.6**	**-14.6**
07-50044-A	**07-50044-00-CI**	LH large front door with improved side-visibility window ***6***	**3.6**	**7.9**
07-50045-A	**07-50045-00-CI**	RH large front door without improved side-visibility window ***7***	**-3.0**	**-6.6**
07-71001-A	**07-71001-00-FP**	Lower casualty carrying installation with stretcher - Fixed Parts	**0.3**	**0.7**
	07-71001-00-RP	Lower casualty carrying installation with stretcher - Removable Parts ***8***	**-4.5**	**-9.9**
07-71004-A	**07-71004-00-FP**	Lower casualty-carrying installation with stretcher adapted to the mountain rescue - Fixed Parts	**0.8**	**1.8**
	07-71004-00-RP	Lower casualty-carrying installation with stretcher adapted to the mountain rescue - Removable Parts ***8***	**-4.5**	**-9.9**

1 *The front bench-seat replaces the copilot's standard seat.*
2 *Including mainly 4 arm-rests and a fifth harness.*
3 *Applicable to an aircraft equipped with "STYLENCE package" option 00-50025-00-CI.*
It deteriorates the look of the rear panel's upholstery set (seat base and seat back) and includes 2 additional harnesses for compatibility between 3 and 4 rear places layouts.
Conversion estimated time: less than 30 minutes.
4 *Replaces the standard RH large front door with improved side-visibility window and small rear door.*
5 *LH large front door with map case and small rear door, in replacement of the standard LH small front door and rear sliding door.*
6 *With small rear door, in replacement of the standard LH small front door and rear sliding door.*
7 *Replaces the standard RH large front door with improved side-visibility window.*
8 *The weight figure includes the complete removal of one two-place rear bench seat and copilot seat.*

Avionics

VFR day and night Package, included in baseline definition

Thales H321EHM - Gyro-horizon *1*
AIM 205-1BL - Gyro-directional
UI 9560 - Turn and Bank indicator
Honeywell KX165A - VHF/VOR/LOC/GS
Garmin GI106A - Course Deviation Indicator
Garmin GNS430 - VHF/VOR/LOC/GS/GPS *2*
Garmin GTX327 - Transponder (mode A+C)
Shadin 8800T - Altitude Encoder
Kannad 121AF-H - Emergency Locator Transmitter *3*
Garmin GMA340H - ICS *4* - *5*

Equipment that can replace a standard equipment

Document reference	**Commercial reference**	Name	**kg**	**lb**
06-67031-A	**06-67031-00-CI**	Kannad 406AF-H - Emergency Locator Transmitter *6* - *7* instead of Kannad 121AF-H - Emergency Locator Transmitter	**0.1**	**0.2**
08-22019-A	**08-22019-00-CI**	Garmin GTX330 - Transponder (mode S) *7* - *8* instead of Garmin GTX327 - Transponder (mode A+C)	**0.6**	**1.3**
08-51018-B	**08-51018-02-CI**	Thales H140BHM2 - Gyro-horizon instead of Thales H321EHM - Gyro-horizon	**0.5**	**1.1**
08-51019-A	**08-51019-00-CI**	Thales H321EHM - Stand-by gyro-horizon *7* instead of UI 9560 - Turn and Bank indicator	**3.0**	**6.6**
08-51020-A	**08-51020-00-CI**	Thales H140JAM1 - Gyro-horizon instead of Thales H321EHM - Gyro-horizon	**0.6**	**1.3**
08-52012-A	**08-52012-00-CI**	Honeywell KCS55A - Gyro Compass *9* with Honeywell KI525A - Horizontal Situation Indicator instead of AIM 205-1BL - Gyro-directional and Garmin GI106A - Course Deviation Indicator	**3.8**	**8.4**

The baseline aircraft definition includes an avionics package as defined here above. Brands and models are given for information exclusively. EUROCOPTER *reserves the rights to modify any brand or model constantly according to its policy in force.*

1 *With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.*
2 *Delivered with EUROPE map. Subscription to be made by the customer.*
3 *2 frequencies: 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
4 *Includes the passenger interphone function.*
5 *I.C.S. compatible only with High level / High impedance headsets.*
6 *3 frequencies: 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A.*
The Programming Data Sheet must be filled and communicated by the customer two months at the latest before the helicopter's delivery.
7 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*
8 *The mode S identification must be communicated by the customer two months at the latest before the delivery.*
9 *With a selector switch for NAV1/NAV2 selection.*

Additional Avionic equipment that can be added depending on operational needs or the requirements of the authorities in certain countries if not included in the standard package

Document reference	**Commercial reference**	Name	**kg**	**lb**
08-10006-A	**08-10006-01-CI**	Collins HF9X00 - HF/SSB	**15.7**	**34.6**
08-18024-A	**08-18024-00-CI**	Headset extension cord	**0.1**	**0.2**
08-18035-A	**08-18035-00-CI**	David Clark H10-13H - Headset ***1***	**0.5**	**1.1**
08-18037-A	**08-18037-00-CI**	ICS installation compatible with Bose Aviation X headset ***2***	**1.0**	**2.2**
08-18043-A	**08-18043-00-CI**	Bose Aviation X headset	**0.5**	**1.1**
08-21008-A	**08-21008-00-CI**	Thales AHV16 - Radio altimeter ***3***	**5.6**	**12.3**
08-24011-B	**08-24011-04-CI**	Honeywell KR87 + KI229 - ADF + RMI	**6.2**	**13.7**
08-25003-A	**08-25003-00-CI**	Honeywell KN63 - DME	**4.3**	**9.5**
08-70003-A	**08-70003-00-CI**	Sagem 85T31 - 3-axis autopilot with failure passivation unit	**26.0**	**57.3**
08-83017-A	**08-83017-00-CI**	*VEMD* data download kit ***4*** - ***5***	**—**	**—**
08-91004-A	**08-91004-00-CI**	Hourmeter	**0.1**	**0.2**

The radio/com/nav. equipment weight figures included in this chapter are average values. As the installation of those equipment may vary from one a/c to an other, the weight of a complete configuration with multiple items may not be the simple sum of all individual weights.

1 *High level / High impedance headset.*

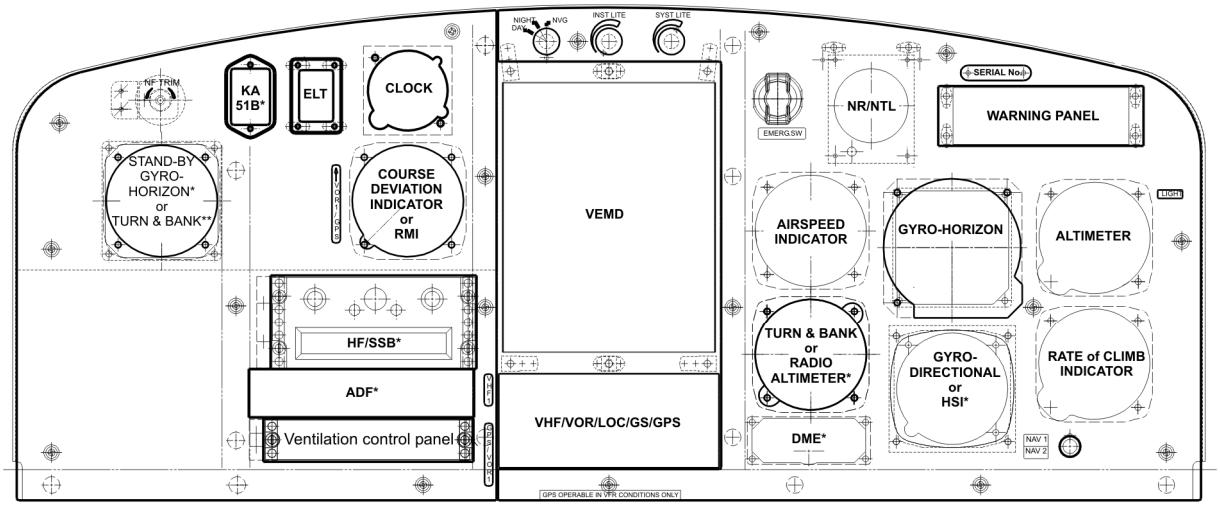
2 *Includes ICS stereo jacks: in addition to the standard jacks for pilot and copilot and in replacement of the standard jacks for passengers. Provides electrical supply for the use of Bose X headset without battery pack.*

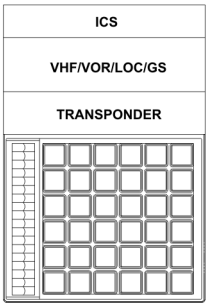
3 *May be a mandatory equipment, required by local airworthiness authorities or operational regulations.*

4 *Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.*

5 *Allows compliance to JAR OPS 3 Amendment 3 requirement, as defined in Appendix 1 to JAR OPS 3.517 (a) and (b)(5)(i). Requires absolute time data, given through a compatible connection with a serviceable GPS equipment (Compliance achieved with the baseline aircraft as defined on pages 9 and 10).*

STANDARD INSTRUMENT PANEL LAYOUT



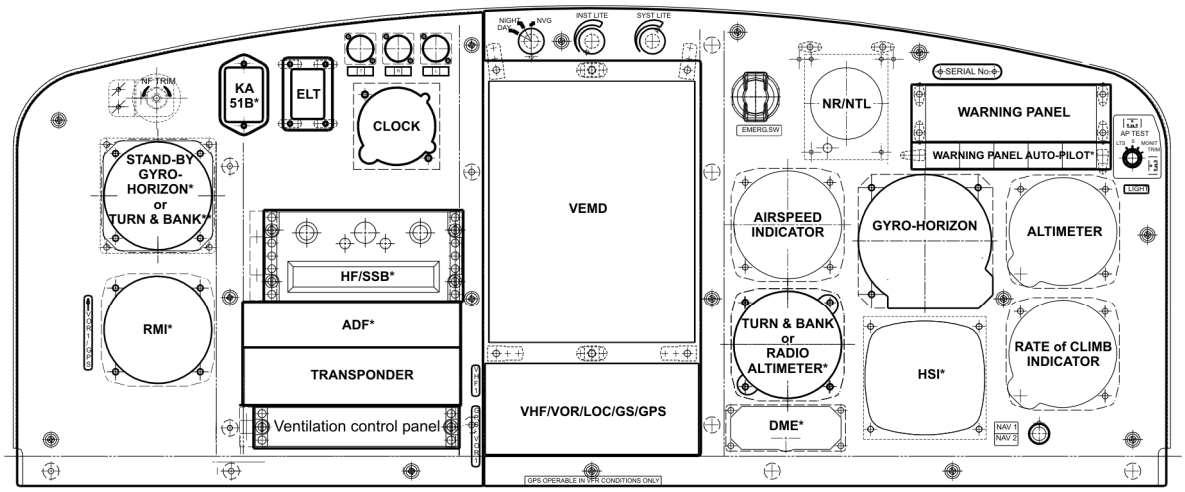


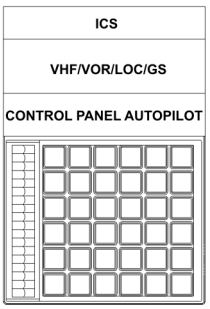
* Optional equipment.
** Location if optional Radio altimeter is fitted.

