Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.R.00065

For

SA 330 / AS 332 / EC 225

Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence

13725 Marignane CEDEX

France

Model(s):	SA 330 J
	AS 332 C, AS 332 L, AS 332 C1, AS 332 L1, AS 332 L2
	EC 225 LP
Issue:	02
Date of issue:	16 February 2026

Table of Contents

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.002 at Issue 16 dated 26 July 2017, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2 SA 330 J

I. General

1. Type/ Model/ Variant

1.1	Type	SA 330
1.2	Model	SA 330 J (for memory of SA 330 F and SA 330 G, see Note 5)
1.3	Variant	-

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence 13725 Marignane CEDEX

France

See Section 6.II.

4. Manufacturer

See Section 6.II.

5. Type Certification Application Date to DGAC FR

Not recorded

6. State of Design Authority

European Union Aviation Safety Agency (EASA) (pre-EASA: DGAC FR, France)

7. Type Certification Date by DGAC FR

29 April 1976

8. Type Certificate n° by DGAC FR

56

9. Type Certificate Data Sheet n° by DGAC FR

127 issue 9 dated September 1994

10. EASA Type Certification Date

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

11. 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.

12. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 7 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

Not recorded

2. Airworthiness Requirements

According to DGAC letter 02827 SFACT/TC, dated 30 March 1978:

FAR 29, Amdts. 29-1 to 29-9 inclusive and the addition of FAR 29.951 (c), 29.1183, 29.1305 (a)(16) of Amdt. 29-10 for SA 330 J equipped with white anti-collision light.

3. Special Conditions

- DGAC-F CS n°1 – Icing
- DGAC-F CS n°2 – Lightning

4. Exemptions

None

5. Deviations

For SA 330 J fitted with red anti-collision light FAR 29 Amdt. 29-7 is excluded

6. Equivalent Safety Findings

None

7. Requirements elected to comply

None.

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00065

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by UK (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

9.2 Flight Crew Data (FCD)

Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by UK (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

9.3 Simulation Data (SIMD)

Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by UK (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

9.4 Maintenance Certifying Staff Data (MCSD)

Not required for rotorcraft that are no longer in production. CR (EU) 748/2012, as amended by UK (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

SA 330 J definition is obtained by applying modifications mentioned in note 330A.05.0065 to the definition of former SA 330 G model, which consisted itself of SA 330 F previous model with design changes as listed in note 330A.05.0060 (see also Note 5).

2. Description

Large twin-engine helicopter; SA 330 J model is a derivative design of former SA 330 G, which is originally derived from SA 330 F model (see also Note 5).

3. Equipment

As per compliance with applicable FAR 29 airworthiness requirements and referenced in approved RFM.

4. Dimensions

4.1 Fuselage

Length:	14.82 m
Width hull:	3.00 m
Height:	5.14 m

4.2 Main Rotor

Diameter:	15.09 m (4 blades)

4.3 Tail Rotor

Diameter:	3.04 m (5 blades)

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca) 2 x Model TURMO IV C

5.2 Type Certificate

DGAC FR n°:	M8
EASA TC/TCDS n°:	EASA.E.074

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to accepted / approved RFM

5.3.2 Transmission Torque Limits

Refer to accepted / approved RFM

6. Fluids

6.1 Fuel

Refer to accepted / approved RFM

6.2 Oil

Refer to accepted / approved RFM

6.3 Additives

Refer to accepted / approved RFM

7. Fluid capacities

7.1 Fuel

Fuel tank capacity:	1 565 litres (413 US gal)
Usable fuel:	1 544 litres (408 US gal)

7.2 Oil

7.2.1 Engines

2 x 12 litres

7.2.2 MGB

22 litres

7.2.3 IGB

0.75 litre

7.2.4 TGB

1.4 litres

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

$V_{NE\ PWR\ ON}$: 310 km/h (167 KIAS) at ISA sea level for 4 000 kg

Refer to accepted / approved RFM for other speed limitations.

9. Rotor Speed Limitations

Power on:

Nominal governed	265 rpm ± 7 rpm
Minimum transient	220 rpm

Power off:

Maximum	310 rpm
Minimum (< 108 KIAS)	220 rpm
Minimum (> 108 KIAS)	240 rpm

10. Maximum Operating Altitude and Temperature

10.1 Altitude

10.1.1 TKOF/LDG

-1 650 ft to + 13 000 ft PA

10.1.2 Enroute

+16 500 ft PA

10.2 Temperature

-40°C to + 50°C

11. Operating Limitations

VFR day and night, IFR, Non-icing conditions

12. Maximum Mass

12.1.1 TKOF/LDG

7 400 kg (16 314 lb)

13. Centre of Gravity Range

Refer to accepted / approved RFM

14. Datum

14.1.1 Longitudinal

STA 0: 4.700 m (185.04 in) forward of main rotor centreline

14.1.2 Lateral

Aircraft symmetry plane

15. Levelling Means

Levelling plate on right side of the fuselage and graduated plate for plumb line on cabin floor (left side door)

16. Minimum Flight Crew

VFR: 1 pilot in Category B

1 pilot + 1 crew member in Category A IFR: 2 pilots in Categories A and B

17. Maximum Passenger Seating Capacity

19

18. Passenger Emergency Exit

Refer to accepted / approved RFM

19. Maximum Baggage/ Cargo Loads

The cabin floor (from +2.48 m to +7.63 m) is provided with the structural strength required for a load of 800 kg/m² evenly distributed in cargo configuration

20. Rotor Blade Control Movement

For rigging information refer to AMM

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

Refer to accepted / approved Airworthiness Limitations Section (ALS)

23. Wheels and Tyres

23.1.1 Wheels

NLG Messier Bugatti C20525000 (two)

MLG Messier Bugatti C20525000 (two each side)

23.1.2 Tyres

NLG 7.00-6 (two)

MLG 7.00-6 (two each side)

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.002 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

SA 330 J Flight Manual approved on 29 April 1976 by DGAC FR(*), or subsequent approved revisions.

(*) there are other Flight Manuals, which resulted from various European type certifications, e.g. Flight Manual with identification code E (CAA UK).

2. Maintenance Manual

SA 330 Maintenance Manual including:

- Maintenance programme as Maintenance Servicing Recommendations (PRE) or subsequent accepted / approved revisions.
- Airworthiness Limitations Section as PRE Chapter 05.99, approved by DGAC FR or EASA or subsequent accepted / approved revisions.

3. Structural Repair Manual

SA 330 Structural Repair Manual

4. Weight and Balance Manual

Refer to accepted / approved RFM

5. Illustrated Parts Catalogue

Not recorded

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter or Airbus Helicopters

7. Required Equipment

- As per compliance with applicable FAR 29 requirements and in accordance with the original Type Design standard, refer also to the approved RFM;

- Approved equipment items are covered by document No 330A.04.1155 dated 17 September 1970 updated to issue J on 26 March 1981;

Approved equipment items required for the flight in icing conditions are covered by document 330A.04.1483.

