

**Civil Aviation Authority
United Kingdom**



TYPE-CERTIFICATE DATA SHEET

UK.TC.R.00040

For

AS 350 / EC 130

Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence

13725 Marignane CEDEX

France

Model(s): AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3 EC 130 B4, EC 130 T2

Issue: 5

Date of issue: 11 February 2026

Table of Contents

Section 1 General 4

Section 2 AS 350B 5

 I. General 5

 II. Certification Basis 6

 III. Technical Characteristic and Operating Limitations 7

 IV. Operating and Service Instructions 10

 V. Operational Suitability Data 10

 VI. Notes 11

Section 3 AS 350D 12

 I. General 12

 II. Certification Basis 13

 III. Technical Characteristic and Operating Limitations 13

 IV. Operating and Service Instructions 17

 V. Operational Suitability Data 17

 VI. Notes 18

Section 4 AS 350 B1 19

 I. General 19

 II. Certification Basis 20

 III. Technical Characteristic and Operating Limitations 21

 IV. Operating and Service Instructions 24

 V. Operational Suitability Data 25

 VI. Notes 25

Section 5 AS 350 B2 26

 I. General 26

 II. Certification Basis 27

 III. Technical Characteristic and Operating Limitations 28

 IV. Operating and Service Instructions 32

 V. Operational Suitability Data 33

 VI. Notes 33

Section 6 AS 350 BA 34

 I. General 34

 II. Certification Basis 35

 III. Technical Characteristic and Operating Limitations 36

 IV. Operating and Service Instructions 39

 V. Operational Suitability Data 40

 VI. Notes 40

Section 7 AS 350 BB 42

 I. General 42

 II. Certification Basis 43

 III. Technical Characteristic and Operating Limitations 44

IV.	Operating and Service Instructions.....	47
V.	Operational Suitability Data	48
VI.	Notes.....	48
Section 8	AS 350 B3.....	50
I.	General	50
II.	Certification Basis	51
III.	Technical Characteristic and Operating Limitations	52
IV.	Operating and Service Instructions.....	60
V.	Operational Suitability Data	61
VI.	Notes.....	62
Section 9	EC 130 B4.....	63
I.	General	63
II.	Certification Basis	64
III.	Technical Characteristic and Operating Limitations	65
IV.	Operating and Service Instructions.....	69
V.	Operational Suitability Data	70
VI.	Notes.....	70
Section 10	EC 130 T2.....	71
I.	General	71
II.	Certification Basis	71
III.	Technical Characteristic and Operating Limitations	73
IV.	Operating and Service Instructions.....	77
V.	Operational Suitability Data	77
VI.	Notes.....	78
Section 11	CS-26 Compliance Information.....	79
Section 12	Administration	80
I.	Acronyms and Abbreviations	80
I.	Type Certificate Holder Record	81
II.	Amendment Record	81

Note: In this TCDS, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as “UK Regulation (EU) year/number or UK Regulation (EU) No. number/year”.

Section 1 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:

- a) Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
- b) 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.R.008 at Issue 14 dated 02 June 2020, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2 AS 350B**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 B

1.3 Model

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

19 June 1974

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

27 October 1977

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis**1. Reference Date for determining the applicable requirements**

1.1 Airworthiness and Environmental Protection

19 June 1974 (see II.3.)

1.2 OSD Elements

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

As above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.4

Complementary and Special Conditions defined in DGAC FR letters 6518, dated 17 August 1976 and 6437, dated 28 July 1977

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Requirements elected to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

9.3 Simulation Data (SIMD)

Reserved

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Issue: 5
Page 6 of 81

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

350A000000

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: one turbo-shaft engine.

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93 m

Width hull: 1.87 m

Height: 3.14 m

4.2 Main Rotor

Diameter: 10.69 m, 3 blades

4.3 Tail Rotor

Diameter: 1.86 m, 2 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

1 x Model Arriel 1B14

5.2 Type Certificate

TC/TCDS n°: EASA.E.073 (former DGAC FR n° M5)

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG ** [%]	Min. guaranteed PWR * [kW]	Temperature T4 [°C]
Max. transient (5 sec)	---	105	---	---
Max. TOP (5 min)	829	100	478	810
MCP		98	440	775

Notes: - Maximum T4 on starting: 840°C

- * ISA, ground level

- ** 100% = 51 800 rpm

5.3.2 Transmission Torque Limits

Max. TQ: 83% (100% corresponds to 396 kW power output at 386 rpm MR speed)

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Refer to approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

Fuel tank capacity:	540 litres
Usable fuel:	538.7 litres, post AMS 07 0289
Unusable fuel:	1.3 litre, post AMS 07 0289

7.2 Oil

Engine:	5.2 litres
MGB:	6.5 litres (circuit included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} : 147 KIAS (272 km/h) from MSL up to 1000 ft (305 m).

- at higher altitudes, V_{NE} reduced by 3.5 kt/1000 ft (20 km/h per 1000 m).

- at OAT between -30° C and -40° C, subtract 10 kt (18.5 km/h) from the above decreasing law

9. Rotor Speed Limitations

Power on:

Maximum	386 rpm
Minimum	380 rpm

Power off:

Maximum	424 rpm
Minimum	320 rpm

(audio warning at 335 rpm)

The audio warning sounds when rotor speed drops below:

- 335 rpm, pre-modification 07.1891
- 360 rpm, post-modification 07.1891

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: refer to approved RFM

En route: 16 000 ft (4 875 m)

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day

VFR night, when the additional equipment required by operational regulations is installed and serviceable.
(For more information refer to RFM).

Non-icing conditions

12. Maximum Mass

1950kg

13. Centre of Gravity Range**13.1 Longitudinal C.G. limits**

Maximum forward limit:

3170 mm

Maximum rearward limit:

3550 mm up to 1300 kg

3430 mm for 1900 kg and up to 1950 kg.

Linear variation between the points

13.2 Lateral C.G Limits

L.H. limit: 150 mm

R.H. limit: 80 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When fitted with the forward 2-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 B Flight Manual, initially approved by DGAC FR on 27 October 1977, or later approved revision (reference: in French language).

2. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

3. Structural Repair Manual

AS 350 Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 350 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 10 of 81

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

1. Manufacturer's eligible serial numbers:

For AS 350 B: s/n 1003, and subsequent

For AS 350 D converted into AS 350 B, see Note 3

2. AS 350 D aircraft may be converted into AS 350 B by application of Service Bulletin 01.00.12.

3. The commercial designation is: Ecureuil.

4. Non-proprietary data contained in selected Special Conditions that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'.

Section 3 AS 350D**I. General****1. Type / Model / Variant**

1.1 Type
AS 350

1.2 Model
AS 350 D

1.3 Variant
-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters
Aéroport International Marseille Provence
13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

28 March 1978

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

4 July 1978

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

- 1.1 Airworthiness and Environmental Protection:
19 June 1974 (see II.3.)
- 1.2 OSD elements:
17 February 2014

2. Airworthiness Requirements

FAR Part 27, Amdts. 1 to 10 included

3. Special Conditions

See Note VI.4

Complementary and Special Conditions defined in DGAC FR letters 6518, dated 17 August 1976 and 6437, dated 28 July 1977

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Requirements elected to comply

None

8. Environmental Protection Requirements

- 8.1 Noise Requirements
See TCDSN UK.TC.R.00040
- 8.2 Emission Requirements
n/a

9. Operational Suitability Data (OSD)

- 9.1 Master Minimum Equipment List (MMEL)
JAR-MMEL Amdt.1, dated 1 August 2005
- 9.2 Flight Crew Data (FCD)
CS-FCD Initial Issue 31 January 2014
- 9.3 Simulation Data (SIMD)
Reserved
- 9.4 Maintenance Certifying Staff Data (MCSD)
Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

350A000000

2. Description

Main rotor: three (3) blades
 Tail rotor: two (2) blades
 Fuselage: metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine.

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification basis) must be installed on the aircraft at certification time and at any time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93m
 Width hull: 1.87m
 Height: 3.14m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.83m, 2 blades

5. Engine

5.1 Model

Honeywell International Inc. (former: Lycoming Engines)

1 x Model LTS 101-600A-2

5.2 Type Certificate

FAA TC/TCDS n°: E5NE

DGAC FR TC/TCDS n°: M.IM 5

EASA TC/TCDS n°: EASA.IM.E.228

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG ** [%]	Min. guaranteed PWR * [kW]	Temperature T4 [°C]
Max. transient (5 sec)	---	105.6	---	843***
Max. TOP (5 min)	733	103.7	459	782
MCP	704	102.2	440	763

The installed engine limitations at MCP are: NG = 48 930 rpm, and T4 = 755°C

Notes: - Maximum T4 on take-off: 899°C***

- * ISA, ground level

- ** 100% = 47 866 rpm

- *** Max. operating time with temperature above 818°C: 12 sec.rpm

5.3.2 Transmission Torque Limits

Max. TQ: 101% (100% corresponds to 396 kW power output at 386 rpm MR speed)

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Refer to approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

Fuel tank capacity: 540 litres

Usable fuel: 538.7 litres, post AMS 07 0289

Unusable fuel: 1.3 litre, post AMS 07 0289

7.2 Oil

Engine: 4.0 litres

MGB: 6.5 litres (circuit included)

TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} : 147 KIAS (272 km/h) from MSL up to 1083 ft (330 m).

- at higher altitudes, V_{NE} reduced by 3.5 kt/1000 ft (20 km/h per 1000 m).

- at OAT between -30° C and -40° C, subtract 10 kt (18.5 km/h) from the above decreasing law

9. Rotor Speed Limitations

Power on:

Maximum 386 rpm

Minimum 380 rpm

Power off:

Maximum 424 rpm

Minimum 320 rpm

(audio warning at 335 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: refer to approved RFM

En route: 15 000 ft (4575 m)

10.2 Temperature

Refer to approved RFM

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

11. Operating Limitations

VFR day

VFR night, when the additional equipment required by operational regulations is installed and serviceable.
(For more information refer to RFM)

12. Maximum Mass

1950kg

13. Centre of Gravity Range**13.1 Longitudinal C.G. limits**

Maximum forward limit:

3170 mm

Maximum rearward limit:

3550 mm up to 1300 kg

3430 mm for 1900 kg and up to 1950 kg.

Linear variation between the points

13.2 Lateral C.G Limits

L.H. limit: 150 mm

R.H. limit: 80 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When fitted with the forward 2-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5
Page 16 of 81

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 D Flight Manual, initially approved by DGAC FR on 4 July 1978, or later approved revision (reference: in French language).

2. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

3. Structural Repair Manual

AS 350 Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 350 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

1. Manufacturer's eligible serial numbers:
For AS 350 D: s/n 1028, and subsequent
For AS 350 C converted into AS 350 D, see Note 3
2. AS 350 C aircraft may be converted into AS 350 D by application of Service Bulletin 01.01.
3. The commercial designation is: AStar.
4. Non-proprietary data contained in selected Special Conditions that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 4 AS 350 B1**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 B1

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

13 December 1984

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

9 January 1986

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

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UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis**1. Reference Date for determining the applicable requirements**

1.1 Airworthiness and Environmental Protection:

19 June 1974 (see II.3.)

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

As above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.3

Complementary and Special Conditions defined in DGAC FR letters 6518, dated 17 August 1976 and 6437, dated 28 July 1977 and 53639, dated 25 June 1985

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

9.3 Simulation Data (SIMD)

Reserved

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Issue: 5
Page 20 of 81

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Document 350A044455

2. Description

Main rotor: three (3) blades
 Tail rotor: two (2) blades
 Fuselage: metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine
 Designed as a derivative of model AS 350 B.

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93m
 Width hull: 1.87m
 Height: 3.14m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.86m, 2 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 1D

5.2 Type Certificate

TC/TCDS n°: EASA.E.073 (former DGAC FR n° M5)

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG ** [%]	Min. guaranteed PWR * [kW]	Temperature T4 [°C]
Max. transient (5 sec)	---	105.5	---	---
Max. TOP (5 min)	830	101.2	510	845
MCP		100.8		
		98	450	795

Notes: - * ISA, ground level

- ** 100% = 51800 rpm

5.3.2 Transmission Torque Limits

Max. TQ:

- IAS 40 kt - 74 km/h, or higher: 94%
- IAS below 40 kt - 74 km/h: 100%

100% TQ corresponds to:

- 488 kW power output at 394 rpm MR speed
- 478 kW power output at 386 rpm MR speed)

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Refer to approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid Capacities

- 7.1 Fuel
- | | |
|---------------------|--------------------------------|
| Fuel tank capacity: | 540 litres |
| Usable fuel: | 538.7 litres, post AMS 07 0289 |
| Unusable fuel: | 1.25 litre, post AMS 07 0289 |

7.2 Oil

- | | |
|---------|-------------------------------|
| Engine: | 6.2 litres |
| MGB: | 6.5 litres (circuit included) |
| TGB: | 0.33 litre |

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS (287 km/h) for H_P = 0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, for -30°C > OAT, subtract 10 kt (19 km/h) from the above V_{NE}.