Note: Layout given for information purposes only and it can be modified later.

Note: Instrument panel includes integrated lighting.

INSTRUMENT PANEL LAYOUT WITH AUTOPILOT





* Optional equipment.
** Location if optional Radio altimeter is fitted.

Note: Layout given for information purposes only and it can be modified later.

Note: Instrument panel includes integrated lighting.

Equipment that may be required by operational regulations

The purpose of the following table is to summarise a list of available optional items of equipment — which may supplement the sales standard aircraft definition — in order to comply with the relevant operational regulations depending on the type of operations. This list must be considered as a reminder and does not claim to cover all operational requirements.

Document reference	**Commercial reference**	Name	**kg**	**lb**
05-03002-A	**05-03002-00-CI**	First aid kit	**3.0**	**6.6**
06-42005-A	**06-42005-00-CI**	LH landing light (swiveling in elevation and azimuth)	**2.5**	**5.5**
06-61002-A	**06-61002-00-FP** **06-61002-00-RP**	Emergency floatation gear - Fixed Parts Emergency floatation gear - Removable Parts	**5.4** **64.1**	**11.9** **141.3**
06-67031-A	**06-67031-00-CI**	Kannad 406AF-H - Emergency Locator Transmitter ***1*** instead of Kannad 121AF-H - Emergency Locator Transmitter	**0.1**	**0.2**
08-10006-A	**08-10006-01-CI**	Collins HF9X00 - HF/SSB	**15.7**	**34.6**
08-18035-A	**08-18035-00-CI**	David Clark H10-13H - Headset ***2***	**0.5**	**1.1**
08-21008-A	**08-21008-00-CI**	Thales AHV16 - Radio altimeter	**5.6**	**12.3**
08-22019-A	**08-22019-00-CI**	Garmin GTX330 - Transponder (mode S) ***3*** instead of Garmin GTX327 - Transponder (mode A+C)	**0.6**	**1.3**
08-24011-B	**08-24011-04-CI**	Honeywell KR87 + KI229 - ADF + RMI	**6.2**	**13.7**
08-25003-A	**08-25003-00-CI**	Honeywell KN63 - DME	**4.3**	**9.5**
08-51019-A	**08-51019-00-CI**	Thales H321EHM - Stand-by gyro-horizon instead of UI 9560 - Turn and Bank indicator	**3.0**	**6.6**
08-83017-A	**08-83017-00-CI**	*VEMD* data download kit ***4*** - ***5***	**—**	**—**

1 *3 frequencies: 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A.*
The Programming Data Sheet must be filled and communicated by the customer two months at the latest before the helicopter's delivery.

2 *High level / High impedance headset.*

3 *The mode S identification must be communicated by the customer two months at the latest before the delivery.*

4 *Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.*

5 *Allows compliance to JAR OPS 3 Amendment 3 requirement, as defined in Appendix 1 to JAR OPS 3.517 (a) and (b)(5)(i). Requires absolute time data, given through a compatible connection with a serviceable GPS equipment (Compliance achieved with the baseline aircraft as defined on pages 9 and 10).*

Vendor mission equipment

The purpose of this list is to specify some mission equipments that may be installed on the *AS350 B3* helicopter in order to fulfil specific operational needs. These equipments are not certified by *EUROCOPTER* and thus are not part of *EUROCOPTER*'s list of optional items. This list is provided for information purposes only, and is not to be considered as *EUROCOPTER*'s recommendation for one type of mission equipment. Unless otherwise specified, these equipments must be purchased directly from the related vendor, installed and used in accordance with the vendor's instructions. *EUROCOPTER* does not provide any warranty and disclaims any liability including, without limitation, in relation to the installation, conformity, performance and certification of such mission equipments.

Vendor	Name	kg	lb
Simplex	Fire-fighting installation, SIMPLEX 310 system, 1000 liters or 1200 liters	**Refer to SIMPLEX**	
Simplex	Crop-spraying installation, SIMPLEX 5100 system	**Refer to SIMPLEX**	
Air Ambulance Technology	EMS kit	**Refer to AAT**	

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6- Main performance

The following performance values and figures refer to an ***AS350 B3***, equipped with a **new engine.**
Unless otherwise specified, the values and figures refer to a **clean helicopter** equipped with the optional Item Low skid landing gear with 2 single footsteps at **Sea Level** (SL), in **International Standard Atmosphere** (ISA) and **zero wind** condition.

Performance

Gross Weight	**kg** **lb**	**1,600** **3,530**	**1,800** **3,968**	**2,000** **4,409**	**2,200** **4,850**	**2,250** **4,960**	**2,370** **5,225**
■ Maximum speed, VNE	**km/hr** **kts**	287 155	287 155	287 155	287 155	287 155	287 155
■ Fast cruise speed (at MCP)	**km/hr** **kts**	272 147	270 146	266 144	260 140	258 140	254 137
■ Recommended cruise speed	**km/hr** **kts**	235 127	235 127	235 127	235 127	235 127	235 127
■ Fuel consumption at recommended cruise speed	**kg/hr** **lb/h**	147 324	148.5 327.5	151.5 334	156 343.5	157.5 347	160.5 354
■ Rate-of-climb	**m/sec** **ft/min**	12.1 2,388	11.9 2,342	11.2 2,210	10.3 2,020	10.0 1,959	9.2 1,818
■ Hover ceiling I.G.E. at Take-off power							
● ISA	**m** **ft**	>7,000 >23,000	6,050 19,850	5,105 16,750	4,237 13,900	4,023 13,200	3,536 11,600
● ISA + 20°C	**m** **ft**	6,355 20,850	5,349 17,550	4,404 14,450	3,505 11,500	3,292 10,800	2,774 9,100
■ Hover ceiling OGE at Take-off power							
● ISA	**m** **ft**	6,462 21,200	5,425 17,800	4,481 14,700	3,587 11,800	3,383 11,100	2,880 9,450
● ISA + 20°C	**m** **ft**	5,761 18,900	4,724 15,500	3,749 12,300	2,819 9,250	2,606 8,550	2,088 6,850
■ Service ceiling (1 m/sec., 200 ft/min.)	**m** **ft**	>7,000 >22,965	>7,000 >23,000	6,096 20,000	5,242 17,200	5,044 16,550	4,556 14,950
■ Range (without reserve at recommended cruise speed)	**km** **nm**	467 252	681 368	674 364	661 357	657 355	646 349
■ Endurance (without reserve at 100 km/hr – 54 kts)	**hr : min**	3h23	4h47	4h33	4h21	4h18	4h10

Effect of external equipment on performance

Part of equipment included in the standard aircraft has an impact on given performance as follows :

Effect on Performance	Maximum or Recommended cruising speed	Range	Rate of climb	Hourly fuel consumption
High skid landing gear instead of low LG	– 2 kts / – 4 km/hr	– 1.5 %	/	/
Long footsteps on high landing gear	– 2 kts / – 4 km/hr	– 1.5 %	– 2.5 %	/
Total	**– 4 kts / – 8 km/hr**	**– 3%**	**– 2.5 %**	/

Operating limitations

The helicopter is cleared to be operated within the following altitude and temperature limitations (according to Flight Manual). For complementary information, refer to Flight Manual.

- Maximum altitude : 7,010 m - 23,000 ft (PA)
- Maximum temperature : ISA + 35°C limited to + 50° C
- Minimum temperature : – 40° C

Abbreviations

IGE :	In Ground Effect	SL :	Sea Level
ISA :	International Standard Atmosphere	TAS :	True Air Speed
MCP :	Maximum Continuous Power	TOP :	Take-Off Power
OGE :	Out of Ground Effect	VNE :	Never Exceed Speed
PA :	Pressure Altitude	Vz :	Rate-of-climb

Units

nm :	nautical miles	hr:min :	hours:minutes
kts:	knots	kg :	kilogramms
ft/min :	feet per minute	lb :	pounds
m/sec :	meters per second	km :	kilometers
° C :	degrees Celsius		

Performance charts

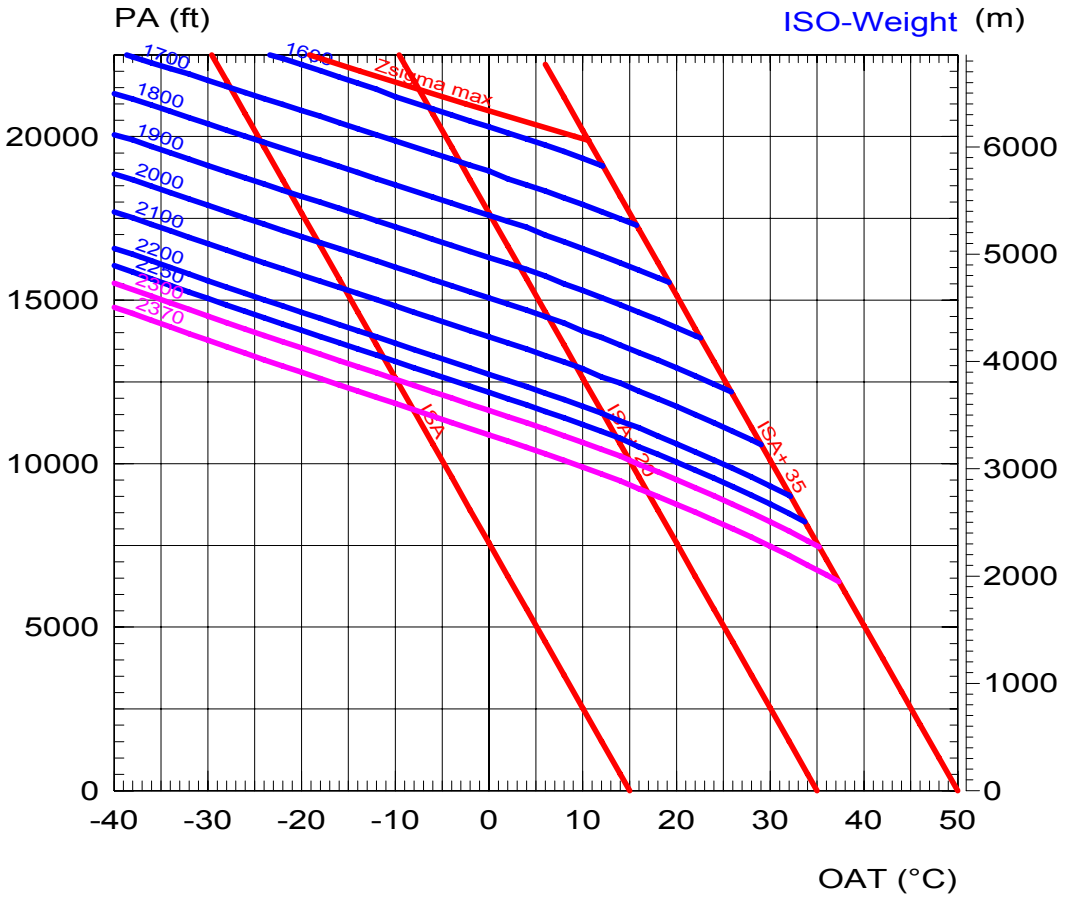
The performance charts presented hereafter apply to an aircraft as per the baseline definition, equipped with the optional Low landing gear.

