# Civil Aviation Authority
# United Kingdom

# TYPE-CERTIFICATE DATA SHEET

## UK.TC.E.00146

for

Arriel 1 Series Engines

Safran Helicopter Engines

64510 Bordes

France

| | | |
|---|---|---|
| Model(s): | Arriel 1A | Arriel 1D |
| | Arriel 1A1 | Arriel 1D1 |
| | Arriel 1A2 | Arriel 1E2 |
| | Arriel 1B | Arriel 1K |
| | Arriel 1C | Arriel 1K1 |
| | Arriel 1C1 | Arriel 1S |
| | Arriel 1C2 | Arriel 1S1 |
| Issue: | 1 | |
| Date of issue: | 09 December 2025 | |

**TABLE OF CONTENTS**

## Section 1 General (All Models)

### I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UKCAA **from** 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA **before** 01 January 2021, and were incorporated into EASA TCDS EASA.E.073 at Issue 04 dated 01 August 2016 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement

## Section 2 Arriel 1 Series Engines

### I. General

#### 1. Type / Variant / Model

Arriel 1 / Arriel 1A1, 1A2, 1C, 1C1, 1C2, 1S, 1S1, 1K, 1K1, 1E2 for twin-engines helicopters.
Arriel 1B, 1D, 1D1 for single-engine helicopters.

#### 2. Type Certificate Holder

Safran Helicopter Engines
64510 Bordes
FRANCE

DOA-ref: EASA.21J.070

Until July 18 2016 Turbomeca

After July 18 2016 Safran Helicopter Engines

#### 3. Manufacturer

TURBOMECA USA (formerly Turbomeca Engine Corporation), Grand Prairie, Texas, USA

Until July 18 2016 Turbomeca

After July 18 2016 Safran Helicopter Engines

#### 4. Date of Application and Approval at EASA (Certifying Authority)

| Model | Application Date | EASA Certification Date | Type certificate cancelled |
|---|---|---|---|
| Arriel 1 | | | 19 November 1999 |
| Arriel 1A | | | 04 April 2014 |
| Arriel 1A1 | 20 March 1979 | 26 March 1979 | |
| Arriel 1A2 | 01 September 1978 | 07 December 1979 | |
| Arriel 1B | 05 June 1974 | 01 June 1977 | |
| Arriel 1B2 | | | 19 November 1999 |
| Arriel 1C | 01 September 1978 | 23 December 1980 | |
| Arriel 1C1 | 18 June 1981 | 27 January 1982 | |
| Arriel 1C2 | 21 October 1988 | 24 February 1989 | |
| Arriel 1D | 07 December 1984 | 04 October 1985 | |
| Arriel 1D1 | 10 May 1988 | 19 July 1988 | |
| Arriel 1E | | | 19 November 1999 |
| Arriel 1E2 | 02 April 1993 | 08 October 1993 | |
| Arriel 1K | 24 October 1984 | 04 October 1985 | |
| Arriel 1K1 | 09 February 1990 | 29 August 1990 | |
| Arriel 1S | 09 September 1985 | 06 May 1987 | |
| Arriel 1S1 | 21 October 1989 | 19 December 1990 | |

**Note:** EASA type certification for all these models is granted in accordance with Article 2a paragraph 1(a) of EU Commission Regulation EC 375/2007 amending EU Commission Regulation 1702/2003 based on the DGAC France certification of these products (French Type Certificate N° M5).