V_{NE} power-off:

- 125 KIAS (231 km/h) for H_P = 0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, subtract the following values from the above V_{NE}:
 - 10 kt (19 km/h), for -20°C > OAT > -30°C
 - 20 kt (37 km/h), for -30°C > OAT, without V_{NE} being less than 65 KIAS (120 km/h).

9. Rotor Speed Limitations

Power on:

- | | |
|---------|---------|
| Maximum | 394 rpm |
| Minimum | 385 rpm |

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Power off:

Maximum 430 rpm

Minimum 320 rpm

(audio warning at 365 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: 14000ft PA (4267m)

En route: 20000ft PA (6096 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day

VFR night, when the additional equipment required by operational regulations is installed and serviceable.
(For more information refer to RFM)

12. Maximum Mass

2200kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits

Maximum forward limit:

3170 mm up to 2000 kg

Linear variation from 3170 mm to 3200 mm between

2000 kg and 2200 kg

3200 mm at 2200 kg

Maximum rearward limit:

3500 mm up to 1200 kg

Linear variation from 3500 mm to 3430 mm between

1200 kg and 2200 kg

3430 mm at 2200 kg

13.2 Lateral C.G Limits

L.H. limit: 180 mm

R.H. limit: 140 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When the aircraft is fitted with the forward two-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS.

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 B1 Flight Manual, initially approved by DGAC FR on 9 January 1986, or later approved revision (reference: in French language).

1. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

2. Structural Repair Manual

AS 350 Repair Manual

3. Weight and Balance Manual

Refer to approved RFM

4. Illustrated Parts Catalogue

AS 350 Illustrated Parts Catalogue

5. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

6. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes**1. Manufacturer's eligible serial numbers:**

For AS 350 B1: s/n 1822, and subsequent

2. The commercial designation is: Ecureuil.**3. Non-proprietary data contained in selected Special Conditions that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.**

Section 5 AS 350 B2**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 B2

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

For helicopters manufactured under license see Note VI.1.

4. Type Certificate Application Date to DGAC FR

6 October 1988

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

26 April 1989

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

1.1 Airworthiness and Environmental Protection:

19 June 1974 (see II.3.)

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

As above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.3

Complementary and special conditions defined in letters 6518, dated 17 August 1976, 6437, dated 28 July 1977, and 53639, dated 25 June 1985 (see letter 53151/SFACT/TC, dated 9 February 1989). For aircraft equipped with VEMD major modification, as above plus Special Conditions on protection against the effects of High Intensity Radiated Fields (F-01 HIRF) and Lightning (F-02).

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

See Note VI.3

- Equivalent Safety Findings for Powerplant Instrument Markings (F-05)

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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9.3 Simulation Data (SIMD)

Reserved

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Document 350A044541

2. Description

Main rotor: three (3) blades
 Tail rotor: two (2) blades
 Fuselage: metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine
 Designed as a derivative of model AS 350 B1.

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93m
 Hull: 1.87m
 Height: 3.14m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.86m, 2 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 1D1

5.2 Type Certificate

TC/TCDS n°: EASA.E.073 (former DGAC FR n° M5)

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	B2 without VEMD Gas generator NG ** (Δ Ng) [%]	B2 with VEMD Gas generator NG ** (Δ Ng) [%]	Min. guaranteed PWR * [kW]	Temperature T4 [°C]
Max. transient (5 sec)	---	107.5 % (+6)	103.1 % (+1)	---	---

Max. TOP (5 min)	830	without P2 air bleed (0) with P2 air bleed (-0.6)	Automatic P2 derating by VEMD	478***	845
MCP		98% (-3.5)	98% (-4)	449	795

Notes: - * ISA, ground level

- ** 100% = 51800 rpm

- *** The mechanical power has been limited to this value taking the fuel flow limit into account.

5.3.2 Transmission Torque Limits

- Max. continuous TQ: 94%
- TKOF TQ range from 0 to 40 kt: 94% to 100%
- Max. TKOF TQ: 100%
- Max. transient TQ (5s): 107%
- 100% TQ corresponds to: 478 kW at 386 rpm MR speed

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Refer to approved RFM

6.2 6Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

- Fuel tank capacity: 540 litres
- Usable fuel: 538.7 litres, post AMS 07 0289
- Unusable fuel: 1.3 litre, post AMS 07 0289

7.2 Oil

- Engine: 5.2 litres
- MGB: 6.5 litres (circuit included)
- TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS (287 km/h) for H_P =0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, for -30°C > OAT, subtract 10 kt (19 km/h) from the above V_{NE}.

V_{NE} power-off:

- 125 KIAS (231 km/h) for H_P=0

- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, subtract the following values from the above V_{NE} :
 - 10 kt (19 km/h), for $-20^{\circ}\text{C} > \text{OAT} > -30^{\circ}\text{C}$
 - 20 kt (37 km/h), for $-30^{\circ}\text{C} > \text{OAT}$, without V_{NE} being less than 65 KIAS (120 km/h).

9. Rotor Speed Limitations

Power on:

Maximum 394 rpm

Minimum 385 rpm

Power off:

Maximum 430 rpm

(audio warning above 410 rpm)

Minimum 320 rpm

(audio warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: Refer to approved RFM

En route: 20000ft PA (6096 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day

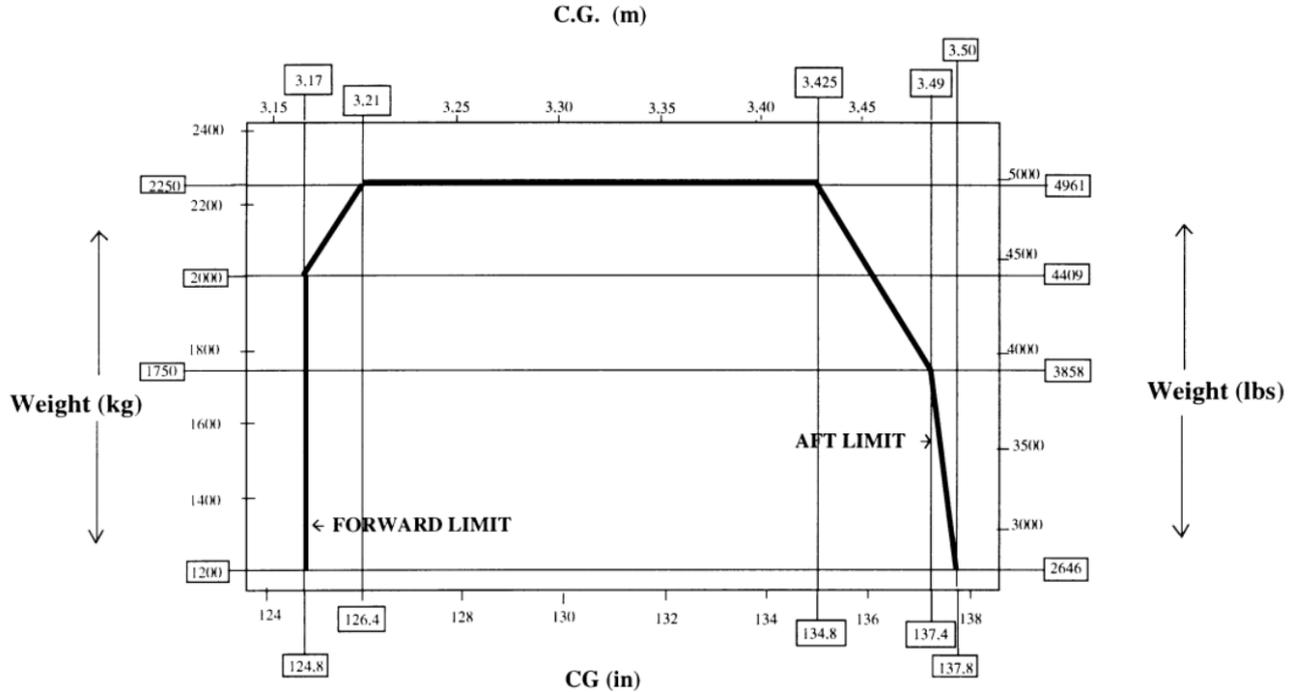
VFR night, when the additional equipment required by operational regulations is installed and serviceable. (For more information refer to RFM). Flight in falling snow: refer to approved RFM (For more information refer to approved RFM)

12. Maximum Mass

2250 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. Limits



13.2 Lateral C.G. Limits

L.H. limit: 180 mm

R.H. limit: 140 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When the aircraft is fitted with the forward two-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS.

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 B2 Flight Manual, approved by DGAC FR on 26 April 1989, or later approved revision (reference: in French language).

For VEMD major modification:

AS 350 B2 (VEMD) Flight Manual, approved under ref. EASA.R.C 01396 on 22 November 2006, or later approved revision (reference: in English language)

AS 350 B2 (VEMD) Flight Manual, approved under ref. 10029919 on 3 May 2010, or later approved revision (reference: in French language)

1. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

2. Structural Repair Manual

AS 350 Repair Manual

3. Weight and Balance Manual

Refer to approved RFM

4. Illustrated Parts Catalogue

AS 350 B2 Illustrated Parts Catalogue

5. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 32 of 81

6. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes**1. Manufacturer's eligible serial numbers:**

For AS 350 B2: s/n 2100, and subsequent.

For AS 350 B2 with VEMD major modification: s/n 4129, and subsequent.

AS 350 B1 converted into AS 350 B2 by application of Service Bulletin n° 01.26 or 01.00.26

AS 350 B aircraft converted into AS 350 B2 by application of Service Bulletin n° 01.00.51

AS 350 BA aircraft converted into AS 350 B2 by application of Service Bulletin n° 01.00.50 or Service Bulletin n° 01.90.61

The aircraft, the s/n of which are listed in Airbus Helicopters document:

L102-001 are manufactured under Helibras license;

L 102-002 are manufactured under AE-MS license.

2. The commercial designation is: Ecureuil.**3. Non-proprietary data contained in selected Special Conditions and Equivalent Safety Findings that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.**

Section 6 AS 350 BA**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 BA

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

For helicopters manufactured under license see Note VI.1

4. Type Certificate Application Date to DGAC FR

17 May 1991

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

26 November 1991

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

1.1 Airworthiness and Environmental Protection:

19 June 1974 (see II.3.)

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

as above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.3

Complementary and special conditions defined in letters 6518, dated 17 August 1976, 6437, dated 28 July 1977, and 53639, dated 25 June 1985 (see letter 53881, dated 14 August 1991).

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

9.3 Simulation Data (SIMD)

Reserved

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Issue: 5
Page 35 of 81

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Documents 350A044685

1. Description

- Main rotor: three (3) blades
- Tail rotor: two (2) blades
- Fuselage: metal-sheet monocoque
- Landing gear: skid type
- Powerplant: one turbo-shaft engine

Designed as a derivative of models AS 350 B1 and AS 350 B2.

2. Equipment

The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

3. Dimensions

3.1 Fuselage

- Length: 10.93m
- Width hull: 1.87m
- Height: 3.14m

3.2 Main Rotor

Diameter: 10.69m, 3 blades

3.3 Tail Rotor

Diameter: 1.86m, 2 blades

4. Engine

4.1 Model

Safran Helicopter Engines (former: Turbomeca)
1 x Model Arriel 1B

4.2 Type Certificate

TC/TCDS n°: EASA.E.073 (former DGAC FR n° M5)

4.3 Limitations

4.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG ** [%]	Min. guaranteed PWR * [kW]	Temperature T4 [°C]
Max. transient (5 sec)	reserved	105	---	---
Max. TOP (5 min)	reserved	100	478	810
MCP		98	440	775

Notes: - * ISA, ground level

- ** 100% = 51800 rpm
- Max . T4 starting: 840°C

4.3.2 Transmission Torque Limits

Max. TQ:

- IAS 40 kt - 74 km/h, or higher: 83%
- IAS below 40 kt - 74 km/h: 88%

100% TQ corresponds to 478 kW power output at 386 rpm MR speed

5. Fluids (Fuel/ Oil/ Additives)

5.1 Fuel

Refer to approved RFM

5.2 Oil

Refer to approved RFM

5.3 Additives

Refer to approved RFM

6. Fluid Capacities

6.1 Fuel

Fuel tank capacity: 540 litres
 Usable fuel: 538.7 litres, post AMS 07 0289
 Unusable fuel: 1.3 litre, post AMS 07 0289

6.2 Oil

Engine: 5.2 litres
 MGB: 6.5 litres (circuit included)
 TGB: 0.33 litre

6.3 Coolant System Capacity

n/a

7. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS (287 km/h) for PA =0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, for -30°C > OAT, subtract 10 kt (19 km/h) from the above V_{NE}.

