

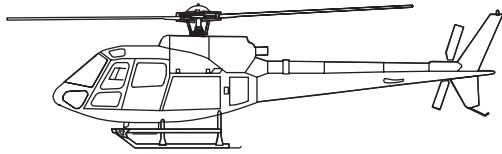


EUROCOPTER
AS355 NP

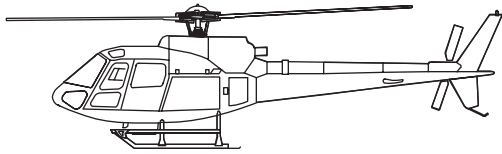
Technical
Data

SINGLE ENGINE

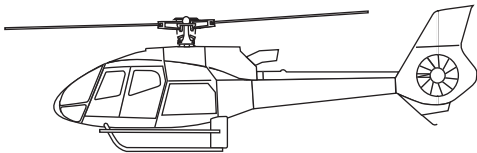
ECUREUIL
(Civil Version)



Ecureuil AS350 B2

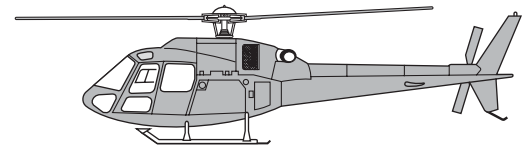


Ecureuil AS350 B3



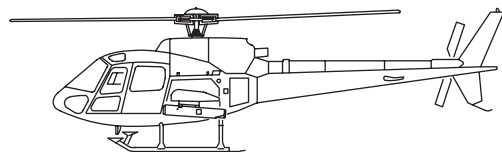
Ecureuil EC130 B4

TWIN ENGINE

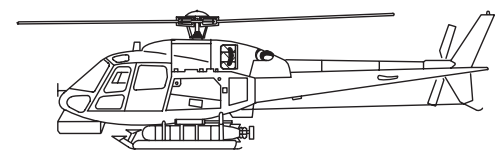


Ecureuil AS355 NP

FENNEC
(Military Version)



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



Armed naval version
torpedo
Fenec AS555 SP

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Manufacturers notice

Attention !

EUROCOPTER, its logo, AS355 N, AS355 NP, ECUREUIL, STARFLEX, STYLENCE, VEMD are trade marks of the Eurocopter group.

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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355 NP 08.101.01 E

2

1- Foreword



The twin engine version AS355 NP is the most affordable light twin helicopter certified full IFR and Cat A-equivalent. As the latest version of the successful ECUREUIL family it is an evolution of the AS355 N, using its proven concept. Whether fitted with the corporate STYLENCE package or whether it is in its normal layout, this twin engine light helicopter is perfectly suited for the following missions:

- *Passenger Transport,*
- *Corporate,*
- *Utility,*
- *Emergency Medical Services (EMS / AMS),*
- *News coverage,*

Powered with 2 TURBOMECA ARRIUS 1A1 engines of 415 kW – 556 shp each, it relies on the FADEC system (Full Authority Digital Engine Control) for the engine control and monitoring. Compared to its predecessor, the ARRIUS 1A1 engines on the AS355 NP offer new OEI (One Engine Inoperative) ratings and targets a higher TBO. An upgraded Main Gear Box allows increasing the Maximum Gross Weight by 200 kg in external load configuration at sea level. A new front dual air intake is the visible external sign of a new electrical engine / MGB cooling system.

The AS355 NP provides exceptional OEI performance, since it is capable to take off at MGW in Cat A from an helipad with a temperature up to 25° C at Sea Level. To optimise the Man-Machine interface the AS355 NP is now characterised by the integration of the well-known VEMD (Vehicle and Engine Multifunction Display), which makes piloting easier and safer. It shares with the ECUREUIL family a standard avionics suite, designed for day and night VFR operations, including mainly GPS colour map display and redundant COM/NAV. Its wide instrument panel is compliant for IFR operations (single pilot or dual pilot) or with specific equipment such as weather radar, video display. The ECUREUIL AS355 NP takes advantage of the experience logged on the ECUREUIL family (1.1 million of flight hours per year) and shares with other ECUREUIL reduced operation and maintenance costs. When operated within a mixed fleet, maintenance costs may be optimized thanks to the high level of component communality with the single engine versions.

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2- General Characteristics

Layout

- **Passenger-transport**
 - 1 pilot + 5 passengers in standard version
 - 1 pilot + 4 passengers in *STYLENCE* version
 - 1 pilot + 6 passengers in "high density" version
- **Casualty-evacuation**
 - 1 pilot + 1 or 2 stretcher patients + 2 doctors
- **Cargo carrying**
 - 1 pilot + 3 m³ (105.9 ft³) load in cabin

Weights

Note : Empty weight accuracy : within $\pm 2\%$

	kg	lb
■ Empty weight, baseline aircraft (including engine oil and unusable fuel)	1,493 ¹	3,292
■ Useful load	1,107	2,440
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ Maximum all-up weight in external load configuration	2,800	6,172

Power plant

2 TURBOMECA ARRIUS 1A1 turbine engines

Engine ratings

Thermodynamic Power, in standard atmosphere, at sea level :

	kW	ch	shp
■ Maximum emergency power (OEI 2½min.)	415	564	556
■ OEI continuous power	386	525	518
■ Take-off power	343	466	460
■ Maximum continuous power	305	415	409

Usable Fuel capacities

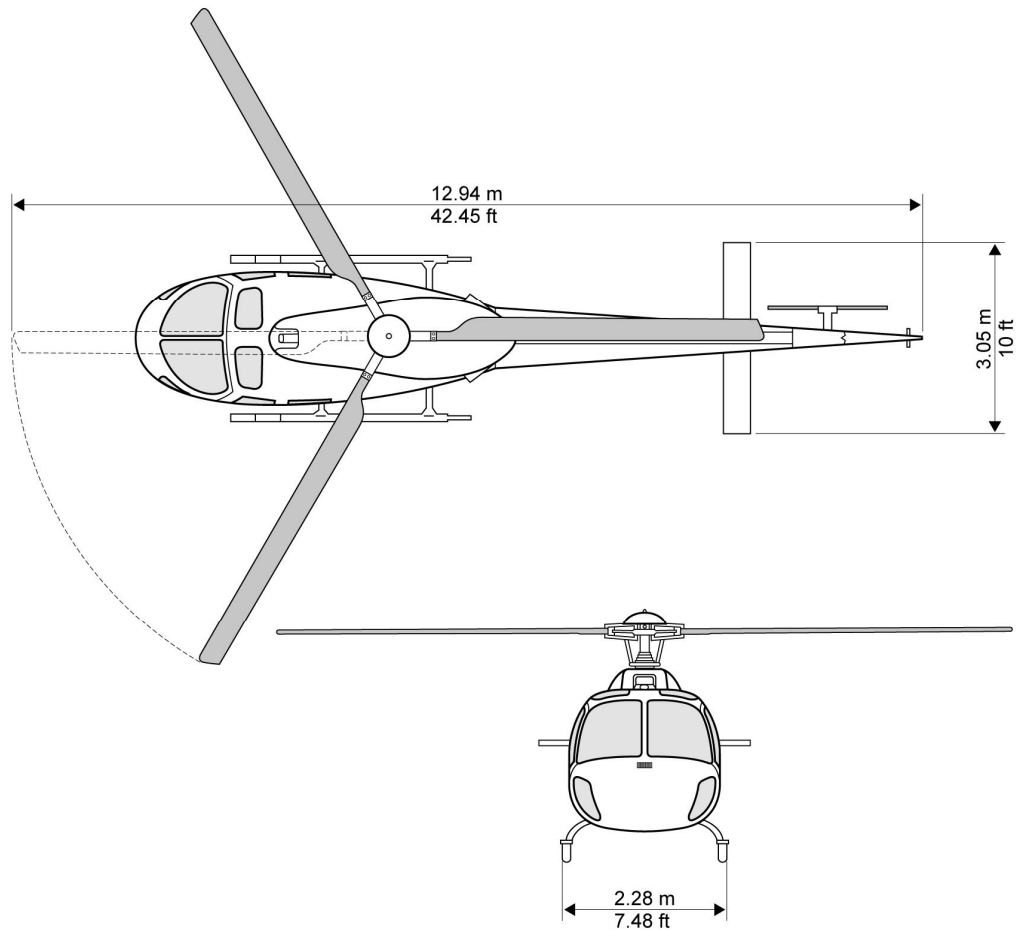
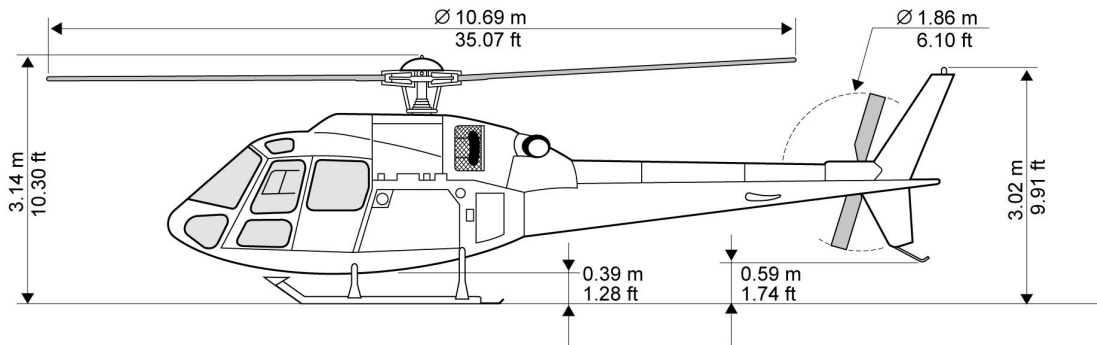
	litres	US gal.	kg	lb
■ Standard fuel tanks	730	193	577	1,272

¹ Empty weight according to Baseline Aircraft Definition, as defined in pages 12 and 13, including in particular, the Avionics suite described in page 9.

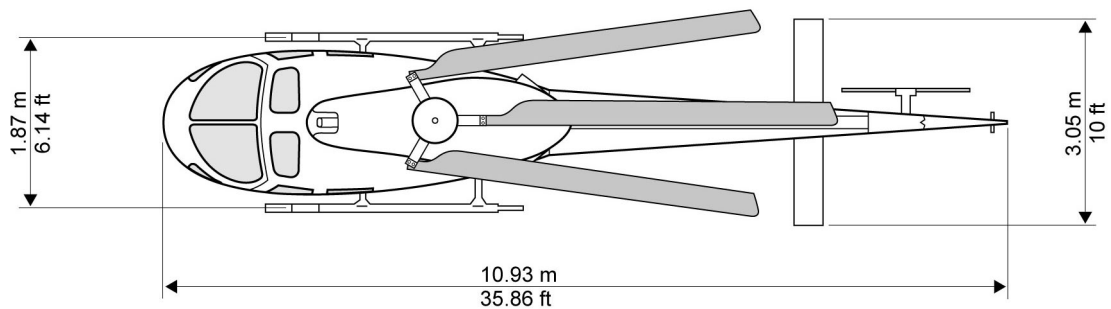
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Main dimensions



Dimensions with blades folded

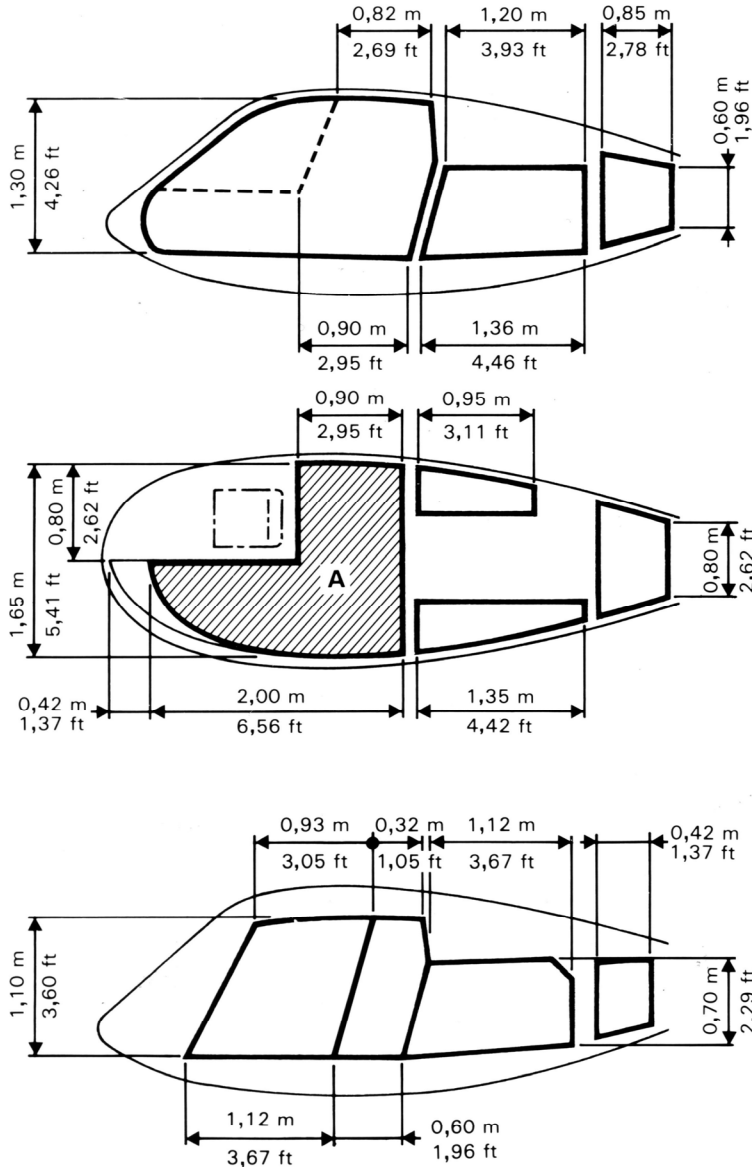


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Dimensions of compartments and accesses

Cabin main dimensions



CABIN	
Surface	2.60 m ² 27.98 ft ²
Volume	3.000 m ³ 105.94 ft ³

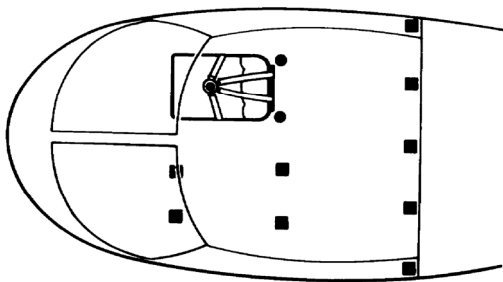
LH HOLD	
Surface	0.43 m ² 4.62 ft ²
Volume	0.235 m ³ 8.29 ft ³

RH HOLD	
Surface	0.35 m ² 3.76 ft ²
Volume	0.200 m ³ 7.06 ft ³

REAR HOLD	
Surface	0.55 m ² 5.92 ft ²
Volume	0.496 m ³ 17.50 ft ³

TOTAL HOLDS	
Surface	1.33 m ² 14.3 ft ²
Volume	0.931 m ³ 32.85 ft ³

Cabin floor

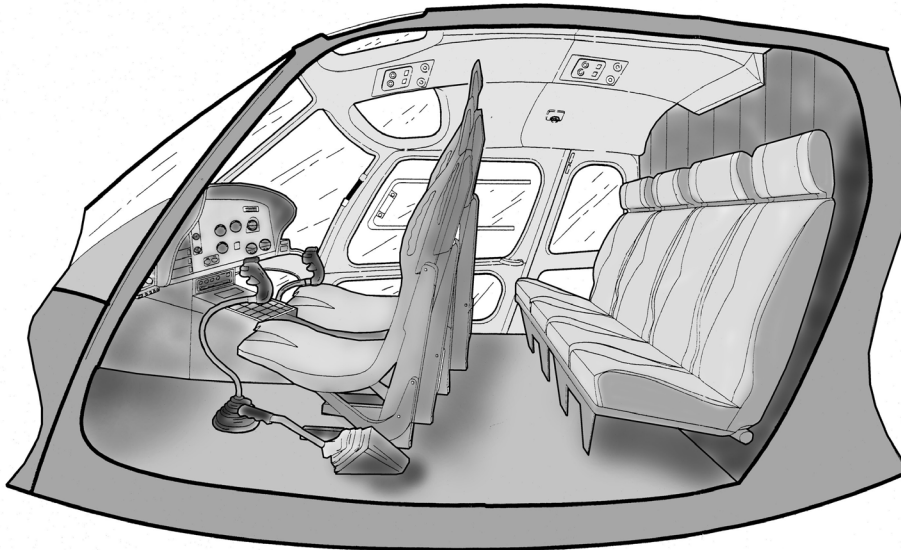


- Pilot's safety belt attachment and freight-tie-down rings
- Passenger safety belt or freight tie-down rings