V. Operational Suitability Data

See Section 2, II.9

VI. Notes

1. Manufacturer's serial numbers:

   S/N 1371, and subsequent of model SA 330 J are eligible.

2. The certified “optional” installations are each approved independently of the basic helicopter and an approved Flight Manual Supplement is associated to each optional installation if necessary.

3. Cabin Interior and Seating Configurations must be approved.

4. Commercial designation: PUMA

Upon Eurocopter request for its surrender, the Type Certificate of both models SA 330 G and SA 330 F has been revoked by EASA as of 12 November 2009 (see EASA Certification Information No. 2009- 17, dated 16 November 2009).

Section 3 AS 332 C, C1, L, L1

I. General

1. Type/ Model/ Variant

1.1	Type	AS 332
1.2	Model	AS 332 C, AS 332 C1, AS 332 L, AS 332 L1
1.3	Variant	-

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence 13725 Marignane CEDEX

France

See Section 6.II.

4. Manufacturer

See Section 6.II

5. Type Certification Application Date to DGAC FR

AS 332 C:	4 April 1978
AS 332 L:	16 July 1980
AS 332 C1 and L1:	18 June 1984

6. State of Design Authority

European Union Aviation Safety Agency (EASA) (pre-EASA: DGAC FR, France)

7. Type Certification Date by DGAC FR

AS 332 C:	24 April 1981
AS 332 L:	2 December 1981
AS 332 C1 and L1:	14 March 1985

8. Type Certificate n° by DGAC FR

56

9. Type Certificate Data Sheet n° by DGAC FR

127 issue 9 dated September 1994

10. EASA Type Certification Date

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

11. 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 5 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.

12. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 7 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: Not recorded

For OSD elements, Grandfathering date: 17 February 2014

2. Airworthiness Requirements

For AS 332 C, C1, L, L1 (*):

FAR 29 with Amdts. 29-1 to 29-16 including. (*) according to DGAC letter 53.904, dated 18 August 1980 and document 'Airworthiness Criteria for Helicopter Instrument Flight', dated 15 December 1978 for IFR flight.
For AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e):

according to CRI A-01, see Note 8.

For AS 332 C, C1, L, L1 equipped with a Full Flow Magnetic Plug (FFMP) (MOD 07.53061):

FAR 29.1309(b)(2) Amdt. 24 and FAR 29.1309(d) Amdt.

24 are applicable (see CRI A-01) for the areas affected by the design change.

For AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 322 C1e and AS 332 L1e):

See Note 8

3. Special Conditions

For AS 332 C, C1, L, L1 (*):

- DGAC-F CS n°1 (Icing) and DGAC-F CS n°2 (Lightning) as applicable to previous SA 330 J model and notified by DGAC-F letter 02827 SFACT/TC, dated 30 March 1978.

- DGAC-F CS n°20.2, dated 11 May 1982 for category II, IFR flight.

For AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e) see Note 8:

- Minimum in-flight experience (B-01).

- Search and Rescue system (B-02).

- Protection from the effects of High Intensity Radiated Fields (HIRF) (F-02).

For AS 332 C1 and L1: Non-rechargeable Lithium Battery Installations (F-09).

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

For AS 332 C, C1, L, L1 (*):

- Endurance Tests of redesigned Tail Rotor Hub pitch change control assembly (MOD 07.66205) (E-01).

For AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e), see Note 8:

- IFR Static Longitudinal Stability – Airspeed Stability (B- 04).
- VNE aural warning (F-01).
- Airspeed indicator markings (G-01).
- Powerplant instrument markings (G-02).

7. Requirements elected to comply

None.

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00065

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL/MEL Section 1, Subpart A and B, Amdt. 1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue, dated 31 January 2014 (elect to comply as per EASA approval 10060827)

9.3 Simulation Data (SIMD)

Reserved.

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved.

9.5 Cabin Crew Data (CCD)

Reserved

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

For AS 332 C:

as per document 332A04.0009 and modifications list in doc. 332A04.3269 for 8 350 kg

For AS 332 L:

as per doc. 332A04.0010 for 8 350 kg For AS 332 C, L:

as per doc. 332A04.3300 for 8 600 kg For AS 332 C1, L1:

as per doc. 332A04.3305 for 8 600 kg

For AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e): see Note 8

2. Description

Large twin-engine helicopter; derivative design of former type certified SA 330 models, featuring:

- two fuselage length configurations (standard for AS 332 C, C1; extended for AS 332 L, L1),
- two engines configurations (MAKILA 1A for AS 332 C, L; MAKILA 1A1 for AS 332 C1, L1

3. Equipment

As per compliance with applicable FAR 29 airworthiness requirements and referenced in approved RFM.

4. Dimensions

4.1 Fuselage

4.1.1 AS 332 C, C1

Length: 15.53 m

Width hull: 3.79 m

Height: 4.94 m

4.1.2 AS 332 L, L1

Length: 16.29 m

Width hull: 3.79 m

Height: 4.95 m

4.2 Main Rotor

Diameter: 15.60 m (4 blades)

4.3 Tail Rotor

Diameter: 3.05 m (5 blades)

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

5.1.1 AS 332 C, L

2 x Model MAKILA 1A

5.1.2 AS 332 C1, L1

2 x Model MAKILA 1A1

5.2 Type Certificate

EASA TC/TCDS n°: EASA.IM.E.072

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to accepted / approved RFM

5.3.2 Transmission Torque Limits

Refer to accepted / approved RFM

6. Fluids

6.1 Fuel

Refer to accepted / approved RFM

6.2 Oil

Refer to accepted / approved RFM

6.3 Additives

Refer to accepted / approved RFM

7. Fluid capacities

7.1 Fuel

Note to all models: see RFM for other approved optional fuel tanks configurations and for unusable fuel quantities

7.1.1 AS 332 C, C1

Standard configuration: 1 556 litres (411 US gal) with optional internal 6th tank 324 litres (86 US gal) with optional sponson tanks 650 litres (172 US gal) Total available fuel: 2 530 litres (669 US gal)

7.1.2 AS 332 L, L1

Standard configuration: 2 043 litres (540 US gal) with optional internal 7th tank 324 litres (86 US gal) with optional sponson tanks 650 litres (172 US gal) Total available fuel: 3 017 litres (798 US gal)

7.2 Oil

7.2.1 Engines

2 x 7.6 litres

7.2.2 MGB

19.6 litres

7.2.3 IGB

0.62 litre

7.2.4 TGB

1.44 litres

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

At ISA sea level for mass ≤ 8 350 kg (18 409 lb):

$V_{NE\ PWR\ ON}$: 310 km/h (167 KIAS)

$V_{NE\ PWR\ OFF}$: 278 km/h (150 KIAS)

At ISA sea level for mass > 8 350 kg (18 409 lb):

$V_{NE\ PWR\ ON}$: 278 km/h (150 KIAS)

$V_{NE\ PWR\ OFF}$: 268 km/h (145 KIAS).