V_{NE} power-off:

- 125 KIAS (231 km/h) for PA=0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, subtract the following values from the above V_{NE}:
 - 10 kt (19 km/h), for -20°C > OAT > -30°C
 - 20 kt (37 km/h), for -30°C > OAT, without V_{NE} being less than 65 KIAS (120 km/h).

8. Rotor Speed Limitations

Power on:

Maximum 394 rpm
 Minimum 385 rpm

TCDS No.: UK.TC.R.00040
 Date: 11 February 2026
 AW-DAW-TP-004

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Power off:

- Maximum 430 rpm
(audio warning above 410 rpm)
- Minimum 320 rpm
(audio warning at 360 rpm)

9. Maximum Operating Altitude and Temperature

9.1 Altitude

TKOF/LDG: Refer to approved RFM
En route: 16000ft PA (4875 m)

9.2 Temperature

Refer to approved RFM

10. Operating Limitations

VFR day

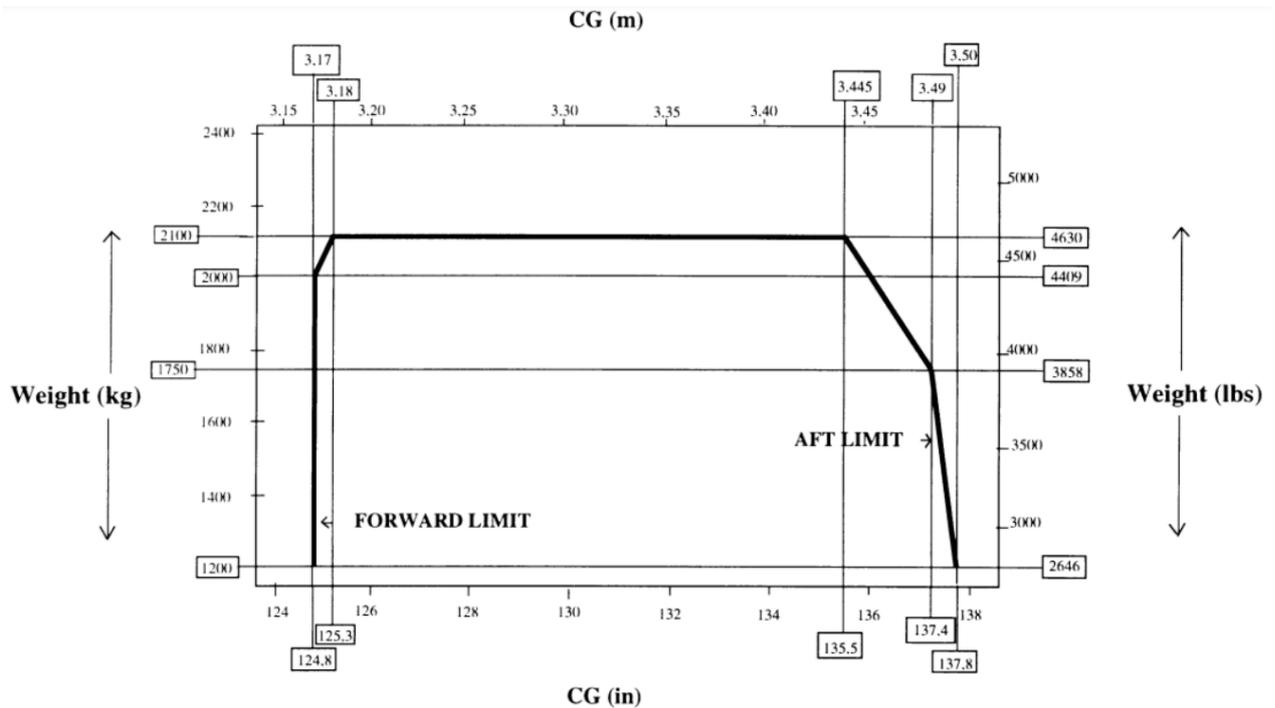
VFR night, when the additional equipment required by operational regulations is installed and serviceable.
(For more information refer to RFM)

11. Maximum Mass

2100kg

12. Centre of Gravity Range

12.1 Longitudinal C.G. Limits



12.2 Lateral C.G. Limits

- L.H. limit: 180 mm
- R.H. limit: 140 mm

13. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.
Lateral: aircraft symmetry plane

TCDS No.: UK.TC.R.00040
Date: 11 February 2026
AW-DAW-TP-004

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14. Levelling Means

Transmission deck

15. Minimum Flight Crew

1 pilot (right seat)

16. Maximum Passenger Seating Capacity

5

When the aircraft is fitted with the forward two-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS.

17. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

18. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

Rear cabin floor: 310 kg

19. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

20. Auxiliary Power Unit (APU)

n/a

21. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 BA Flight Manual, approved by DGAC FR on 26 November 1991, or later approved revision (reference: in French language)

1. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 39 of 81

- from an installation aspect in the:
"Master Servicing Recommendations",
- from an operational aspect in:
"Supplements" chapter of the Flight Manual.

2. **Structural Repair Manual**

AS 350 Repair Manual

3. **Weight and Balance Manual**

Refer to approved RFM

4. **Illustrated Parts Catalogue**

AS 350 Illustrated Parts Catalogue

5. **Service Letters and Service Bulletins**

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

6. **Required Equipment**

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. **Operational Suitability Data**

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. **Master Minimum Equipment List (MMEL)**

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. **Flight Crew Data**

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. **Simulation Data (SIMD)**

Reserved.

4. **Maintenance Certifying Staff Data (MCSD)**

Reserved.

VI. **Notes**

1. Manufacturer's eligible serial numbers:

- For AS 350 BA: s/n 2588, and subsequent.
- AS 350 B aircraft converted into AS 350 BA by application of Service Bulletin n° 01.00.35
- AS 350 D aircraft converted into AS 350 BA by application of Service Bulletin n° 01.00.40

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 40 of 81

The aircraft, the s/n of which are listed in Airbus Helicopters document:

- L102-001 are manufactured under Helibras license;
- L102-002 are manufactured under AE-MS license..

2. The commercial designation is: Ecureuil.
3. Non-proprietary data contained in selected Special Conditions that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 7 AS 350 BB**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 BB

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

For helicopters manufactured under license see Note VI.1

4. Type Certificate Application Date to DGAC FR

23 July 1996

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

15 November 1996

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

1.1 Airworthiness and Environmental Protection

19 June 1974 (see II.3.)

1.2 OSD Elements

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

As above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.3

Complementary and special conditions defined in letters 6518, dated 17 August 1976, 6437, dated 28 July 1977, and 53639, dated 25 June 1985.

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Finding

None

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

9.3 Simulation Data (SIMD)

Reserved

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5
Page 43 of 81

9.4 Maintenance Certifying Staff Data (MCSD)
Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

350A044825

2. Description

Main rotor: three (3) blades
 Tail rotor: two (2) blades
 Fuselage: metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document n° 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93m
 Width hull: 1.87m
 Height: 3.14m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.86m, 2 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 1D1 (with TU221)

5.2 Type Certificate

TC/TCDS n°: EASA.E.073 (former DGAC FR n° M5)

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG ** [%]	Min. guaranteed PWR * [kW]	Temperature T4 ***[°C]
Max. transient (5 sec)	reserved	105.7	---	---
Max. TOP (5 min)		98.5	478	845
MCP		96.5	428	795

- Notes: - * ISA, ground level
 - ** Min. stabilised rating: 67% - 100% = 51800 rpm
 - *** Max. transient during starting: 865°C

5.3.2 Transmission Torque Limits

- Max. continuous: 88% for IAS < 60 kt
83% for IAS ≥ 60 kt
- Max. transient: 107% for IAS < 40 kt
88% TQ corresponds to 420 kW power output at 386 rpm MR speed,
or, 429 kW at 394 rpm MR speed.

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Refer to approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

Fuel tank capacity: 540 litres
 Usable fuel: 538.7 litres, post AMS 07 0289
 Unusable fuel: 1.3 litre, post AMS 07 0289

7.2 Oil

Engine: 5.2 litres
 MGB: 6.5 litres (circuit included)
 TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS (287 km/h) for PA =0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, for -30°C > OAT, subtract 10 kt (19 km/h) from the above V_{NE}.

V_{NE} power-off:

- 125 KIAS (231 km/h) for PA=0
- at altitude, speed decreases by 3 kt/1000 ft (18 km/h/1000 m)
- in cold weather, subtract the following values from the above V_{NE}:
 - 10 kt (19 km/h), for -20°C > OAT > -30°C
 - 20 kt (37 km/h), for -30°C > OAT, without V_{NE} being less than 65 KIAS (120 km/h).

9. Rotor Speed Limitations

Power on:

TCDS No.: UK.TC.R.00040
 Date: 11 February 2026
 AW-DAW-TP-004

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- Maximum 394 rpm
- Minimum 385 rpm
- Power off:
- Maximum 430 rpm
(audio warning above 410 rpm)
- Minimum 320 rpm
(audio warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: Refer to approved RFM
 En route: 16000ft PA (4875 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day

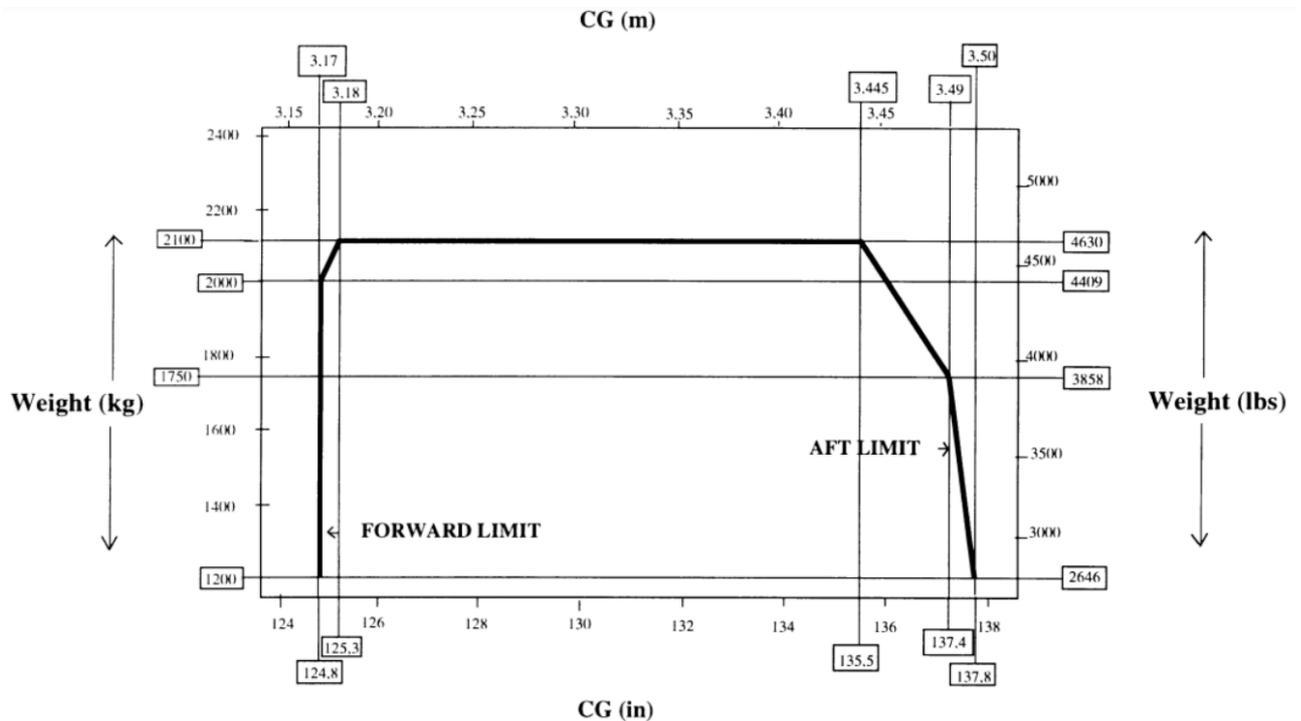
VFR night, when the additional equipment required by operational regulations is installed and serviceable.
 (For more information refer to RFM)

12. Maximum Mass

2100 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. Limits



13.2 Lateral C.G. Limits

- L.H. limit: 180 mm
- R.H. limit: 140 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When the aircraft is fitted with the forward two-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS.