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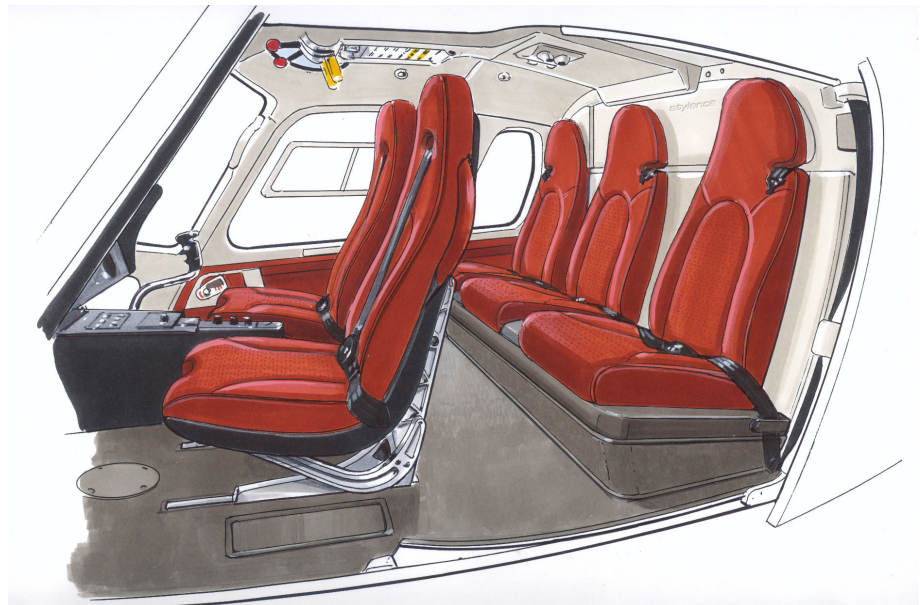
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Configurations



Standard layout

**STYLENCE
layout**

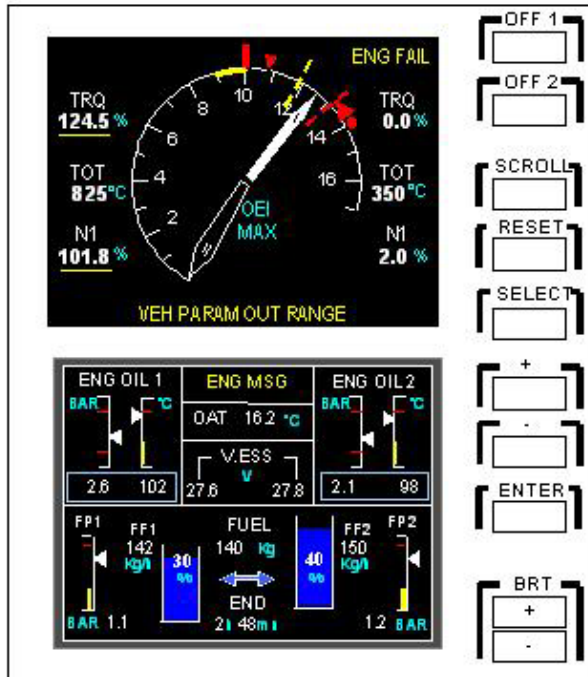


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Other characteristics

VEMD (Vehicle and Engine Multifunction Display)



- Full colour, dual screens LCD display
- Duplex equipment
- Self monitoring at one glance
- First Limitation Indication (FLI) for both engines, with aural warning
- Engines fuel flows and estimated remaining time (optional)
- Engines cycles and OEI duration counting
- Limits overriding monitoring
- Maintenance functions, including capability of data downloading (softwares and connection wire available as option).

TURBOMECA ARRIUS 1A1 turbine engines

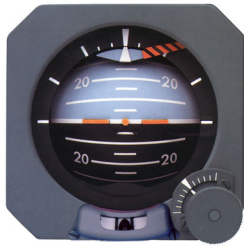


- 556 shp (415 kW) maximum contingency power
- Enhanced OEI ratings
- Electronic governing system (FADEC) with new software for optimized engine ratings, including engine cycle counting (displayed on VEMD)
- TBO target for mature engine at 3000 H
- Modular design
- Design relying on fully proven ARRIUS 1A engine

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Standard day and night VFR avionics suite



- Thales H321EHM - Gyro-horizon



- Honeywell KCS55A - Gyro Compass with Honeywell KI525A - Horizontal Situation Indicator



- UI 9560 - Turn and Bank indicator



- Honeywell KX165A - VHF/VOR/LOC/GS



- Garmin GNS430 - VHF/VOR/LOC/GS/GPS



- Garmin GTX330 - Transponder (mode S)

(Blind encoder, not represented)

- Shadin 8800 T - Altitude Encoder



- Kannad 121AF-H - Emergency Locator Transmitter



- Garmin GMA340H - ICS

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Mission ability and operational regulations

The *ECUREUIL AS355 NP* is :

- certified according to FAR Part 27
- compliant with the FAR Part 29 requirements for CAT.A engine insulation
- compliant with the JAR Part 29 requirements, as clarified in IEM-OPS 3480
- equipped with the "Engines fire-extinguishing system" in its standard definition

and thus has the Category A equivalence as per JAR-OPS 3.480, which is mandatory for operations in Performance class 1 and 2.

All the conditions relating to the helicopter that are required for the JAR-OPS 3 Performance Class 1 operations are met by the *ECUREUIL AS355 NP* as soon as :

1. The weight conditions and procedures are respected as per Flight Manual Supplement "Equivalent Category A operations".
2. All other equipment items, required by the local flight regulations of the country concerned, are installed and serviceable.

Passenger transport mission

When playing in the passenger transports register, the *STYLENCE* package will meet expectations in terms of comfort (cabin heating and air conditioning), cabin layout (*STYLENCE* leather interior) and high level of finishing without penalizing its mission ability. Its high level of performance makes the *ECUREUIL AS355 NP* particularly suited for corporate transport, able to operate in Category A at Maximum Gross Weight from helipads in various climatic conditions, that represents transporting 4 passengers on a typical distance of 450 km with 30 minutes of fuel reserve in ISA, sea level conditions, thus one passenger more than the *ECUREUIL AS355 N*.

Utility mission

Thanks to improved OEI (One Engine Inoperative) ratings, the *ECUREUIL AS355 NP* is also the perfect tool for utility applications.

It can perform aerial work missions in urban or hostile areas, with external load on the hook. The *ECUREUIL AS355 NP* can transport an additional external load of 200 kg compared to the *AS355 N* in ISA, sea level conditions.

It can ensure safe harbour pilot transportation with hoist and floats, and permits to transport one more harbour pilot or additional 30 minutes of fuel compared to the 2+1 people on board and 1 hour of fuel loaded in the *AS355 N* version.

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3- AS355 NP ECUREUIL - Baseline Aircraft Definition

The helicopter in the definition, presented hereafter, meet the certification standards for day and night VFR, Category A equivalent operations, set by the following airworthiness authorities : EASA. 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). According to the type of operations considered (single or two-pilot IFR), this definition must be supplemented in agreement with the regulation in force.

GENERAL

- The AS355 NP[®] 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
- Low skid landing gear with single footstep (on right and on left side), capable of taking handling wheels
- Lifting points
- Mooring fixtures
- 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
- 2 rear door-extensions for passengers and cargo
- 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
- 1 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 triple tachometer (N rotor - free turbines 1 & 2)
- 1 clock
- 1 warning panel
- 1 magnetic compass
- 1 heated pitot head
- 1 external side slip indicator
- 1 ICS 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 (Engines 1 & 2 output torque)
 - ◆ exhaust gas temperature (Engines 1 & 2 TOT)
 - ◆ gas generator tachometer (Engines 1 & 2 N1, delta N1)
 - Engines 1 & 2 oil temperatures and pressures
 - Fuel pressures and quantities
 - Fuel flow and estimated remaining time to fly (option fuel flow meter needed)
 - Ammeter and voltmeter
 - Outside Air Temperature (OAT)
 - Enhanced usage monitoring functions
 - ◆ engines cycles counting
 - ◆ OEI duration
 - ◆ limits overriding display and storage
 - VEMD[®] and peripheral maintenance information
 - Data downloading capability (software and connection wire as option)

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AVIONICS

- 1 gyro-horizon
- 1 gyro-compass with
- 1 horizontal Situation Indicator
- 1 turn and bank indicator
- 1 VHF/VOR/LOC/GS
- 1 VHF/VOR/LOC/GS/GPS
- 1 transponder (mode S)
- 1 altitude encoder
- 1 Emergency Locator Transmitter (2 frequencies)
- 1 ICS + passenger interphone

POWER PLANT

- 2 Turboméca ARRIUS 1A1 turbine engines, developing 415 kW (564 ch – 556 shp) max. emergency power (one engine inoperative), complete with starting, fuel supply, fuel reheating, digital engine control (DEC) with manual back-up governing, overspeed protection, in-flight restart systems and fitted with 2 chip detectors
- 2 fuel systems including 2 independent tanks of 730 litres (193 US gal.) total capacity
- 2 engine lubrication and oil cooling systems
- 1 fire detection system per engine
- 2 air-intake protective grids
- 2 torque-measurement pick-ups.
- Engines fire-extinguishing system

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 combination box
- 1 main gearbox oil cooling system
- 2 engine to main gearbox coupling shafts
- 1 rotor brake
- 1 main rotor high and low r.p.m. warning device
- 1 tail drive carried by six 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
- 2 independent hydraulic generation systems
- 3 dual-body main rotor hydraulic servo units
- 1 tail rotor hydraulic servo-unit and a load compensator

ELECTRICAL INSTALLATION

- Two 150 A, 28 V DC starter-generators, supplying two independent bus bars
- One 15 A.h cadmium-nickel battery
- 1 ground power receptacle
- 3 position lights (LED)
- 1 flashing anti-collision light (LED)
- 1 LH landing light (swivelling in elevation and azimuth)
- 1 RH fixed landing light
- 2 cabin dome lights
- 1 instrument-panel lighting system
- Integrated lighting in central console
- One 28 V DC cabin power outlet.

AIRBORNE KIT (*)

- 2 pitot head covers
- 2 static vent blanks
- 1 radiator air-intake cover
- 2 engine air-intake covers
- 2 tail-pipe covers
- 2 twin-wheel units c/w hydraulic jacking system
- 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 *AS355 NP* around the world. For the *AS355 NP* the recommended mission configurations are:

- Passenger transport mission
- Emergency Medical Service (EMS) mission
- Police mission
- Corporate transport mission (*STYLENCE*)
- Offshore mission.

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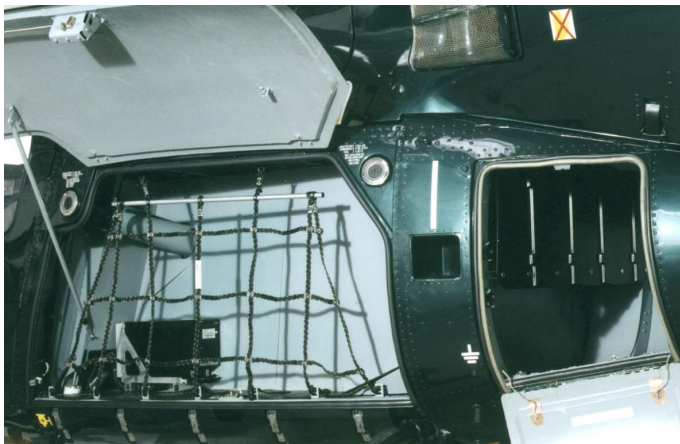
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4-1 Passenger transport configuration

With its wide, unobstructed 5+1 cabin (6 + 1 in high density) and its high cruising speed, range and payload, the AS355 NP is the ideal helicopter for passenger transport when twin engine operations are needed. It can operate from helipads in urban areas, especially in JAR OPS countries.



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 $\pm 2\%$

	kg	lb
■ Empty weight, Passenger transport configuration (including engine oil and unusable fuel)	1,600	3,528
■ Useful load	1,000	2,204
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ 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
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

General Equipment

05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-23002-A	05-23002-00-CI	Engines flushing device without removal of cowlings	0.7	1.5
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4

Specific Mission Equipment

06-12015-A	06-12015-01-CI	High skid landing gear with 2 long footsteps 3	16.9	37.3
06-61004-A	06-61004-00-FP	Emergency floatation gear - Fixed Parts 4	10.0	22.0

Interior Cabin Layout

07-00011-A	07-00011-00-CI	Comfort layout with sound proofing	53.0	116.8
07-50003-A	07-50003-00-CI	Left rear sliding door 5	6.6	14.6

Avionics

Standard VFR day and night package (included in Baseline Aircraft)

Thales H321EHM - Gyro-horizon **6**
 Honeywell KCS55A – Gyro Compass
 with Honeywell KI525A – Horizontal Situation Indicator **7**
 UI 9560 – Turn and Bank indicator
 Honeywell KX165A – VHF/VOR/LOC/GS
 Garmin GNS430 – VHF/VOR/LOC/GS/GPS **8**
 Garmin GTX330 – Transponder (mode S) **9**
 Shadin 8800T – Altitude Encoder
 Kannad 121AF-H – Emergency Locator Transmitter **10**
 Garmin GMA340H – ICS **11 - 12**

Configuration continued on next page...

- 1** The 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** Replaces the standard type of landing gear.
- 4** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 5** Improved side-visibility in the corresponding front door included in the optional equipment.
- 6** With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.
- 7** With a selector switch for NAV1/NAV2 selection.
- 8** Delivered with EUROPE map. Subscription to be made by the customer.
- 9** The mode S identification must be communicated by the customer two months at the latest before the delivery.
- 10** 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.
- 11** I.C.S. compatible only with High level / High impedance headsets.
- 12** Includes the passenger interphone function.

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<i>Document reference</i>	Commercial reference	Name	kg	lb
Avionics				
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 1 - 2 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-51019-A	08-51019-02-CI	Thales H321EHM - Stand-by gyro-horizon instead of UI 9560 - Turn and Bank indicator	3.0	6.6
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 6) 3	3.0	6.6
08-21008-A	08-21008-02-CI	Thales AHV16 - Radio altimeter 4	5.0	11.0
08-83024-A	08-83024-00-CI	VEMD data download kit 5 - 6	—	—
08-91005-A	08-91005-00-CI	Hourmeter	0.2	0.4

- 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** High level / High impedance headset.
- 4** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 5** Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.
- 6** 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 11 and 12.

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4-2 Emergency Medical Services (EMS) configuration

In EMS role, the AS355 NP can carry one patient and two medical attendants plus pilot and a considerable load on the most demanding high and hot missions at a cruising speed of 222 km/hr (120 kts). Its rotor make it easy to manoeuvre in tight spaces. It is a perfect ship for service that requires a high level of safety above urban environments.



Like the rest of the *ECUREUIL* family, it can be equipped with a large choice of medical kits. The AS355 NP is able to operate from hospital helipads in congested areas. The side and rear baggage compartment give additional storage space for medical equipment.



Weights

Note : Empty weight accuracy : within $\pm 2\%$

	kg	lb
■ Empty weight, EMS configuration (including engine oil and unusable fuel)	1,538	3,391
■ Useful load	1,062	2,341
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ 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
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

General Equipment

05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-32001-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
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4

Specific Mission Equipment

06-12014-A	06-12014-02-CI	High skid landing gear with 2 short footsteps 3	16.0	35.3
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3

Interior Cabin Layout

07-50003-A	07-50003-00-CI	Left rear sliding door 4	6.6	14.6
07-50005-A	07-50005-00-CI	Right rear sliding door 4	6.6	14.6
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 5	-4.5	-9.9

Configuration continued on next page...

- 1** The 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** Replaces the standard type of landing gear.
- 4** Improved side-visibility in the corresponding front door included in the optional equipment.
- 5** Each weight figure includes the complete removal of one two-place rear bench seat and copilot seat. When the removable parts of lower and upper casualty carrying installations are installed simultaneously, the total weight supplement for both removable parts is 12.8 kg – 28.2 lb.

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.

Document reference	Commercial reference	Name	kg	lb
Avionics				
Standard VFR day and night package (included in Baseline Aircraft)				
		Thales H321EHM - Gyro-horizon 1		
		Honeywell KCS55A – Gyro Compass with Honeywell KI525A – Horizontal Situation Indicator 2		
		UI 9560 – Turn and Bank indicator		
		Honeywell KX165A – VHF/VOR/LOC/GS		
		Garmin GNS430 – VHF/VOR/LOC/GS/GPS 3		
		Garmin GTX330 – Transponder (mode S) 4		
		Shadin 8800T – Altitude Encoder		
		Kannad 121AF-H – Emergency Locator Transmitter 5		
		Garmin GMA340H – ICS 6 - 7		
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 8 - 9 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-51019-A	08-51019-02-CI	Thales H321EHM - Stand-by gyro-horizon instead of UI 9560 - Turn and Bank indicator	3.0	6.6
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 3) 10	1.5	3.3

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

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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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.

4-3 Police configuration

The reliable twin AS355 NP can perform a wide variety of Law Enforcement and other public-service operations by day and night over cities, especially within JAR-OPS countries. It offers in addition excellent visibility, a pilot- and passenger-friendly ergonomic cabin and very good endurance.

The open cockpit concept and the low vibration level of this helicopter enable the installation of specific helicopter equipment and all the avionics necessary to create fully integrated law enforcement instrument panels and tactical consoles.



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 $\pm 2\%$

	kg	lb
■ Empty weight, Police configuration (including engine oil and unusable fuel)	1,603	3,535
■ Useful load	997	2,197
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ 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
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

General Equipment

05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-21004-A	05-21004-00-CI	Wire strike protection system 3	8.7	19.2
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
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4

Specific Mission Equipment

06-12014-A	06-12014-02-CI	High skid landing gear with 2 short footsteps 4	16.0	35.3
06-21002-A	06-21002-00-FP	Air Equipement electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable) - Fixed Parts	4.0	8.8
06-24001-A	06-24001-00-CI	Rappelling installation (without rope)	3.2	7.1
06-31006-A	06-31006-00-CI	Integrated hailers	7.4	16.3
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3
06-47002-A	06-47002-00-FP	Spectrolab SX16 search-light - Fixed Parts	5.1	11.2
	06-47002-00-RP	Spectrolab SX16 search-light - Removable Parts	29.0	64.0

Interior Cabin Layout

07-50003-A	07-50003-00-CI	Left rear sliding door 5	6.6	14.6
07-50005-A	07-50005-00-CI	Right rear sliding door 5	6.6	14.6
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

Configuration continued on next page...