- Take-off weight in hover IGE, (height 5 ft, Maximum TOP, no wind) — Page 40
- Take-off weight in hover OGE, (Maximum TOP, no wind) — Page 41
- Fast cruise speed (ISA) — Page 42
- Fast cruise speed (ISA+ 20°C) — Page 43
- Fast cruise speed (ISA+ 35°C) — Page 44
- Recommended cruise speed (ISA) — Page 45
- Recommended cruise speed (ISA + 20°C) — Page 46
- Recommended cruise speed (ISA + 35°C) — Page 47
- Rate of climb in oblique flight (ISA) — Page 48
- Rate of climb in oblique flight (ISA + 20°C) — Page 49
- Rate of climb in oblique flight (ISA + 35°C) — Page 50
- Hourly fuel consumption at fast cruise speed (ISA, ISA + 20°C, ISA + 35°C) — Page 51
- Hourly fuel consumption at recommended cruise speed (ISA) — Page 52
- Hourly fuel consumption at recommended cruise speed (ISA + 20°C) — Page 53
- Hourly fuel consumption at recommended cruise speed (ISA + 35°C) — Page 54
- Payload / Range (ISA, recommended cruise speed, without reserve) — Page 55

TAKE-OFF WEIGHT IN HOVER I.G.E.

at maximum TOP

(Height 5 ft)



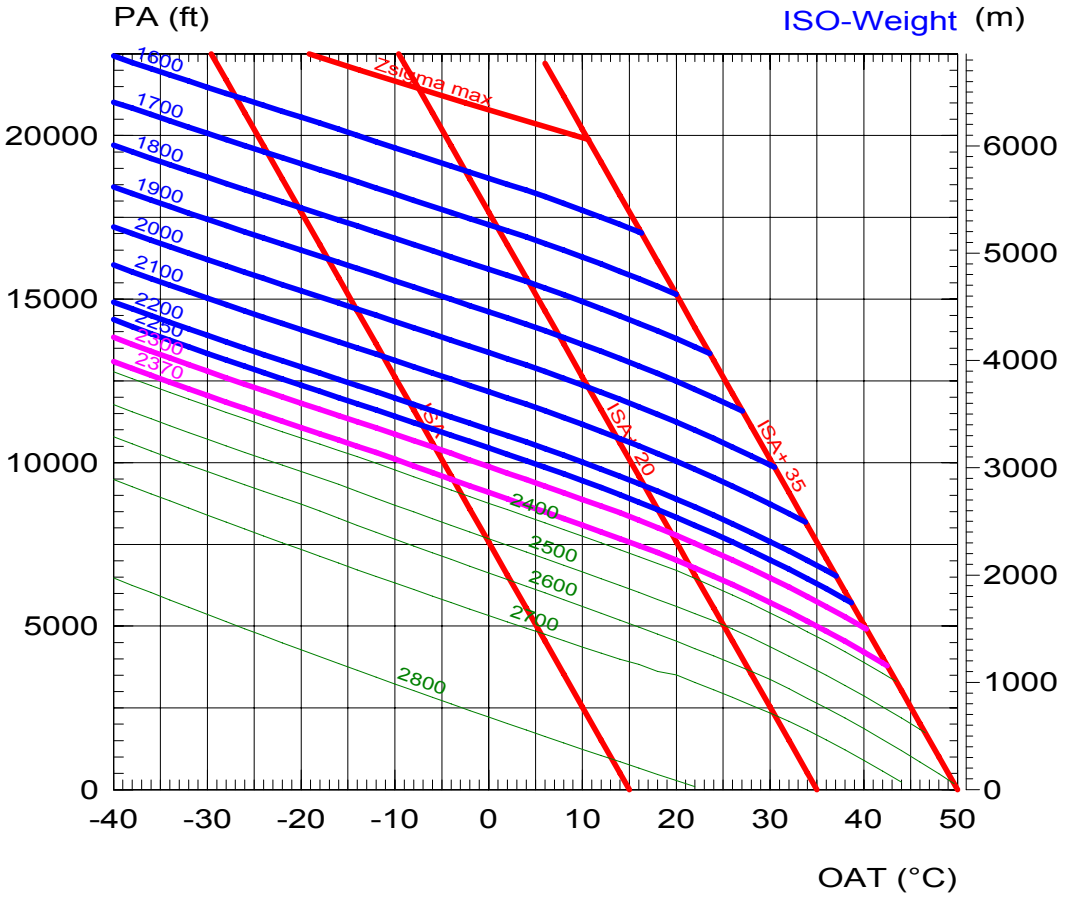
Note : Approved performance, as long as the engine meets the power check criteria, as defined in the Flight Manual.

Note : The Zd curve corresponds to the maximum demonstrated envelope.

Note : The ISO curves 2,300 and 2,370 are curves for the helicopter fitted with the "Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb)". This kit can only be installed on a helicopter with a High skid landing gear. For the effect of a High skid landing gear on the performance, please refer to page 38 of this Technical Data.

TAKE-OFF WEIGHT IN HOVER O.G.E.

at maximum TOP



Note : ISO weight curves from 2,300 to 2,800 kg are curves with external load.

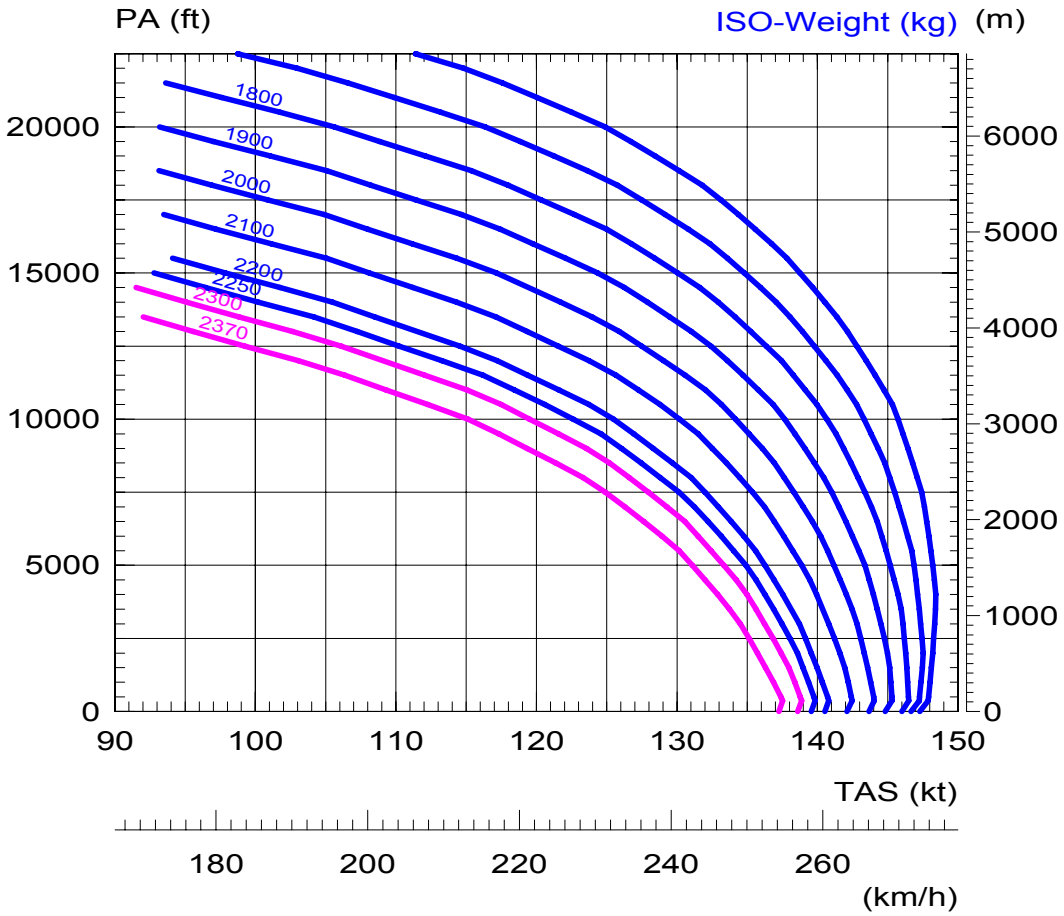
Note : Approved performance, as long as the engine meets the power check criteria, as defined in the Flight Manual.

Note : The Zd curve corresponds to the maximum demonstrated envelope.

Note : The ISO curves 2,300 and 2,370 are curves for the helicopter fitted with the "Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb)". This kit can only be installed on a helicopter with a High skid landing gear. For the effect of a High skid landing gear on the performance, please refer to page 38 of this Technical Data.