**5. Date of Application and Approval at CAA (Validating Authority)**

| Model | Date of Application | Date of Approval |
|---|---|---|
| Arriel 1A1 | 25 July 2025 | 9 December 2025 |
| Arriel 1A2 | 25 July 2025 | 9 December 2025 |
| Arriel 1B | 25 July 2025 | 9 December 2025 |
| Arriel 1C | 25 July 2025 | 9 December 2025 |
| Arriel 1C1 | 25 July 2025 | 9 December 2025 |
| Arriel 1C2 | 25 July 2025 | 9 December 2025 |
| Arriel 1D | 25 July 2025 | 9 December 2025 |
| Arriel 1D1 | 25 July 2025 | 9 December 2025 |
| Arriel 1E2 | 25 July 2025 | 9 December 2025 |
| Arriel 1K | 25 July 2025 | 9 December 2025 |
| Arriel 1K1 | 25 July 2025 | 9 December 2025 |
| Arriel 1S | 25 July 2025 | 9 December 2025 |
| Arriel 1S1 | 25 July 2025 | 9 December 2025 |

## II. Certification Basis

**1. Reference Date for determining the applicable airworthiness requirements**

05 June 1974

**2. State of Design Airworthiness Authority Type Certificate Data Sheet Number**

EASA.E.073

**3. State of Design Airworthiness Authority Certification Basis**

Refer to TCDS EASA.E.073.

**4. UK CAA Certification Basis**

**4.1 Airworthiness Standards**

JAR-E issue 1 and amendments applicable on June 5th 1974, including ratings as per FAR 33 for helicopter engines.

**4.2 Special Conditions**

Special requirement applicable to the single-engine helicopters versions to take the free wheel into account. See letter from SGAC, former French Airworthiness Authority, reference 7525/DTA/SDT/MC dated 12/12/1974.

**4.3 Equivalent Safety Findings (ESF)**

None

**4.4 Deviations**

None

## III. Technical Characteristics

### 1. Type Design Definition

| Model | Part Number |
|---|---|
| Arriel 1A1 | P/N 0 292 00 505 0 |
| Arriel 1A2 | P/N 0 292 00 507 0 |
| Arriel 1B | P/N 0 292 00 506 0 |
| Arriel 1C | P/N 0 292 00 514 0 |
| Arriel 1C1 | P/N 0 292 00 515 0 |
| Arriel 1C2 | P/N 0 292 00 524 0 |
| Arriel 1D | P/N 0 292 00 518 0 |
| Arriel 1D1 | P/N 0 292 00 522 0 |
| Arriel 1E2 | P/N 0 292 00 532 0 |
| | P/N 0 292 00 546 0* |
| Arriel 1K | P/N 0 292 00 517 0 |
| Arriel 1K1 | P/N 0 292 00 527 0 |
| Arriel 1S | P/N 0 292 00 519 0 |
| Arriel 1S1 | P/N 0 292 00 525 0 |

* when modified by TU 324

### 2. Description

The Arriel 1 engine is a turboshaft engine consisting of an axial air intake, an axial compressor and a centrifugal compressor driven by a two-stage turbine, a combustion chamber, and a single stage power turbine (free turbine) driving a reduction gearbox located at the rear. An accessory drive gearbox, driven by the gas generator, is located at the front. Mounts and starter-generator are not part of the engine type definition.

### 3. Equipment

Engine equipment is specified by the applicable Type Design Definition

### 4. Dimensions

| Model | Length (m) | Height (m) | Width (m) |
|---|---|---|---|
| Arriel 1A1 | 1.12 | 0.6 | 0.41 |
| Arriel 1A2 | 1.12 | 0.61 | 0.41 |
| Arriel 1B | 1.21 | 0.6 | 0.44 |
| Arriel 1C | 1.17 | 0.61 | 0.41 |
| Arriel 1C1/1C2 | 1.17 | 0.61 | 0.47 |
| Arriel 1D | 1.26 | 0.61 | 0.49 |
| Arriel 1D1 | 1.2 | 0.61 | 0.47 |
| Arriel 1E2 | 1.19 | 0.7 | 0.49 |
| Arriel 1K/1K1 | 1.17 | 0.61 | 0.5 |
| Arriel 1S/1S1 | 1.54 | 0.79 | 0.49 |