- 1** The 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** This optional item has to be fitted in production line.
- 4** Replaces the standard type of landing gear.
- 5** Improved side-visibility in the corresponding front door included in the optional equipment.

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.

Document reference	Commercial reference	Name	kg	lb
Avionics				
Standard VFR day and night package (included in Baseline Aircraft)				
		Thales H321EHM - Gyro-horizon 1		
		Honeywell KCS55A – Gyro Compass with Honeywell KI525A – Horizontal Situation Indicator 2		
		UI 9560 – Turn and Bank indicator		
		Honeywell KX165A – VHF/VOR/LOC/GS		
		Garmin GNS430 – VHF/VOR/LOC/GS/GPS 3		
		Garmin GTX330 – Transponder (mode S) 4		
		Shadin 8800T – Altitude Encoder		
		Kannad 121AF-H – Emergency Locator Transmitter 5		
		Garmin GMA340H – ICS 6 - 7		
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 8 - 9 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 2) 10	1.0	2.2
08-21008-A	08-21008-02-CI	Thales AHV16 - Radio altimeter 9	5.0	11.0

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

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.

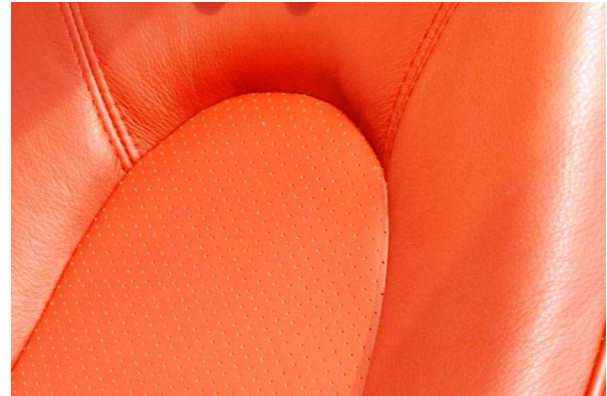
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The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

4-4 Corporate transport configuration (STYLENCE)

In the corporate configuration, the AS355 NP can transport up to four passengers in roominess and comfort that is usually not found in a light twin engine 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 $\pm 2\%$

	kg	lb
■ Empty weight, Corporate transport configuration (including engine oil and unusable fuel)	1,647	3,631
■ Useful load	953	2,101
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ 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
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

Mission Package

00-50023-A	00-50023-02-CI	STYLENCE package 1	121.7	268.3
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General Equipment

05-23002-A	05-23002-00-CI	Engines flushing device without removal of cowlings	0.7	1.5
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4

Specific Mission Equipment

06-61004-B	06-61004-01-FP	Emergency floatation gear compatible with STYLENCE Package - Fixed Parts 2	19.0	41.9
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Avionics

Standard VFR day and night package (included in Baseline Aircraft)

		Thales H321EHM - Gyro-horizon 3		
		Honeywell KCS55A – Gyro Compass with Honeywell KI525A – Horizontal Situation Indicator 4		
		UI 9560 – Turn and Bank indicator		
		Honeywell KX165A – VHF/VOR/LOC/GS		
		Garmin GNS430 – VHF/VOR/LOC/GS/GPS 5		
		Garmin GTX330 – Transponder (mode S) 6		
		Shadin 8800T – Altitude Encoder		
		Kannad 121AF-H – Emergency Locator Transmitter 7		
		Garmin GMA340H – ICS 8 - 9		
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 10 - 11 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 2) 12	1.0	2.2
08-18043-A	08-18043-00-CI	Bose Aviation X headset (Qty 3)	1.5	3.3
08-21008-A	08-21008-02-CI	Thales AHV16 - Radio altimeter 11	5.0	11.0
08-91005-A	08-91005-00-CI	Hourmeter	0.2	0.4

- 1 For the content of the STYLENCE package, please refer to page 33 of this Technical Data.
- 2 This option includes the option "High skid landing gear with 2 long footsteps" instead of the STYLENCE "Low skid landing gear with 2 short footsteps".
- 3 With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.
- 4 With a selector switch for NAV1/NAV2 selection.
- 5 Delivered with EUROPE map. Subscription to be made by the customer.
- 6 The mode S identification must be communicated by the customer two months at the latest before the delivery.
- 7 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.
- 8 I.C.S. compatible only with High level / High impedance headsets.
- 9 Includes the passenger interphone function.
- 10 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.
- 11 May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 12 High level / High impedance headset.

The data set forth in this document are general in nature and for information purposes only.

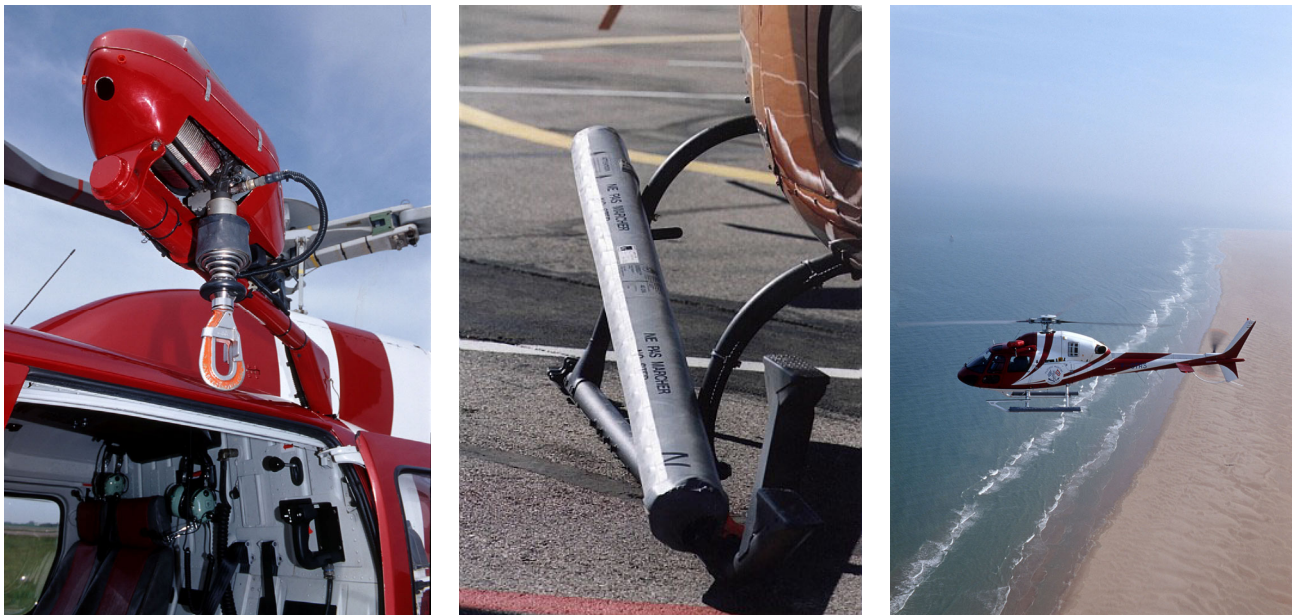
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

4-4 Offshore transport configuration

In the corporate configuration, the AS355 NP can transport up to four passengers in roominess and comfort that is usually not found in a light twin engine 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 $\pm 2\%$

	kg	lb
■ Empty weight, Offshore transport single pilot IFR configuration (including engine oil and unusable fuel)	1,686	3,717
■ Useful load	1,014	2,028
■ Empty weight, Offshore transport dual pilot IFR configuration (including engine oil and unusable fuel)	1,707	3,763
■ Useful load	893	1,969
■ Maximum all-up weight	2,600	5,732
■ Maximum cargo-swing load	1,134	2,500
■ 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 – Single Pilot IFR

Document reference	Commercial reference	Name	kg	lb
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

General Equipment

05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-23002-A	05-23002-00-CI	Engines flushing device without removal of cowlings	0.7	1.5

Specific Mission Equipment

06-12015-A	06-12015-01-CI	High skid landing gear with 2 long footsteps 3	16.9	37.3
06-21002-A	06-21002-00-FP	Air Equipement electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable) - Fixed Parts	4.0	8.8
06-27006-A	06-27006-00-FP	Cargo swing with dynamometer (1,134 kg - 2,500 lb) - Fixed Parts	4.5	9.9
06-61004-A	06-61004-00-FP	Emergency floatation gear - Fixed Parts 4	10.0	22.0
	06-61004-00-RP	Emergency floatation gear - Removable Parts 5	64.1	141.3

Interior Cabin Layout

07-50003-A	07-50003-00-CI	Left rear sliding door 5	6.6	14.6
07-50005-A	07-50005-00-CI	Right rear sliding door 5	6.6	14.6

Avionics

Standard VFR day and night package (included in Baseline Aircraft)

Thales H321EHM – Gyro-horizon **6**
 Honeywell KCS55A – Gyro Compass
 with Honeywell KI525A – Horizontal Situation Indicator **7**
 UI 9560 – Turn and Bank indicator
 Honeywell KX165A – VHF/VOR/LOC/GS
 Garmin GNS430 – VHF/VOR/LOC/GS/GPS **8**
 Garmin GTX330 – Transponder (mode S) **9**
 Shadin 8800T – Altitude Encoder
 Kannad 121AF-H – Emergency Locator Transmitter **10**
 Garmin GMA340H – ICS **11 - 12**

Configuration continued on next page...

- 1** The 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** Replaces the standard type of landing gear.
- 4** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 5** Improved side-visibility in the corresponding front door included in the optional equipment.
- 6** With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.
- 7** With a selector switch for NAV1/NAV2 selection.
- 8** Delivered with EUROPE map. Subscription to be made by the customer.
- 9** The mode S identification must be communicated by the customer two months at the latest before the delivery.
- 10** 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.
- 11** I.C.S. compatible only with High level / High impedance headsets.
- 12** Includes the passenger interphone function.

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.

Document reference	Commercial reference	Name	kg	lb
Avionics				
08-01022-A	08-01022-02-CI	Single Pilot IFR avionics package 1	54.7	120.6
Required complement for single pilot IFR operations				
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
05-62002-A	05-62002-00-CI	250 VA AC 1st generation system	4.7	10.4
05-62003-A	05-62003-00-CI	250 VA AC 2nd generation system	4.2	9.3
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3
Avionics				
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 2 - 3 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-12012-A	08-12012-00-CI	NAT NPX138N - VHF/FM marine	2.5	5.5
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 6) 4	3.0	6.6

- 1** For the content of the Single pilot IFR avionics package, please refer to page 40 of this Technical Data.
- 2** 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.
- 3** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 4** High level / High impedance headset.

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 – Dual Pilot IFR

Document reference	Commercial reference	Name	kg	lb
		AS355 NP Baseline aircraft as per 355 NP 08.100.01 E	1,493.0	3,292.0

General Equipment

05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-23002-A	05-23002-00-CI	Engines flushing device without removal of cowlings	0.7	1.5

Specific Mission Equipment

06-12015-A	06-12015-01-CI	High skid landing gear with 2 long footsteps 3	16.9	37.3
06-21002-A	06-21002-00-FP	Air Equipement electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable) - Fixed Parts	4.0	8.8
06-27006-A	06-27006-00-FP	Cargo swing with dynamometer (1,134 kg - 2,500 lb) - Fixed Parts	4.5	9.9
06-61004-A	06-61004-00-FP	Emergency floatation gear - Fixed Parts 4	10.0	22.0
	06-61004-00-RP	Emergency floatation gear - Removable Parts 5	64.1	141.3

Interior Cabin Layout

07-50003-A	07-50003-00-CI	Left rear sliding door 5	6.6	14.6
07-50005-A	07-50005-00-CI	Right rear sliding door 5	6.6	14.6

Avionics

Standard VFR day and night package (included in Baseline Aircraft)

Thales H321EHM - Gyro-horizon **6**
 Honeywell KCS55A – Gyro Compass
 with Honeywell KI525A – Horizontal Situation Indicator **7**
 UI 9560 – Turn and Bank indicator
 Honeywell KX165A – VHF/VOR/LOC/GS
 Garmin GNS430 – VHF/VOR/LOC/GS/GPS **8**
 Garmin GTX330 – Transponder (mode S) **9**
 Shadin 8800T – Altitude Encoder
 Kannad 121AF-H – Emergency Locator Transmitter **10**
 Garmin GMA340H – ICS **11 - 12**

Configuration continued on next page...

- 1** The 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** Replaces the standard type of landing gear.
- 4** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 5** Improved side-visibility in the corresponding front door included in the optional equipment.
- 6** With slip indicator included when the Turn and Bank indicator is replaced by the stand-by gyro-horizon.
- 7** With a selector switch for NAV1/NAV2 selection.
- 8** Delivered with EUROPE map. Subscription to be made by the customer.
- 9** The mode S identification must be communicated by the customer two months at the latest before the delivery.
- 10** 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.
- 11** I.C.S. compatible only with High level / High impedance headsets.
- 12** Includes the passenger interphone function.

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.

<i>Document reference</i>	Commercial reference	Name	kg	lb
Avionics				
08-01022-A	08-01022-02-CI	Single Pilot IFR avionics package 1	54.7	120.6
08-01023-A	08-01023-01-CI	Dual Pilot IFR avionics package 2	16.0	35.3
Required complement for single pilot IFR operations				
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
05-62002-A	05-62002-00-CI	250 VA AC 1st generation system	4.7	10.4
05-62003-A	05-62003-00-CI	250 VA AC 2nd generation system	4.2	9.3
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3
Required complement for dual pilot IFR operations				
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4
Avionics				
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 3 - 4 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-12012-A	08-12012-00-CI	NAT NPX138N - VHF/FM marine	2.5	5.5
08-18035-A	08-18035-00-CI	David Clark H10-13H – Headset (Qty 6) 5	3.0	6.6

- 1** For the content of the Single pilot IFR avionics package, please refer to page 40 of this Technical Data.
- 2** For the content of the Dual pilot IFR avionics package, please refer to page 42 of this Technical Data
- 3** 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.
- 4** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 5** High level / High impedance headset.

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.

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
00-50023-A	00-50023-03-CI	STYLENCE package
		Extra charge for customized external paint - level 2 1
		Tinted windows 2
		Air conditioning system
		Low skid landing gear with 2 short footsteps
		Fuel flow meter 3
		ICS installation compatible with Bose Aviation X headset
		Layout <i>STYLENCE</i> , including mainly
		<ul style="list-style-type: none"> ■ Light grey internal paint ■ Energy absorbing front seats upholstered in leather, with casing made of carbon fiber and leather storage pouch ■ Lengthened rails for energy-absorbing front seats ■ 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 ■ Left rear sliding door ■ Cabin carpet with one set of over-carpets ■ Carpet edge protection ■ Set of over-carpets ■ 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

AS355 NP *STYLENCE* configuration empty weight :

1,628 kg – 3,589 lb

The aircraft equipped empty weight is correct to $\pm 2\%$. 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** *This option provides the fuel flow and estimated remaining time to fly on the VEMD.*

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.

5-2 List of optional equipment

This chapter includes all the optional equipment that can be selected to customize the AS355 NP 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
05-01025-A	05-01025-00-CI	Russian certification kit for VFR Day and Night package	3.5	7.7
05-01025-A	05-01025-01-CI	Russian certification kit for Single pilot IFR avionics package	3.5	7.7
05-01025-A	05-01025-02-CI	Russian certification kit for Dual pilot IFR avionics package	3.5	7.7
05-02004-A	05-02004-00-CI	Extra-charge for customized external paint - level 1 1 - 2	4.0	8.8
05-02005-A	05-02005-00-CI	Extra-charge for customized external paint - level 2 1 - 3	4.0	8.8
05-02006-A	05-02006-00-CI	Extra-charge for customized external paint, apart from levels 1 and 2 1 - 4	On request	
05-03002-A	05-03002-00-CI	First aid kit	3.0	6.6
05-21004-A	05-21004-00-CI	Wire strike protection system 5	8.7	19.2
05-23002-A	05-23002-00-CI	Engines flushing device without removal of cowlings	0.7	1.5
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
05-25004-B	05-25004-00-CI	Sand-prevention filters, dynamic type	18.1	39.9
05-25006-A	05-25006-00-CI	Reinforced sand-erosion protection strip on main rotor blades	0.2	0.4
05-25007-A	05-25007-00-CI	Reinforced sand-erosion protection strip on tail rotor blades	0.1	0.2
05-25029-A	05-25029-00-C	Heavy duty blade pins 6	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) 7	-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
05-32001-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
05-37008-A	05-37008-00-CI	Dual controls	4.7	10.4
05-42004-B	05-42004-03-CI	Air conditioning system, standard layout	76.5	168.7
05-42004-B	05-42004-04-CI	Air conditioning system, Comfort layout	55.0	121.3

- 1** The 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** 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.
- 4** Sophisticated paint scheme with numerous shades, complex graduated shades, or complicated emblem or logo. This optional item has to be fitted in production line.
- 5** This optional item has to be fitted in production line.
- 6** Recommended for operations in sandy and abrasive conditions
- 7** Removes the sliding window on copilot front 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.

