Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.R.00113

For

AS 355

Type Certificate Holder

Airbus Helicopters

Aéroport International Marseille – Provence

13725 Marignane CEDEX

France

Model(s):	AS 355 E AS 355 F, AS 355 F1, AS 355 F2 AS 355 N, AS 355 NP
Issue:	02
Date of issue:	11 March 2026

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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.146 at Issue 6 dated 30 August 2017, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2 AS 355 E

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 350 E

1.3 Model

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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

04 January 1979

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

24 October 1980

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 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.

9. 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

04 January 1979

1.2 OSD Elements

17 February 2014

2. Airworthiness Requirements

2.1

FAR Part 27, Amdt. 16 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

Additional and special conditions specified in letter DGAC 53 879, dated 11 August 1980

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.00113

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

350A00.0000 + 350A04.4077

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: two turbo-shaft engines.

3. Equipment

The approved equipment form the subject of AH document reference 350A.04.4320.

The basic equipment required by the applicable airworthiness regulation (see certification basis), must be installed on the aircraft for the certification and at any moment later on.

The RFM must be on board of the aircraft.

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

4.3 Tail Rotor

Diameter: 1.86 m

5. Engine

5.1 Model

Rolls-Royce Corporation (former: Allison)

2 x Model 250-C20F

5.2 Type Certificate

TC/TCDS n°: EASA.IM.E.052

5.3 Limitiations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[%]	Gas generator speed **[%]	Output shaft speed [rpm (rpm)] (corresponding to MR rpm)	Exhaust gas Temperature [°C]
AEO-TOP	73	105	6196 (406)	810
AEO-MCP	73	105	6196 (406)	738
OEI-MCP	100	105	6196 (406)	810

Note: * 100% torque -> 521 Nm

** 105 % gas generator speed -> 53 519 rpm

5.3.2 Transmission Torque Limits

Refer to approved RFM for limitations in transient conditions

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:	736.7 litres
Usable fuel:	736.0 litres

7.2 Oil

Engine:	5.7 litres (system capacity)
MGB:	11.0 litres (system included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}:

- Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0
- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}:

- Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0
- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power on flight:

AEO:	390 (+4, -5) rpm
OEI:	375 to 394 rpm

In autorotation:

Maximum:	425 rpm
Minimum:	330 rpm
	(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA:	16 000 ft (4 875 m)
Maximum TKOF/LDG PA:	16 000 ft (4 875 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

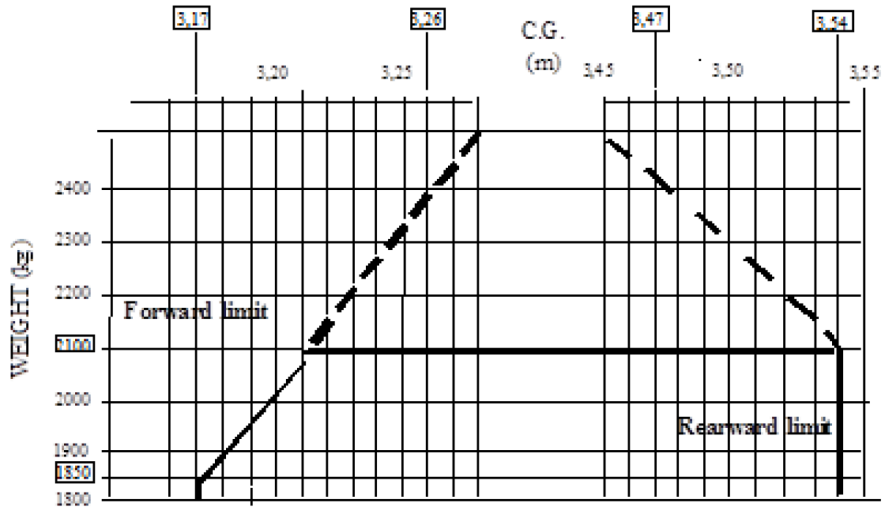
For more information refer to RFM

12. Maximum Mass

2100 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

maximum deviation on right: 90 mm

maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFMS

18. Passenger Emergency Exit

Refer to approved RFM

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**

Maintenance Manual AS 355 E Chapter 5 "Master Servicing Recommendations" have been accepted by DGAC-F to carry out maintenance of AS 355 E helicopters. Chapter 04"Airworthiness limitations" contains statements that must mandatorily be respected.