## 5. Dry Weight

| Model | Weight Dry (Kg) |
|---|---|
| Arriel 1A1 | 111 |
| Arriel 1A2 | 116.5 |
| Arriel 1B | 114.5 |
| Arriel 1C | 116.5 |
| Arriel 1C1 | 118.6 |
| Arriel 1C2 | 119 |
| Arriel 1D | 122.5 |
| Arriel 1D1 | 122 |
| Arriel 1E2 | 125 |
| Arriel 1K | 121 |
| Arriel 1K1 | 123 |
| Arriel 1S | 126.75 |
| Arriel 1S1 | 130 |

## 6. Ratings

| Ratings kW | Arriel 1A1 | Arriel 1A2 | Arriel 1B |
|---|---|---|---|
| 2-1/2 minute OEI | 498 | 500 | NA |
| Continuous OEI ** | 480 | 490 | NA |
| Takeoff | 470 | 470 | 478 |
| Maximum Continuous | 432 | 432 | 440 |

| Ratings kW | Arriel 1C | Arriel 1C1 | Arriel 1C2 | Arriel 1D | Arriel 1D1 |
|---|---|---|---|---|---|
| 2-1/2 minute OEI | 522 | 538* | 569* | NA | NA |
| Continuous OEI ** | 512 | 526 | 550 | NA | NA |
| Takeoff | 492 | 526 | 550 | 510 | 531* |
| Maximum Continuous | 437 | 437 | 471 | 450 | 466 |

| Ratings kW | Arriel 1E2 | Arriel 1K | Arriel 1K1 | Arriel 1S | Arriel 1S1 |
|---|---|---|---|---|---|
| 2-1/2 minute OEI | 528* | 476* | 494* | 560* | 598 |
| Continuous OEI ** | 528* | 476* | 494* | 544 | 588 |
| Takeoff | 528* | 476* | 494* | 523 | 541 |
| Maximum Continuous | 516 | 437 | 471 | 523 | 541 |

* The mechanical power is restricted to the values indicated above, taking into account the fuel flow limit corresponding to the engine installation, although the engine is capable of greater values which have also been validated.

** The intermediate contingency rating, with unlimited display time, according to BCAR-C (JAR-E) has also been validated.

Note 1: Engine ratings correspond to minimum values defined under the following conditions:

- Static, sea level standard conditions (15ºC, 1013 hPa)
- engines equipped with calibrated test bed air intake Nº6.202.81.719.0
- Use of following exhaust pipe:
  - Arriel 1A1/1A2/1C: 0.292.80.869.0
  - Arriel 1B/1D: 0.292.80.870.0
  - Arriel 1C1/1C2/1D1/1E2/1K/1K1/1S/1S1: 0.292.80.871.0
- no air bleed,
- no power drawn by any accessories other than those required for engine operation.
- fuel Low Heat Value : 43136 kJ/kg
- output shaft rotation speed : 5976 rpm, Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1K, 1K1
  6000 rpm, Arriel 1E2
  6057 rpm, Arriel 1S
  6409 rpm, Arriel 1S1

Note 2: Ratings declared for Arriel 1A1/1A2/1B/1C/1C1/1D/1K correspond to the minimum power ratings for new engines. For overhauled engines in operation, a performance decrement function to the operation time since overhaul have to be done, up to 2 % for 3000 operating hours.

Ratings declared for Arriel 1C2/1D1/1K1/1S/1S1/1E2 correspond to the minimum power ratings for aged engines.

Note 3: Detailed performance curves are provided in the relevant Installation / Operating Manuals.

## 7. Control System

Arriel 1 engines are equipped with Hydromechanical Fuel Control Units, including a proportional free turbine speed control and a proportional integral gas generator speed control.

Refer to the Installation / Operating Manuals for further information.

## 8. Fluids (Fuel, Oil, Additives)

Refer to applicable Installation / Operating Manuals.