General equipment (continued)

Document reference	Commercial reference	Name	kg	lb
05-61007-A	05-61007-03-CI	2nd battery kit 1	17.5	38.6
05-62002-A	05-62002-00-CI	250 VA AC 1st generation system	4.7	10.4
05-62003-A	05-62003-00-CI	250 VA AC 2nd generation system	4.2	9.3
05-70001-A	05-70001-00-CI	Hydraulic ground power receptacle	1.7	3.7
05-82017-A	05-82017-00-CI	Fuel tanks self-sealing protection	24.7	54.4
05-85003-B	05-85003-01-CI	Fuel flow meter 2	2.1	4.6
05-92001-A	05-92001-00-FP	Folding of main rotor blades - Fixed Parts 3	1.8	4.0
	05-92001-00-RP	Folding of main rotor blades - Removable Parts 4	—	—
05-93001-A	05-93001-00-CI	Mooring kit (ground or ships) 5	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
06-12012-A	06-12012-00-CI	Low skid landing gear with 2 short footsteps 6	7.9	17.4
06-12013-C	06-12013-02-CI	High skid landing gear with 2 double footsteps 6	10.7	23.6
06-12014-A	06-12014-02-CI	High skid landing gear with 2 short footsteps 6	16.0	35.3
06-12015-A	06-12015-01-CI	High skid landing gear with 2 long footsteps 6	16.9	37.3
06-21002-A	06-21002-00-FP	Air Equipment electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable) - Fixed Parts	4.0	8.8
	06-21002-00-RP	Air Equipment electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable) - Removable Parts	37.8	83.3
06-21006-A	06-21006-00-FP	Breeze electrical hoist (204 kg - 450 lb, 50 m - 164 ft cable) - Fixed Parts	10.3	22.7
	06-21006-00-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

- 1** Recommended for start-up in cold weather.
- 2** This option provides the fuel flow and estimated remaining time to fly on the VEMD.
- 3** Capable of rough weather conditions.
- 4** The removable parts are delivered as Ground Support Equipment. Tool weight = 32.2 kg - 71 lb.
- 5** Recommended for transport by land, air and sea (when not in a container).
- 6** 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
06-24001-A	06-24001-00-CI	Rappelling installation (without rope)	3.2	7.1
06-25001-A	06-25001-00-CI	Drip tub (sea rescue) 1	-0.8	-1.8
06-26003-A	06-26003-00-CI	RH side external mirror 2 - 3	2.9	6.4
06-27006-A	06-27006-00-FP	Cargo swing with dynamometer (1,134 kg - 2,500 lb) - Fixed Parts	4.5	9.9
	06-27006-00-RP	Cargo swing with dynamometer (1,134 kg - 2,500 lb) - Removable Parts 4	13.2	29.1
06-31006-A	06-31006-00-CI	Integrated hailleurs	7.4	16.3
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3
06-47002-A	06-47002-00-FP	Spectrolab SX16 search-light - Fixed Parts	5.1	11.2
	06-47002-00-RP	Spectrolab SX16 search-light - Removable Parts	29.0	64.0
06-61004-A	06-61004-00-FP	Emergency floatation gear - Fixed Parts 5	10.0	22.0
	06-61004-00-RP	Emergency floatation gear - Removable Parts 5	64.1	141.3
06-61004-B	06-61004-01-FP	Emergency floatation gear compatible with STYLENCE Package - Fixed Parts 6	19.0	41.9
	06-61004-01-RP	Emergency floatation gear compatible with STYLENCE Package - Removable Parts 6	64.1	141.3

Interior cabin layout

Document reference	Commercial reference	Name	kg	lb
07-00009-A	07-00009-00-CI	Comfort layout	38.0	83.8
07-00011-A	07-00011-00-CI	Comfort layout with sound proofing	53.0	116.8
07-24004-A	07-24004-00-FP	Left side two-place front bench seat (pilot on right side) - Fixed Parts	3.6	7.9
	07-24004-00-RP	Left side two-place front bench seat (pilot on right side) - Removable Parts 7	3.2	7.1
07-25001-A	07-25001-00-CI	3 places instead of 4 places transformation kit 8	4.4	9.7
07-25004-A	07-25004-00-CI	4 places instead of 3 places transformation kit 9	10.0	22.0

- 1** The weight figure includes the removal of the cushions of the two standard two-place rear bench-seats and seat belts (bench seats folded).
- 2** Recommended for sling/swing work.
- 3** The optional item 06-42006-00-CI "RH swivelling landing light" is recommended for simultaneous use.
- 4** With Onboard Systems TALON hook.
- 5** May be a mandatory equipment, required by local airworthiness authorities or operational regulations.
- 6** This option includes the option "High skid landing gear with 2 long footsteps" instead of the STYLENCE "Low skid landing gear with 2 short footsteps".
- 7** The front bench-seat replaces the copilot's standard seat.
- 8** Including mainly 4 arm-rests and a fifth harness.
- 9** Applicable to an aircraft equipped with "STYLENCE package" option 00-50023-01-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.

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 (continued)

<i>Document reference</i>	Commercial reference	Name	kg	lb
<i>07-50002-A</i>	07-50002-01-CI	Improved side-visibility in RH large front door	3.0	6.6
<i>07-50002-A</i>	07-50002-02-CI	Improved side-visibility in LH large front door	3.0	6.6
<i>07-50003-A</i>	07-50003-00-CI	Left rear sliding door 1	6.6	14.6
<i>07-50005-A</i>	07-50005-00-CI	Right rear sliding door 1	6.6	14.6
<i>07-50006-A</i>	07-50006-00-CI	Sliding window, on rear LH sliding door	1.1	2.4
<i>07-50007-A</i>	07-50007-00-CI	Sliding window, on rear RH sliding door	1.1	2.4
<i>07-71001-A</i>	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 2	-4.5	-9.9

1 Improved side-visibility in the corresponding front door included in the optional equipment.

2 Each weight figure includes the complete removal of one two-place rear bench seat and copilot seat. When the removable parts of lower and upper casualty carrying installations are installed simultaneously, the total weight supplement for both removable parts is 12.8 kg – 28.2 lb.

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

VFR day and night package, included in standard definition

Thales H321EHM - Gyro-horizon **1**
Honeywell KCS55A – Gyro Compass
with Honeywell KI525A – Horizontal Situation Indicator **2**
UI 9560 – Turn and Bank indicator
Honeywell KX165A – VHF/VOR/LOC/GS
Garmin GNS430 – VHF/VOR/LOC/GS/GPS **3**
Garmin GTX330 – Transponder (mode S) **4**
Shadin 8800T – Altitude Encoder
Kannad 121AF-H – Emergency Locator Transmitter **5**
Garmin GMA340H – ICS **6-7**

The baseline aircraft definition includes an avionics package as defined hereabove. 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** *With a selector switch for NAV1/NAV2 selection.*
 - 3** *Delivered with EUROPE map. Subscription to be made by the customer.*
 - 4** *The mode S identification must be communicated by the customer two months at the latest before the delivery.*
 - 5** *2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.*
 - 6** *I.C.S. compatible only with High level / High impedance headsets.*
 - 7** *Includes the passenger interphone function.*

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.

<i>Document reference</i>	Commercial reference	Name	kg	lb
<i>08-01022-A</i>	08-01022-02-CI	Single Pilot IFR avionics package	54.7	120.6

Including

Second anemo-barometric circuit
 2nd pilot's altimeter
 Thales H140CJM1 - Flight director gyro-horizon instead of standard Thales H321EHM gyro-horizon
 Thales H321EHM - Stand-by gyro-horizon **1** instead of UI 9560 - Turn and Bank indicator
 Rate-of-climb indicator with setter in place of the standard one
 Honeywell KNI582 Radio Magnetic Indicator with two needles and twin switching
 Honeywell KI204 - VOR/LOC/GS indicator
 Honeywell KR87 - ADF
 Marker antenna **2**
 Thales AHV16 - Radio altimeter
 Honeywell KN63-DME
 Sagem 85T31 + Sagem CDV85T3 - 3-axis autopilot + Flight Director Coupler, VFR & IFR, with failure passivation unit

In complement of SPIFR avionics package, Single Pilot IFR operations require the selection of the following items of equipment.

<i>05-32001-A</i>	05-32001-00-CI	Pilot's windshield wiper	2.6	5.7
<i>05-32003-A</i>	05-32003-00-CI	Copilot's windshield wiper	2.6	5.7
<i>05-62002-A</i>	05-62002-00-CI	250 VA AC 1st generation system	4.7	10.4
<i>05-62003-A</i>	05-62003-00-CI	250 VA AC 2nd generation system	4.2	9.3
<i>06-42006-A</i>	06-42006-00-CI	RH landing light (swivelling in elevation)	1.5	3.3

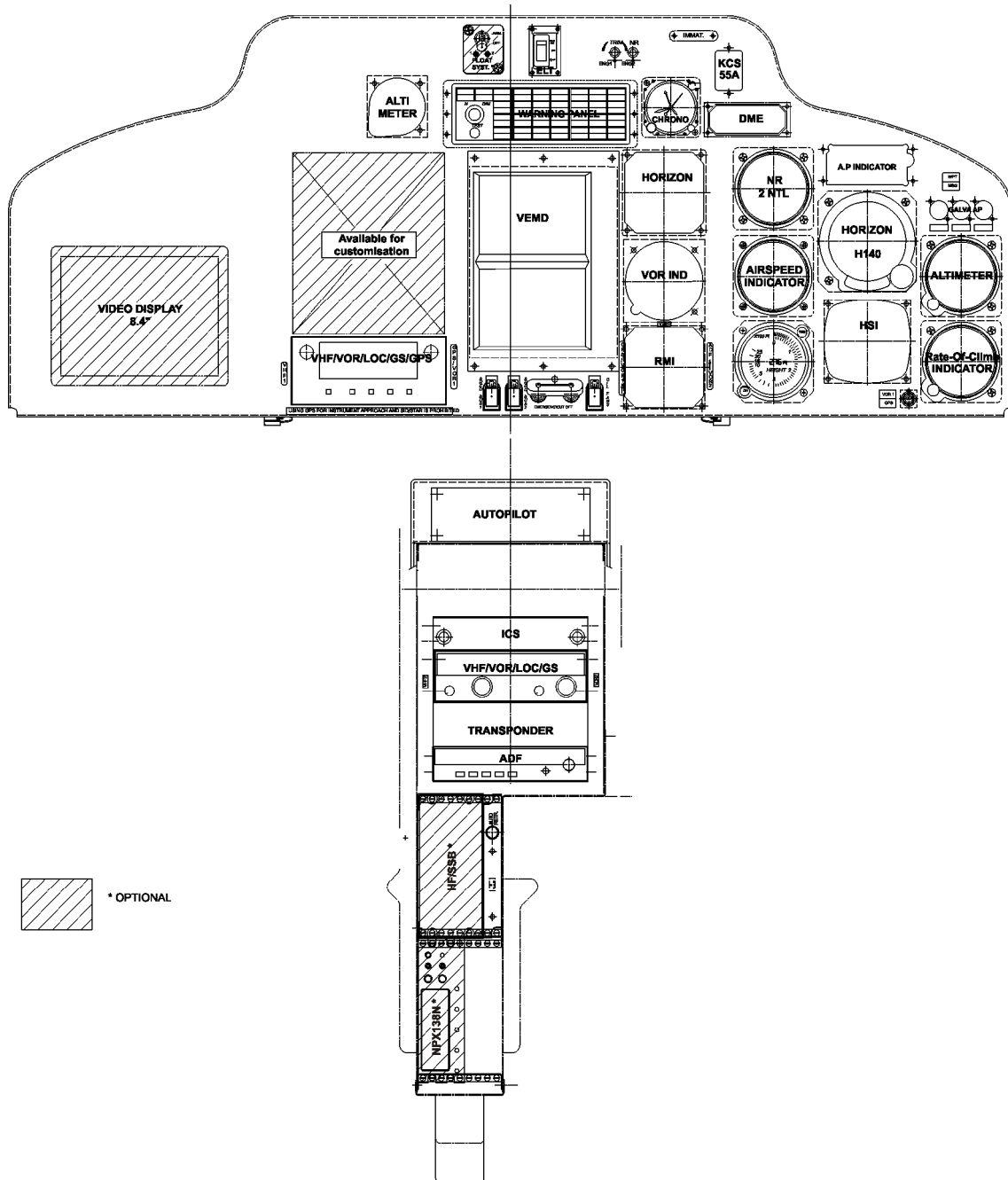
1 Fitted with independant battery.

2 Marker display on standard ICS Garmin GMA340H.

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.

SINGLE PILOT IFR INSTRUMENT PANEL LAYOUT



This layout shows with hatchings the positions already reserved for optional items, frequently selected in SPIFR configuration.

Refer to the table of constraints brochure for combination possibilities.

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.

Dual pilot IFR operations

This package includes all avionics equipment generally required for Dual Pilot IFR operations, that must be added to the standard VFR day and night and optional SPIFR packages.

<i>Document reference</i>	Commercial reference	Name	kg	lb
<i>08-01023-A</i>	08-01023-01-CI	Dual Pilot IFR avionics package	16.0	35.3

Including

2nd set of instruments for dual pilot IFR :

- Altimeter (3"),
- Airspeed indicator (2"),
- Rate-of-climb indicator (2"),
- Rotor tachometer (3")
- Autopilot indicating panel.
- Copilot clock (2")

Honeywell KCS55A - Gyro Compass with
 Honeywell KI525A - Horizontal Situation Indicator

Thales H140JAM1 – Copilot Gyro-horizon

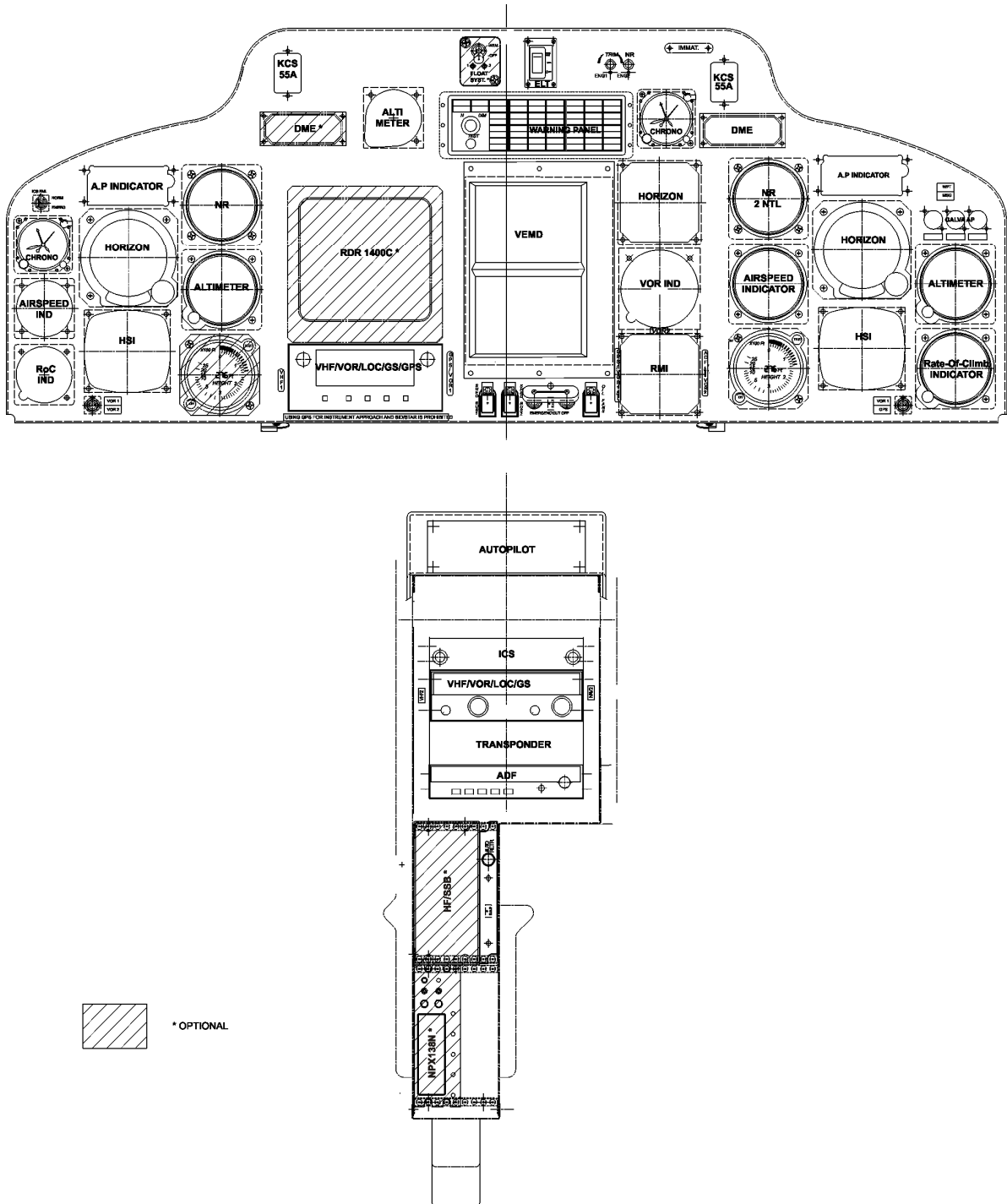
In complement of DPIFR avionics package, Dual Pilot IFR operations require the selection of the following items of equipment.