FAST CRUISE SPEED

ISA

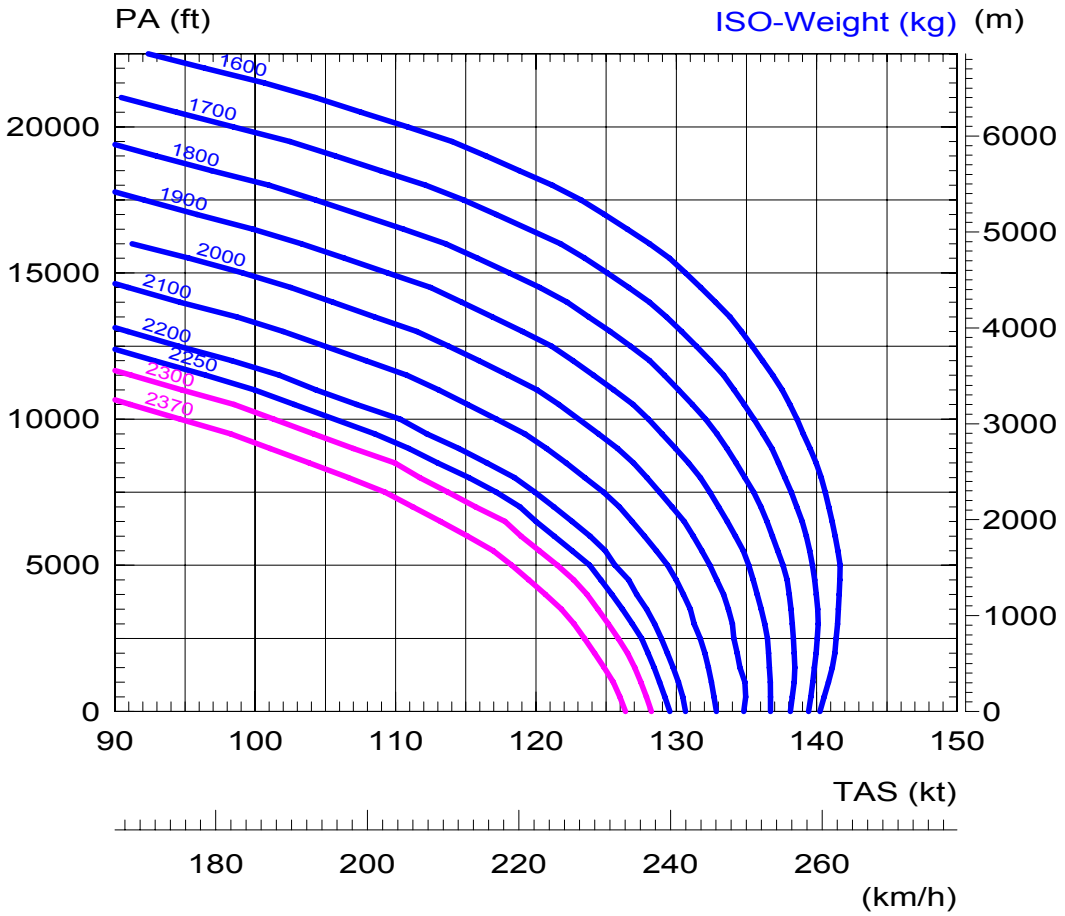


Note : Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

Note : The ISO curves 2,300 and 2,370 are curves for the helicopter fitted with the "Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb)". This kit can only be installed on a helicopter with a High skid landing gear. For the effect of a High skid landing gear on the performance, please refer to page 38 of this Technical Data.

FAST CRUISE SPEED

ISA + 20°C

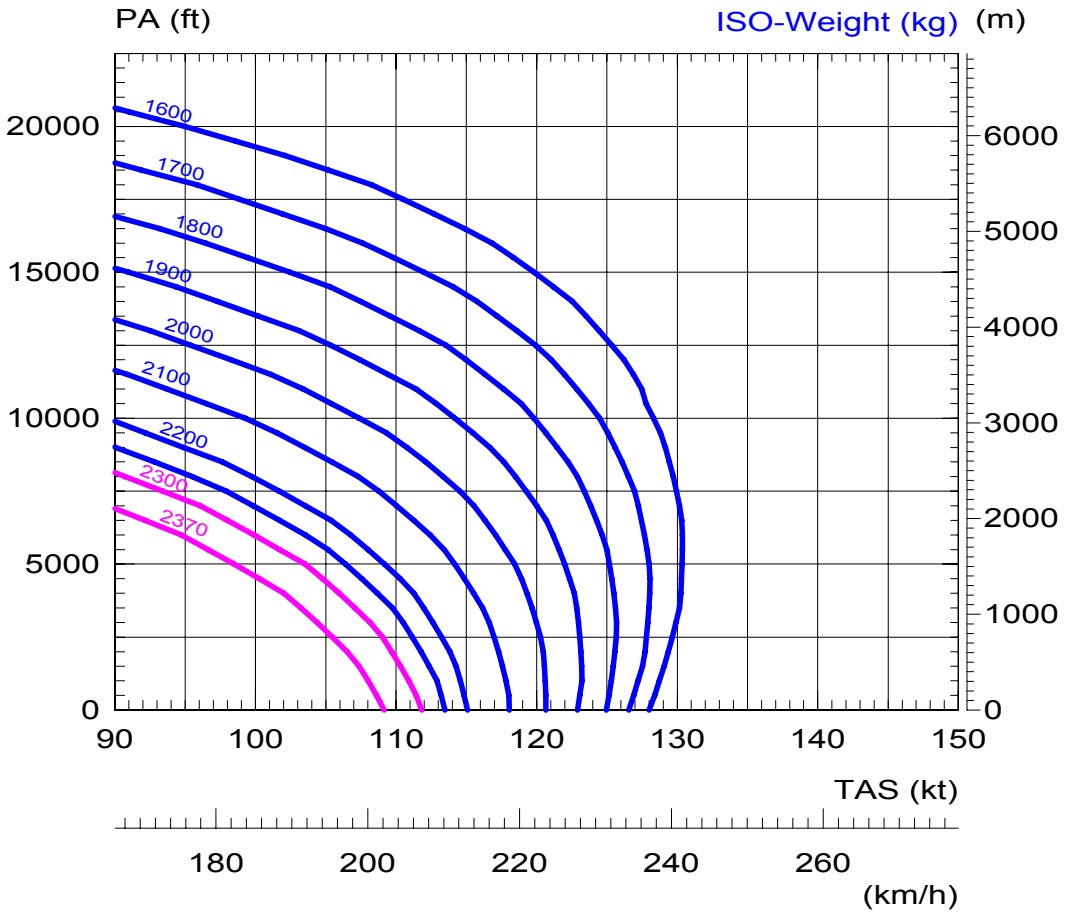


Note : Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

Note : The ISO curves 2,300 and 2,370 are curves for the helicopter fitted with the "Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb)". This kit can only be installed on a helicopter with a High skid landing gear. For the effect of a High skid landing gear on the performance, please refer to page 38 of this Technical Data.

FAST CRUISE SPEED

ISA + 35°C

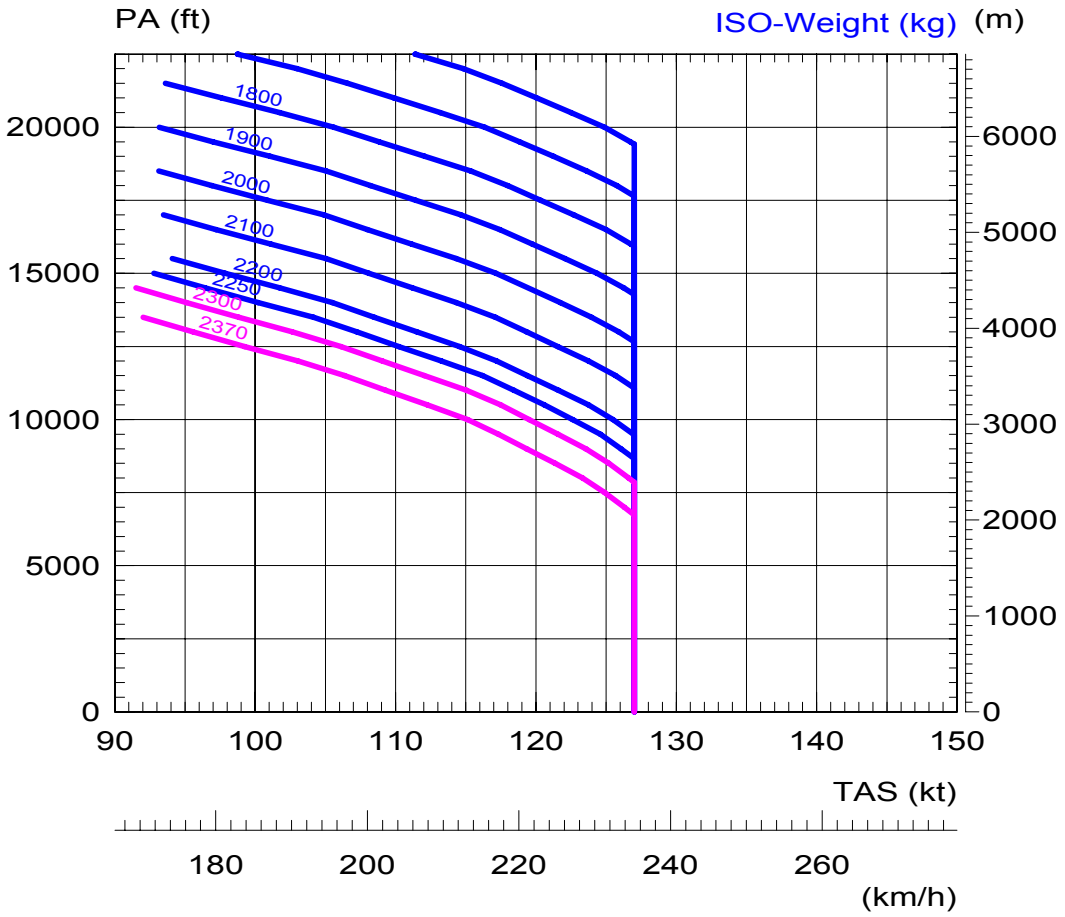


Note : Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

Note : The ISO curves 2,300 and 2,370 are curves for the helicopter fitted with the "Kit to increase Internal Gross Weight to 2,370 kg (5,225 lb)". This kit can only be installed on a helicopter with a High skid landing gear. For the effect of a High skid landing gear on the performance, please refer to page 38 of this Technical Data.