9. Rotor Speed Limitations

Power on:

Maximum	275 rpm
Nominal	265 rpm
Minimum	245 rpm
Minimum transient	220 rpm

Power off:

Maximum transient (20 sec)	310 rpm
Maximum	290 rpm
Minimum (> 100 KIAS)	245 rpm
Minimum (< 100 KIAS)	220 rpm

10. Maximum Operating Altitude and Temperature

10.1 Altitude

10.1.1 AS 332 C, L

TKOF/LDG:	15 000 ft PA for mass ≤ 8 350 kg (18 409 lb)
	6 000 ft PA for mass > 8 350 kg (18 409 lb)
Enroute:	20 000 ft PA

10.1.2 AS 332 C1, L1

TKOF/LDG: -1 640 ft PA / +15 000 ft DA

Enroute: -1 640 ft/+25 000 ft PA

for mass ≤ 8 350 kg (18 409 lb)

-1 640 ft/+9 500 ft PA

for mass > 8 350 kg (18 409 lb)

10.2 Temperature

-30°C to ISA +35°C, limited to 50°C.

See relevant RFMS for colder operation down to -45°C.

11. Operating Limitations

VFR day and night, IFR, Non-icing conditions

Flight in full icing conditions is permitted on AS 332 C, L and L1 models only when equipment items listed in relevant flight manual supplement are installed.

Flight in limited icing conditions is permitted on AS 332 L and L1 models only when equipment items listed in relevant approved RFMS are installed (see Note 6).

12. Maximum Mass

12.1 AS 332 C, L

TKOF/LDG: 8 350 kg (18 409 lb), prior SB 01.03 embodiment

8 600 kg (18 960 lb), after SB 01.03 embodiment

12.2 AS 332 C1, L1

TKOF/LDG: 8 600 kg (18 960 lb)

13. Centre of Gravity Range

Refer to approved RFM

14. Datum

14.1 Longitudinal

STA 0: 4.670 m (183.86 in) forward of main rotor centreline

14.2 Lateral

Aircraft symmetry plane

15. Levelling Means

Levelling plate on right side of the fuselage and graduated plate for plumb line on cabin floor (left side door)

16. Minimum Flight Crew

(*) the qualified crew member is not required if, at least, one lane of each AP channel is in operation.

16.1 AS 332 C, L

VFR: 1 pilot + 1 qualified crew member (*)

IFR: 2 pilots

16.2 AS 332 C1, L1

VFR: < 20 000 ft, 1 pilot + 1 qualified crew member (*)

> 20 000 ft, 2 pilots

IFR: 2 pilots

16.3 AS 332 C1 and L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e)

VFR: 1 pilot

IFR: 2 pilots

17. Maximum Passenger Seating Capacity

17.1 AS 332 C, C1

19

17.2 For AS 332 L, L1

24

18. Passenger Emergency Exit

Refer to approved RFM

19. Maximum Baggage/ Cargo Loads

The cabin floor (from +2.48 m to +7.63 m) is provided with the structural strength required for a load of 800 kg/m² evenly distributed in cargo configuration

20. Rotor Blade Control Movement

For rigging information refer to AMM

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

Refer to approved Airworthiness Limitations Section

23. Wheels and Tyres

23.1 Wheels

NLG Messier Bugatti C20525000 (two)

MLG Messier Bugatti C20147200 (one each side)

23.2 Tyres

NLG 7.00-6 (two)

MLG 615 x 225-10 (one each side)

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.002 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

(*) there are other RFM, which resulted from various European type certifications, e.g., RFM with identification code E (CAA UK), code D (LBA) or code F (ENAC).

1.1 AS 332 C

Flight Manual approved on 24 April 1981 by DGAC-F (*) , or subsequent accepted / approved revisions.

1.2 AS 332 L

Flight Manual approved on 2 December 1981 by DGAC-F (*), or subsequent accepted / approved revisions.

1.3 AS 332 C1

Flight Manual approved on 14 March 1985 by DGAC-F (*), or subsequent accepted / approved revisions.

1.4 AS 332 L1

Flight Manual approved on 14 March 1985 by DGAC-F (*), or subsequent accepted / approved revisions.

1.5 AS 332 L1 equipped with AHCAS (commercial reference AS 332 L1e)

Flight Manual approved on 14 June 2012 by EASA or subsequent accepted / approved revisions.

1.6 AS 332 C1 equipped with AHCAS (commercial reference AS 332 C1e)

Flight Manual approved on 13 November 2013 by EASA or subsequent accepted / approved revisions.

2. Maintenance Manual

2.1 Maintenance Programme

2.1.1 AS 332 C, C1, L, L1

Maintenance Servicing Recommendations (PRE)

2.1.2 AS 332 C, C1, L, L1

Aircraft Maintenance Manual (AMM)

2.2 Airworthiness Limitations

AS 332 C, C1, L, L1 Maintenance Servicing

Recommendations, Chapter 05.99 (or newly Chapter 04 approved by EASA), edition 2003.01.03, Rev.000, DGAC- F approved on 6 May 2003, or subsequent approved revisions.

3. Structural Repair Manual

AS 332 C, C1, L, L1 Repair Manual

4. Weight and Balance Manual

Refer to accepted / approved RFM

5. Illustrated Parts Catalogue

AS 332 C, C1, L, L1 Illustrated Part Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter or Airbus Helicopters

7. Required Equipment

- As per compliance with applicable FAR 29 requirements and in accordance with the original Type Design standard
- Approved equipment items are covered by document No 332A.04.3254, dated 14 May 1981
- Refer to approved Flight Manual, MMEL and also to Note 7

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.002 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)

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

1.1 AS 332 C, L, C1, L1

MMEL AS 332 C-C1-L-L1 Normal Revision 3, Issue 2, Date Code 13-04, dated 13 June 2013, or later accepted / approved revisions.

1.2 AS 332 C1, L1 equipped with AHCAS (commercial reference AS 332 C1e and AS 332 L1e)

MMEL Supplement AS 332 C1-L1 Post MOD 07 26640 to 07 22650 Normal Revision 0 Issue 1 Date-Code 14-02, dated 27 January 2014, or later accepted / approved revisions.

2. Flight Crew Data

OSD-FCD Super Puma Fleet RN 2 Date Code 16-50, or later accepted / approved revision.

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

3. SIM Data

Reserved.

4. Maintenance Certifying Staff Data

Reserved.

5. Cabin Crew Data (CCD)

Reserved.

VI. Notes

1. Manufacturer's serial numbers:
   - AS 332 C: s/n 2001, and subsequent;
   - AS 332 C1: See Note 2 for eligible serial numbers;
   - AS 332 L: s/n 2004, and subsequent;
   - AS 332 L1: s/n 2132 and subsequent;

   are eligible
2. Conversion from AS 332 C, L models to AS 332 C1, L1 models possible through SB 01.00.26.
3. The certified 'optional' installations are each approved independently of the basic helicopter and an approved Flight Manual Supplement is associated to each optional installation, if necessary.
4. Cabin Interior and Seating Configurations must be approved.
5. Commercial designation 'SUPER PUMA Mk I' corresponds to AS 332 C, C1, L and L1 models.