<i>05-37008-A</i>	05-37008-00-CI	Dual controls	4.7	10.4
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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.

SINGLE/DUAL PILOT IFR INSTRUMENT PANEL LAYOUT



Note : This configuration, designed for dual pilot IFR operations, allows also IFR operations with a single pilot.

This layout show with hatchings the positions already reserved for optional items, frequently selected in DPIFR configuration.

Refer to the table of constraints brochure for combination possibilities.

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.

Replacement Equipment

<i>Document reference</i>	<i>Commercial reference</i>	<i>Name</i>	<i>kg</i>	<i>lb</i>
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 1 - 2 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-22039-A	08-22039-00-CI	Garmin GTX327 - Transponder (mode A+C) instead of Garmin GTX330 – Transponder (mode S)	-0.6	-1.3
08-51019-A	08-51019-02-CI	Thales H321EHM - Stand-by gyro-horizon instead of UI 9560 - Turn and Bank indicator	3.0	6.6
08-51021-A	08-51021-00-CI	Thales H140JAM1 - Gyro-horizon instead of standard Thales H321EHM - Gyro-horizon	0.4	0.9

- 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.

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.

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

Document reference	Commercial reference	Name	kg	lb
08-10006-A	08-10006-02-CI	Collins HF9X00 – HF/SSB	15.7	34.6
08-12012-A	08-12012-00-CI	NAT NPX138N - VHF/FM marine	2.5	5.5
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	08-21008-02-CI	Thales AHV16 - Radio altimeter 3	5.0	11.0
08-21017-A	08-21017-00-CI	2nd indicator IND201 for Thales AHV16 - Radio altimeter	1.5	3.3
08-24011-B	08-24011-05-CI	Honeywell KR87 + KI229 - ADF + RMI	8.4	18.5
08-25003-A	08-25003-01-CI	Honeywell KN63 – DME 3	2.7	6.0
08-25017-A	08-25017-00-CI	2nd indicator for Honeywell KN63 – DME 3	0.4	0.9
08-31024-A	08-31024-00-CI	Honeywell RDR2000 - Colour Weather Radar 4	8.5	18.7
08-70005-A	08-70005-00-CI	Sagem 85T31 - 3-axis autopilot, VFR, with failure passivation unit	23.6	52.0
08-83024-A	08-83024-00-CI	VEMD data download kit 5 - 6	—	—
08-91005-A	08-91005-00-CI	Hourmeter	0.2	0.4

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 another, 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** Availability to be checked.
- 5** Delivered in addition to the airborne kit, this kit includes two softwares and a connection wire.
- 6** 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 11 and 12).

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.

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
06-42006-A	06-42006-00-CI	RH landing light (swivelling in elevation) 1	1.5	3.3
06-61004-A	06-61004-00-FP 06-61004-00-RP	Emergency floatation gear - Fixed Parts Emergency floatation gear - Removable Parts	10.0 64.1	22.0 141.3
06-67031-A	06-67031-02-CI	Kannad 406AF-H - Emergency Locator Transmitter 2 instead of Kannad 121AF-H - Emergency Locator Transmitter	0.1	0.2
08-01022-A	08-01022-02-CI	Single Pilot IFR avionics package 3	52.0	114.6
08-01023-A	08-01023-01-CI	Dual Pilot IFR avionics package 4	16.0	35.3
08-10006-A	08-10006-02-CI	Collins HF9X00 – HF/SSB	15.7	34.6
08-18035-A	08-18035-00-CI	David Clark H10-13H - Headset 5	0.5	1.1
08-21008-A	08-21008-02-CI	Thales AHV16 - Radio altimeter	5.0	11.0
08-24011-B	08-24011-05-CI	Honeywell KR87 + KI229 - ADF + RMI	8.4	18.5
08-51019-A	08-51019-02-CI	Thales H321EHM - Stand-by gyro-horizon instead of UI 9560 - Turn and Bank indicator		
08-83024-A	08-83024-00-CI	VEMD data download kit 6 - 7	—	—

- [1](#) One LH landing light (swivelling in elevation and azimuth) is included in the standard definition.
- [2](#) 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.
- [3](#) Supplemented by required items as listed on page 40.
- [4](#) Supplemented by required items as listed on page 42.
- [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 standard aircraft as defined on pages 11 and 12).

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.

6- Main performance

The following performance values and figures refer to an **AS355 NP**.

Unless otherwise specified, the values and figures refer to a **clean helicopter**, equipped with **new engines**, at **Sea Level (SL)**, in **International Standard Atmosphere (ISA)** and **zero wind** condition.

Performance on 2 engines

Gross Weight	kg lb	2,000	2,200	2,400	2,600	2,800 ¹
		4,409	4,850	5,291	5,732	6,172
■ Maximum speed, VNE	km/hr kts	278 150	278 150	278 150	278 150	See FLM
■ Fast cruise speed (at MCP)	km/hr kts	245 132	238 129	231 124	222 120	Not applicable
■ Recommended cruise speed	km/hr kts	241 130	233 126	226 122	218 117	Not applicable
■ Fuel consumption at recommended cruise speed	kg/hr lb/h	182 400	182 400	182 400	182 400	— —
■ Rate-of-climb at MCP	m/sec ft/min	10.0 1,964	8.9 1,744	7.7 1,521	6.6 1,296	5.4 1,065
■ Hover ceiling IGE (at TOP, height 6 ft)						
● ISA	m ft	5,010 16,440	4,145 13,610	3,340 10,960	2,575 8,450	— —
● ISA + 20°C	m ft	4,185 12,310	3,290 10,800	2,390 7,850	1,505 4,950	— —
■ Hover ceiling OGE (at TOP)						
● ISA	m ft	4,610 15,130	3,740 12,280	2,925 9,610	2,145 7,080	805 2,640
● ISA + 20°C	m ft	3,750 12,310	2,815 9,340	1,875 6,150	910 3,000	see note
■ Service ceiling (1 m/s, 200 ft/min)	m ft	>6,096 >20,000	5,580 18,310	4,755 15,730	4,050 13,380	— —
■ Range (without reserve, at recommended cruise speed)	km nm	571 308	776 419	754 407	731 395	— —
■ Endurance (without reserve, at 102 km/hr – 55kts TAS)	hr : min	3 : 37 ²	4 : 54	4 : 45	4 : 35	—

Note : In ISA+20 conditions, the Hover Ceiling Outside Ground Effect performance is achieved at a Maximum Gross Weight equal to 2788 kg – 6146 lb.

- 1 With external load on cargo hook.
- 2 Take off weight with 72 % of fuel on board.

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.

Performance on 1 engine

Gross Weight	kg lb	2,000	2,200	2,400	2,600	2,800 1
		4,409	4,850	5,291	5,732	6,172
■ Rate of climb at OEI continuous power	m/sec ft/min	7.0 1,375	5.6 1,105	4.4 865	3.2 635	— —
■ Service ceiling (1 m/sec., 200 ft/min.) at OEI continuous power						
● ISA	m ft	4,100 13,460	3,190 10,480	2,355 7,740	1,580 5,190	— —
● ISA + 20°C	m ft	3,405 11,180	2,450 8,040	1,485 4,880	525 1,730	— —
■ Maximum Temperature for CAT A take-off from clear heliport, at OEI continuous power, at SL	°C	> 50	> 50	> 50	40	— —
■ Maximum Temperature for CAT A take-off from helipad, at maximum contingency power, at SL	°C	> 50	> 50	40	25	— —

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 : 6,096 m - 20,000 ft (PA)
- Maximum temperature : ISA + 35°C limited to + 50°C
- Minimum temperature : - 40°C

Abbreviations

AEO :	All Engines Operative	PA :	Pressure Altitude
IGE :	In Ground Effect	SL :	Sea Level
ISA :	International Standard Atmosphere	TAS :	True Air Speed
MCP :	Maximum Continuous Power	TOP :	Take-Off Power
OEI :	One Engine Inoperative	VNE :	Never Exceed Speed
OGE :	Out of Ground Effect	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		

1 With external load on cargo hook.

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.

Performance charts

The performance charts presented hereafter apply to an aircraft as per the baseline definition.

■ Take-off weight in hover IGE, AEO (height 6 ft, Maximum TOP, no wind)	Page 50
■ Take-off weight in hover OGE, AEO (Maximum TOP, no wind)	Page 51
■ Take-off weight in hover IGE, OEI (Maximum contingency power, no wind)	Page 52
■ Take-off weight in hover OGE, OEI (Maximum contingency power, no wind)	Page 53
■ Take-off weight CAT A, clear heliport (OEI continuous power)	Page 54
■ Take-off weight CAT A, helipad (Maximum contingency power)	Page 55
■ Fast cruise speed (ISA)	Page 56
■ Fast cruise speed (ISA+ 20°C)	Page 57
■ Recommended cruise speed (ISA)	Page 58
■ Recommended cruise speed (ISA + 20°C)	Page 59
■ Rate of climb in oblique flight (AEO, ISA, MCP)	Page 60
■ Rate of climb in oblique flight (AEO, ISA +20°C, MCP)	Page 61
■ Rate of climb in oblique flight (OEI, ISA, OEI continuous power)	Page 62
■ Rate of climb in oblique flight (OEI, ISA +20°C, OEI continuous power)	Page 63
■ Hourly fuel consumption at fast cruise speed (ISA, ISA + 20°C, ISA +35°C)	Page 64
■ Hourly fuel consumption at recommended cruise speed (ISA, ISA + 20°C, ISA +35°C)	Page 65
■ Payload/Range (ISA, SL, recommended cruise speed, without reserve)	Page 66

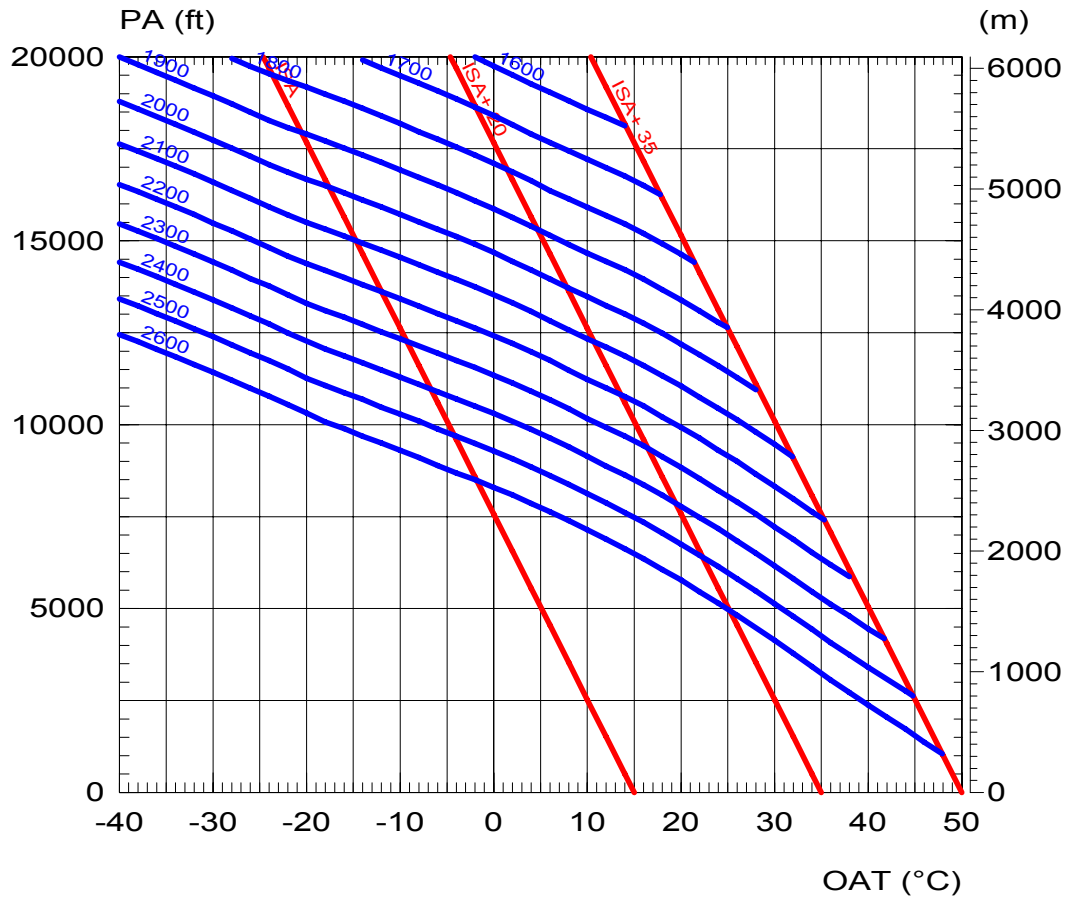
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

TAKE-OFF WEIGHTS IN HOVER IGE

on two engines at maximum TOP

(Height 6 ft)



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

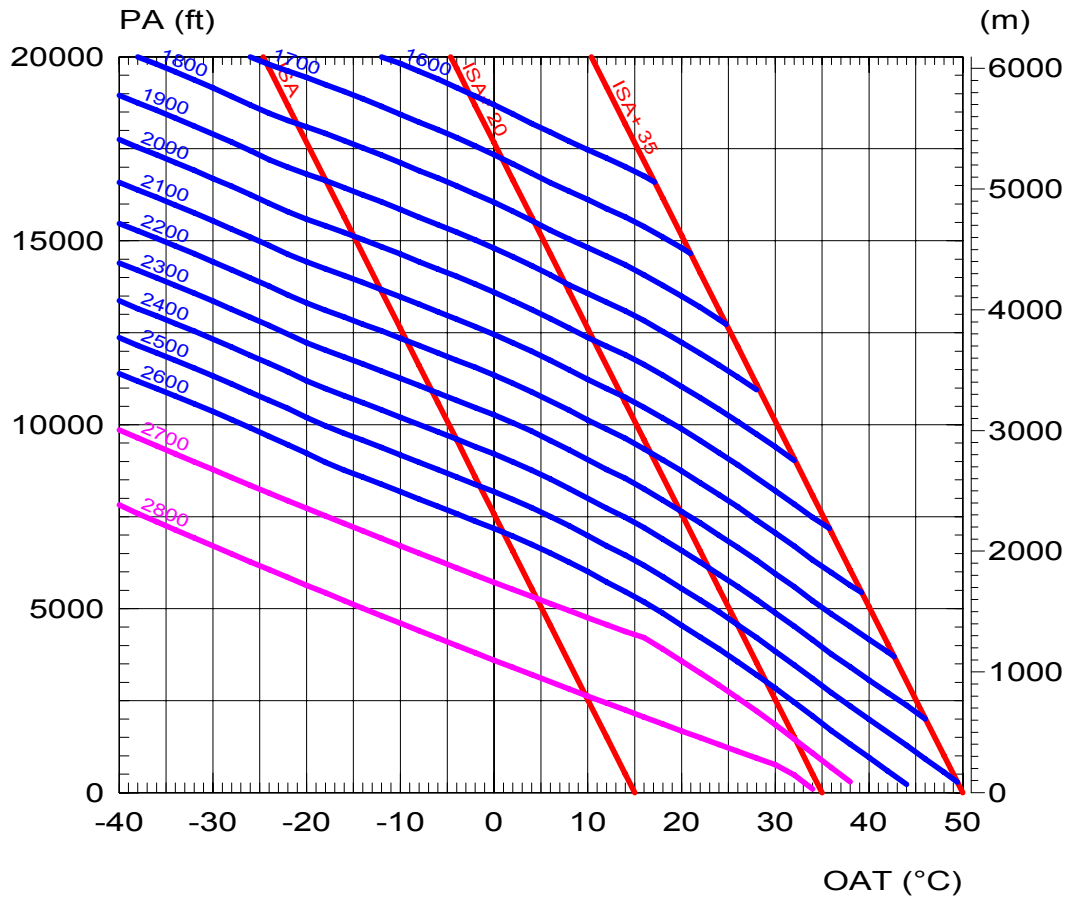
The data set forth in this document are general in nature and for information purposes only.

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TAKE-OFF WEIGHTS IN HOVER OGE

on two engines

at maximum TOP



Note : Iso weight curves above 2,600 kg are curves with external load.

Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

The data set forth in this document are general in nature and for information purposes only.