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual, Chapter 4 'Airworthiness Limitations', originally approved by DGAC FR and subsequently by EASA, contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

AS 350 BB Flight Manual, approved by DGAC FR on 15 November 1996, or later approved revision (reference: in French language)

2. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

3. Structural Repair Manual

AS 350 Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 350 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 48 of 81

1. Manufacturer's eligible serial numbers:
For AS 350 BB: s/n 2945, and subsequent.
2. The commercial designation is: Ecureuil.
3. Non-proprietary data contained in selected Special Conditions that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 8 AS 350 B3**I. General****1. Type / Model / Variant**

1.1 Type

AS 350

1.2 Model

AS 350 B3

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

For helicopters manufactured under license see Note VI.1

4. Type Certificate Application Date to DGAC FR

14 October 1996

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

24 December 1997

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

1.1 Airworthiness and Environmental Protection

19 June 1974 (see II.3.)

1.2 OSD Elements

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdts. 1 to 10 included

2.2 For a/c incorporating mod. OP-3369 (2 370 kg weight extension), and/or, mod. OP-4305 (Arriel 2D engine installation)

As above (2.1) with the following requirements of CS 27, first issue, dated 14 November 2003 to replace the same numbered paragraphs of FAR 27: 27.1; 27.21; 27.25; 27.27; 27.33; 27.45; 27.51; 27.65; 27.71; 27.73; 27.75; 27.79; 27.141; 27.143; 27.173; 27.175; 27.177; 27.241; 27.301; 27.303; 27.305; 27.307; 27.309; 27.321; 27.337; 27.339; 27.341; 27.351; 27.471; 27.473; 27.501; 27.505; 27.521; 27.547; 27.549; 27.563 (b); 27.571; 27.602; 27.661; 27.663; 27.695; 27.723; 27.725; 27.727; 27.737; 27.751; 27.753; 27.801 (b),(d); 27.927 (c); 27.1041; 27.1043; 27.1045; 27.1301; 27.1501; 27.1519; 27.1529; 27.1581; 27.1583; 27.1585; 27.1587; 27.1589.

2.3 For a/c incorporating mod. OP-4605 (installation of a fuel system improving crashworthiness)

As above (2.2) with requirement CS 27.561 (c) Amdt. 3, dated 11 December 2012 replacing same numbered paragraph of FAR 27 for the following elements of the fuel tank lower structure, affected by this modification: cradles, longitudinal beams, X-stops and rods (C-03).

2.4 For a/c incorporating mod. 07.20034 (installation of a fuel system crash resistance compatible with swing installation)

As above (2.3) amended by the following additional or alternative airworthiness requirements CS-27 Amdt. 3, dated 11 December 2012: 27.863, 27.901 (b)(5), 27.952, 27.963 (e)(f)(g)(h), 27.967, 27.973, 27.975 (b) for the fuel system and airframe structure/fuel system interfaces.

2.5 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [223244-0 / 704A42690057])

As above (2.4) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.4

3.1

- Complementary and special conditions defined in DGAC FR letter 971726, dated 3 April 1997.
- Rechargeable Lithium battery installations (F-24),
- Lightweight Data Recorder installation (F-25).

3.2 For a/c incorporating mod. OP-3369 (2 370 kg weight extension)

As above (3.1)

3.3 For a/c incorporating mod. OP-4305 (Arriel 2D engine installation) and/or mod. OP-4605 (installation of a fuel system improving crashworthiness) and/or mod. 07.20034 (installation of a fuel system crash resistance compatible with swing installation)

As above (3.2) and:

- Part 21.A.21 (d) taking precedence over "Complementary Condition" CC 27.903 (a) in Appendix 1 to DGAC letter 971726,
- Power plant control (E-02 (X1)) replacing Special Condition B.1. in Appendix 2 to DGAC letter 971726,
- Structure protection against lightning (D-01 (X1)) replacing Special Condition D.1. in Appendix 2 to DGAC letter 971726,
- Protection from effects of HIRF (F-01 (X1)) replacing Special Condition E1 in Appendix 3 to DGAC letter 971726,
- Immunity from effects of lightning (F-02 (X1)) replacing Special Condition E2 per Appendix 3 to DGAC letter 971726,
- Rotor drive system endurance test for HIP (E-01 (X1))

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

See Note VI.4

- Powerplant Instrument Markings (G-01 (X1)) for a/c incorporating MOD OP-4305 (Arriel 2D engine installation)

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00040

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue 31 January 2014

9.3 Simulation Data (SIMD)

Reserved

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Document 350A044805

Document 350A045426 for aircraft incorporating modification OP-3369 (2 370 kg weight extension).

Document 350A047343 for aircraft incorporating modification OP-4305 (Arriel 2D engine installation)

2. Description

Main rotor: three (3) blades
 Tail rotor: two (2) blades
 Fuselage: metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine
 Designed as a derivative of model AS 350 B2.

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A044320. The basic required equipment specified in the applicable airworthiness regulations (see certification bases) must be installed on the aircraft at certification time and at every time after certification.

4. Dimensions

4.1 Fuselage

Length: 10.93m
 Width hull: 1.87m
 Height: 3.14m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.86m, 2 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 2B, or,
 1 x Model Arriel 2B1, or,
 1 x Model Arriel 2D

5.2 Type Certificate

Same TC/TCDS for the 3 engines models, n°: UK.TC.E.00051 (former EASA n° EASA.E.001, former DGAC FR n° M19)

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

On AS 350 B3 Arriel 2B (before modifications AMS 072803 and 072808):

	Limit TQ on shaft [Nm]	Gas generator NG ** (Δ Ng) [%]	Min. guaranteed PWR * [kW]	Temperature T4 ***[°C]
Max. transient (5 sec)	---	102.3 % (+1)	---	---
Max. TOP (5 min)	853	101.1 (0)	535	915
MCP	716	94.8 (-4) V _i > 70 kt	450	849
		97.1 (-4) V _i < 70 kt		

On AS 350 B3 Arriel 2B (after modifications AMS 072803 and 072808), and on AS 350 B3 Arriel 2B1:

	Limit TQ on shaft [Nm]	Gas generator NG ** (Δ Ng) [%]	Min. guaranteed PWR * [kW]	Temperature T4 ***[°C]
Max. transient (5 sec)	---	102.3 (+1)	---	---
Max. TOP (5 min)	853	101.1 (0)	535	915
MCP	791	97.1 (-4)	497	849

Notes: - * ISA, ground level at 386 rpm MR speed

- ** 100% = 52 110 rpm – with neither electrical nor P2 bleed, ISA ground level

On AS 350 B3 Arriel 2D ****:

	Limit TQ on shaft [Nm]	Gas generator NG *** (Δ Ng) [%]	Min. guaranteed PWR * [kW]	Temperature T4 ***[°C]
Max. transient (20 sec)	---	101.9 (+1)	---	---
Max. TOP (5 min)	853	100.9 (0)	535	949
Max. TOP/HIP (30 min) *****				
MCP	791	98.0 (-4)	497	905

Notes: - * ISA, ground level at 386 rpm MR speed.

- ** 100% = 52 110 rpm.

- *** As the actual Ng limitations depend on ambient conditions, the operational limitations are the Δ Ng values. Ng values correspond to the maximum Ng reached in the whole flight domain.

- **** The engine is not physically derated but its performance is limited when installed in the AS 350 B3. Specific limitations have been implemented in the VEMD, allowing the pilot to control the installed Arriel 2D at the same power limitations as when an Arriel 2B1 is installed, for each aircraft rating (MCP, MTOP and MTP).

- ***** Use of HIP (Hover Increased Power, TOP 30 min) is only allowed when enhanced thermal protection is fitted on the AS 350 B3 tail boom (modification OP-4309).

5.3.2 Transmission Torque Limits

On AS 350 B3 Arriel 2B (before modifications AMS 072803 and 072808):

For $V < 40$ kt (74 km/h):

- Max. transient TQ (10 sec): 104%
- Max. continuous TQ: 100%

For $V \geq 40$ kt (74 km/h):

- Max. continuous TQ: 84%

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Issue: 5

Page 54 of 81

On AS 350 B3 Arriel 2B (after modifications AMS 072803 and 072808):

For $V < 40$ kt (74 km/h):

- Max. transient TQ (10 sec): 104%
- Max. continuous TQ: 100%

For $V \geq 40$ kt (74 km/h):

- Max. continuous TQ: 92.7%

On AS 350 B3 Arriel 2B1:

- Max. continuous TQ: 92.7%
- TKOF TQ range from 0 to 40 kt: 92.7% to 100%
- Max. TKOF TQ: 100%
- Max. transient TQ (5 sec): 104%

On AS 350 B3 Arriel 2D:

- Max. continuous TQ: 92.7%
- TKOF TQ range from 0 to 40 kt: 92.7% to 100%
- Max. TKOF TQ: 100%
- Max. transient TQ (5 sec): 104%

Note: 100% TQ corresponds to: 535 kW at 386 rpm MR speed.

6. Fluids

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

- Fuel tank capacity: 540 litres
- Usable fuel: 538.7 litres, post AMS 07 0289
538 litres post AMS OP 4605, or 07.20034
- Unusable fuel: 1.3 litres, post AMS 07 0289
2 litres post AMS OP 4605, or 07.20034

7.2 Oil

- Engine: 5.2 litres
- MGB: 6.5 litres (circuit included)
- TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

8.1 For AS 350 B3 Arriel 2B (before modifications AMS 072803 and 072808), and for AS 350 B3 Arriel 2B1:

V_{NE} power-on:

- 155 KIAS (287 km/h) for PA=0
- at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000 m)
- in cold weather, for $-30^{\circ}\text{C} > \text{OAT}$, subtract 10 kt (19 km/h) from the above V_{NE} .

V_{NE} power-off:

- 125 KIAS (231 km/h) for PA =0

- at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000 m), without V_{NE} being less than 65 KIAS (120 km/h)
- in cold weather, subtract 20 kt (37 km/h) from the above V_{NE} for $OAT < -20^{\circ}C$, without V_{NE} being less than 65 KIAS (120 km/h).

8.2 For AS 350 B3 Arriel 2B (after modifications AMS 072803 and 072808):

V_{NE} power-on:

- 155 KIAS (287 km/h) for $PA=0$
- at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000 m)
- in cold weather, for $-30^{\circ}C > OAT$, subtract 10 kt (19 km/h) from the above V_{NE} .
- In the cross-hatched area in the C of G graph, V_{NE} is limited to 133 KIAS (246 km/h) or the V_{NE} defined above (the lowest value).

V_{NE} power-off:

- 125 KIAS (231 km/h) for $PA = 0$ - at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000 m), without V_{NE} being less than 65KIAS (120 km/h)
- in cold weather, subtract 20 kt (37 km/h) from the above V_{NE} for $OAT < -20^{\circ}C$, without V_{NE} being less than 65 KIAS (120 km/h)

8.3 For AS 350 B3 Arriel 2D:

V_{NE} power-on:

- 155 KIAS (287 km/h) for $PA=0$
- at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000)
- in cold weather, for $-30^{\circ}C > OAT$, subtract 10 kt (19 km/h) from the above V_{NE} .
- In the cross-hatched area in the C of G graph, V_{NE} is limited to 133 KIAS (246 km/h) or the V_{NE} defined above (the lowest value).

V_{NE} power-off:

- 125 KIAS (231 km/h) for $PA = 0$
- at altitude, speed decreases by 3 kt/1 000 ft (18 km/h/1 000 m), without V_{NE} being less than 65 KIAS (120 km/h)
- in cold weather, subtract 20 kt (37 km/h) from the above V_{NE} for $OAT < -20^{\circ}C$, without V_{NE} being less than 65 KIAS (120 km/h).