   Commercial references AS 332 C1e and AS 332 L1e are used for AS 332 C1 and AS 332 L1 equipped with AHCAS system and modifications listed below in Note 8.

   Since 1 Jan 2016, H215 is the new commercial designation for AS 332 C1e and AS 332 L1e, the two versions being respectively differentiated as H215 short version / H215 long version.
6. Flight in "icing conditions of limited severity":
   - permitted on AS 332 L and L1 models only, with relevant Flight Manual Supplement, formerly approved under code E (CAA-UK) at normal revision RN0, or subsequent DGAC-F or EASA approved issues.
   - such code E (CAA-UK) Flight Manual Supplement does not constitute operational approval and operations must be conducted in accordance with applicable operational regulation.
7. AS 332 C, L and L1 helicopters without MGB fire detection system are those modified by AMS 07-21653, design change resulting from CAA-UK's original type certification.

8. For AS 332 C1, L1 aircraft with the following Eurocopter modifications installed (commercial reference AS 332 C1e, AS 332 L1e), the design change was classified as 'significant' per 21.A.101 and the certification basis is listed below:

   - MOD 07.26640 - Hydraulic and flight control adaptation for AFCS integration;
   - MOD 07.26641 - VMS installation;
   - MOD 07.26642 - AFCS installation;
   - MOD 07.26643 - FDS installation;
   - MOD 07.26644 - Primary references installation;
   - MOD 07.26645 - Cockpit adaptation for AHCAS installation;
   - MOD 07.26646 - Cockpit lighting;
   - MOD 07.26647 - Electrical wiring and connections adaptation;
   - MOD 07.26648 - Electrical power distribution modification;
   - MOD 07.26649 - Warnings/Cautions and ancillaries adaptation;
   - MOD 07.26650 - Equipment installation structure adaptation.

Affected Area

The affected area (primary design change) is aircraft avionics referring to the integration of the avionic systems on cockpit instrument panel: AFCS, VMS, MFD, ISIS, ADU and AHRS.

Installation of the avionic equipment includes the display of the information (vehicle parameters, engine parameters and piloting parameters, AFCS modes and upper modes as an option) through:

- MFD on instrument panel (part of the FDS integration);
- EID on instrument panel (part of the VMS integration);
- ISIS on instrument panel (part of the sensors integration).

For this affected area, CS-29 Amdt. 2, dated 17 November 2008, is applicable and the requirements impacted by are listed below (see reference A-01):

CS 29.0771 Pilot compartment

CS 29.0773 Pilot compartment view CS 29.0777 Cockpit controls

CS 29.1301 Function and installation

CS 29.1303 Flight and navigation instruments CS 29.1305 Power plant instruments

CS 29.1309 Equipment, systems, and installations CS 29.1321 Arrangement and visibility

CS 29.1327 Magnetic direction indicator CS 29.1329 Automatic pilot system

CS 29.1333 Instrument systems CS 29.1335 Flight director systems

CS 29.1543 Instrument markings: general CS 29.1545 Airspeed indicator

CS 29.1547 Magnetic direction indicator CS 29.1549 Power plant instruments

Appendix B Airworthiness Criteria For Helicopter Instrument Flight

Special Condition:

- Minimum in flight experience (B-01).
- Search and Rescue system (B-02).
- Protection from the effects of High Intensity Radiated Fields (HIRF) (F-02).

Equivalent Safety Finding:

- IFR Static Longitudinal Stability – Airspeed Stability (B-04).
- VNE aural warning (F-01).
- Airspeed indicator markings (G-01).
- Powerplant instrument markings (G-02).

Secondary Change

To integrate these systems on Super Puma MK1 AS 332 C1, L1, some secondary changes have to be applied:

- Electrical integration of the avionic systems,
- Mechanical integration of the avionic systems,
- Adaptation of hydraulic and flight controls systems,
- AFCS modifications,
- Cockpit lighting modifications,
- Other structural modifications of the airframe,
- Warnings and cautions modifications.

For these secondary changes, the certification basis to be applied is the existing certification basis for the AS 332 C1, L1.

Nevertheless, Eurocopter elected to comply with the requirements of affected area, completed by the ones of CS-29 Amdt. 2 listed below.

Requirements elected to comply:

CS 29.0161 Trim control

CS 29.0671 General

CS 29.0672 Stability augmentation, automatic, and power-operated systems

CS 29.1322 Warning, caution, and advisory lights

CS 29.1381 Instrument lights

CS 29.1523 Minimum flight crew

CS 29.1525 Kinds of operation

Unaffected Area

The existing certification basis (FAR 29 Amdt. 16 and DGAC special conditions) as listed in TCDS EASA.R.002, is applicable, except for helicopters equipped with a Full Flow Magnetic Plug (FFMP) (MOD 07.53061) where FAR 29.1309(b)(2) Amdt. 24 and FAR 29.1309(d) Amdt. 24 are applicable (A-01) for the areas affected by the design change.

Section 4 AS 332 L2

I. General

1. Type/ Model/ Variant

1.1 Type AS 332

1.2 Model AS 332 L2

1.3 Variant -

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence 13725 Marignane CEDEX

France

See Section 6.II.

4. Manufacturer

See Section 6.II

5. Type Certification Application Date to DGAC FR

03 march 1986

6. State of Design Authority

European Union Aviation Safety Agency (EASA) (pre-EASA: DGAC FR, France)

7. Type Certification Date by DGAC FR

12 June 1991

8. Type Certificate n° by DGAC FR

56

9. Type Certificate Data Sheet n° by DGAC FR

127 issue 9 dated September 1994

10. EASA Type Certification Date

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

11. 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 5 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.

12. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 7 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: 03 March 1986

For OSD elements, Grandfathering date: 17 February 2014

2. Airworthiness Requirements

FAR 29 with Amdts. 29-1 to 29-24 inclusive According to DGAC letters 53445/SFACT/TC, dated 27 April 1989, and 53610/SFACT/N.HE, dated June 1991

3. Special Conditions

- Flight Endurance
- Bird and Foreign Object strikes
- Protection against external electro-magnetic disturbances
- 30 Sec and 2 Min contingency ratings
- Maintenance assistance system (not applicable to basic type design definition)

4. Exemptions

None

5. Deviations

- reversion to FAR 29 original requirements (*) for 29.605, 29.671 and 29.1323
  (*): Reversion to FAR 29.1 original amendment removed by means of major change approved by EASA under reference 10079751 dated 21 July 2022, and accepted by UK CAA in accordance with UK / EU TIP.
- reversion to FAR 29 Amdt. 12 for 29.603
- reversion to FAR 29 Amdt. 14 for 29.1303
- reversion to FAR 29 Amdt. 14 for 29.1309 regarding equipment used on previous AS 332 version

6. Equivalent Safety Findings

- FAR 29.923, FAR 29.927 Endurance and additional tests by test rig (E-03)

7. Requirements elected to comply

None.