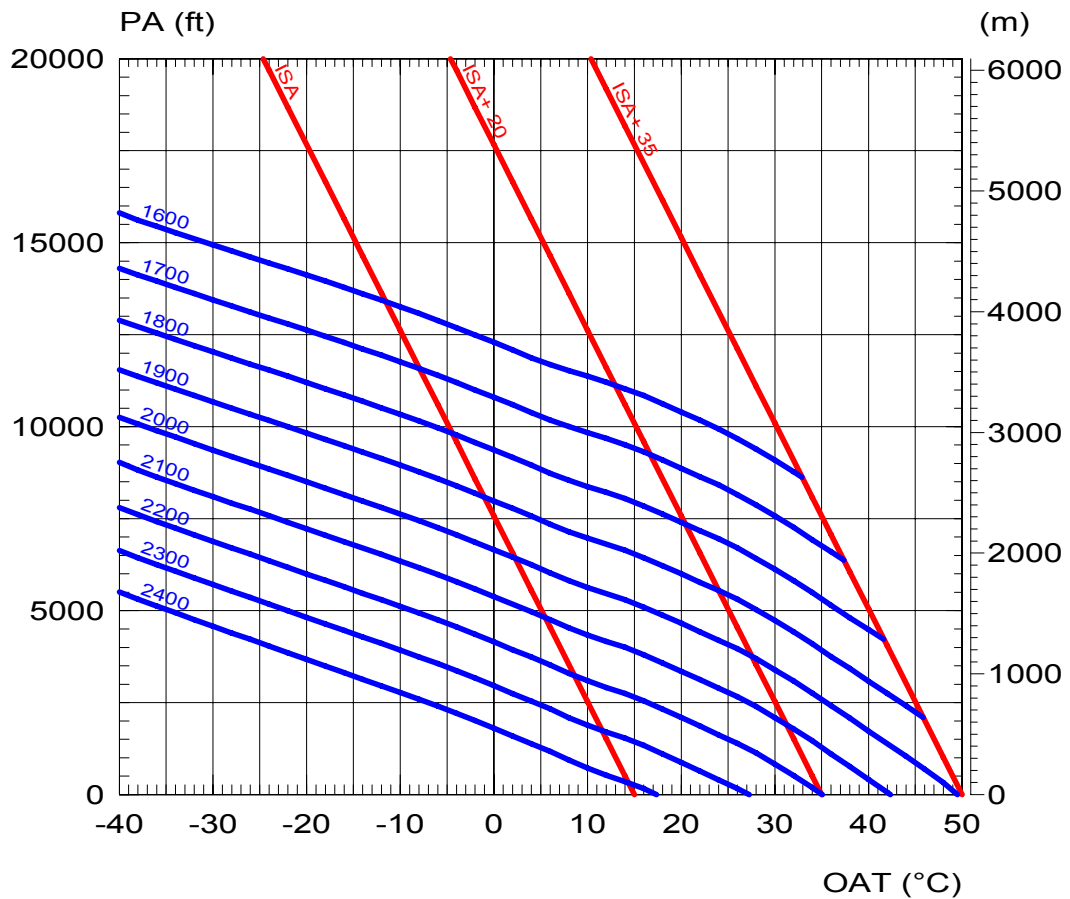
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

TAKE-OFF WEIGHTS IN HOVER IGE

on 1 engine

at maximum contingency power

(O.E.I. 2½ min)



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

The data set forth in this document are general in nature and for information purposes only.

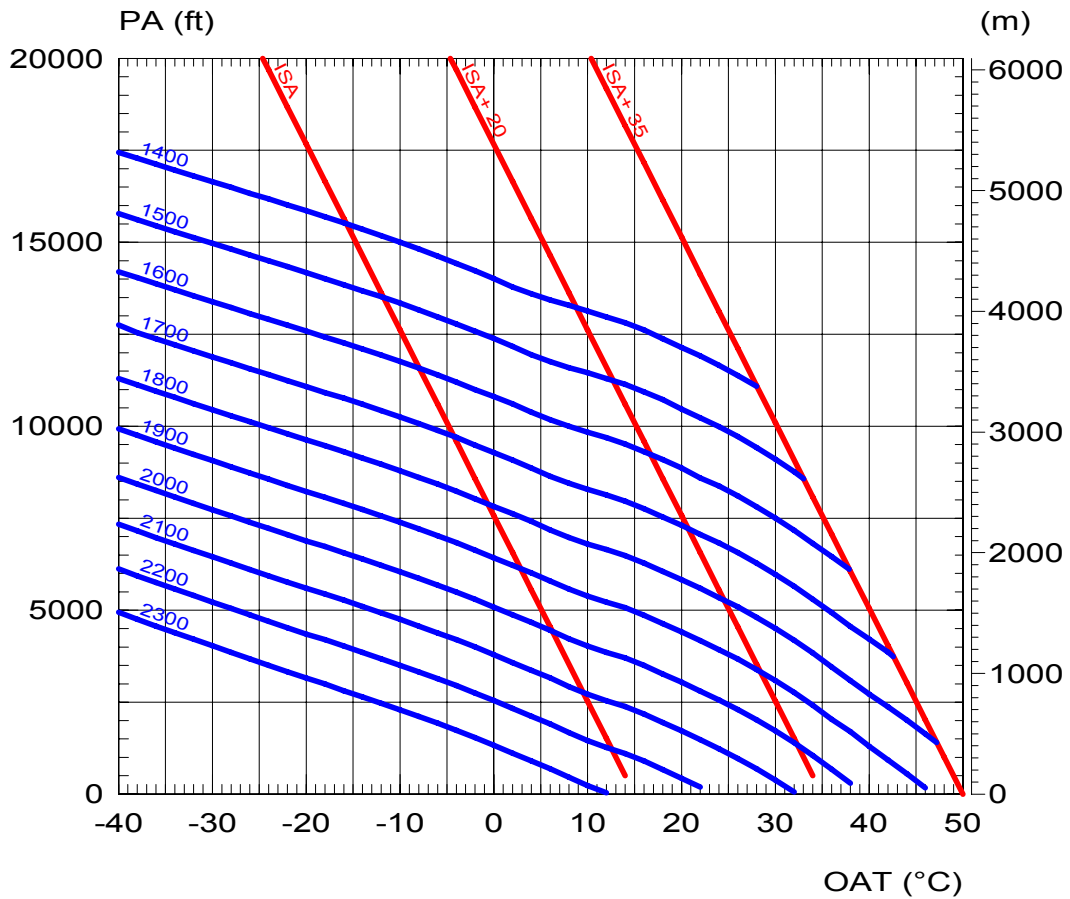
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

TAKE-OFF WEIGHTS IN HOVER OGE

on 1 engine

at maximum contingency power

(O.E.I. 2½ min)



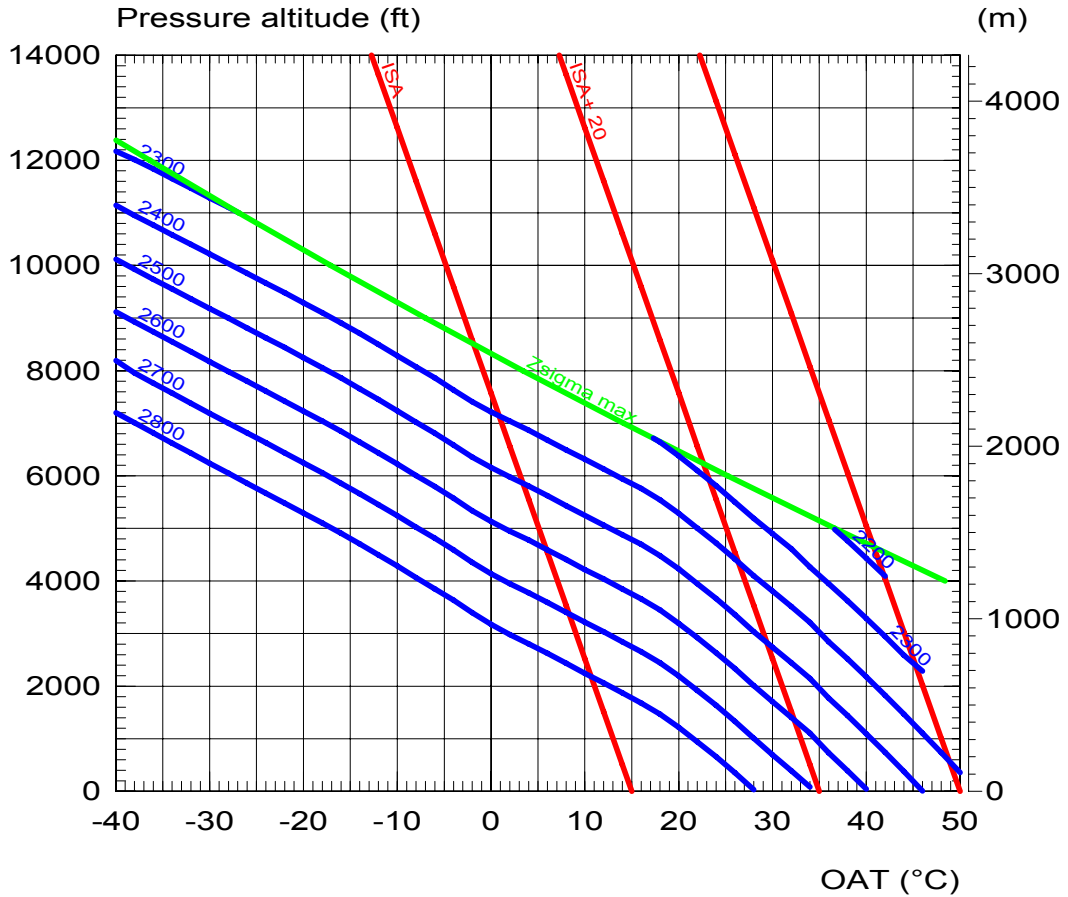
Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

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.

TAKE-OFF WEIGHTS FROM A CLEAR HELIPORT (CAT. A)

at O.E.I. continuous power



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

For CAT A operations from clear heliport, the density-altitude is limited at 2,590 m - 8,500 ft.

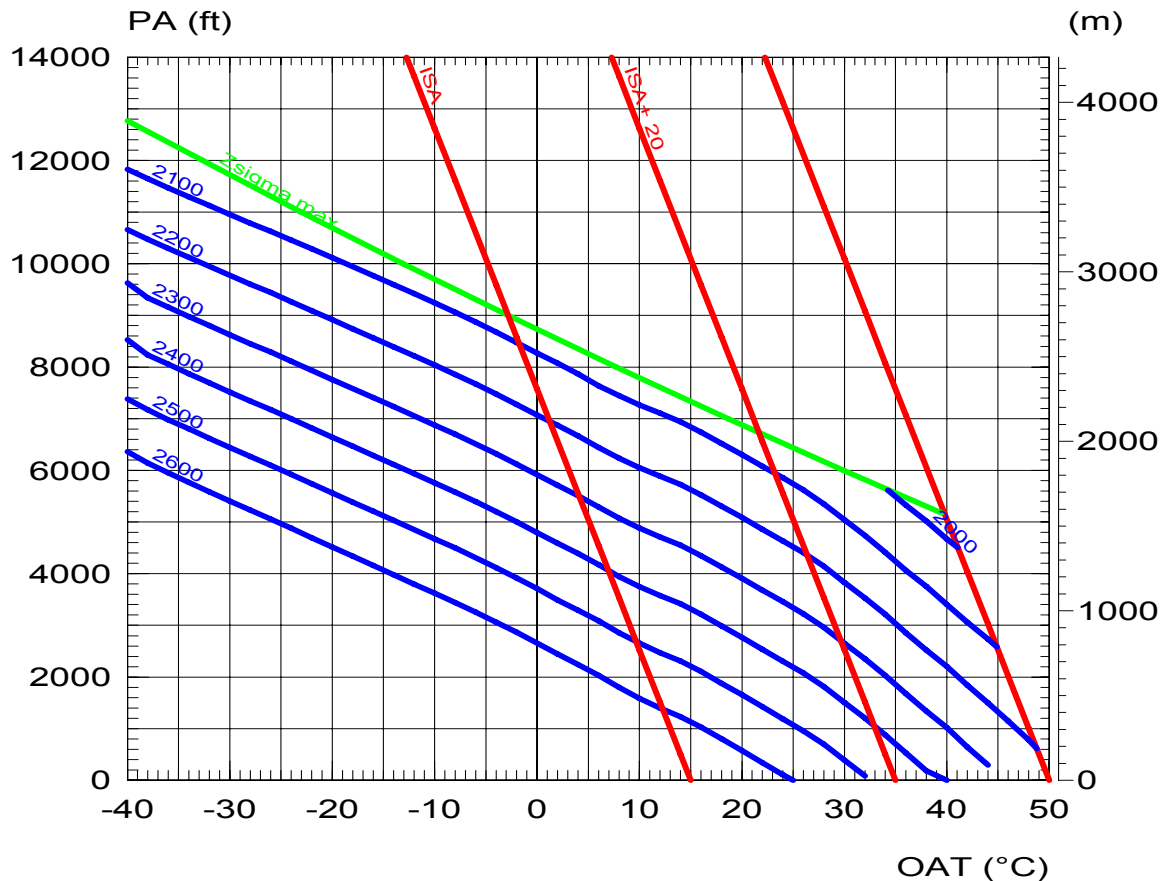
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

TAKE-OFF WEIGHTS FROM A HELIPAD (CAT. A)

at maximum contingency power

(O.E.I. 2½ min)



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

For CAT A operations from helipad, the density-altitude is limited at 2,740 m - 9,000 ft and the corrected weight is limited to 2,710 kg - 5,974 lb.

In complement of the a.m. performances, the flight manual defines the applicable flight profiles for take-off and landing according to the type of platform considered :

- Surface level helipad **1** and elevated helipad **2**
- Short field heliport **3**
- Confined heliport. **4**

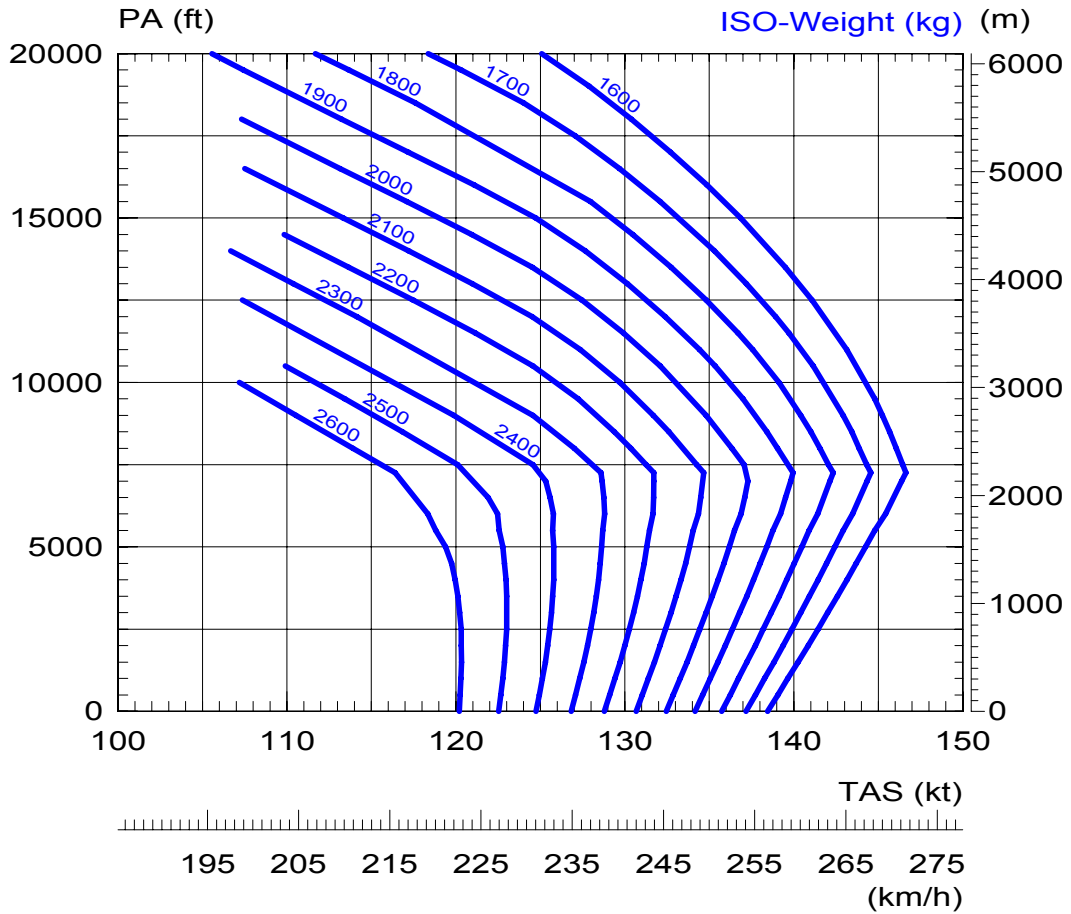
- 1** Surface level helipad = site generating ground effects, whose dimensions are at least 15x15 m (49x49 ft) or 20 m (65.5 ft) in diameter.
- 2** Elevated helipad = site generating ground effects, whose dimensions are at least 20x20 m (65.5x65.5 ft) or 20 m (65.5 ft) in diameter.
- 3** Short field heliport = site generating ground effects, whose length is at least 80 m (262 ft) and surrounded by forward obstacle of 30 ft (9 m) max.
- 4** Confined heliport = site generating ground effects, whose length is at least 80 m (262 ft) and surrounded by forward and rearward obstacles of 150 ft (45 m) max.

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.