9. Rotor Speed Limitations

9.1 For AS 350 B3 Arriel 2B

Power on:

Maximum 394 rpm

Minimum 385 rpm

9.2 For AS 350 B3 Arriel 2B1

Power on:

Maximum 405 rpm

Minimum 375 rpm

9.3 For AS 350 B3 Arriel 2D

Power on:

Maximum 405 rpm

Minimum 375 rpm

9.4 For all AS 350 B3

Power off:

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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- Maximum 430 rpm
(audio warning above 410 rpm)
- Minimum 320 rpm
(audio warning below 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: Refer to approved RFM
En route: 23000 ft PA (7010 m), see Note 3)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day

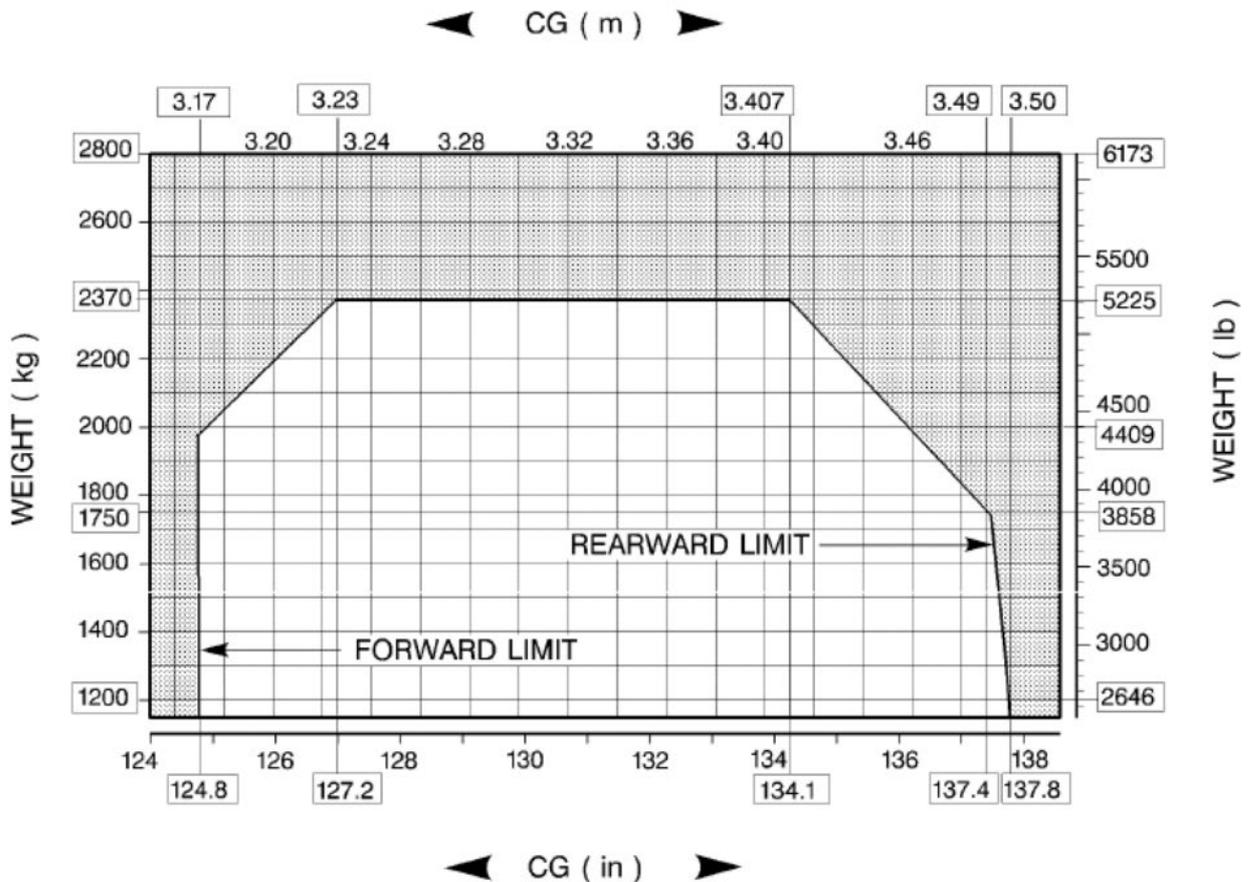
VFR night, when the additional equipment required by operational regulations is installed and serviceable.
(For more information refer to RFM)

12. Maximum Mass

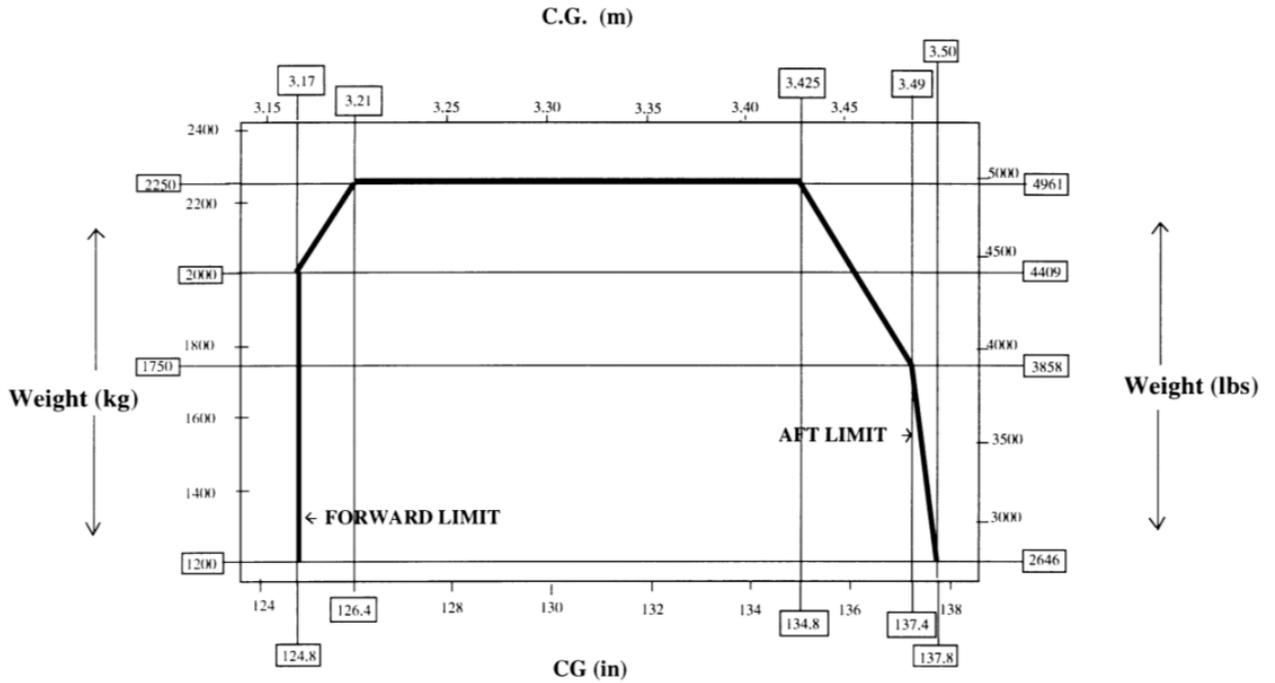
2250 kg
2370 kg, for aircraft incorporating modification OP 3369

13. Centre of Gravity Range

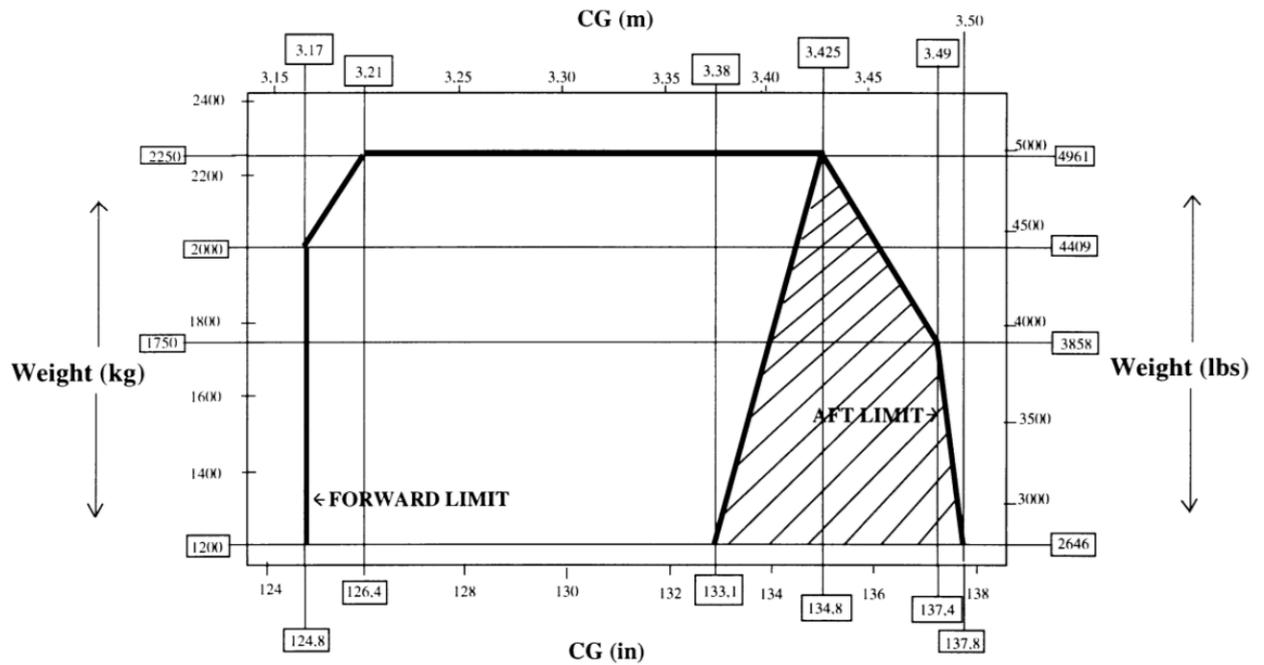
13.1 Longitudinal C.G. limits for AS 350 B3 Arriel 2B1 for aircraft incorporating modification OP-3369



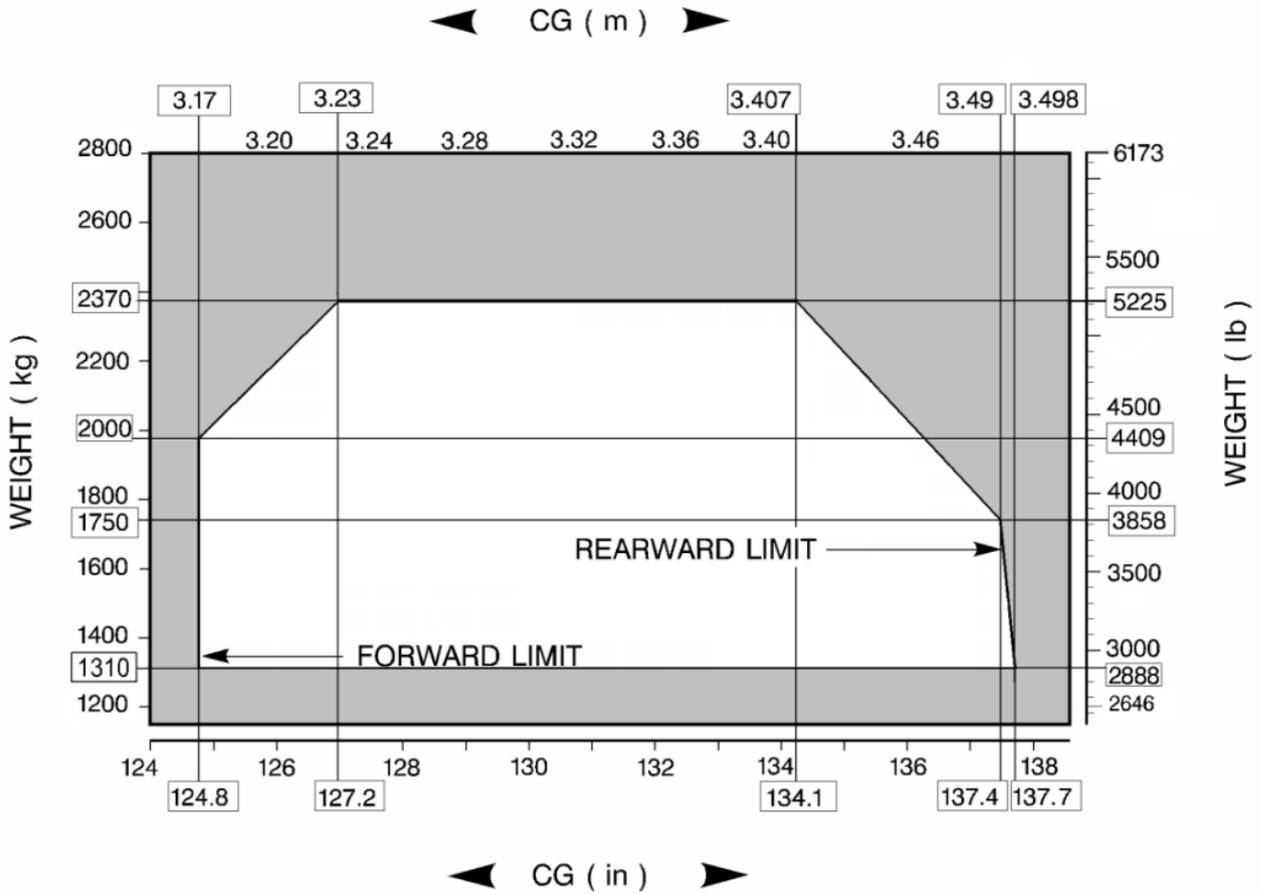
13.2 Longitudinal C.G. limits for AS 350 B3 Arriel 2B (before modifications AMS 072803 and 072808), and for AS 350 B3 Arriel 2B1:



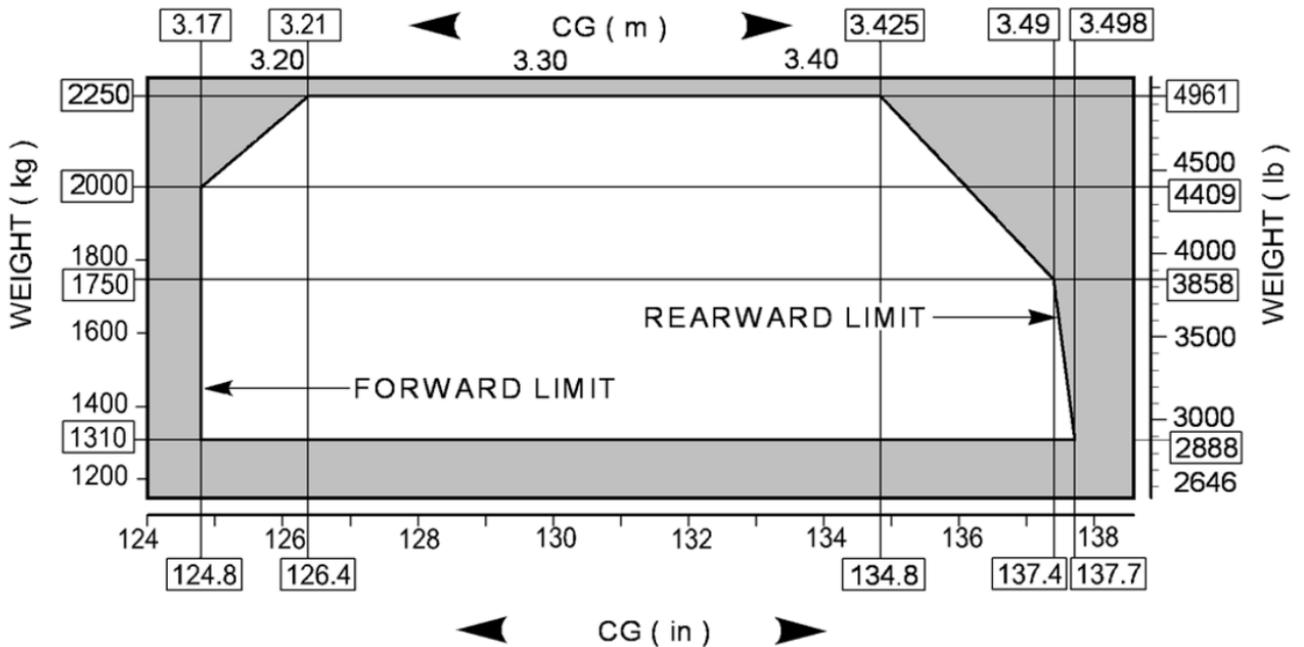
13.3 Longitudinal C.G. limits for AS 350 B3 Arriel 2B (after modifications AMS 072803 and 072808):



13.4 Longitudinal C.G. limits for AS 350 B3 Arriel 2D a/c incorporating modification OP-3369:



13.5 Longitudinal C.G. limits for AS 350 B3 Arriel 2D:



13.6 Lateral C.G Limits:

- L.H. limit: 180 mm up to 2 250 kg, and
80 mm from 2 250 up to 2 370 kg for aircraft incorporating modification OP3369
- R.H. limit: 140 mm up to 2 250 kg and
80 mm from 2 250 up to 2 370 kg for aircraft incorporating modification OP3369

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Transmission deck

16. Minimum Flight Crew

1 pilot (right seat)

17. Maximum Passenger Seating Capacity

5

When the aircraft is fitted with the forward two-place seat optional equipment, the maximum number of passengers is increased to six (pilot not included). This option is to be used in accordance with the corresponding RFMS.

18. Passenger Emergency Exit

2 (two), one on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads

Max. load in:

R.H. side hold: 100 kg

L.H. side hold: 120 kg

Rear hold: 80 kg

Forward cabin floor: 150 kg

Rear cabin floor: 310 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The AS 350 Master Servicing Manual Chapter 4 "Airworthiness Limitations", originally approved by DGAC FR and subsequently by EASA (or DGCA-F), contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

- AS 350 B3 Arriel 2B Flight Manual, approved by DGAC FR on 24 December 1997 plus rapid revision RR 1A (after modifications AMS 072803 and 072808), or later (DGAC FR and subsequently EASA) approved revisions (reference: in English language).
- AS 350 B3 Arriel 2B1 Flight Manual, approved by DGAC FR on 16 July 2004, or later (DGAC FR and subsequently EASA) approved revision (reference: in English language).
- AS 350 B3e Flight Manual, in English (for a/c incorporating mod. OP-4305 – Arriel 2D engine installation – and additional modifications to the tail rotor control system – see point 2 in section V. Notes), EASA-approved 17 June 2011, or later approved revisions
- AS 350 B3e Flight Manual, in French (for a/c incorporating mod. OP-4305 – Arriel 2D engine installation – and additional modifications to the tail rotor control system - see point 2 in section V. Notes), EASA-approved 17 June 2011, or later approved revisions.

2. Maintenance Manual

- AS 350 Master Servicing Manual
- AS 350 Maintenance Manual

Compatibility between optional items of equipment is described:

- from an installation aspect in the:
 - "Master Servicing Recommendations",
- from an operational aspect in:
 - "Supplements" chapter of the Flight Manual.

3. Structural Repair Manual

AS 350 Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 350 B3 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

1. Manufacturer's eligible serial numbers:

for AS 350 B3:

- s/n 2968, s/n 3063, and subsequent.

for AS 350 B3:

- s/n 4201, and subsequent for aircraft incorporating modification OP-3369 (2 370 kg weight extension).

for AS 350 B3:

- s/n 4767, and subsequent for aircraft incorporating modification OP-4305 (with or without modification OP-3369).

The aircraft, the s/n of which are listed in Airbus Helicopters document:

- L102-001 are manufactured under Helibras license;
- L 102-002 are manufactured under AE-MS license. For AS 350 BB: s/n 2945, and subsequent.

2. The commercial designation is: Ecureuil.

The commercial designation related to particular modifications (MOD):

- OP-4305 (Arriel 2D engine installation), and additionally,
- 07-5601 (Tail rotor control mechanism modification),
- 07-5600 (Tail rotor blade reinforcement),
- 07-8551 (Tail Gear Box control lever modification)

is H125 (previously AS 350 B3e).

3. For helicopters fitted with:

- Arriel 2B engine and Pre-MOD 072810; or,
- Arriel 2B1 or Arriel 2D engine, and Post-Mod 073368 and Pre-MOD AL-4236;

en route altitude is 20 000 ft (6 096m).

4. Non-proprietary data contained in selected Special Conditions, Equivalent Safety Findings and Requirements elected to comply, that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 9 EC 130 B4**I. General****1. Type / Variant or Model**

1.1 Type

EC 130

1.2 Model

EC 130 B4

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to JAA

23 March 1998

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

14 December 2000 (JAA recommendation date: same)

7. Type Certificate Number

UK.TC.R.00040 (former DGAC FR: 157)

8. Type Certificate Data Sheet Number

UK.TC.R.00040 (former DGAC FR: 157)

(based on JAA data sheet No JAA/27/00/003, Issue 6, dated June 2004)

9. EASA Type Certification Date

28 September 2003, in accordance with CR (EU) 1702/2003, Article 2, 3., (a),(i), 2nd bullet, 1st indented bullet

10. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 7 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

11. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

- 1.1 Airworthiness and Environmental Protection
23 March 1998
- 1.2 OSD Elements
17 February 2014

2. Airworthiness Requirements

- 2.1
JAR 27, Issue 1, dated 6 September 1993, and Orange Paper Amdt. 27/98/1, effective 16 February 1998.
Note: Administrative requirements (e.g. ANR) may apply.
- 2.2 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [217228-1 / 704A42690053] or [217227-1 // 704A42690054])
As above (2.1) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023:
27.1587-b3

3. Special Conditions

- See Note VI.3
- High intensity radiated field (HIRF) (F-01)

4. Exemptions

- See Note VI.3
- Rear seat bench with regard to JAR 27.562(*) and JAR 27.785(*) (a),(b),(j) (C-01 and D-01)
 - Fuel systems with regard to JAR 27.952 (a),(c),(d),(f),(g) (E-01)
- (*): see Note VI.2

5. Deviations

None

6. Equivalent Safety Findings

- See Note VI.3
- Main gearbox oil filter bypass (E-04)
 - Powerplant instrument markings (F-03)

7. Requirements elect to comply

None

8. Environmental Protection Requirements

- 8.1 Noise Requirements
See TCDSN UK.TC.R.00040
- 8.2 Emission Requirements
n/a

9. Operational Suitability Data (OSD)

- 9.1 Master Minimum Equipment List (MMEL)
JAR-MMEL Amdt.1, dated 1 August 2005
- 9.2 Flight Crew Data (FCD)
CS-FCD Initial Issue 31 January 2014
- 9.3 Simulation Data (SIMD)
Reserved
- 9.4 Maintenance Certifying Staff Data (MCSD)
Reserved

III. Technical Characteristic and Operating Limitations**1. Type Design Definition**

Document 350A047053

2. Description

Main rotor: three (3) blades
 Tail rotor: Fan-in-fan, ten (10) blades
 Fuselage: composite and metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine
 Designed as a derivative of model AS 350 B3

3. Equipment

As per compliance with JAR 27 requirements and included in the original Type Design Standard or indicated on the Section 2 - Limitations of the RFM..

4. Dimensions**4.1 Fuselage**

Length: 10.68m
 Width hull: 2.03m
 Height: 3.61m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.00m, 10 blades

5. Engine**5.1 Model**

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 2B1

5.2 Type Certificate

TC/TCDS n°: UK.TC.E.00051 (former EASA n° EASA.E.001, former DGAC FR n° M19)

5.3 Limitations

5.4 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator NG * [%]	Min. guaranteed PWR [kW]	Temperature T4 **[°C]
Max. transient (5 sec)	reserved	102.3 (+1)	---	865 (10 sec)
Max. TOP (5 min)		101.1 (0)	reserved	915
MCP		97.1 (-4)	reserved	849

Notes: - * 100% = 52110 rpm

- ** Max. continuous during starting: 750°C

5.4.1 Transmission Torque Limits

- Max. transient (5 sec): 104%
- Max. take-off: 100%
- Max. continuous: 92.7%

100% TQ corresponds to 536 kW at 6 000 rpm engine speed = 386 rpm MR speed.