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00065

8.2 Emission Requirements

n/a

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL/MEL Section 1, Subpart A and B, Amdt. 1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue, dated 31 January 2014 (elect to comply as per EASA approval 10060827)

9.3 Simulation Data (SIMD)

Reserved.

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved.

9.5 Cabin Crew Data (CCD)

Reserved

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Documents ref. 332 A 89 1031 and 332 A 89 1046

2. Description

Large twin-engine helicopter; derivative design of former type certified AS 332 models.

3. Equipment

As per compliance with applicable FAR 29 airworthiness requirements and referenced in accepted / approved RFM.

4. Dimensions

4.1 Fuselage

Length: 16.49 m

Width hull: 3.38 m

Height: 4.97 m

4.2 Main Rotor

Diameter: 16.20 m (4 blades)

4.3 Tail Rotor

Diameter: 3.15 m (4 blades)

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

2 x Model MAKILA 1A2

5.2 Type Certificate

EASA TC/TCDS n°: EASA.E.072

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to accepted / approved RFM

5.3.2 Transmission Torque Limits

Refer to accepted / approved RFM

6. Fluids

6.1 Fuel

Refer to accepted / approved RFM

6.2 Oil

Refer to accepted / approved RFM

6.3 Additives

Refer to accepted / approved RFM

7. Fluid capacities

7.1 Fuel

Standard configuration:	2 043 litres (540 US gal)
with optional internal 6th tank:	324 litres (86 US gal)
with optional sponson tanks:	600 litres (158 US gal)
Total available fuel:	2 967 litres (784 US gal)

Note: see RFM for other accepted / approved optional fuel tanks configurations and for unusable fuel quantities

7.2 Oil

7.2.1 Engines

2 x 4.9 litres

7.2.2 MGB

24.0 litres

7.2.3 IGB

0.75 litre

7.2.4 TGB

1.50 litres

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

$V_{NE\ PWR\ ON}$: 315 km/h (170 KIAS)

$V_{NE\ PWR\ OFF}$: 278 km/h (150 KIAS)

Refer to RFM for other accepted / approved speed limitations

9. Rotor Speed Limitations

Power on:

Maximum	275 rpm
Nominal	265 rpm
Minimum	245 rpm
Minimum transient	220 rpm

Power off:

Maximum transient (20 sec)	310 rpm
Maximum	290 rpm
Minimum (> 100 KIAS)	245 rpm
Minimum (< 100 KIAS)	220 rpm

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG:	-2 000 ft to +7 200 ft PA
Enroute:	-2 000 ft to +20 000 ft PA 0 000 ft PA

10.2 Temperature

-30°C to ISA +35°C, limited to 50°C.

11. Operating Limitations

VFR day and night

IFR

Non-icing conditions

Flight in limited icing conditions is permitted when equipment items listed in relevant approved Flight Manual supplements are installed (see Note 5)

12. Maximum Mass

TKOF/LDG: 9 300 kg (20 503 lb)

13. Centre of Gravity Range

Refer to accepted / approved RFM

14. Datum

14.1 Longitudinal

STA 0: 4.670 m (183.86 in) forward of main rotor centreline

14.2 Lateral

Aircraft symmetry plane

15. Levelling Means

Levelling plate on right side of the fuselage and graduated plate for plumb line on cabin floor (left side door)

16. Minimum Flight Crew

VFR: 1 pilot

IFR: 2 pilots

17. Maximum Passenger Seating Capacity

25

18. Passenger Emergency Exit

Refer to accepted / approved RFM

19. Maximum Baggage/ Cargo Loads

The cabin floor (from +2.48 m to +7.63 m) is provided with the structural strength required for a load of 800 kg/m² evenly distributed in cargo configuration

20. Rotor Blade Control Movement

For rigging information refer to AMM

21. Auxiliary Power Unit (APU)

Optional; to be used on ground only.

Refer to accepted / approved RFMS.

22. Life-limited Parts

Refer to approved Airworthiness Limitations Section

23. Wheels and Tyres

23.1 Wheels

NLG Messier Bugatti C20525000 (two)

MLG Messier Bugatti C20147200 (one each side)

23.2 Tyres

NLG 7.00-6 (two)

MLG 615 x 225-10 (one each side)

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.002 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 332 L2 Flight Manual, DGAC-F (*) approved on 2 April 1992, or subsequent approved revisions.

(*) there are other RFM, which resulted from various European type certifications, e.g., RFM with identification code E (CAA UK), code D (LBA) or code F (ENAC).

2. Maintenance Manual

2.1 Maintenance Programme

- AS 332 L2 Maintenance Servicing Recommendations (PRE)
- AS 332 L2 Aircraft Maintenance Manual (AMM)

2.2 Airworthiness Limitations

AS 332 C, C1, L, L1 Maintenance Servicing

AS 332 L2 Maintenance Servicing Recommendations, Chapter 05.99 (or newly Chapter 04 approved by EASA), edition 2003.04.24, Rev.000, DGAC-F approved on 25 June 2003, or subsequent accepted / approved revisions.

3. Structural Repair Manual

AS 332 L2 Repair Manual

4. Weight and Balance Manual

Refer to accepted / approved RFM

5. Illustrated Parts Catalogue

AS 332 L2 Illustrated Part Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter or Airbus Helicopters

7. Required Equipment

- As per compliance with applicable FAR 29 requirements and in accordance with the original Type Design standard
- Refer to approved Flight Manual, MMEL and also to Note 6

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.002 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 332 L2 Normal Revision 1, Issue 2, Date Code 10-10, dated 20 October 2010, 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

OSD-FCD Super Puma Fleet RN 2 Date Code 16-50, or later accepted / approved revision.

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

3. SIM Data

Reserved.

4. Maintenance Certifying Staff Data

Reserved.

5. Cabin Crew Data (CCD)

Reserved

VI. Notes

1. Manufacturer's serial numbers: s/n 2338, and subsequent of AS 332 L2 model are eligible.
2. The certified "optional" installations are each approved independently of the basic helicopter and an approved Flight Manual Supplement is associated to each optional installation if necessary.
3. Cabin Interior and Seating Configurations must be approved.
4. Commercial designation 'SUPER PUMA Mk II' corresponds to AS 332 L2 version.
5. Flight in 'icing conditions of limited severity':
   - permitted with relevant Flight Manual Supplement, formerly approved under code E (CAA-UK) at normal revision RN0, or subsequent EASA approved issues;
   - such code E (CAA-UK) Flight Manual Supplement does not constitute operational approval and operations must be conducted in accordance with applicable operational regulation.
6. The AS 332 L2 helicopters without MGB fire detection system are those modified by AMS 07-25208, design change resulting from CAA-UK's original type certification

Section 5 EC 225 LP

I. General

1. Type/ Model/ Variant

1.1	Type	EC 225
1.2	Model	EC 225 LP
1.3	Variant	-

2. Airworthiness Category

Large Rotorcraft, Category A and B (see Note 6)

3. Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence 13725 Marignane CEDEX

France

See Section 6.II.