FAST CRUISE SPEED

ISA



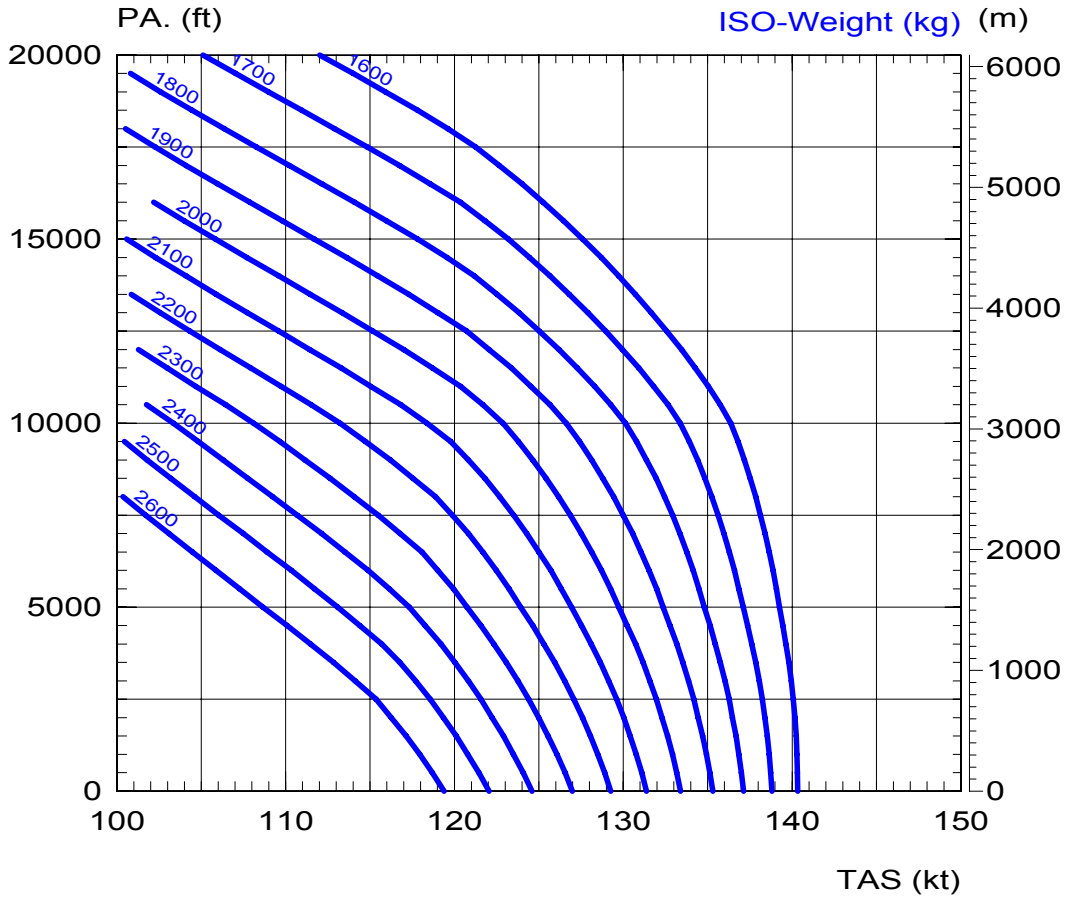
Note : Typical performance with clean baseline aircraft and new engines.

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.

FAST CRUISE SPEED

ISA + 20°C

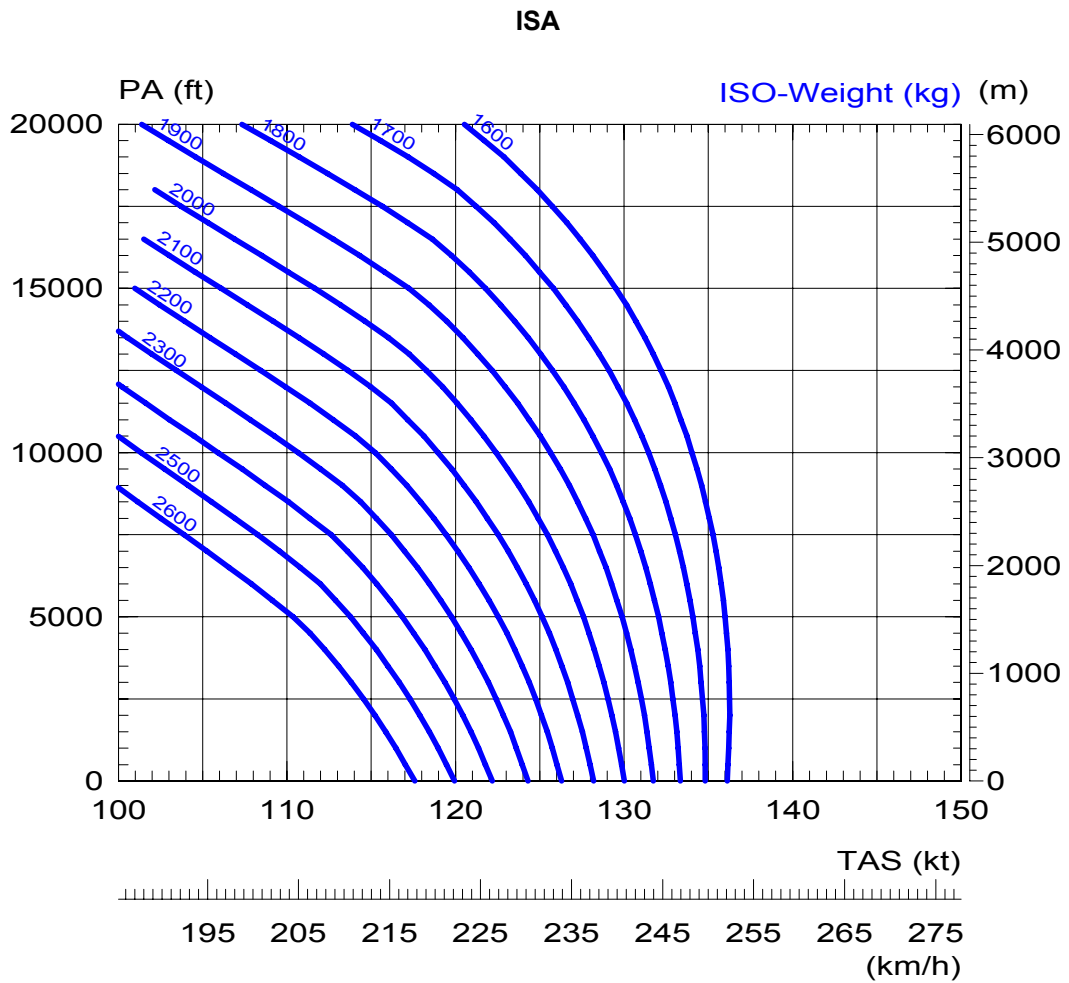


Note : Typical performance with clean baseline aircraft and new engines.

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RECOMMENDED CRUISE SPEED



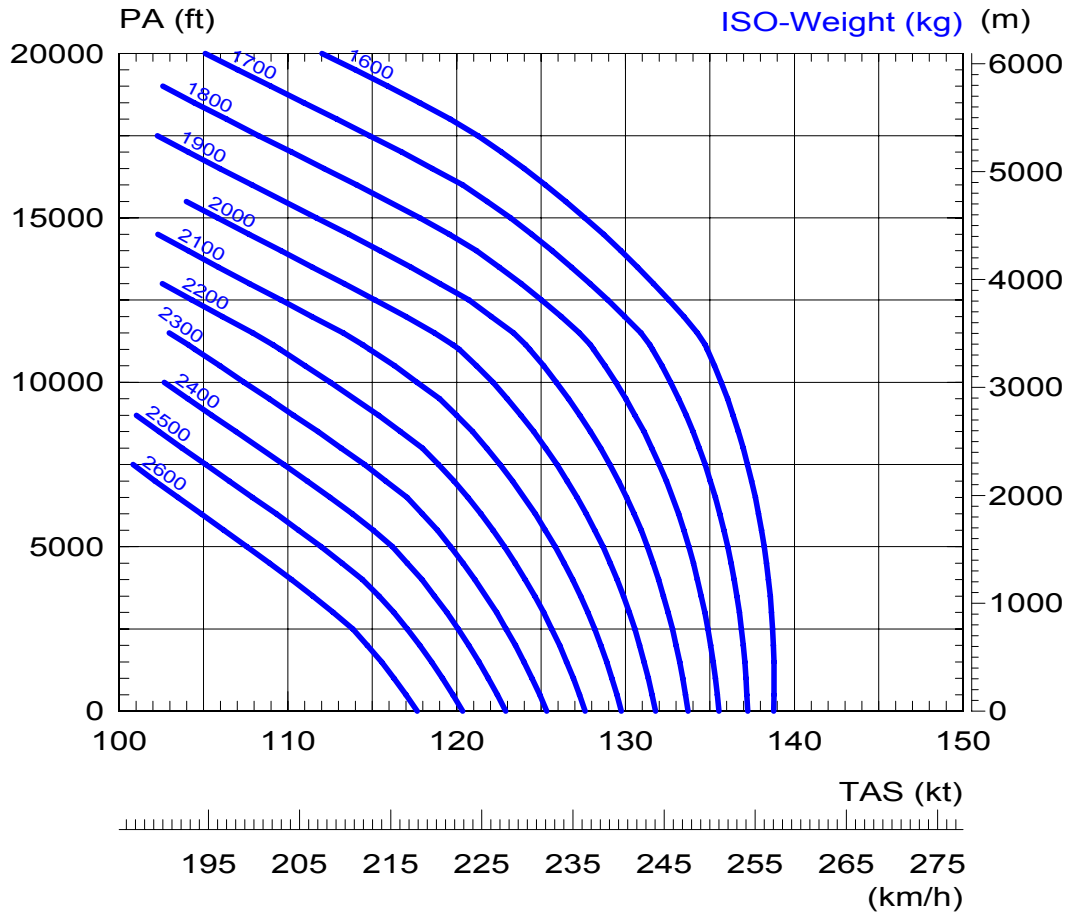
Note : Typical performance with clean baseline aircraft and new engines.

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.

RECOMMENDED CRUISE SPEED

ISA + 20°C



Note : Typical performance with clean baseline aircraft and new engines.

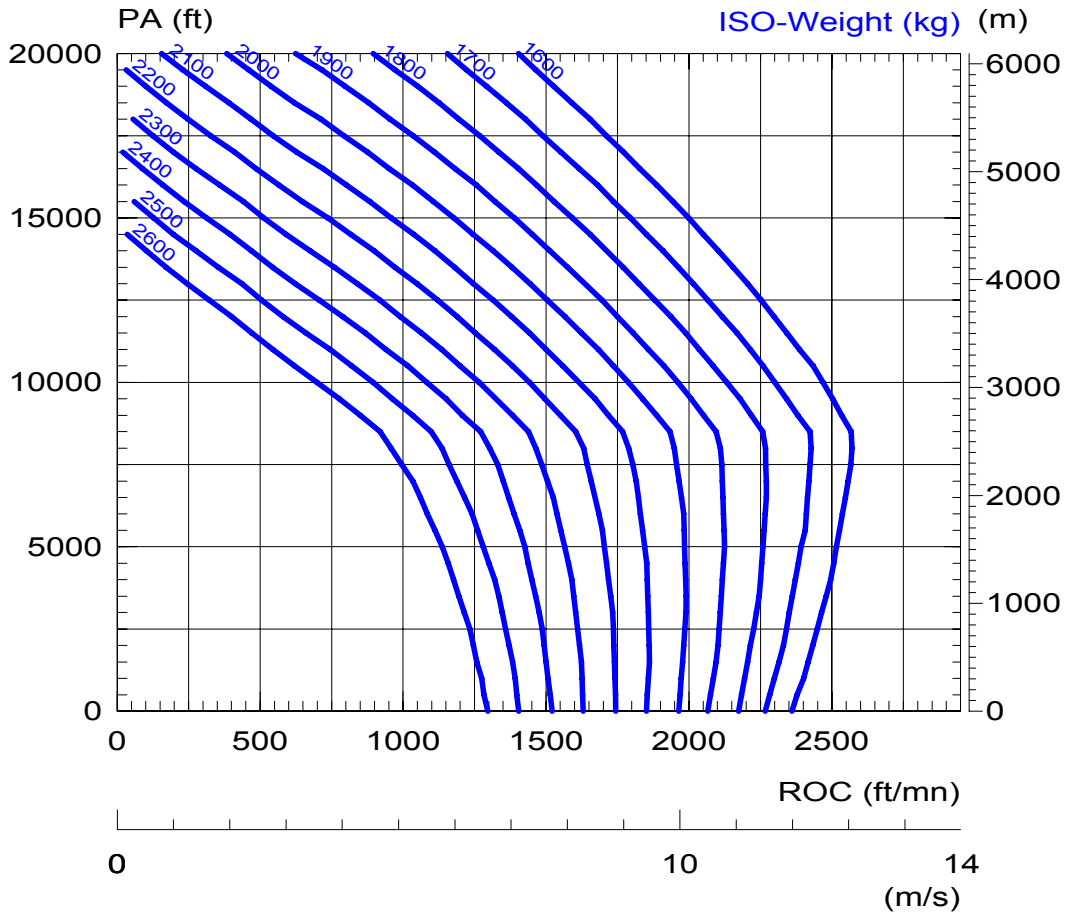
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

RATE OF CLIMB IN OBLIQUE FLIGHT

on 2 engines at MCP

ISA



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

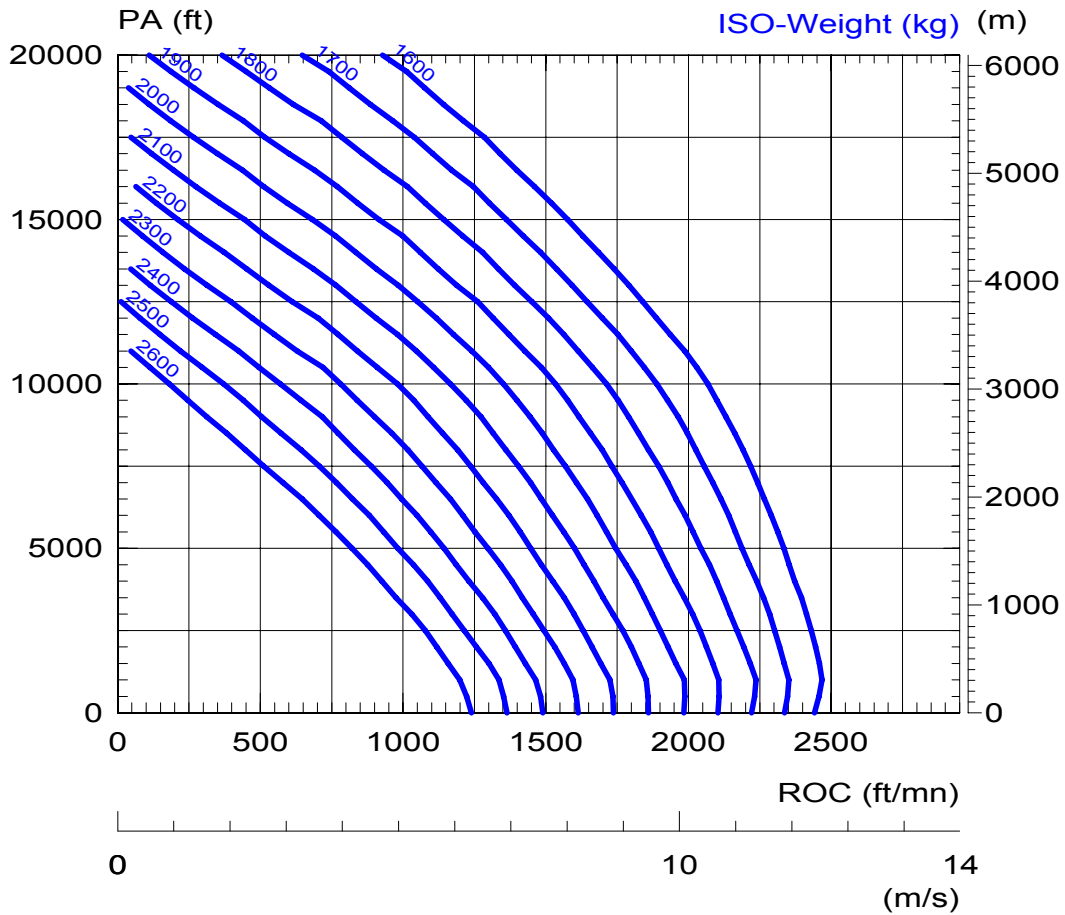
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

RATE OF CLIMB IN OBLIQUE FLIGHT

on 2 engines at MCP

ISA + 20°C



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

The data set forth in this document are general in nature and for information purposes only.