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.146 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 355 E Flight Manual, initially approved by DGAC-FR on 24 October 1980, or later EASA (or DGAC-FR) approved revision (reference: in English language).

2. Maintenance Manual

AS 355 E PRE – Chapter 04 (Airworthiness Limitations), initially approved by DGAC-FR on 24 October 1980, or later EASA (or DGAC-FR) approved revision/edition (reference: in English language).

- AS 355 E Maintenance Manual
- AS 355 E Overhaul Manual

Compatibility between optional items of equipment is described:

- in the Master Servicing Manual Chapter 5 for installation
- in section 10 of RFM for operation

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 E 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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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 355 E: s/n 5001, and subsequent.

2. The commercial designation is: Ecureuil II / TwinStar

3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly:

   “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with”

   Refer to the RFM as regards the other placards.

Section 3 AS 355 F

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 355 F

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

See Note 4 for Category B and “Equivalence Category A”

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

04 January 1979

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

14 April 1981

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 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.

9. 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:

04 January 1979

1.2 OSD elements:

17 February 2014

2. **Airworthiness Requirements**

2.1

FAR Part 27, Amdt. 16 included performance of AS 355 F supplement 11-2 of RFM were established in accordance with FAR 29 requirements Part 29-45 through 29-79 (see Note 4).

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

Additional and special conditions specified in letter DGAC 53 879, dated 11 August 1980

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

Not recorded

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

355A043186

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: two turbo-shaft engines

3. Equipment

The approved equipment form the subject of AH document reference 350A.04.4320.

The basic equipment required by the applicable airworthiness regulation (see certification basis), must be installed on the aircraft for the certification and at any moment later on.

The RFM must be on board of the aircraft.

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

4.3 Tail Rotor

Diameter: 1.86 m

5. Engine

5.1 Model

Rolls-Royce Corporation (former: Allison)

2 x Model 250-C20F

5.2 Type Certificate

TC/TCDS n°: EASA.IM.E.052

5.3 Limitiations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[%]	Gas generator speed **[%]	Output shaft speed [rpm (rpm)] (corresponding to MR rpm)	Exhaust gas Temperature [°C]
AEO-TOP	73	105	6196 (406)	810
AEO-MCP	73	105	6196 (406)	738
OEI-MCP	100	105	6196 (406)	810

Note: * 100% torque -> 521 Nm

** 105 % gas generator speed -> 53 519 rpm

5.3.2 Transmission Torque Limits

Refer to approved RFM for limitations in transient conditions

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:	736.7 litres
Usable fuel:	736.0 litres

7.2 Oil

Engine:	5.7 litres (system capacity)
MGB:	11.0 litres (system included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}

Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0

- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}

Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0

- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power-on flight:

AEO:	390 (+4, -5) rpm
OEI:	375 to 394 rpm

In autorotation:

Maximum:	425 rpm
Minimum:	330 rpm
	(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA:	16 000 ft (4 875 m)
Maximum TKOF/LDG PA:	16 000 ft (4 875 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