4. Manufacturer

See Section 6.II

5. Type Certification Application Date to DGAC FR

07 November 2000

6. State of Design Authority

European Union Aviation Safety Agency (EASA)

7. EASA Type Certification Date

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

8. 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 5 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.

9. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Para 7 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: 07 November 2000

For OSD elements, Grandfathering date: 17 February 2014

2. Airworthiness Requirements

JAR 29, Change 1 effective 1 December 1999

CS 29.1465 Amdt.3 - Vibration Health Monitoring for Airworthiness Credit (F-09), see Note 7

For helicopters equipped with MOD 07-53048, see Note 8.

3. Special Conditions

- Minimum in flight experience (B-01).
- SAR (Search and Rescue) system (B-02).
- Water Bombing System (B-05).
- External loads, JAR 29.865 Amdt. 2 (D-06).
- Protection from the effects of High Intensity Radiated Field (HIRF) (F-02).
- Non-rechargeable Lithium Battery Installations (F-13).
- Helicopter limited icing approval (O-01).

4. Exemptions

- JAR 29.562 Emergency dynamic landing conditions (C-02).
- JAR 29.952(a)(c)(d)(e)(f)(g) Fuel system crash resistance (E-01).
- JAR 29.955(b) Fuel transfer (E-05).
- partial exemption: JAR 29.963(b) Fuel tanks: general; Puncture resistance (E-02).

5. Deviations

- ADS-B Out Extended Squitter & EHS Installation with Transponder TDR-94D equipment (MOD332P690408.05) (F-11).
- Reversion to FAR 29, Amdt. 24 as follows:
  - FAR 29.561 (b)(3) Emergency landing conditions-general (C-01).
- Partial reversions to FAR 29, Amdt. 24 as follows:
  - FAR 29.571 Fatigue evaluation of structure (C- 03).
  - FAR 29.785 Seat, berth, safety belts, and harnesses (D-01).
- JAR 29.785 (a), Installation of side-facing seats (D- 09).
- JAR 29.562 (a), Installation of side-facing seats (D- 09).

6. Equivalent Safety Findings

- JAR 29.173, .175 Static longitudinal Stability (B-03).
- JAR 29 App B §IV IFR Static longitudinal Stability – Airspeed stability (B 04).
- JAR 29.571 Fatigue evaluation of structure for changed metallic PSE (C-04).
- JAR 29.807 (c)(1) Passenger emergency exits other than side-of-fuselage (D-02).
- JAR 29.813 (a), 29.815 Emergency exit access - Main aisle width (D-03).
- JAR 29.807 (d)(2) Ditching emergency exits for passengers (D-07).
- JAR 29.601, 29.603, 29.605, 29.865 Hoist installation (D-10)
- JAR 29.923 (a)(2) Rotor drive system and control mechanism tests (E-03).
- JAR 29.1303 (j) VNE aural warning (F-01).
- JAR 29.1545 (b)(4) Airspeed indicators markings (G- 01).
- JAR 29.1549 (b) Powerplant instruments markings (G-02).
- CS 29.923 and 29.927 Amdt. 4 (E-09), for helicopters equipped with MOD 07-53048.
- CS 29.923 and CS 29.927 Amdt. 4 (E-10), for helicopters equipped with design change SP07.53069 or SP07.53070.

7. Requirements elected to comply

None.

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00065

8.2 Emission Requirements

Compliant with ICAO Annex 16 Volume 2 - Fuel Discharge

9. Operational Suitability Data (OSD)

9.1 Master Minimum Equipment List (MMEL)

JAR-MMEL/MEL Section 1, Subpart A and B, Amdt. 1, dated 1 August 2005

9.2 Flight Crew Data (FCD)

CS-FCD Initial Issue, dated 31 January 2014 (elect to comply as per EASA approval 10060827)

9.3 Simulation Data (SIMD)

Reserved.

9.4 Maintenance Certifying Staff Data (MCSD)

Reserved.

9.5 Cabin Crew Data (CCD)

Reserved

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

1.1 EC 225 LP Standard:

Documents ref. 332 A 89 2120

1.2 EC 225 LP MPAI equipped:

when standard definition is completed with design change ref. AMS OP 23554

1.3 EC 225 LP equipped with MFD ROSE:

When EC 225 LP standard definition is completed with design changes 07.28626, 07.28938, and 07.28875

2. Description

Large twin-engine helicopter: derivative design of former type certified AS 332 L2 model

Standard configuration consists of grid-type engine air intakes installation, while MPAI configuration is optional and consists of Multi-Purpose Air Intakes.

3. Equipment

As required by JAR 29 and referenced in accepted / approved RFM.

4. Dimensions

4.1 Fuselage

Length:	16.49 m
Width stabiliser:	3.96 m
Height:	4.97 m

4.2 Main Rotor

Diameter:	16.20 m (5 blades)

4.3 Tail Rotor

Diameter:	3.15 m (4 blades)

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

2 x Model MAKILA 2A, or

2 x Model MAKILA 2A1

5.2 Type Certificate

EASA TC/TCDS n°: EASA.E.006

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

Refer to accepted / approved RFM

5.3.2 Transmission Torque Limits

Refer to accepted / approved RFM

6. Fluids

6.1 Fuel

Refer to accepted / approved RFM

6.2 Oil

Refer to accepted / approved RFM

6.3 Additives

Refer to accepted / approved RFM

7. Fluid capacities

7.1 Fuel

Standard configuration: 2 588 litres (682 US gal)

with optional internal 6th tank: 320 litres (84 US gal)

Total available fuel: 2 908 litres (766 US gal)

Note: see RFM for other accepted / approved optional fuel tanks configurations and for unusable fuel quantities

7.2 Oil

7.2.1 Engines

2 x 4.92 litres

7.2.2 MGB

27.0 litres

7.2.3 IGB

0.62 litre

7.2.4 TGB

1.50 litres

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

$V_{NE\ PWR\ ON}$: 175 KIAS below 5 000 ft DA and above 5 000 ft: -3 KIAS/1 000 ft

$V_{NE\ PWR\ OFF}$: 150 KIAS

Refer to RFM for other accepted / approved speed limitations

9. Rotor Speed Limitations

Power on:

Maximum 275 rpm

Minimum	246 rpm
Minimum transient	220 rpm

Power off:

Maximum transient (20 sec)	310 rpm
Maximum	290 rpm
Minimum (> 100 KIAS)	246 rpm
Minimum (< 100 KIAS)	220 rpm

10. Maximum Operating Altitude and Temperature

10.1 Altitude

10.1.1 EC 225 LP Standard

TKOF/LDG: OAT from -45°C to -12°C:
-6 000 ft DA to +7 400 ft DA
OAT from -12°C to ISA +40°C (without exceeding +50°C):
-2 000 ft PA to +7 400 ft DA

Enroute: OAT from -45°C to -12°C:
-6 000 ft DA to +20 000 ft PA
OAT from -12°C to ISA +40°C (without exceeding +50°C):
-2 000 ft PA to +20 000 ft PA

10.1.2 EC 225 LP MPAI equipped

TKOF/LDG: OAT from -45°C to -12°C:
-6 000 ft DA to +11 000 ft DA
OAT from -12°C to ISA +40°C (without exceeding +50°C):
-2 000 ft PA to +11 000 ft DA

Enroute: OAT from -45°C to -12°C:
-6 000 ft DA to +20 000 ft PA
OAT from -12°C to ISA +40°C (without exceeding +50°C):
-2 000 ft PA to +20 000 ft PA

10.2 Temperature

-30°C to ISA +35°C, limited to 50°C.