RECOMMENDED CRUISE SPEED

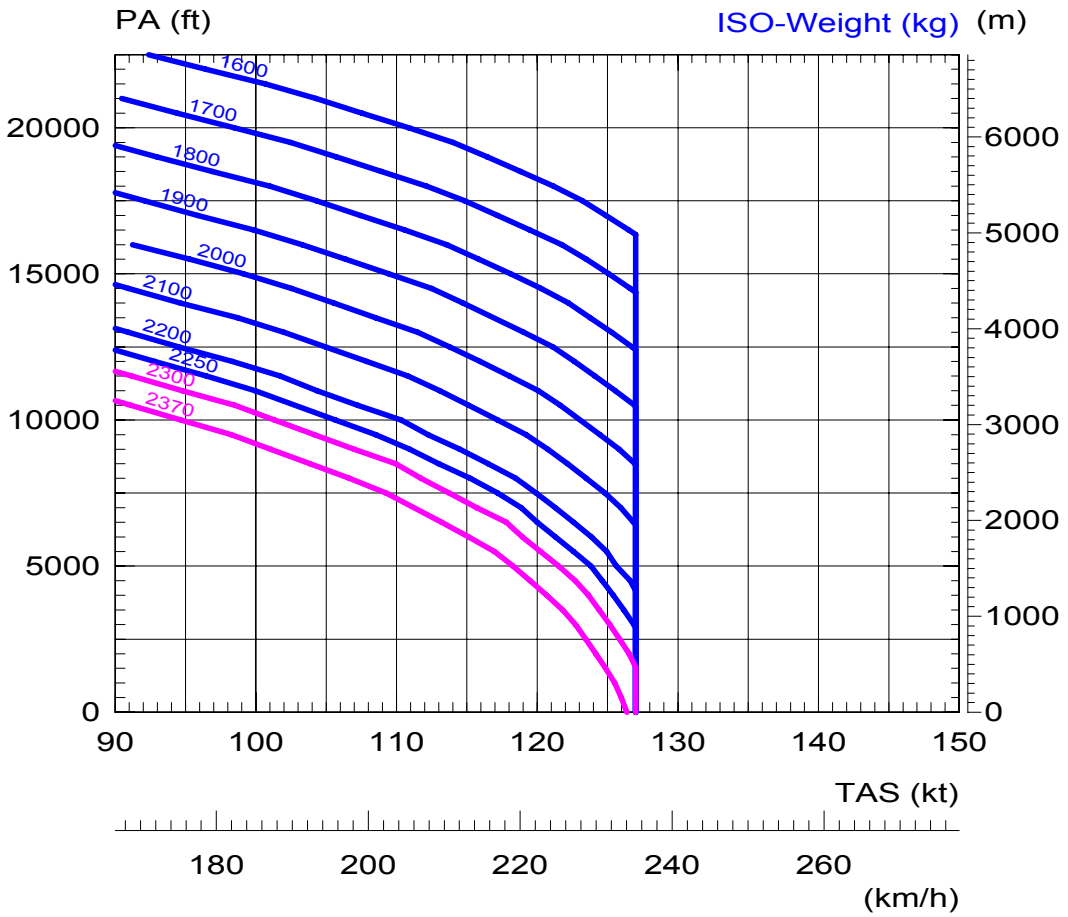
ISA



Note: Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

RECOMMENDED CRUISE SPEED

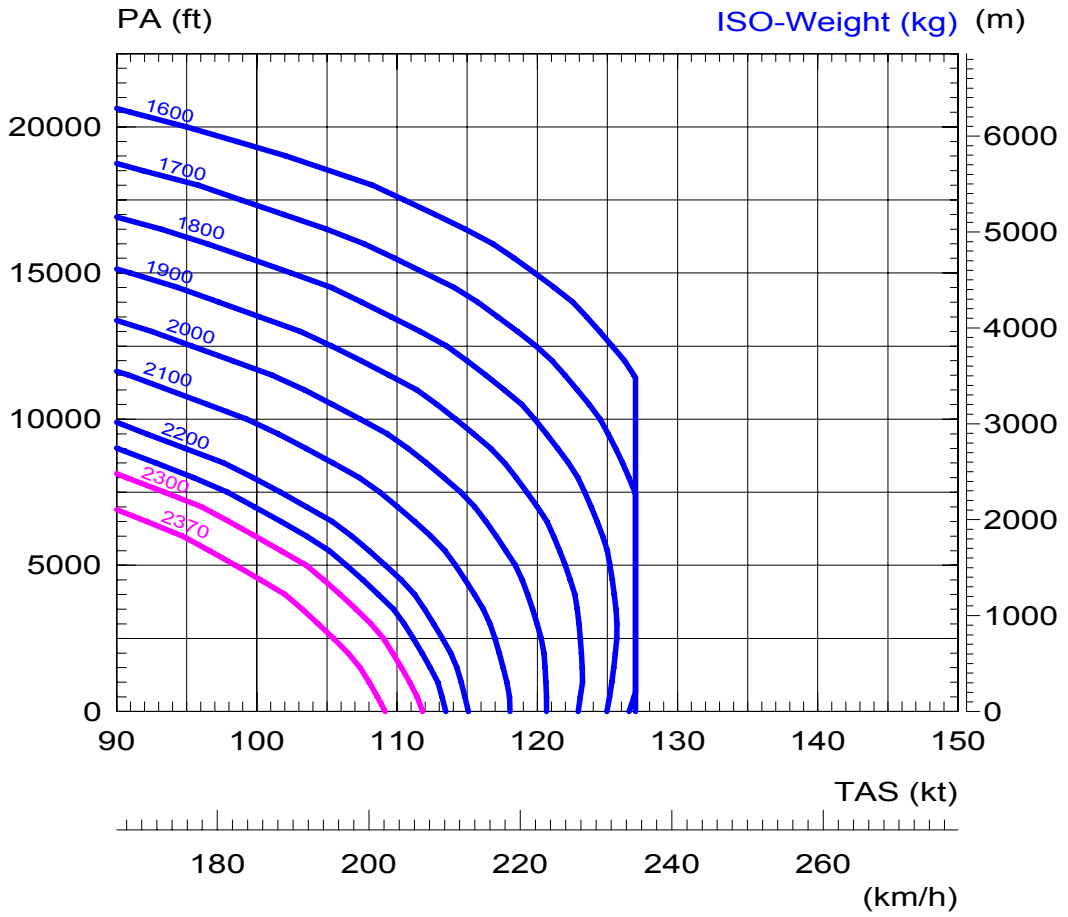
ISA + 20°C



Note: Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

RECOMMENDED CRUISE SPEED

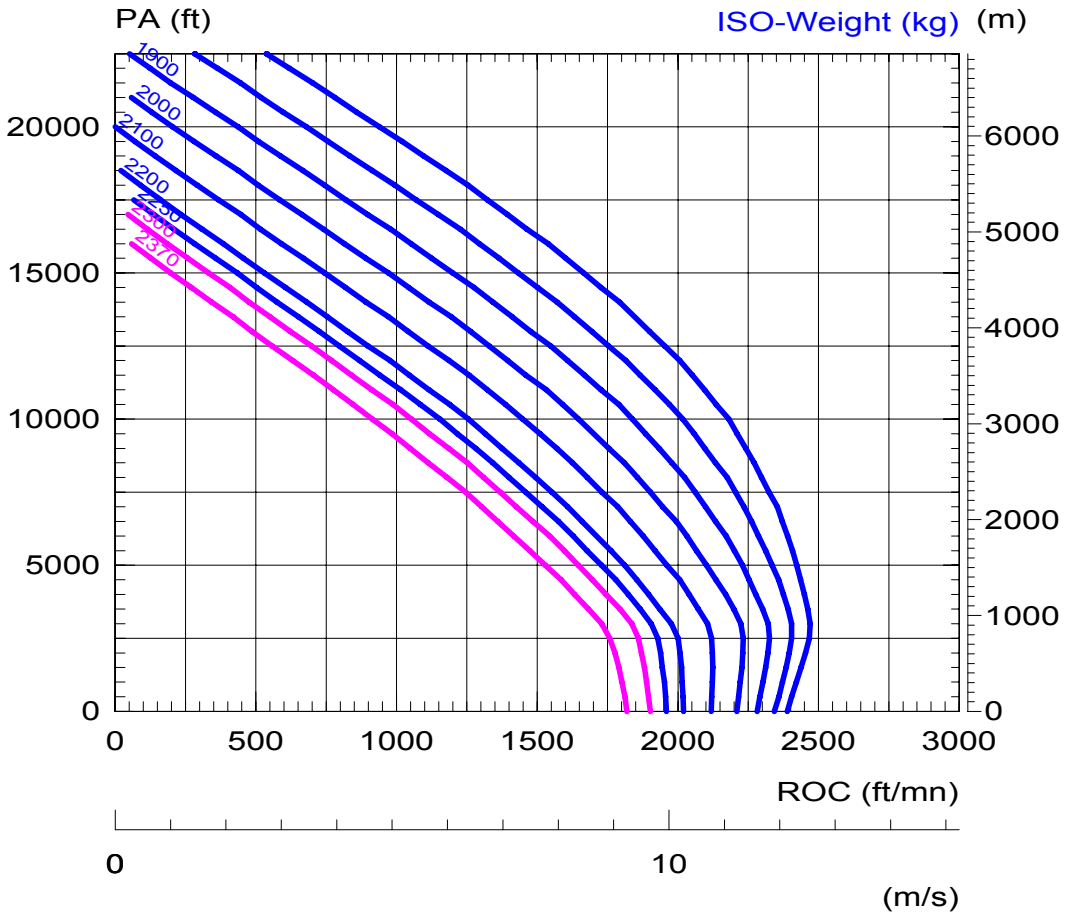
ISA + 35°C



Note: Typical performance with clean baseline aircraft equipped with the optional Low landing gear (see page 38).

RATE OF CLIMB IN OBLIQUE FLIGHT

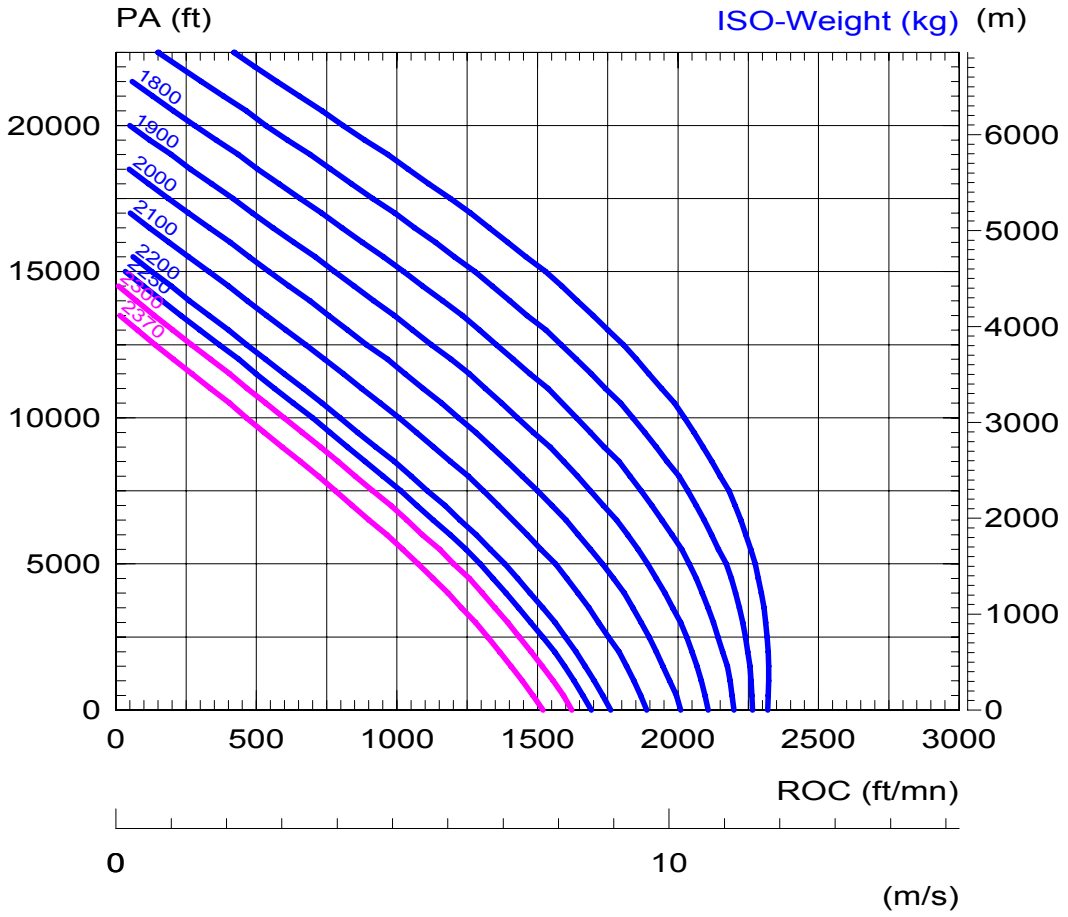
ISA



Note: Approved performance, as long as the engine meets the power check criteria, as defined in the Flight Manual for a clean standard aircraft equipped with the optional Low landing gear (see page 38).