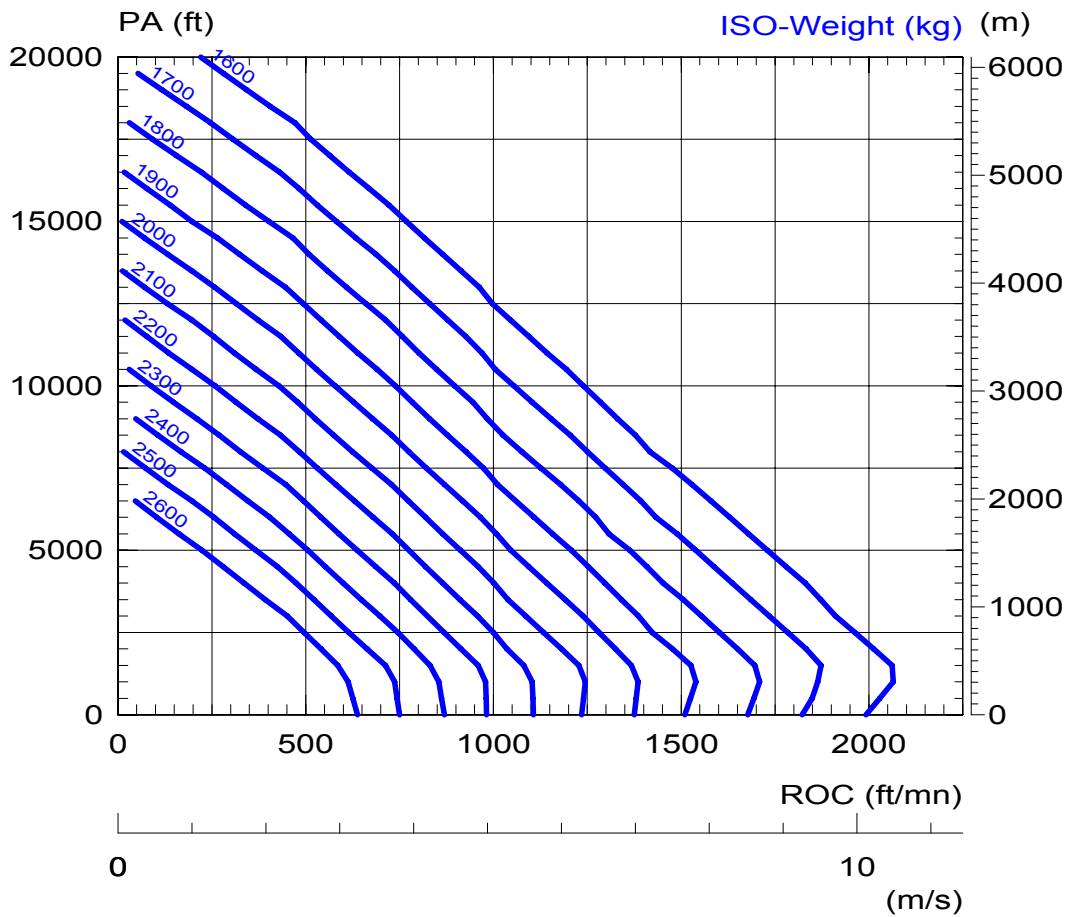
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

RATE OF CLIMB IN OBLIQUE FLIGHT

on 1 engine

at OEI continuous power

ISA



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

The data set forth in this document are general in nature and for information purposes only.

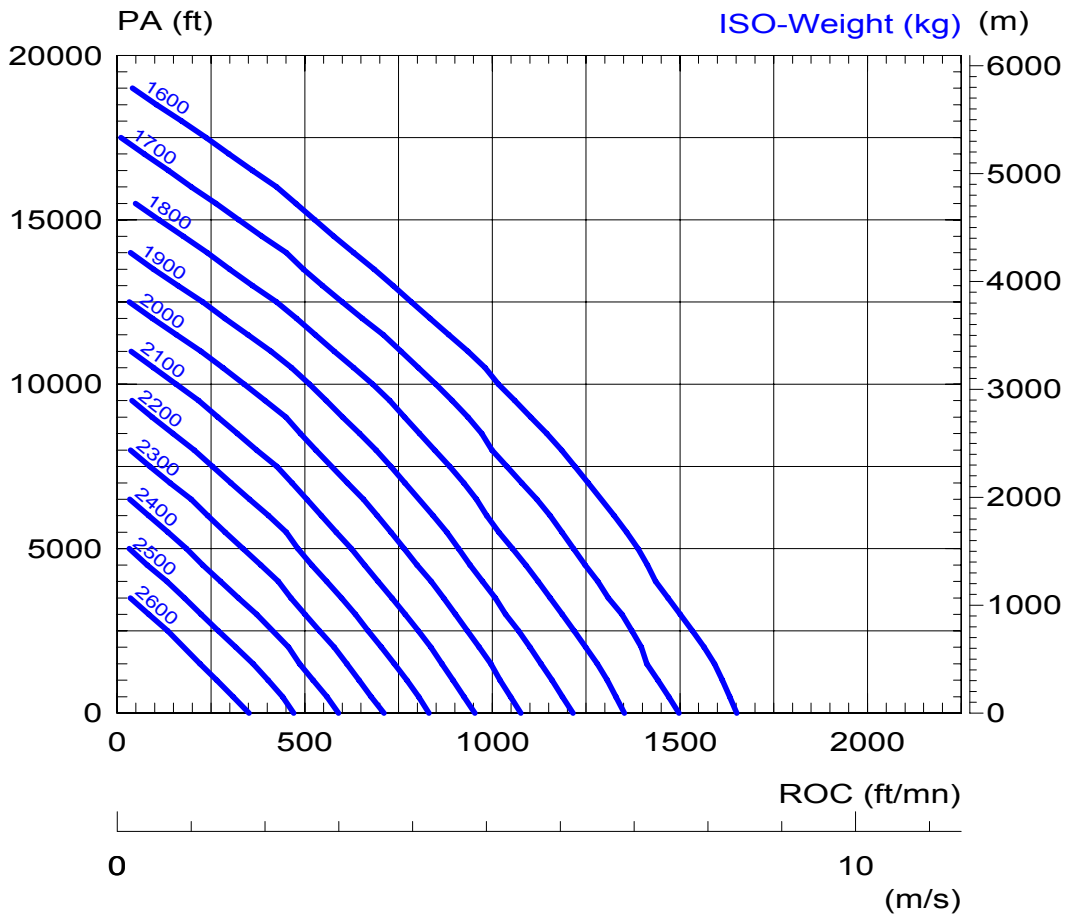
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

RATE OF CLIMB IN OBLIQUE FLIGHT

on 1 engine

at OEI continuous power

ISA + 20°C



Note : Approved performances, as long as the engines meet the power check criteria, as defined in the Flight Manual.

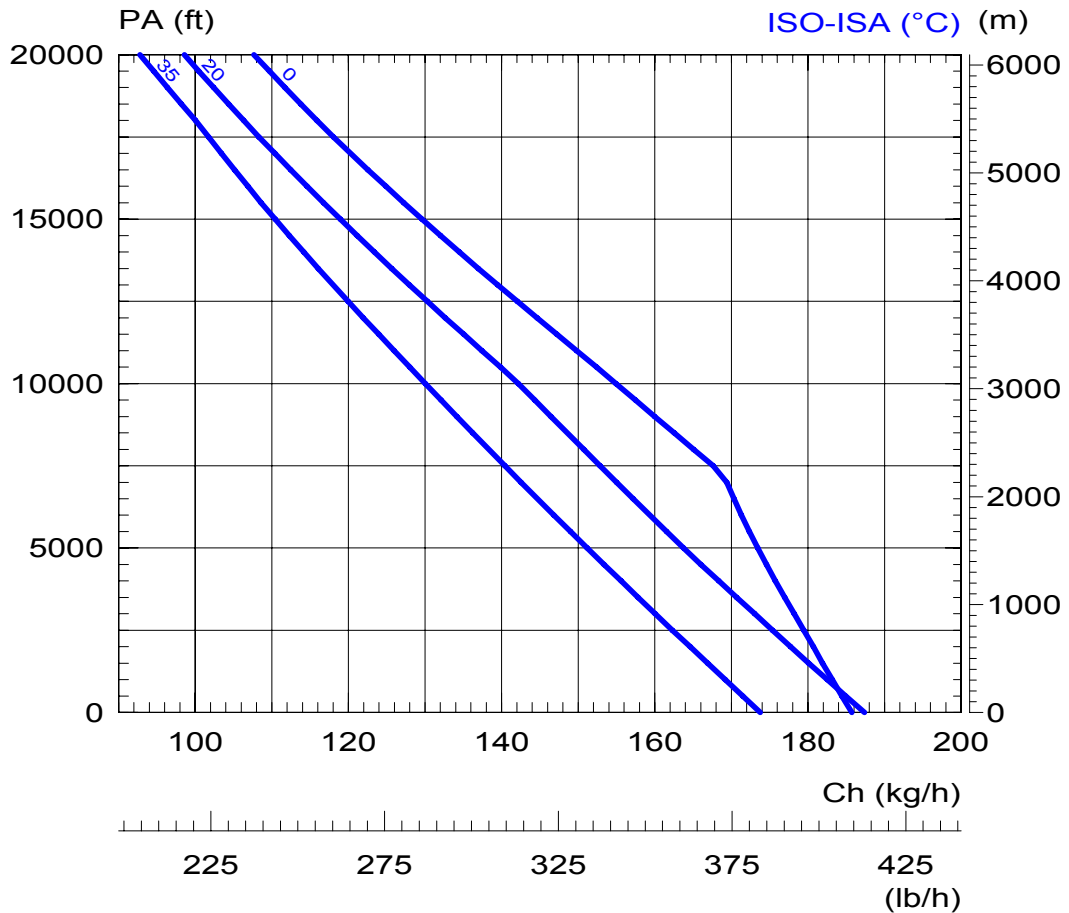
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

HOURLY FUEL CONSUMPTION

at fast cruise speed

ISA, ISA + 20°C, ISA + 35°C



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

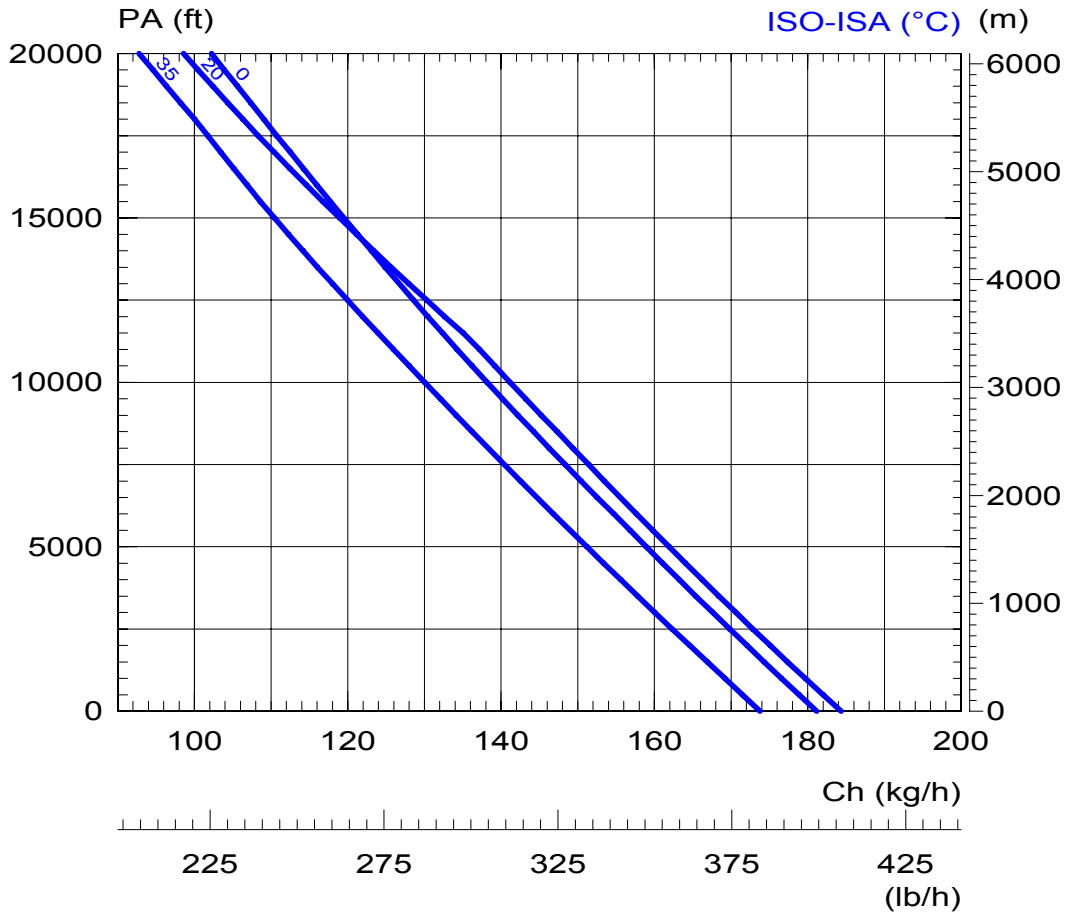
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

HOURLY FUEL CONSUMPTION

at recommended cruise speed

ISA, ISA + 20°C, ISA + 35°C



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

The data set forth in this document are general in nature and for information purposes only.

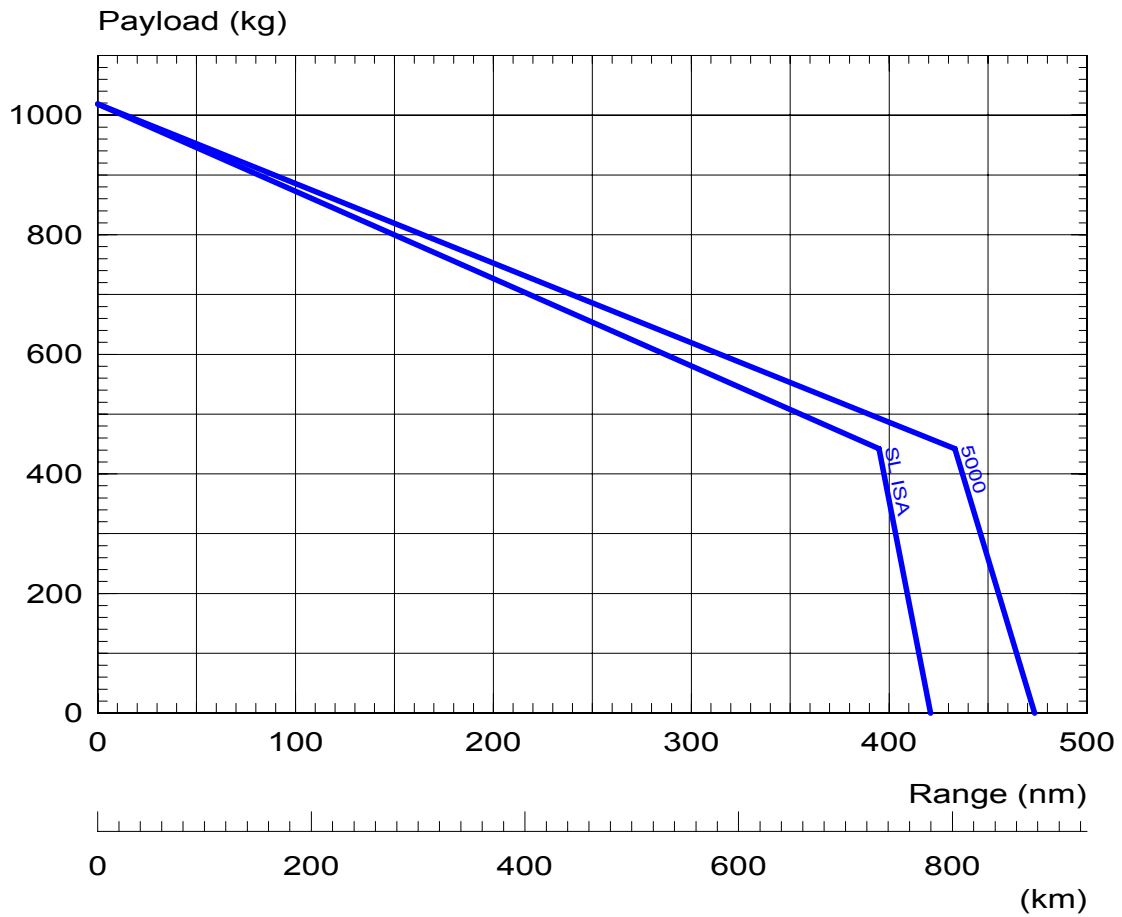
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

PAYLOAD / RANGE

ISA

Recommended cruise speed

Empty weight equipped a/c + 1 pilot : 1580 kg – 3483 lb



Note : Typical mission without reserve, with clean baseline aircraft and new engines.

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.

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.

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.

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	100 MMH
Airframe Major Inspection	Estimated Man Hour
12 years periodicity tasks	205 MMH

Scheduled Engine Inspection ARRIUS 1A1	Estimated Man Hour
100 flight hrs periodicity tasks	0,0744 MMH per FH
500 flight hrs periodicity tasks	
1250 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.

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.

Main components

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

Main Components	TBO (h) as per PRE 2007 edition	TBO (h) Target Value *	SLL (h) as per PRE 2007 edition
MAIN ROTOR BLADE			20000
SLEEVE			4400
MAIN ROTOR SHAFT UNIT			20000 / 72000 cycles
STARFLEX HUB			2200
SPHERICAL THRUST BEARING			6400
BEVEL REDUCTION GEAR	3000		
EPICYCLIC REDUCTION GEAR	3000		
TAIL GEARBOX	2000	3000	
BLADE, TAIL ROTOR			4000
TAIL ROTOR SHAFT FRONT SECTION			20000
TAIL ROTOR SHAFT REAR SECTION			8400
SERVO CONTROL, MAIN ROTOR	3000		
SERVOCONTROL, TAIL Rotor	3000		

“*”: Target value within the Maturity Plan under progress.

Engines	TBO (h)	TBO (h) Target Value	SLL (h)
ARRIUS 1A1	2500	3000	

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.

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.

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.

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For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

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.

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For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

Engine Maintenance program

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

Turbomeca has 32 Repair Centers across the globe, supplemented by several new factory-authorized service facilities strategically located near to you

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

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.

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.

AS355 NP - Example of basic training course

COURSE TYPE	COURSE REFERENCE	THEORETICAL INSTRUCTION		FLIGHT INSTRUCTION	
		TR1	TR2	TR1	TR2
Pilot	Type rating	7 days	7 days	8 hours	4 hours
	Instructor pilot conversion ¹	-		-	
	Refresher	2 days		1,5 hours	
COURSE TYPE	COURSE REFERENCE	THEORETICAL INSTRUCTION			
Mechanics	Type rating (Airframe + Engine)	4 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 AS355 (15 hours mini, within last 12 months, not included in type rating).

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.

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.

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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