See RFMS SUPP 2 for lower temperature operation down to -45°C.

11. Operating Limitations

VFR day and night, IFR, non-icing conditions Flight in full icing conditions is permitted only whenother equipment items as listed in relevant accepted / approved RFMS are installed.

Flight in limited icing conditions is permitted only when equipment items listed in relevant accepted / approved RFMS are installed (see Note 5).

12. Maximum Mass

TKOF/LDG: 11 000 kg (24 251 lb)

For helicopters equipped with MAKILA 2A1 engine and MOD 07.28724:

TKOF/LDG: 11 160 kg (24 604 lb)

13. Centre of Gravity Range

Refer to accepted / approved RFM

14. Datum

14.1 Longitudinal

STA 0: 4.670 m (183.86 in) forward of main rotor centreline

14.2 Lateral

Aircraft symmetry plane

15. Levelling Means

Levelling plate on right side of the fuselage and graduated plate for plumb line on cabin floor (left side door)

16. Minimum Flight Crew

VFR: 1 pilot

IFR: 2 pilots

Note: Pilot and suitably trained crew member in day VFR for fire-fighting operations.

17. Maximum Passenger Seating Capacity

25

18. Passenger Emergency Exit

one (1) door, the dimensions of which exceed those of Type II exit + two (2) Type IV exits on each side

19. Maximum Baggage/ Cargo Loads

The cabin floor (from +2.48 m to +7.63 m) is provided with the structural strength required for a load of 800 kg/m² evenly distributed in cargo configuration

20. Rotor Blade Control Movement

For rigging information refer to AMM

21. Auxiliary Power Unit (APU)

Optional; to be used on ground only.

Refer to accepted / approved RFMS.

22. Life-limited Parts

Refer to accepted / approved Airworthiness Limitations Section

23. Wheels and Tyres

23.1 Wheels

NLG Messier Bugatti C20525000 (two)

MLG Messier Bugatti C20147200 (one each side)

23.2 Tyres

NLG 466 x 173-10 (two)

MLG 615 x 225-10 (one each side)

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.002 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

1.1 EC 225 LP Standard

EC 225 LP Flight Manual, normal revision RN0 (04- 20), EASA approved 27 July 2004, or subsequent accepted / approved revisions.

1.2 EC 225 LP MPAI equipped

EC 225LP MPAI Flight Manual, normal revision RN2 (04-44), EASA approved 21 December 2004, or subsequent accepted / approved revisions

1.3 EC 225 LP MFD ROSE equipped

EC 225 LP Flight Manual ROSE AVIONICS, normal revision RN 0 (22-22), or subsequent accepted / approved revisions.

1.4 EC 225 LP MPAI and MFD ROSE equipped

EC 225 LP Flight Manual ROSE AVIONICS and MPAI, normal revision RN 0 (22-22), or subsequent accepted / approved revisions

2. Maintenance Manual

2.1 Maintenance Programme

- EC 225 LP Maintenance Servicing Recommendations (PRE)
- EC 225 LP Aircraft Maintenance Manual (AMM)

2.2 Airworthiness Limitations

EC 225 LP Maintenance Servicing Recommendations, Chapter 05.99 (or newly Chapter 04 approved by EASA), edition 2004.05.31, Rev. 000, EASA approved on 27 July 2004, or subsequent accepted / approved revisions

3. Structural Repair Manual

EC 225 LP Repair Manual

4. Weight and Balance Manual

Refer to accepted / approved RFM

5. Illustrated Parts Catalogue

EC 225 LP Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter or Airbus Helicopters

7. Required Equipment

- As per compliance with applicable FAR 29 requirements and in accordance with the original Type Design standard
- Refer to approved Flight Manual and MMEL

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.002 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 EC 225 LP Normal Revision 4, Issue 2, Date Code 13-25, dated 24 October 2013, 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

OSD-FCD Super Puma Fleet RN 2 Date Code 16-50, or later accepted / approved revision.

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

3. SIM Data

Reserved.

4. Maintenance Certifying Staff Data

Reserved.

5. Cabin Crew Data (CCD)

Reserved

VI. Notes

1. Manufacturer's serial numbers: s/n 2600, and subsequent of EC 225 LP model are eligible.
2. The certified "optional" installations are each approved independently of the basic helicopter and an approved Flight Manual Supplement is associated to each optional installation if necessary (some optional installations are specific to the EC 225 LP equipped with MPAI and the relevant RFMS are approved for that particular EC 225 LP type design definition only).
3. Cabin Interior and Seating Configurations must be approved; passenger transport is not permitted in both operational and non-operational configurations of the Water Bombing System; except while performing Water Bombing operations, the EC 225 LP is not approved for the carriage of cargo only in the cabin.
4. Commercial designation 'SUPER PUMA Mk II+' or 'LP' corresponds to EC 225 LP model.

   Since 1 Jan 2016, H225 is the new commercial designation for EC 225 LP model.
5. Flight in limited icing conditions and fire-fighting operations:

   The relevant approved Flight Manual Supplements do not constitute operational clearance approvals and operations must be conducted in accordance with applicable operational regulation.
6. The EC 225 LP is certified as Category A rotorcraft with operating limitations as defined in the relevant approved RFMS.
7. For EC 225 LP helicopters equipped with M'ARMS (optional Vibration Health Monitoring system), the associated mandatory design change MOD 0726978 / 0726994 (defined as 'M'ARMS MOD45 monitoring') is certified in compliance with CS 29.1465 of CS 29 Amdt. 3 – see above 'II.7. Requirement elected to comply'.
8. For EC 225 LP helicopters equipped with MOD 07-53048, the design change is certified in compliance with the following with CS 29 Amdt. 4 paragraphs and subparagraphs, elected to comply: 29.29, 29.301(a), 29.303, 29.305, 29.307, 29.361, 29.547 (d)(2), 29.561, 29.571, 29.601 (a), 29.601(b), 29.602,29.603, 29.605, 29.607, 29.609, 29.611, 29.613, 29.619, 29.623, 29.625, 29.917 (a), 29.917 (b), 29.917 (c), 29.923, 29.927 (a), 29.927 (b)(1), 29.927 (c), 29.927 (d), 29.927 (e), 29.927 (f), 29.1027, 29.1041 (b), 29.1041 (c), 29.1301, 29.1305 (a)(23), 29.1309 (b)(2)(i), 29.1309 (b)(2)(ii), 29.1309 (d)(1), 29.1309 (d)(2), 29.1309 (d)(3), 29.1309 (d)(4), 29.1529.
9. The EC 225 LP Category A vertical take-offs and landings from an elevated heliport are not approved.