### 9. Aircraft Accessory Drives

| Designation | Rotation direction facing pad | Rotation speed | Maximum Steady state | Maximum torque at overload | Maximum static overhung moment |
|---|---|---|---|---|---|
| | | (rpm) | (kW) | (daN.m) | (daN.m) |
| Arriel 1A1, 1A2, 1B not modified TU 77 | CCW | NTL x 0.306122 12182 | 13.5 | 3.99 | 1.5 |
| Arriel 1A1, 1A2, 1B modified TU 77 Arriel 1C, 1C1, 1C2, 1K, 1K1, 1D, 1D1, 1E2, | CCW | NTL x 0.29293 12182 | 13.5 | 3.99 | 1.5 |
| Arriel 1S, 1S1 | CCW | NTL x 0.29293 12297 | 5 | 1 | 1.5 |

Notes:

- CCW: counter clockwise
- The rotation direction of the power drives for the accessories is indicated considering the power drive seen from the outside.

### 10. Maximum Permissible Air Bleed Extraction

P2 air bleed for helicopter use, maximum flow rate at standard sea level conditions: 100 g/s at Take-off rating. For further details, see Installation / Operating Manuals

## IV. Operating Limitations

### 1. Temperature Limits

#### 1.1 Turbine Gas Temperature

| | Arriel Models | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1A1/1A2 | 1B | 1C | 1C1 | 1C2 | 1D | 1D1 |
| Take off | 810 | 810 | 835 | 845 | 845 | 845 | 845 |
| Maximum Continuous | 775 | 775 | 785 | 775 | 775 | 795 | 795 |
| 30 minute OEI rating | 810 | NA | 835 | 845 | 845 | NA | NA |
| 2 - 1/2 minute OEI | 840 | NA | 860 | 865 | 885 | NA | NA |
| Maximum Overtemperature at starting | 840 | 840 | 860 | 865 | 865 | 865 | 865 |
| Transient (<20s) | | | | | 920 ** | | 870 * |

| | Arriel Models | | | | |
|---|---|---|---|---|---|
| | **1E2** | **1K** | **1K1** | **1S** | **1S1** |
| Take off | 845 | 845 | 845 | 845 | 845 |
| Maximum Continuous | 845 | 775 | 775 | 845 | 845 |
| 30 minute OEI rating | 845 | 845 | 845 | 845 | 868 |
| 2 - 1/2 minute OEI | 885 | 865 | 885 | 885 | 885 |
| Maximum Overtemperature at starting | 865 | 865 | 865 | 865 | 865 |
| Transient (<20s) | 920 ** | | 920 ** | 920 ** | 920 ** |

* Allowed on helicopters equipped with digital avionics VEMD (Vehicule and Engine Monitoring Display)

** Only when reaching the 2 ½ min. OEI rating (maximum contingency power), see Installation / Operating Manuals

### 1.2 Fuel Temperature

Refer to relevant Installation / Operating Manuals

### 1.3 Oil Temperature ($^{O}$C)

- Minimum for starting: between -50ºC and -40ºC, according to oil specification. Refer to Installation / Operating Manuals.
- Minimum for power application: -10ºC with 3 cst oils
  0ºC with 5 cst oil.
- Maximum operating temperature:
  - Arriel 1A1/1A2/1B: 110ºC
  - Arriel 1C/1C1/1C2/1D/1D1/1E2/1K/1K1/1S/1S1: 115ºC

## 2. Pressure Limits

### 2.1 Fuel Pressure

See installation / Operating Manuals

### 2.2 Oil Pressure (hPa)

| | Arriel Models | | |
|---|---|---|---|
| | **1A1/1A2/1B** | **1C/1C1/1C2/1E2/1K/1K1/1S/1S1** | **1D/1D1** |
| Minimal<br>70% < N1 <85%<br>N1 ≥ 85% | 1900<br>2800 | 1300<br>1800 | 1300<br>1800 |
| Maximal | > 9000 | > 5000 | > 5000 |