RATE OF CLIMB IN OBLIQUE FLIGHT

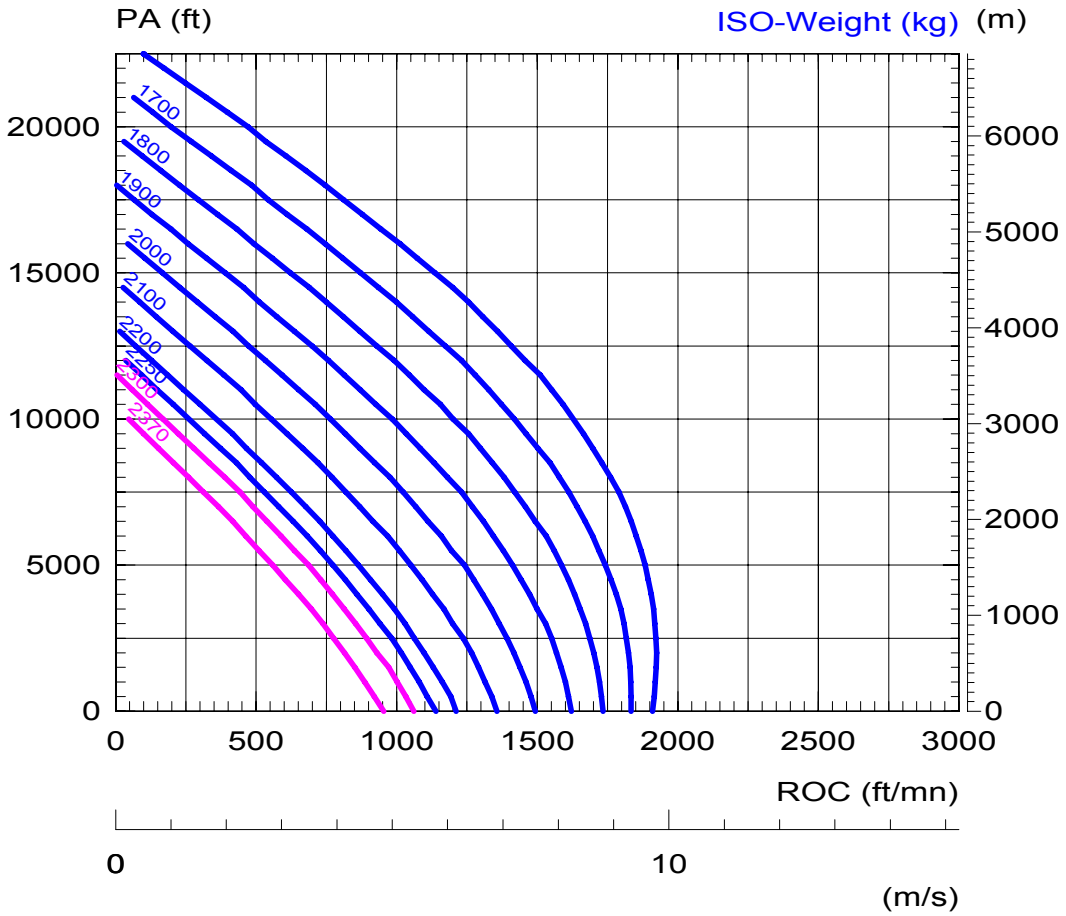
ISA + 20°C



Note: Approved performance, as long as the engine meets the power check criteria, as defined in the Flight Manual for a clean standard aircraft equipped with the optional Low landing gear (see page 38).

RATE OF CLIMB IN OBLIQUE FLIGHT

ISA + 35°C

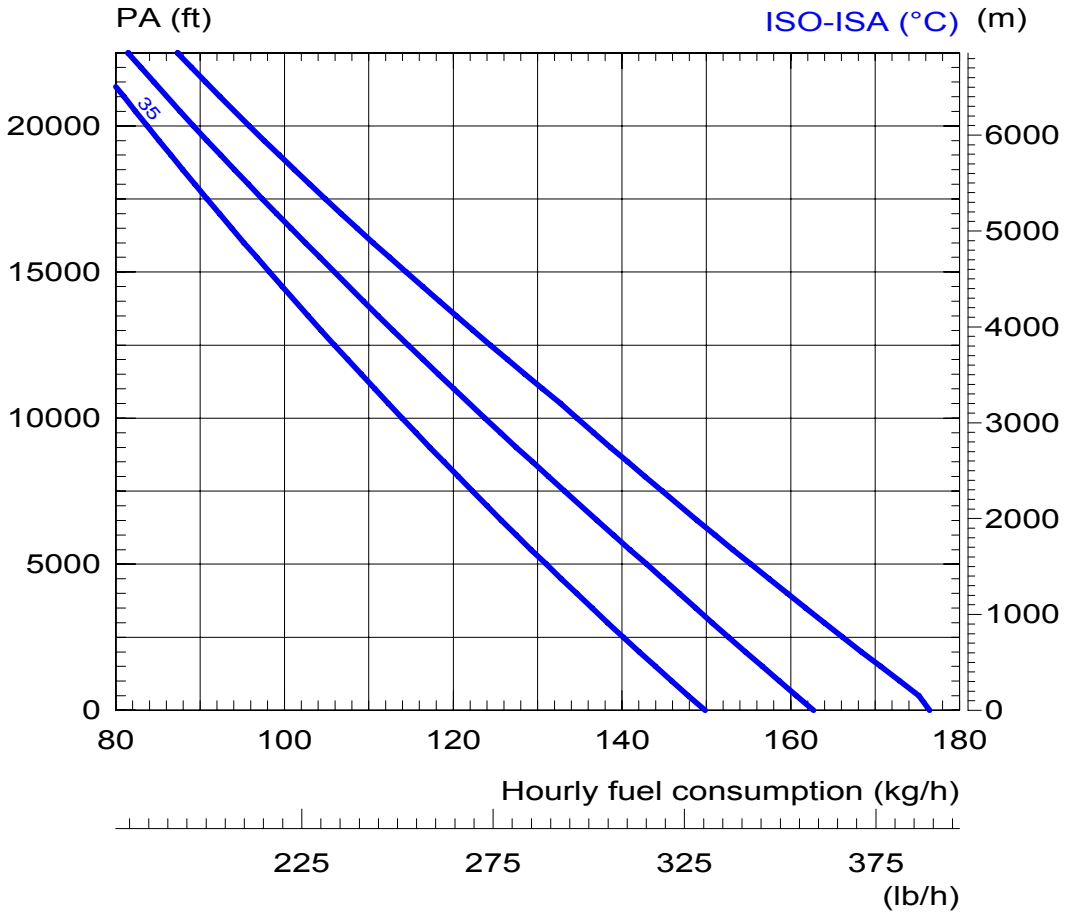


Note: Approved performance, as long as the engine meets the power check criteria, as defined in the Flight Manual for a clean standard aircraft equipped with the optional Low landing gear (see page 38).

HOURLY FUEL CONSUMPTION

at fast cruise speed

ISA, ISA + 20°C, ISA + 35°C

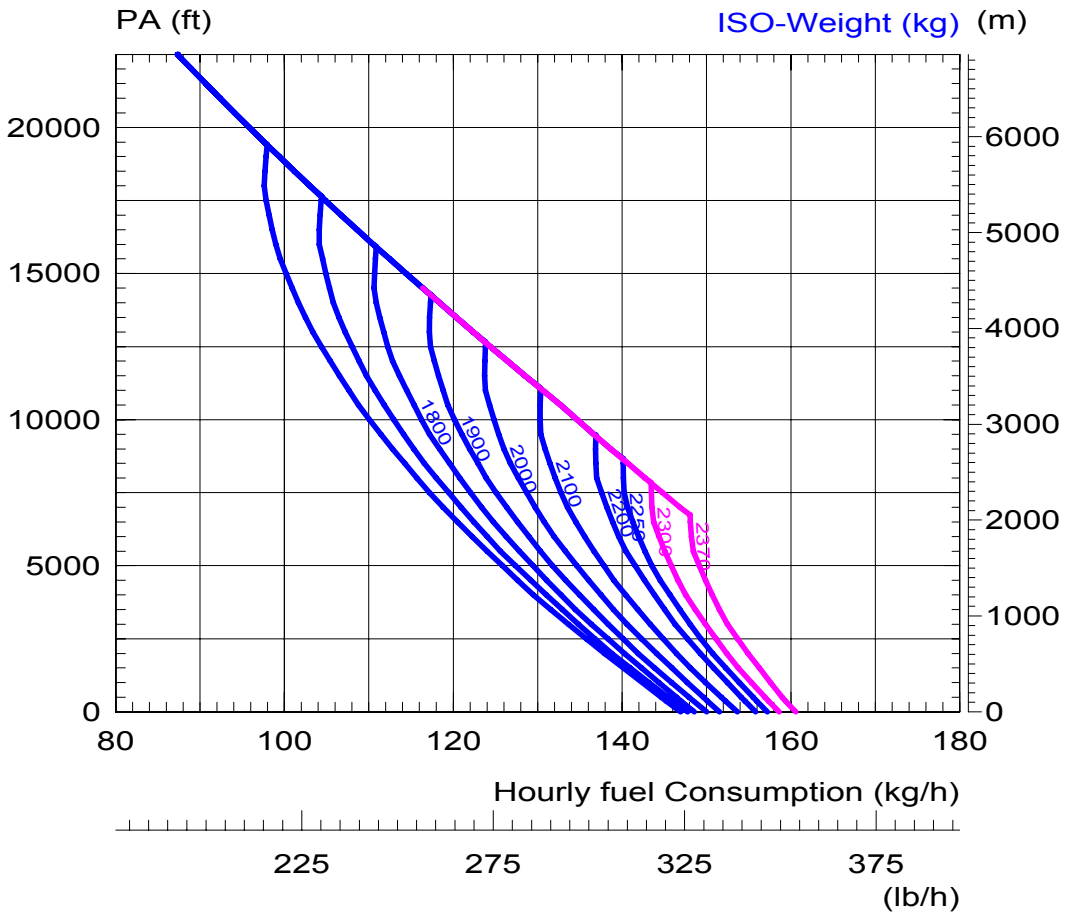


Note: Typical consumption with clean baseline aircraft and new engine.