6. Fluids

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

- Fuel tank capacity: 540 litres
- Usable fuel: 538.7 litres, post AMS 07 0289
538 litres post AMS MC.8020 (retrofit installation of a crash resistant fuel system)
- Unusable fuel: 1.3 litre, post AMS 07 0289
2 litres post AMS MC.8020 (retrofit installation of a crash resistant fuel system)

7.2 Oil

- Engine: 5.2 litres
- MGB: 6.5 litres (circuit included)
- TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS (287 km/h) for PA =0 less 3 kt/1000 ft

V_{NE} power-off:

- 125 KIAS (231 km/h) for PA=0 less 3 kt/1000 ft

9. Rotor Speed Limitations

Power on:

Maximum 405 rpm

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

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Minimum 375 rpm
Power off:
Maximum 430 rpm
(audio warning above 410 rpm)
Minimum 320 rpm
(audio warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: Refer to approved RFM

En route: 23000ft PA (7010 m)

10.2 Temperature

Minimum: -20°C or -40°C after modification 076302

Maximum: ISA +35°C limited to +50°C

11. Operating Limitations

Day VFR

Night VFR, if modification 07-3664 is installed

Aerobatic manoeuvres are prohibited

Flights under icing and in freezing rain are prohibited

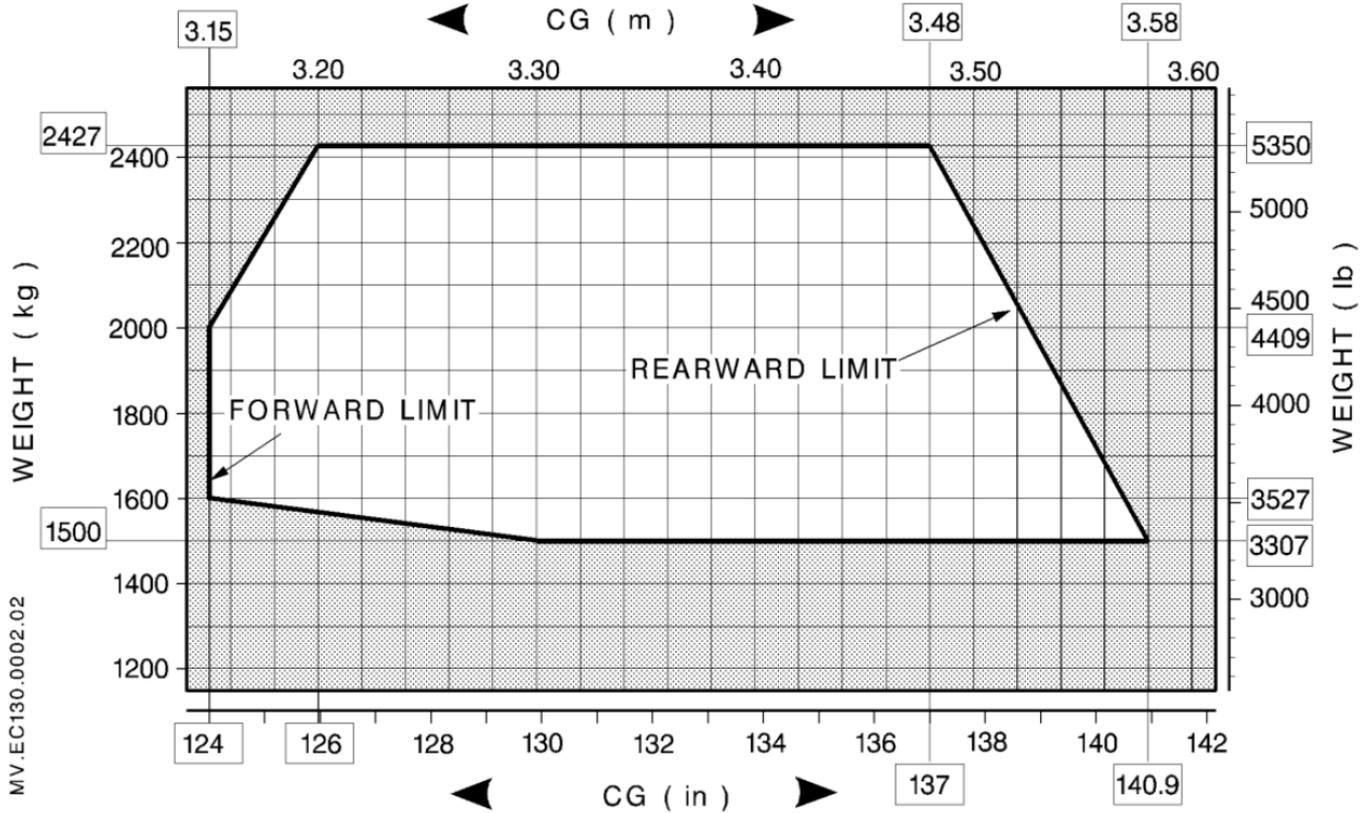
Flights in falling snow are prohibited except if sand filter is installed (see RFMS 9-14)

12. Maximum Mass

2427 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G. Limits

L.H. limit: 100 mm
 R.H. limit: 100 mm

14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.
 Lateral: aircraft symmetry plane

15. Levelling Means

Mechanical floor

16. Minimum Flight Crew

1 pilot (left seat)

17. Maximum Passenger Seating Capacity

6 (2 in the front and 4 in the rear)
 7 (3 in the front and 4 in the rear) after modification OP-3673.

18. Passenger Emergency Exit

2 (two), one on each side of the fuselage

19. Maximum Baggage/Cargo Loads

Loading 300 kg/m² except 145 kg/m² for rear cargo compartment.

Max. load in:

R.H. cargo compartment: 130 kg

L.H. cargo compartment:	155 kg
Rear cargo compartment:	80 kg
Forward cabin floor:	405 kg
Rear cabin floor:	495 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The EC 130 Master Servicing Manual, Chapter 4 "Airworthiness Limitations", originally approved by DGAC FR and subsequently by EASA (or DGCA FR), contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

- EC 130 B4 Flight Manual (in English), approved by DGAC FR on 29 November 2000, or later approved revision.
- EC 130 B4 Flight Manual (in French), approved by DGAC FR on 27 May 2002, or later approved revision.

2. Maintenance Manual

- EC 130 B4 Master Servicing Manual – Chapter 04 (Airworthiness Limitations), approved by DGAC FR on 6 December 2000, or later approved revision/edition (in English)
- EC 130 Maintenance Manual

3. Structural Repair Manual

EC 130 B4, T2 Structural Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

EC 130 B4 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved

Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

1. Manufacturer's eligible serial numbers:

For EC 130 B4: s/n 3358, and subsequent.

2. OP-3640 is compliant with JAR 27.785 and FAR 27.562, Amdt. 32 (CRD 350ABN0071 issue c), unless further modifications have been performed.

3. Non-proprietary data contained in selected Special Conditions, Exemptions and Equivalent Safety Findings that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 10 EC 130 T2**I. General****1. Type / Variant or Model**

1.1 Type

EC 130

1.2 Model

EC 130 T2

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date

14 October 2010

5. State of Design Authority

EASA

6. EASA Type Certification Date

25 May 2012

7. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Para 4 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

8. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 6 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis**1. Reference Date for determining the applicable requirements**

For Airworthiness and Environmental Protection:

23 March 1998

for OSD elements:

17 February 2014

2. Airworthiness Requirements

2.1

JAR 27 1st issue, dated 6 September 1993, and Orange Paper Amdt. 27/98/1, effective 16 February 1998

2.2 For a/c incorporating MOD. 074581 (new tail boom: structure and flight controls)

As above (2.1) with the following requirements of CS 27 Amdt. 3 of 11 December 2012 as replacement of the same numbered paragraphs of JAR 27 1 st issue, dated 6 September 1993 and Orange Paper Amdt. 27/98/1, effective 16 February 1998:

- for the rear engine compartment: §305, §307, §351 (rear engine cowling), §471, §473-a, §501, §603, §609, §610, §613, §1529;
- for the tailboom: §305, §307, §471, §473 (a), §501, §571 (metallic cone junctions), §573 (composite spacer), §603, §609, §610, §613, §1529 with addition of §351, §1041, §1043, §1045, §1194 for the specific rear transmission fairing including thermal shield area;
- for the fenestron structure: §305, §307, §411, §471, §473 (a), §501, §571, §573 (Fenestron one-shot structure), §603, §609, §610, §613, §725 (a), §1529;
- for the cooling aspects of rear transmission: §1041, §1043, §1045.

2.3 For a/c equipped with Emergency Floatation System (EFS) (removable parts P/N / MPN: [217228-1 / 704A42690053] or [217227-1 // 704A42690054])

As above (2.2) with the following additional requirement of CS 27, Amdt. 10, dated 27 January 2023: 27.1587-b3

3. Special Conditions

See Note VI.3

- High intensity radiated field (F-01 (X2))
- Rotor drive system endurance test for HIP rating (E-02 (X2))
- Rechargeable Lithium battery installations (F-24)
- Lightweight Data Recorder installation (F-25)

4. Deviations

None

5. Equivalent Safety Findings

See Note VI.3

- Main gearbox oil filter by pass (EC 130 B4 E-04)
- Powerplant instrument markings (G-01 (X2))

6. Requirements elect to comply

None

7. Environmental Protection Requirements

7.1 Noise Requirements

See TCDSN UK.TC.R.00040

7.2 Emission Requirements

n/a

8. Operational Suitability Data (OSD)

8.1 Master Minimum Equipment List (MMEL)

JAR-MMEL Amdt.1, dated 1 August 2005

- 8.2 Flight Crew Data (FCD)
CS-FCD Initial Issue 31 January 2014
- 8.3 Simulation Data (SIMD)
Reserved
- 8.4 Maintenance Certifying Staff Data (MCSD)
Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Document 350A047422

2. Description

Main rotor: three (3) blades
 Tail rotor: Fan-in-fan, ten (10) blades
 Fuselage: composite and metal-sheet monocoque
 Landing gear: skid type
 Powerplant: one turbo-shaft engine
 Designed as a derivative of model EC 130 B4

3. Equipment

As per compliance with EC 130 T2 certification basis and included in the original Type Design Standard or indicated on the section 2 - Limitations of the RFM.

4. Dimensions

4.1 Fuselage

Length: 10.68m
 Width hull: 2.03m
 Height: 3.61m

4.2 Main Rotor

Diameter: 10.69m, 3 blades

4.3 Tail Rotor

Diameter: 1.00m, 10 blades

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)
 1 x Model Arriel 2D

5.2 Type Certificate

TC/TCDS n°: EASA.E.001

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	Limit TQ on shaft [Nm]	Gas generator *** NG ** (Δ Ng) [%]	Min. guaranteed PWR * [kW]	Temperature T45 [°C]

Max. transient (20 sec)	---	102.8 (+1)	---	---
Max. TOP (5 min) ^{****}	951	101.7 (0)	597.5	949
Max. TOP (30 min) ^{****}				
MCP	773	97.7 (-4)	485.7	905

Notes: - * ISA, ground level at 386 rpm MR speed.

- ** 100% = 52 110 rpm.

- *** As the actual Ng limitations depend on ambient conditions, the operational limitations are the Δ Ng values. Ng values correspond to the maximum Ng reached in the whole flight domain.

- **** Use of 'TOP (30 min)' power is limited to 30 min. continuous use. Cumulated use per flight of 'TOP (5 min)' and 'TOP (30 min)' powers is limited to 60 min.

5.3.2 Transmission Torque Limits

- Max. transient (5 sec): 104%
- Max. take-off: 100%
- Max. continuous: 81.3%

100% TQ corresponds to 598 kW at 386 rpm MR speed.

6. Fluids

Refer to approved RFM

7. Fluid Capacities

7.1 Fuel

Fuel tank capacity: 540 litres

Usable fuel: 538 litres

7.2 Oil

Refer to approved RFM

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

V_{NE} power-on:

- 155 KIAS at MSL less 3 kt/1000 ft
- 136 KIAS at MSL less 3 kt/2000 ft below 12 750 ft PA for reduced V_{NE} area (refer to RFM)

V_{NE} power-off:

- 125 KIAS at MSL less 3 kt/1000 ft

9. Rotor Speed Limitations

Power on:

Maximum 405 rpm

Minimum 375 rpm

Power off:

TCDS No.: UK.TC.R.00040

Date: 11 February 2026

AW-DAW-TP-004

Copies of this document are not controlled.