## 3. Maximum / Minimum Permissible Rotor Speeds

### 3.1 Gas Generator Speeds (N1) (%)

| Arriel Models | 2-1/2 minute OEI rating | 30 minute OEI rating | Takeoff rating | Maximum continuous rating | Transient (5 second limit) | Transient (20 second limit) |
|---|---|---|---|---|---|---|
| 1A1 | 102.2 | 100.9 | 100.4* | 98* | 105.5 | NA |
| 1A2 | 102.2 | 101.4 | 100.4 | 98 | 105.5 | NA |
| 1B | NA | NA | 100.4* | 98* | 105.5 | NA |
| 1C | 102.7 | 101* | 100 | 97.5 | 105.5 | NA |
| 1C1 | 102.7 | 100.8 | 100.8 | 97 | 105.5 | NA |
| 1C2 | 103.4* | 102* | 102* | 98.2* | NA | 107.5 |
| 1D | NA | NA | 100.8 | 98 | 105.5 | NA |
| 1D1 | NA | NA | 101.9* | 98 | 107.5 | 103.1 ** |
| 1E2 | 103.3* | 102* | 102* | 100.3* | NA | 107.5 |
| 1K | 102.7 | 100.6 | 100.6 | 97 | 105.5 | NA |
| 1K1 | 103.4* | 102* | 102* | 98.2* | NA | 105.5 |
| 1S | 102.7* | 101* | 100 | 100 | NA | 105.35 |
| 1S1 | 102.7* | 102.2* | 100 | 100 | NA | 105.35 |

* With NG de-rating law as function of outside temperature (and altitude for: 1S, 1S1, 1D1, 1C2, 1K1, 1E2)

** Allowed on helicopters equipped with digital avionics VEMD (Vehicule and Engine Monitoring Display)

With 100%= 51800 rpm for all models except 1S/1S1

With 100%= 52110 rpm for Arriel 1S and 1S1

Notes:

- For the NG limit variation as function of ambient temperature and altitude if applicable, confer relevant Installation / Operating Manuals
- Minimum speed: 67% for all models except for the Arriel 1E2 (63%).

### 3.2 Power Turbine Speed (N2) (%)

| | Arriel Models | | | | |
|---|---|---|---|---|---|
| | 1A1/1A2/1B | 1C/1C1/1C2/ 1D/1D1/ 1K/1K1 | 1E2 | 1S | 1S1 |
| Maximum Stabilised | 113.5 | 108.5 | 108 | 108 | 102.07 |
| Maximum transient 5 sec. | 120.5 | 120.5 | 120 | 118.9 | 112.34 |
| Minimum transient 5 sec. | 86 | 86 | 85.6 | 84.8 | 80.2 |

Notes: 100% means:

- 39635 rpm for free turbine shafts of Arriel 1A1/1A2/1B non -modified TU77
- 41420 rpm for free turbine shafts of Arriel 1A1/1A2/1B modified TU77 and Arriel 1C/1C1/1C2/1D/1D1/1K/1K1

- 41981 rpm for free turbine shafts of Arriel 1S
- 44421 rpm for free turbine shafts of Arriel 1S1
- 41586 rpm for free turbine shafts of Arriel 1E2

**4. Torque Limits (m.daN)**

| | Arriel Models | | | | |
|---|---|---|---|---|---|
| | **1A1/1A2** | **1C/1C1/1E2/1K/1K1** | **1C2** | **1S** | **1S1** |
| Max at OEI 2-1/2 min | 83 | 87.7 | 87.5 | 87.9 | 113 |
| 20 seconds | 87.7 | 98.6 | 105 | 118.4 | 132.2 |

| | Arriel Models | |
|---|---|---|
| | **1B** | **1D / 1D1** |
| Max | 83 | 83 |
| 20 seconds | 87.7 | 91.5 |

**5. Installation Assumptions**

Refer to Installation / Operating Manuals for details.