HOURLY FUEL CONSUMPTION

at recommended cruise speed

ISA

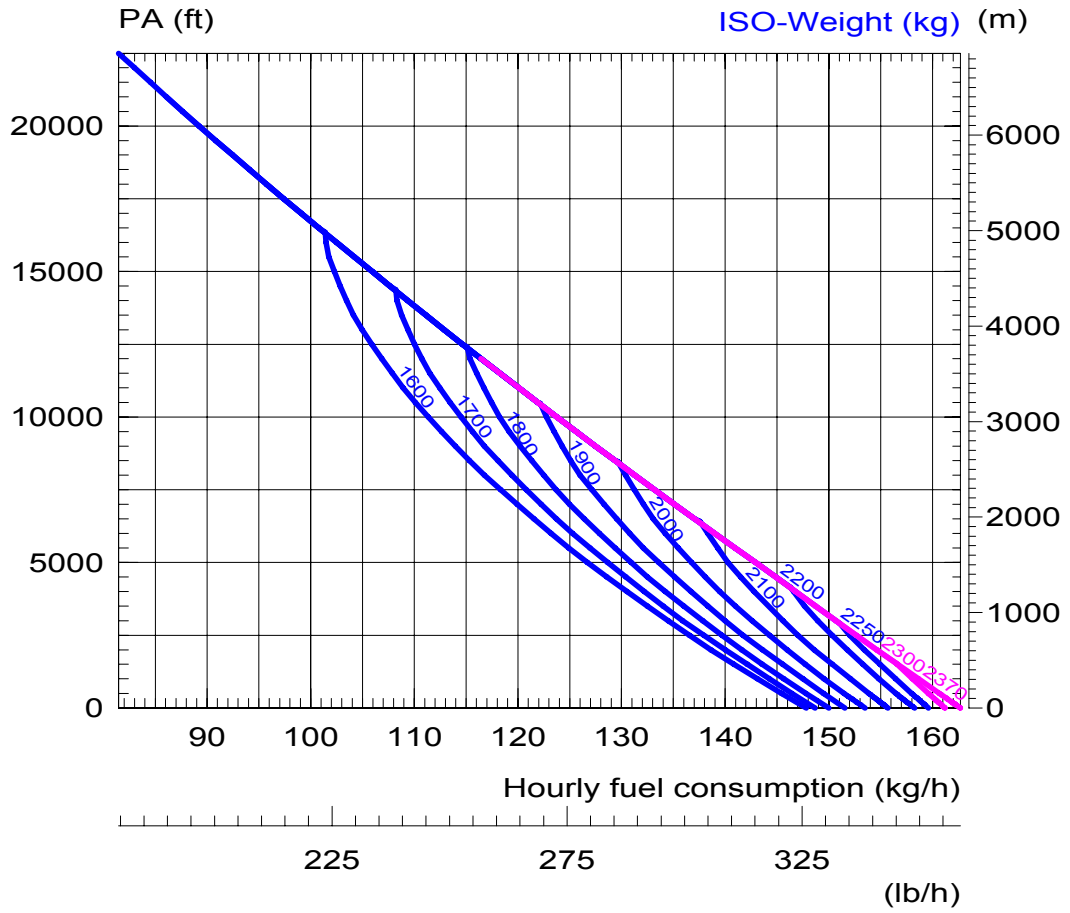


Note: Typical consumption with clean baseline aircraft and new engine.

HOURLY FUEL CONSUMPTION

at recommended cruise speed

ISA + 20°C

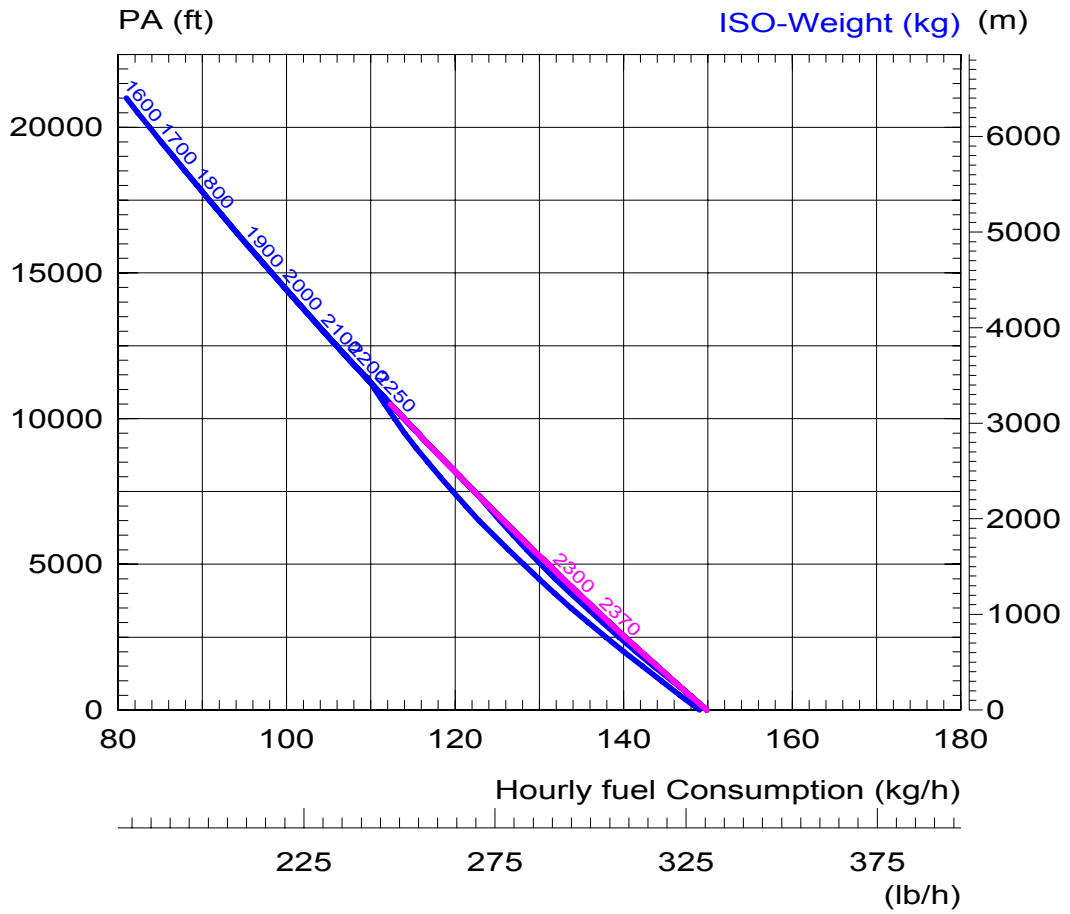


Note : Typical consumption with clean baseline aircraft and new engine.

HOURLY FUEL CONSUMPTION

at recommended cruise speed

ISA + 35 °C



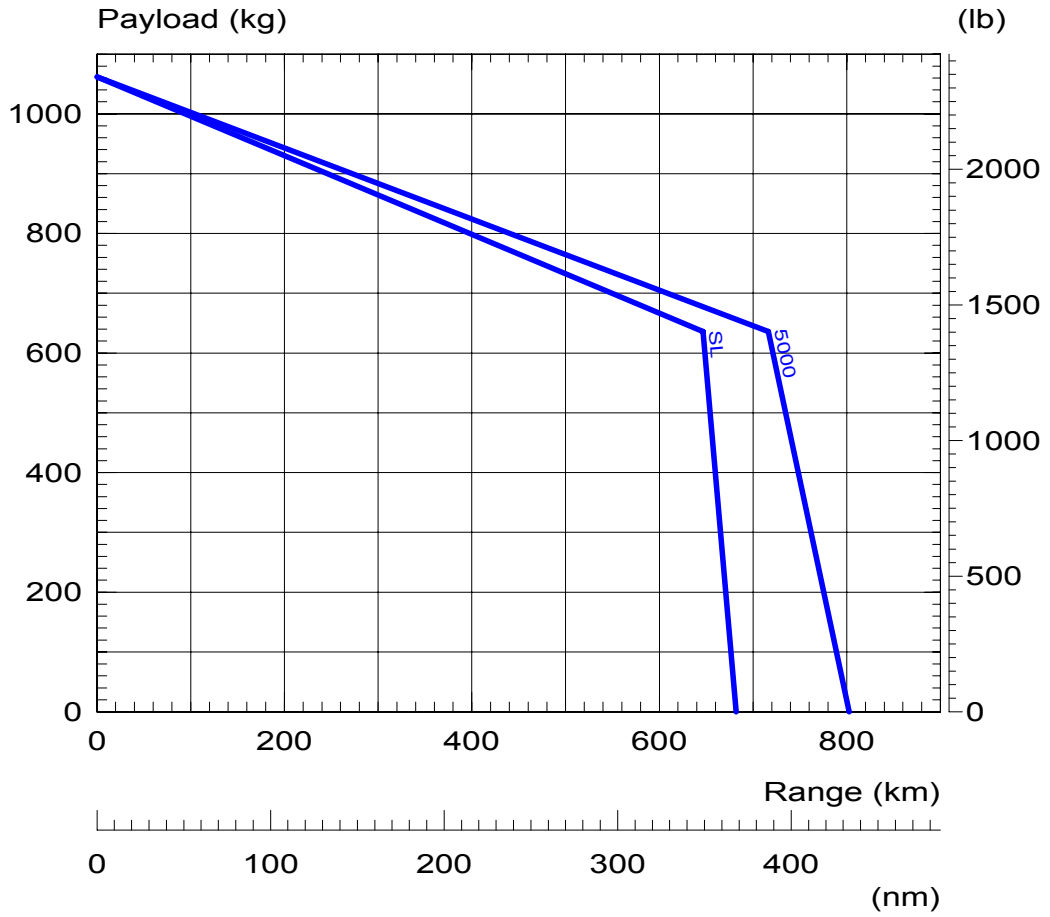
Note : Typical consumption with clean baseline aircraft and new engine.

PAYLOAD / RANGE

ISA

Recommended cruise speed

Empty weight equipped a/c + 1 pilot: 1,312 kg - 2,892 lb *1*



Note: Typical mission without reserve, with clean aircraft equipped with the optional Low landing gear (see page 38) and new engine.

1 *Aircraft equipped and approved for VFR day and night operations (avionics included in empty weight).*

7- Customer Service Overview

Assets

Proven reliability and availability based on experience

EUROCOPTER's helicopter production programs have developed a strong reputation world-wide for being fully committed to providing customers with operational, capable aircraft that achieve high availability combined with cost-effective support systems. To achieve this record of performance, *EUROCOPTER* has stressed the importance of working together with its customers to ensure constant feedback on their demonstrated in-service Reliability, Availability and Maintainability/Testability (RAM) data. The main objective is to reach the most optimized operational cost ensuring the highest flight safety.

EUROCOPTER has built and delivered *ECUREUIL* variants for nearly thirty years. The population of the *ECUREUIL* family is close to 3,300 helicopters in service world-wide. The total flight hours accumulated at this date are about 17,000,000 hours. The "lead the fleet" aircraft has accumulated 27,000 flight hours.

Inspection Program

The Maintenance Program specifies the intervals between maintenance operations that are recommended by *EUROCOPTER*, irrespective of whether they are mandatory or not.

The program can:
– either be used as is,
– or be adapted by each operator to suit his own specific organization, provided he complies with the maximum intervals.

The following table provides an overview of all inspections. Scheduled inspections with shorter time intervals have to be added to those with longer time intervals.