Maximum 430 rpm
 (audio warning above 410 rpm)

Minimum 320 rpm
 (audio warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: Refer to approved RFM
 En route: 23000ft PA (7010 m)

10.2 Temperature

Minimum: -40°C
 Maximum: ISA +35°C limited to +50°C

11. Operating Limitations

Day VFR

Night VFR, when additional equipment required by operational regulations is installed and serviceable

Aerobatic manoeuvres are prohibited

Flights under icing conditions and in freezing rain are prohibited

Flights in falling snow are prohibited except if sand filter is installed (see RFMS SUP.14)

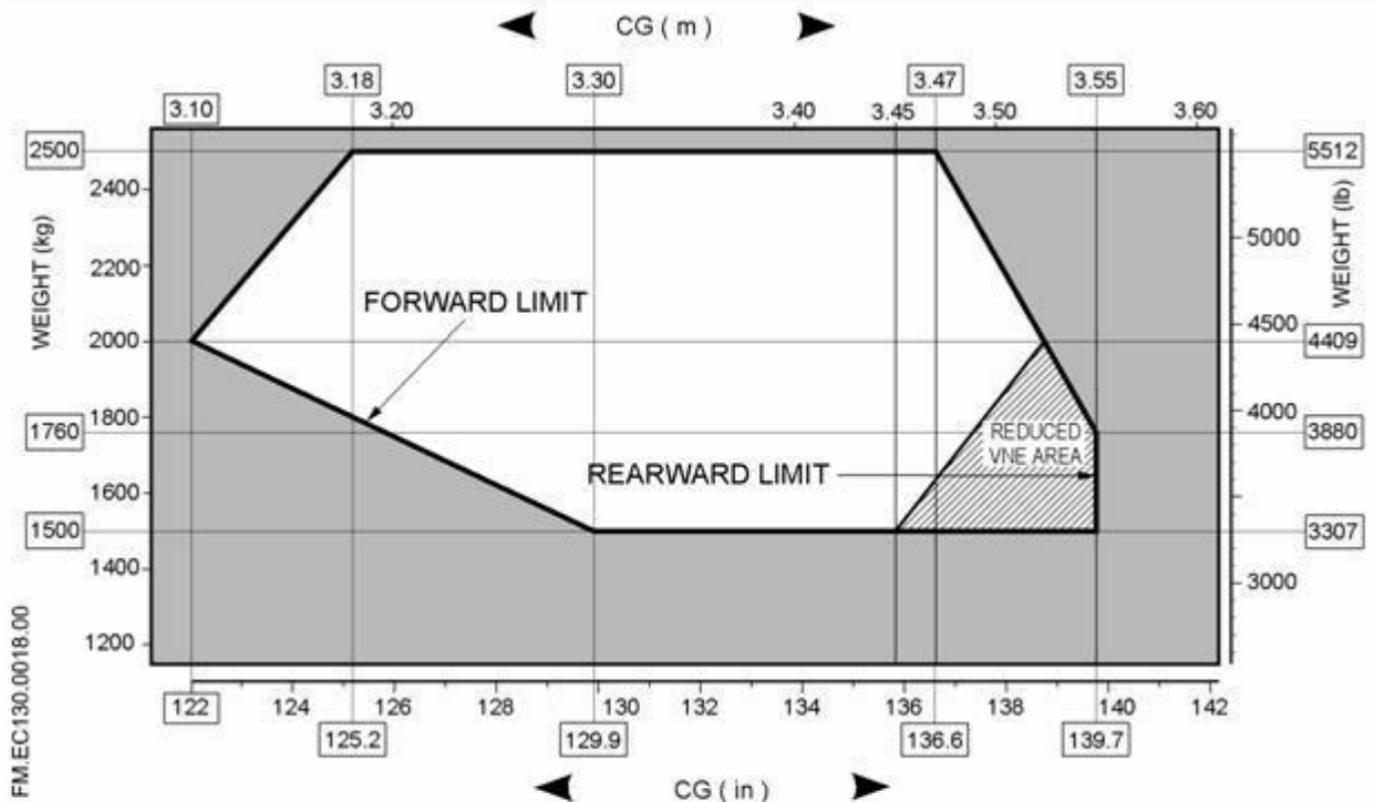
For more information refer to Flight Manual

12. Maximum Mass

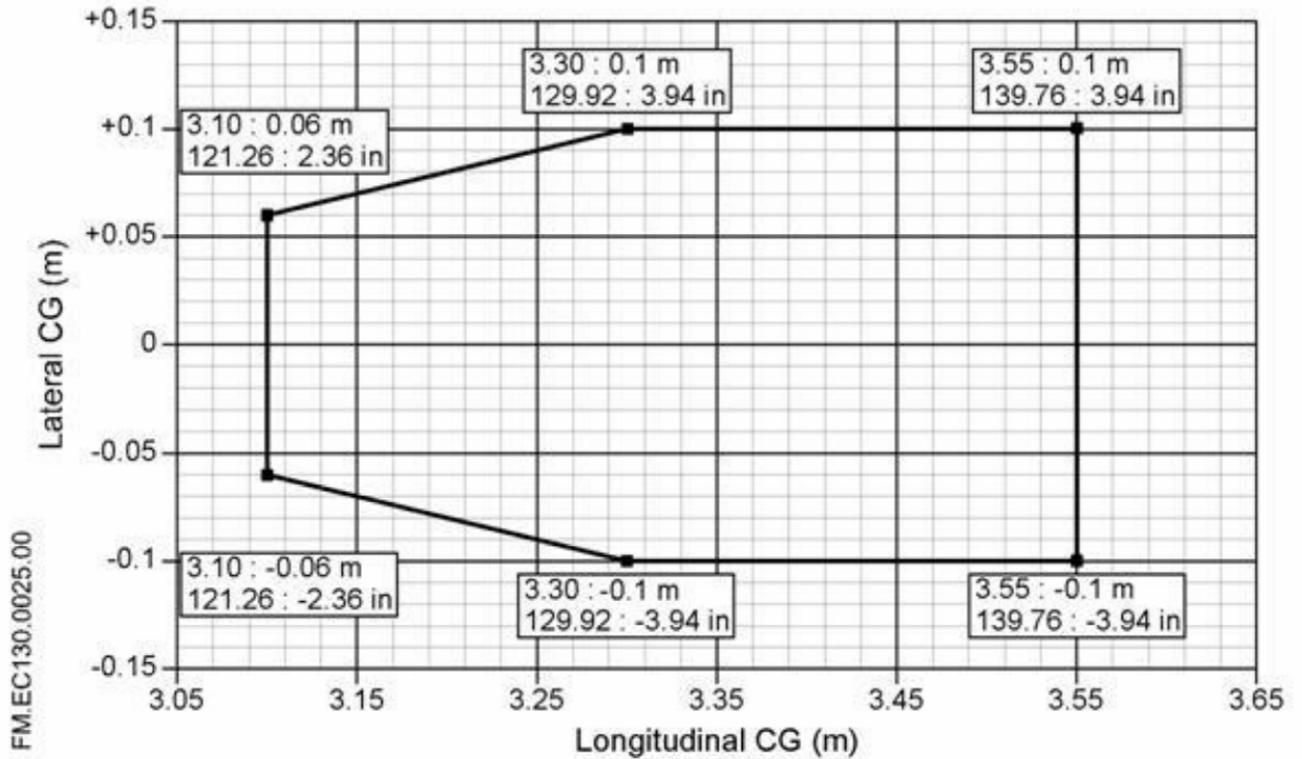
2500 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G. Limits



14. Datum

Longitudinal: the datum plane (STA 0) is located at 3400 mm forward of MRH centre line.

Lateral: aircraft symmetry plane

15. Levelling Means

Mechanical floor

16. Minimum Flight Crew

1 pilot (left seat)

17. Maximum Passenger Seating Capacity

6 (2 in the front and 4 in the rear)

7 (3 in the front and 4 in the rear) if modification OP3673 or OP-3888 is installed.

18. Passenger Emergency Exit

2 (two), one on each side of the fuselage

19. Maximum Baggage/Cargo Loads

Loading 300 kg/m² except 145 kg/m² for rear cargo compartment.

Max. load in:

- R.H. cargo compartment: 130 kg
- L.H. cargo compartment: 155 kg
- Rear cargo compartment: 80 kg
- Forward cabin floor: 405 kg
- Rear cabin floor: 495 kg

20. Rotor Blade Control Movement

For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

The EC 130 Master Servicing Manual, Chapter 4 "Airworthiness Limitations", originally approved by DGAC FR and subsequently by EASA (or DGCA-F), contains limitations which are mandatory.

IV. Operating and Service Instructions

The Operating and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 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.

1. Flight Manual

EC 130 T2 Flight Manual (in English), EASA-approved on 25 May 2012, or later approved revision.

2. Maintenance Manual

- EC 130 Master Servicing Manual – Chapter 04 (Airworthiness Limitations Section), EASA-approved on 25 June 2012, or later approved revision/edition (in English).
- EC 130 Maintenance Manual

3. Structural Repair Manual

EC 130 B4, T2 Structural Repair Manual

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

EC 130 T2 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Eurocopter or Airbus Helicopters

7. Required Equipment

Refer to EASA-approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List

V. Operational Suitability Data

The Operational Suitability Data elements as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.R.008 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements 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.

1. Master Minimum Equipment List (MMEL)

MMEL AS 350 and EC 130, Normal Revision 4, Issue 2, Date code 12-06, dated 27 September 2015, or later accepted / approved revisions

The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

EASA Operational Suitability Data (OSD) Flight Crew Data (FCD) ECUREUIL/SINGLE ENGINE FAMILY AS350B/D/B1/B2/BA/BB/B3 and EC130B4/T2, NR2, data code 19-50, or later accepted / approved revisions.

The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Simulation Data (SIMD)

Reserved.

4. Maintenance Certifying Staff Data (MCSD)

Reserved.

VI. Notes

1. Manufacturer's eligible serial numbers:
For EC 130 T2: s/n 7355, and subsequent.
2. The commercial designation is: H130
3. Non-proprietary data contained in selected Special Conditions and Equivalent Safety Findings that are part of the Certification Basis are published in the 'Explanatory Note No: TCDS EASA.R.008'. The document is not exhaustive.

Section 11 CS-26 Compliance Information

The CS 26 compliance information for AS350 and EC130 is provided in document "350N043005E_TN - LIGHT HELICOPTERS COMPLIANCE TO CS 26 FOR AS350 AS355 EC130 MODELS", available upon request from Airbus Helicopters.

Section 12 Administration**I. Acronyms and Abbreviations**

Acronym / Abbreviation	Definition
ALS	Airworthiness Limitations Section
Amdt.	Amendment
B.L.	Butt Line
C.G.	Centre of Gravity
CAA	Civil Aviation Authority
CR	(European) Commission Regulation
CS	Certification Specification
DGAC FR	Direction Générale de l'Aviation Civile (France)
EASA	European Union Aviation Safety Agency
HIRF	High Intensity Radiated Field
IAS	Indicated Air Speed
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
kg	Kilogram
L.H.	Left-hand
LDG	Landing
Max	Maximum
MCP	Maximum Continuous Power
min	Minute
Min.	Minimum
MMEL	Master Minimum Equipment List
MOD	Modification
MR	Main Rotor
MRH	Main Rotor Hub
MSL	Mean Sea Level
MSM	Maintenance Servicing Manual

Acronym / Abbreviation	Definition
MTOP	Maximum Take-off Power
MTP	Maximum Transient Power
NG	Gas Generator
OSD	Operational Suitability Data
PA	Pressure Altitude
PWR	Power
R.H.	Right-hand
RFM	Rotorcraft Flight Manual
RFMS	Rotorcraft Flight Manual Supplement
RPM	Revolutions per minute
s/n	Serial Number
sec	Seconds
STA	Station
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
TKOF	Take-Off
TO	Take-Off
TOP	Take-Off Power
TQ	Torque
VFR	Visual Flight Rules
V _{NE}	Never Exceed Speed

I. Type Certificate Holder Record

TCH Record	Period
Airbus Helicopters Aéroport International Marseille Provence 13725 Marignane CEDEX, France	Present. No changes.

II. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	14 July 2022	This certificate supersedes EASA.R.008. All technical data taken from EASA.R.008 Issue 16.	Issue 1 14 July 2022
2	18 November 2022	Correction to Section 7 5.3.1 tables MCP/Limit TQ	Issue 1 14 July 2022
3	06 April 2023	Correction to Section 9, 2.2 and 3	Issue 1 14 July 2022
4	10 October 2024	AS350 B, B1, B2, BA, BB, B3 // EC130 B4, T2: in II.2 certification basis updated following EFS sea state addition in RFM // CS26 compliance	Issue 1 14 July 2022
5	11 February 2026	All Sections: - Editorial updates Section 1 (General) added Sections 2, 3, 4, 5, 6, 7, 8, 9, and 10: - I. added paragraphs UK CAA Type Validation Applicant Date and UK CAA Type Validation Date. - II.9 amended - IV amended - V. Operational Suitability Data (OSD) added Section 11 (Operational Suitability Data) deleted Section 11 (CS-26 Compliance Information) added	Issue 1 14 July 2022

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