**6. Dispatch Limitations**

All engine systems and equipment must be functional prior to aircraft take-off. Any engine system or equipment failure which would occur in flight shall be replaced or repaired prior to commencement of next flight

## V. Operational and Service Instructions

The Operating and Service Instructions listed below are approved by the European Union Aviation Safety Agency under EASA Type Certificate EASA.E.073 in accordance with Commission Regulation (EU) 748/2012 as amended.

These instructions and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

Note: For all tables in this section, when 2 references separated by “/” are provided, the first one refers to the document in French language and the second one to the document in English language. In case of conflict of translation the French version shall take precedence.

| | **Arriel Models** | | |
|---|---|---|---|
| | **1A1** | **1A2** | **1B** |
| Installation Drawing and Manual | 292 00930 / 292 00931 | | |
| Operation Manual | 292 00 932 | | |
| Performance Booklet | Included in the Installation Manual | | |
| Maintenance Manual | X 292 B3 452 1 / X 292 B3 452 2 | X 292 A9 452 1 / X 292 A9 452 2 | X 292 65 452 1 / X 292 65 452 2 |
| Repair Manual | X 292 87 500 1 / X 292 87 500 2 | | |
| Service Letters and Service Bulletins | refer to SB and SL directory | | |

| | **Arriel Models** | | | | |
|---|---|---|---|---|---|
| | **1C** | **1C1** | **1C2** | **1D** | **1D1** |
| Installation Drawing and Manual | X 292 B0 002 1 / X 292 B0 002 2 | | | | |
| Operation Manual | Included in the installation Manual chapter 5 | | | | |
| Performance Booklet | X 292 B0 001 9 | | | | |
| Maintenance Manual | X 292 B0 452 1 / X 292 B0 452 2 | X 292 C3 452 1 / X 292 C3 452 2 | X 292 G1 452 1 / X 292 G1 452 2 | X 292 E5 452 1 / X 292 E5 452 2 | X 292 G2 452 1 / X 292 G2 452 2 |
| Repair Manual | X 292 87 500 1 / X 292 87 500 2 | | | | |
| Service Letters and Service Bulletins | refer to SB and SL directory | | | | |

| | **Arriel Models** | |
|---|---|---|
| | **1K** | **1K1** |
| Installation Drawing and Manual | X 292 D8 001 1 / X 292 D8 001 2 | |
| Operation Manual | Included in the Installation Manual chapter 5 | |
| Performance Booklet | X 292 D8 002 1 / X 292 D8 001 9 | |
| Maintenance Manual | X 292 D8 452 1 / X 292 D8 452 2 | X 292 H3 452 1 / X 292 H3 452 2 |
| Repair Manual | X 292 87 500 1 / X 292 87 500 2 | |
| Service Letters and Service Bulletins | refer to SB and SL directory | |

| | Arriel Models | |
|---|---|---|
| | **1S** | **1S1** |
| Installation Drawing and Manual | X 292 F9 001 1 / X 292 F9 001 2 | |
| Operation Manual | Included in the Installation Manual chapter 5 | |
| Performance Booklet | X 292 F9 900 9 | |
| Maintenance Manual | X 292 F9 452 1 / X 292 F9 452 2 | X292 H4 452 1 / X 292 H4 452 2 |
| Repair Manual | X 292 87 500 1 / X 292 87 500 2 | |
| Service Letters and Service Bulletins | refer to SB and SL directory | |

| | Arriel Models |
|---|---|
| | **1E2** |
| Installation Drawing and Manual | X 292 G9 001 1 / X 292 G9 001 2 |
| Operation Manual | Included in the Installation Manual chapter 5 |
| Performance Booklet | X 292 G9 900 9 |
| Maintenance Manual | X 292 M3 452 1 / X 292 M3 452 2 |
| Repair Manual | X 292 87 500 1 / X 292 87 500 2 |
| Service Letters and Service Bulletins | refer to SB and SL directory |

## VI. Notes

### 1. Ingestion of Foreign Matter

The engine capability against ingestion of foreign matter has not been fully assessed (C4-4 18 and 19, C 4-6 19 and 20). The protection of the engine against strike / ingestion of foreign matter other than rain is to be ensured by the powerplant installation on the aircraft.