Scheduled Airframe Inspection	**Estimated Man Hour**
Daily checks :	Pilot's task
100 flight hrs periodicity tasks	2,48 MMH
500 flight hrs or 24 months periodicity tasks	87 MMH
Airframe Major Inspection	**Estimated Man Hour**
12 years periodicity tasks	200 MMH

Scheduled Engine Inspection ARRIEL 2	**Estimated Man Hour**
30 flight hrs periodicity tasks	0,0348 MMH per FH
300 flight hrs periodicity tasks	
600 flight hrs periodicity tasks	

MMH: Mean Man Hour
FH: Flight Hour

Note : All the "hands-on" aircraft values mentioned here above are given on the basis of a 20 000 flight hours life cycle. They refer only to the scheduled inspections for the standard helicopter without optional equipment in accordance with the Maintenance Program (PRE).

The announced Man Hours are without incoming flight, work preparation, reworking, servicing, Service Bulletin implementation and unscheduled maintenance.

Main components
Time Between Overhaul (TBO) / Service Life Limit (SLL) 1

Main Components	TBO (h) as per PRE rev R05	TBO (h) Target Value *	SLL (h) as per PRE rev R05
MAIN ROTOR BLADE			20000
SLEEVE			4400
MAIN ROTOR SHAFT UNIT			90000 cycles
STARFLEX HUB			2200
SPHERICAL THRUST BEARING			6400
MAIN GEARBOX BEVEL REDUCTION GEAR	2500	3000	
MAIN GEARBOX EPICYCLIC REDUCTION GEAR	2500	3000	
TAIL GEARBOX	2700 2 - 3	3000	
BLADE, TAIL ROTOR			4000
TAIL ROTOR TUBE ASSY			9000
SERVO CONTROL, MAIN ROTOR	3000		
SERVOCONTROL, TAIL ROTOR	3000		

"*": Target value within the Maturity Plan under progress.

Engine	TBO (h)	TBO (h) Target Value	SLL (h)
ARRIEL 2	3500		

Time Between Overhauls (TBO):
The component in question must be removed at each interval that corresponds to the value indicated, in order to undergo the operations in a specialized workshop that will enable it to be put back into service for the next interval. A TBO is granted with a 10 % operational margin, limited at +300 hours. Some subcomponents may have a Service Life limit, rated above the TBO limit.

Service Life Limited (SLL):
The service life limit is an airworthiness limit. The component in question must be removed from service when it reaches the limit indicated.

1 *Main component values are given for information purposes only. The reference document is the aircraft Maintenance Program Manual.*
2 *This TBO is granted with a +50 hours operational margin.*
3 *The TBO is reduced to 2400 hrs if the option "Kit to increase Internal Gross Weight to 2,370 kg" is fitted.*

EUROCOPTER Maintenance Support Programs

EUROCOPTER offers its clients a comprehensive array of repair and overhaul services to ensure availability and costs control. This array of services ranges from basic OEM repair and overhaul services up to comprehensive Parts By the Hour (PBH) maintenance programs.

- The different services are each tailored for one different user profiles and demands, such as customers:
- with a high number of flight hours,
- with a low number of flight hours,
- looking for immediate component availability,
- that wish budget control,
- …

To respond to the different customers' demands *EUROCOPTER* offers the following flexible and modular services:

- Classical Support
- Standard exchange
- Repair with guaranteed Turn Around Times (TAT)
- Guaranteed Direct Maintenance Costs (DMC)
- Unscheduled Maintenance Insurance Plan
- Parts by the Hour service.

Classical Support

The classical support consists of a comprehensive Initial Provisioning package to sustain aircraft operation. This package includes Spare Parts, Tools, Test Equipment, etc...

The required level of operational availability determines the quantity and therefore the investment required. With this support package the Customer bears the responsibility to monitor their repair; manage obsolescence and to procure the right mix and quantity of components and spare parts.

Standard Exchange

The Standard Exchange consists in replacing a defective part with a serviceable and interchangeable part within 48 hours subject to availability. This service is available for equipment, blades and dynamic components.

Repair with Guaranteed TAT

EUROCOPTER offers for some components a repair with commitment on guaranteed TAT. When this lead time is exceeded for the repair, *EUROCOPTER* provides the customer with a standard part exchange delivery at the same price as agreed for the repair.

Guaranteed DMC

The Guaranteed DMC services offers guaranteed repair and overhaul TATs as well as guaranteed prices. This addition to the classical repair and overhaul enables the customer to best size its inventory. Price for this service is calculated per flight hour, thus enabling the customer to spread and predict both his scheduled as unscheduled maintenance expenses. The guaranteed DMC service is available for dynamic components, blades and basic equipment.

Unscheduled Maintenance Insurance Plan (UMIP)

With the UMIP, *EUROCOPTER* gives the customer the option to secure unscheduled maintenance costs while remaining responsible for the scheduled events (overhaul, life limited part replacement). Price for this service is calculated per flight hour.

The UMIP service includes component unscheduled repairs and guaranteed parts replacement within 24H through Standard Exchange based on a dedicated inventory. This service is available for dynamic components, blades and basic equipment

Parts By the Hour (PBH)

The Parts by the Hour (PBH) service is a comprehensive program that offers and balances at the same time guaranteed maintenance costs, reduced inventory and minimized helicopter downtime. This service is intended for Customers looking for total cost control and high level of aircraft readiness. Price for this service is calculated per flight hour.

The PBH service includes component unscheduled repairs component overhauls as well as Life Limited part replacement. Parts replacement is guaranteed within 24H through Standard Exchange based on a dedicated inventory. This service is available for dynamic components, blades and basic equipment.

Engine Maintenance program

Always looking to maximize your efficiency and reduce your costs, Turbomeca, the engine manufacturer has developed an improved service offering.

Turbomeca range of services covers:

- Classical Repair and Overhaul
- Standard Exchange
- AOG services
- Support By the Hour (SBH) services

Within the Support By the Hour® coverage Turbomeca developed specific maintenance packages, as summarized hereafter.

Standard Coverage : “Classic” SBH®

The “classic” Support by the Hour (SBH®) is a global support service offered to operators to enable them to maintain the best availability of their engines fleet through a contract arrangement paid by running hours.
The Support by the Hour (SBH®) is operated mainly through Standard Exchange supported by Turbomeca dedicated Corporate Pool.

Customized Coverage: SBH® “ Mission”

The new service, Support By the Hour® Mission, offers a modular series of comprehensive service and engine management packages whereby Turbomeca undertakes to guarantee its operator's engine availability and care.

From basic engine support requirement to fully comprehensive range of additional services, three different types of packages are offered to operators : Pro, Prime and Privilege.

Turbomeca Internet Web Site - TOOLS

Turbomeca Operator On-Line Support (TOOLS site) is entirely dedicated to helping customers. With 24/7 availability, operators can access important information when they want to from where they want to, winning precious time and staying head. TOOLS at www.turbomeca-support.com.

Training

With more than 50 years of experience, the *EUROCOPTER* training centers provide the most comprehensive, coherent and highest standard helicopter training in the world for pilots and technicians, whether civilian or military.

Qualification training, allowing operators to comply with regulatory requirements, and services training, more mission oriented and tailored to the customers' operational needs, are addressed.

All training courses are established according to the relevant civil aviation authorities' requirements. The centers are approved by the relevant airworthiness authorities (EASA, FAA, DGAC, LBA, CAA…). We are certified ISO 9001: V2000 and regularly audited by independent organisms such as Véritas, AFAQ…

EUROCOPTER training centers provide a wide range of courses and services, from basic training up to preparation for the most sophisticated civil and military missions.
As part of the full range of services on offer, *EUROCOPTER* also plays an active role in helicopter pilot development through its Ab Initio programs.

Centers are equipped with multimedia classrooms. This includes computers overhead projectors and state-of-the-art means such as Computer Aided Instruction (CAI), Computer Based Training (CBT). Some centers also have self-learning laboratories.

EUROCOPTER has set up a network of 14 training centers. For detailed information refer to *EUROCOPTER* specific publication.

AS350 B3 - Example of basic training course

COURSE TYPE	COURSE REFERENCE	THEORETICAL INSTRUCTION	FLIGHT INSTRUCTION	
			TR1	TR2
Pilot	Type rating	4 days	5 hours	3 hours
	Instructor pilot conversion *1*	-	5 hours	
	Refresher	1 day	1,5 hours	
COURSE TYPE	**COURSE REFERENCE**	**THEORETICAL INSTRUCTION**		
Mechanics	Type rating (Airframe + Engine)	3 weeks		
	Refresher	1 week		
Blades	Maintenance and repair	Up to 2 weeks		

TR1: For pilot non already qualified on single engine turbine
TR2: For pilot already qualified on single engine turbine.

Note: Length is given as information and depends on pilot or technician qualification or experience. Complementary courses may be required.

1 *Pilot already qualified on* AS350 B3 *(15 hours mini, within last 12 months, not included in type rating).*

Engine Training Courses

Training courses dedicated to Engine Maintenance is also organized by Turbomeca training schools and approved centers the world over

Up-to-date course calendars, on-line tests and e-learning modules are also available on the Turbomeca Operator On-Line Support (TOOLS site)

Technical publications

EUROCOPTER provides all the technical publications necessary for safely operating and maintaining its aircraft cost effectively.

EUROCOPTER technical publications are available on an interactive electronic medium as a standard or in hard copies as an option.

The OPEN DVD-ROM includes the Maintenance Program (PRE), the Maintenance Manual (MET), the Wiring Diagram Manual (MCS), the Description and Operation Manual (MDF), the Fault and Isolation Manual (MFI), the Storage and Preservation Manual (MST), the Repair Manual (MRR), the Standard Practices Manual (MTC) and the Illustrated Parts Catalogue (IPC).

The component maintenance manual (CMM) is available on DVD-ROM or hard copy, depending on the Vendor.

Along with the OPEN DVD-ROM, *EUROCOPTER* provides a hard copy of the Airworthiness Technical Publication (Flight Manual, Pilots Check List, Master Servicing Manual …) as well as the Service Bulletin Catalogue.

The DVD ROM is available in English or French; it includes the latest information and is updated every 6 - 9 months

T.I.P.I. (Technical Information Publication on Internet)

Description

T.I.P.I. website is entirely dedicated to provide a real-time issuing service for the following publications:

- Télex Alert, Télex Information, Service Bulletin, Service Letter, Service Information, Technical Information Letter
- List of Applicable Publications (LOAP)
- List of Master Minimum Equipment List (MMEL)

Main features

- Each time a publication is issued, the customer is automatically informed by an e-mail.
- The download of the publication in pdf format is possible either directly from the e-mail or after logging on the T.I.P.I. website.
- A keywords search tool is provided (aircraft family, type of publication, date of edition...).
  Address: www.eurocopter.com/services/technical publications/T.I.P.I.
  The publications are available in English, French or German depending on the case.
- A small summary, already included in the e-mail, helps the customer to understand quickly the subject.
- Small icons allow the customer to identify immediately the type of information received.

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