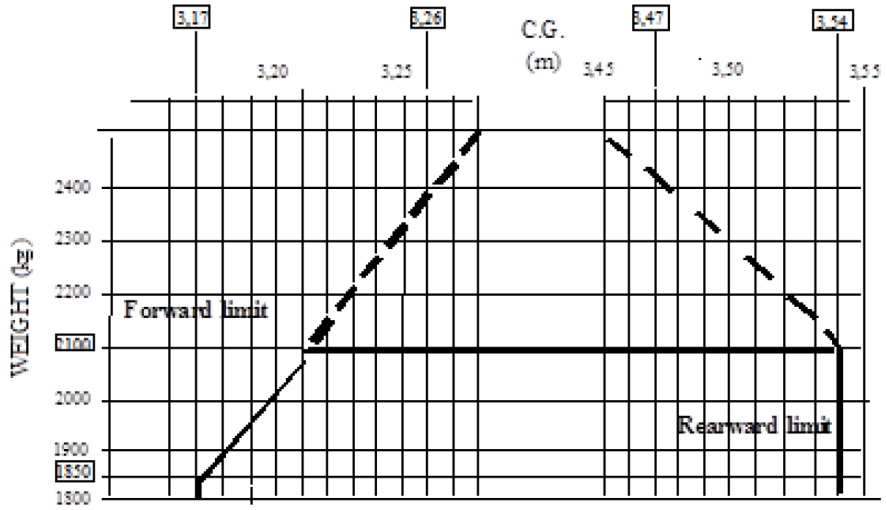
For more information refer to RFM

12. Maximum Mass

2 300 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

maximum deviation on right: 90 mm

maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFMS

18. Passenger Emergency Exit

Refer to approved RFM

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**

Maintenance Manual AS 355 F Chapter 5 "Master Servicing Recommendations" have been accepted by DGAC-F to carry out maintenance of AS 355 E helicopters. Chapter 04"Airworthiness limitations" contains statements that must mandatorily be respected.

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.146 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 355 F Flight Manual, initially approved by DGAC FR on 14 April 1981, or later approved revisions.

2. Maintenance Manual

AS 355 F PRE – Chapter 04 (Airworthiness Limitations), initially approved by DGAC FR on 14 April 1981, or later approved revisions.

- AS 355 F Maintenance Manual
- AS 355 F Overhaul Manual

Compatibility between optional items of equipment is described:

- in the "Master Servicing Recommendations" Chapter 5-80 for installation
- in section 10 of RFM for operation

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 F 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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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:

   AS 355 F: s/n 5044, and subsequent of version.

   AS 355 E: aircraft converted into AS 355 F by application of Service Bulletin n°01.02

2. The commercial designation is: Ecureuil II / TwinStar
3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly: “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are

contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with".

Refer to the RFM as regards the other placards.

4. The AS 355 F is certificated as Group A under BCAR Section G. This certification basis provides an equivalence to Category A in accordance with EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200 & CAT.POL.H.300 & CAT.POL.H.400 & when the following conditions are met:
   - The aircraft is equipped with the "Engines fire-extinguishing system" OP0691 and either OP0692 or OP0913;
   - The aircraft is equipped with a second fan wheel on the engine and main gearbox oil cooling unit OP9009/07 9013/07 9016;
   - The aircraft is operated in accordance with the RFM Supplement 11-2 – "Take-off and landing procedures and performance data on clear airfield and helipad with one engine inoperative".

Section 4 AS 355 F1

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 355 F1

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

See Note 4 for Category B and “Equivalence Category A”

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

31 January 1983

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

09 May 1983

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 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.

9. 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:

04 January 1979

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR 27 Amdt. 16 included; Performance of AS 355 F1 supplement 11-2 of RFM were established in accordance with FAR 29 requirements Part 29-45 through 29-79 (see Note 4).

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

Additional and special conditions specified in letter DGAC 53 879, dated 11 August 1980

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.00113

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

355A043317

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: two turbo-shaft engines

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A 04 4320. 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

4.3 Tail Rotor

Diameter: 1.86 m

5. Engine

5.1 Model

Rolls-Royce Corporation (former: Allison)

2 x Model 250-C20F

5.2 Type Certificate

TC/TCDS n°:EASA.IM.E.052

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[%]	Gas generator speed **[%]	Output shaft speed [rpm (rpm)] (corresponding to MR rpm)	Exhaust gas Temperature [°C]
AEO-TOP	78	105	6196 (406)	810
AEO-MCP	73***	105	6196 (406)	738
OEI-MCP	100	105	6196 (406)	810

Note: * 100% torque -> 521 Nm

** 105 % gas generator speed -> 53 519 rpm

***Maximum continuous torque limited to 406 Nm (78 %) for <55 KIAS

5.3.2 Transmission Torque Limits

Refer to approved RFM for limitations in transient conditions

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:	736.7 litres
Usable fuel:	736.0 litres

7.2 Oil

Engine:	5.7 litres (system capacity)
MGB:	11.0 litres (system included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}

Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0

- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}

Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0

- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power-on flight:

AEO:	390 (+4, -5) rpm
OEI:	375 to 394 rpm

In autorotation:

Maximum:	425 rpm
	(aural warning at 410 rpm)
Minimum:	330 rpm
	(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA: 16 000 ft (4 875 m)

Maximum TKOF/LDG PA: 16 000 ft (4 875 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