Anti icing protection: the operating characteristics in icing conditions shall be evaluated before approval is given for the installation of the power plant on the helicopter concerned, refer to the relevant installation manual.

### 2. Vibrations

Measurements made by probe located on gas generator rear bearing

### 3. Conversion from non-civil use

This note is applicable to the following models:

Case 1: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K, 1K1, 1S, 1S1 engines originally assembled by Turbomeca and having previously been used by an operator engaged in military, customs, police or similar services, and not under the control of a civil Authority.

Case 2: The Arriel 1M and Arriel 1MN are military models of the Arriel 1C1, known to be installed on, but not limited to, a military helicopter. Arriel 1C1 engines can be created by converting Arriel 1M or Arriel 1MN engines. TCDS No.: E.073 Safran Helicopter Engines Issue: 05 Arriel 1 series engines Date: 20 February 2025

Case 3: The Arriel 1M1 and Arriel 1MN1 are military models of the Arriel 1C2, known to be installed on, but not limited to, a military helicopter. Arriel 1C2 engines can be created by converting Arriel 1M1 or Arriel 1MN1 engines.

The compliance of such engines with the European rules enabling issuance of an aircraft standard certificate of airworthiness must be checked. Their configuration, including design changes and repairs, does not necessarily conform to the type definition approved by EASA, and it is possible that in operation they have exceeded the limits approved by EASA. Before a standard certificate of airworthiness is issued to an aircraft in which such engines are installed, an EASA Form 1 must be issued for these engines. This requires incorporation of the following SAFRAN HELICOPTER ENGINES Mandatory Service Bulletins:

Case 1: A292 72 0806 Update 1 (or any subsequent approved issue).

Case 2: A292 72 0813 Original Issue (or any subsequent approved issue).

Case 3: A292 72 0814 Original Issue (or any subsequent approved issue).

## Section 3 Administration

### I. Acronyms and Abbreviations

| Acronym / Abbreviation | Definition |
|---|---|
| BCAR | British Civil Aviation Regulation |
| CAA | Civil Aviation Authority |
| CCW | Counter Clock Wise |
| DOA | Design Organisation Approval |
| daN.m | decaNewton Meter |
| EU | European Union |
| ESF | Equivalent Safety Finding |
| EASA | European Aviation Safety Agendy |
| FAR | Federal Aviation Regulation |
| g/s | Grams per second |
| hPa | HectoPascal |
| JAR | Joint Airworthiness Regulation |
| Kg | Kilogram |
| kJ | Kilojoule |
| kW | Kilowatt |
| $^{O}C$ | Degrees Centigrade |
| OEI | One Engine Inoperative |
| rpm | Revolutions per Minute |
| SB | Service Bulletin |
| TC | Type Certificate |
| TCDS | Type Certificate Data Sheet |
| TCH | Type Certificate Holder |
| UK | United Kingdom |
| USA | United States of America |

## II. Type Certificate Holder Record

| TCH Record | Period |
|---|---|
| Turbomeca<br>64510 Bordes<br>France | Until July 2016 |
| Safran Helicopter Engines<br>64510 Bordes<br>France | From 18 July 2016 |

## III. Amendment Record

| TCDS Issue No. | TCDS Issue Date | Changes | TC Issue and Date |
|---|---|---|---|
| 1 | 09 Dec 2025 | Initial Issue – Created in response to application for administrative validation, ref: UK.ADMIN.00170. Ref: EASA Major change M126685 | Issue 1<br>09 Dec 2025 |
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| | | | |

– END –