Section 6 Administrative

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
°C	Degree Celsius
ADU	Air Data Unit
AEO	All Engines Operative
AFCS	Automatic Flight Control System
AHCAS	Advanced Helicopter Cockpit Avionics System
AHRS	Attitude and Heading Reference System
ALS	Airworthiness Limitations Section
Amdt.	Amendment
AMM	Aircraft Maintenance Manual
APU	Auxiliary Power Unit
B.L.	Buttock Line
C.G.	Centre of Gravity
CAA	Civil Aviation Authority
CRI	Certification Review Item
CS	Certification Specifications
DA	Density Altitude
DGAC FR	Direction Générale de l'Aviation Civile - France
Doc.	Document
EASA	European Union Aviation Safety Agency
FCD	Flight Crew Data
FFMP	Full Flow Magnetic Plug
ft	Feet
IAS	Indicated Air Speed
ICAO	International Civil Aviation Organization
IFR	Instrumental Flight Rules
ITT	Interstage Turbine Temperature

Acronym / Abbreviation	Definition
HIRF	High intensity Radiated Field
HP	Pressure Altitude
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IGB	Intermediate Gear Box
IPC	Illustrated Parts Catalogue
ISA	International Standard Atmosphere
ISIS	Integrated Standby Instrument System
JAA	Joint Aviation Authorities
JAR	Joint Airworthiness Requirements
KIAS	Knots Indicated Air Speed
LDG	Landing
LH	Left Hand
m	Metre(s)
M'ARMS	EC225's Vibration Health Monitoring
MFD	Multi Function Display
MGB	Main Gear Box
mm	Millimetre(s)
MLG	Main Landing Gear
MMEL	Master Minimum Equipment List
MPAI	Multi-Purpose Air Intakes
Nf	Power turbine (free turbine) rotation speed
Ng	Gas generator rotation speed
NLG	Nose Landing Gear
Nm	Newton per metre
No.	Number
NVG	Night Vision Goggles
OAT	Outside Air Temperature

Acronym / Abbreviation	Definition
OSD	Operational Suitability Data
p/n	Part Number
PA	Pressure Altitude
PWR	Power
RFM	Rotorcraft Flight Manual
RFMS	Rotorcraft Flight Manual Supplement
RH	Right Hand
rpm	Revolution per minute
s/n	Serial Number
SB	Service Bulletin
SIM	Simulator
STA	Station
SW	Software
TAS	True Air Speed
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
TGB	Tail Gear Box
TOP	Take-Off Power
TR	Tail Rotor
UK	United Kingdom
VFR	Visual Flight Rules
VMS	Vehicle Management System
V_{NE}	Never Exceed Speed
$V_{NE\ PWR\ OFF}$	Power-off Speed (Autorotation)
$V_{NE\ PWR\ ON}$	Power-on speed

II. Type Certification Holder Record and Manufacturer

II.1 Type Certificate Holder and Manufacturer	Period
Aérospatiale **37, Boulevard de Montmorency** **75781 Paris CEDEX 16, France**	From 29 April 1976 until 31 December 1991
Eurocopter France **Aéroport International Marseille – Provence** **13725 Marignane CEDEX, France**	From 1 January 1992 until 30 May 1997
Eurocopter **Aéroport International Marseille – Provence** **13725 Marignane CEDEX, France**	From 1 June 1997 until 6 January 2014
Airbus Helicopters **Aéroport International Marseille – Provence** **13725 Marignane CEDEX, France**	Since 7 January 2014

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC issue and Date
Issue 01	14 May 2024	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.R.002 Issue 16 dated 26 July 2017 which was the current EASA version on 31 December 2020 and therefore the version accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement. Other changes introduced are as follows: Section 1 (SA 330 J) amended: - III.12.: lb value corrected. - Section 2 (AS 332 C, C1, L, L1) amended: - II.1, II.7, OSD: editorial - II.2., II.3., II.6., V.: SC and ESF references amended. - II.2, V.: Elect to Comply for AS 332 C, C1, C1e, L, L1, L1e equipped with a FFMP (MOD 07.53061) added. - II.3: AS 332 C1 and L1 Certification Basis updated to introduce the Special Condition F-09. - III.7.: fuel values correction. - III.8., III.10., III.12.: lb values corrected. - IV.2.: MM original approval date added. - V.5.: new commercial designation added. - V.8.: unaffected area updated Section 3 (AS 332 L2) amended:	Issue 1 14 May 2024

		- II.1, II.7, OSD: editorial. - III.12.: lb value corrected. - IV.2.: MM original approval date added. Section 4 (EC 225 LP) amended: - II.1, II.7, OSD: editorial - II.2.: EC 225 LP Certification Basis updated to introduce the reference to Note 8 for helicopters equipped with MOD 07-53048. - II.3.: EC 225 LP Certification Basis updated to introduce the Special Condition F-13. - II.3., II.4., II.5., II.6., II.7.: SC and ESF references amended. - II.5: EC 225 LP Certification Basis updated to introduce the deviation F-11. - II.6: EC 225 LP Certification Basis updated to introduce ESFs D-10 and E-09. - II.8: noise requirement wording corrected. - III.12: maximum mass updated for helicopters equipped with MAKILA 2A1 engine and MOD 07.28724. - IV.2: typo corrected. - V.4.: new commercial designation added. V.8.: new Note 8 added. Section 5: OSD, complete section removed and OSD information moved to specific helicopter model sections - deleted/shifted to II. Certification Basis Section ADMINISTRATIVE amended: - II.: table title updated. Applicable to all Sections: III.8.: speed units clarification.	
02	26 January 2026	Added Section 1 (General) Applicable to all Sections: - Reformatting and editorial changes - Updated IV to remove references to overhaul manual Applicable to Sections 2 (SA 330 J), 3 (AS 332 C, C1, L, L1), and 4 (AS 332 L2): - Added I.11 regarding CAA validation application date - Added I.12 regarding CAA validation date - Updated V regarding OSDs Applicable to Section 4 (AS 332 L2): - Updated II.5 where FAR 29.1 was removed from Deviations list following a dedicated major change approval - Updated II.6 and added ESF E-03	1 14 May 2024

	Applicable to Section 5 (EC 225 LP): - Added I.8 regarding CAA validation application date - Added I.9 regarding CAA validation date - Updated V regarding OSDs - Updated II.6 and added ESF E-10 - Updated III.1 and added MFD ROSE - Updated IV.1 and added MFD ROSE - Updated IV.5 and added IPC reference - Added VI.9 Applicable to Section 6 (Administrative): Updated I. and added/removed acronyms and abbreviations

– END –