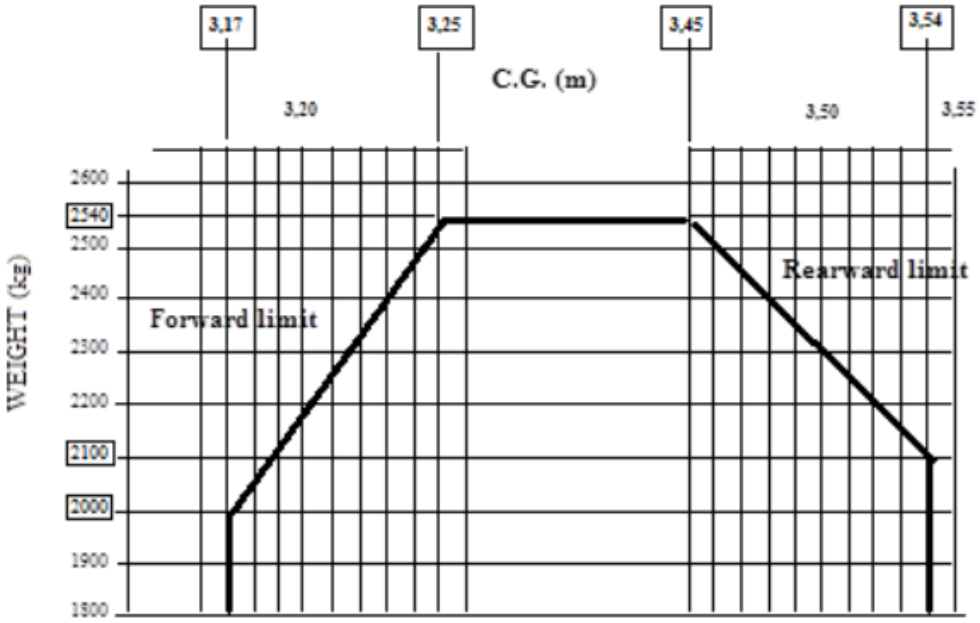
For more information refer to RFM

12. Maximum Mass

2 400 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

Maximum deviation on right: 90 mm

Maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFM Supplement.

18. Passenger Emergency Exit

Refer to approved RFM

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**

Maintenance Manual AS 355 F1 Chapter 5 "Master Servicing Recommendations" have been accepted by DGAC-F to carry out maintenance of AS 355 F1 helicopters. Chapter 04"Airworthiness limitations" contains statements that must mandatorily be respected.

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.146 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 355 F1 Flight Manual, initially approved by DGAC FR on 9 May 1983, or later approved revisions.

2. Maintenance Manual

AS 355 F1 PRE– Chapter 04 (Airworthiness Limitations), initially approved by DGAC FR on 9 May 1983, or later approved revisions.

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 F1 Illustrated Parts Catalogue

6. Service Letters and Service Bulletins

As published by Aérospatiale, Eurocopter France, Eurocopter or Airbus Helicopters and approved by EASA (DGAC FR)

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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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 355 F1: s/n 5315, and subsequent.

   AS 355 F aircraft converted into AS 355 F1 by application of Service Bulletin n°01.09

2. The commercial designation is: Ecureuil II / TwinStar
3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly: “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with”

   Refer to the RFM as regards the other placards.

4. The AS 355 F1 is certificated as Group A under BCAR Section G. This certification basis provides an equivalence to Category A in accordance with EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200& CAT.POL.H.300& CAT.POL.H.400& when the following conditions are met:

   - The aircraft is equipped with the “Engines fire-extinguishing system” OP0691 and either OP0692 or OP0913;
   - The aircraft is equipped with a second fan wheel on the engine and main gearbox oil cooling unit OP9009/07 9013/07 9016;
   - The aircraft is operated in accordance with the RFM Supplement 11-2 – “Take-off and landing procedures and performance data on clear airfield and helipad with one engine inoperative”.

Section 5 AS 355 F2

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 355 F2

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

See Note 4 for Category B and “Equivalence Category A”

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

05 April 1984

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

10 December 1985

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 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.

9. 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:

04 January 1979

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR 27 Amdt. 16 included; Performance of AS 355 F2 supplement 11-2 of RFM were established in accordance with FAR 29 requirements Part 29-45 through 29-79 (see Note 4).

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

Additional and special conditions specified in letter DGAC 53 879, dated 11 August 1980

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.00113

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

355A043359

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: two turbo-shaft engines

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A 04 4320. The basic equipment required by the applicable airworthiness regulation (see certification basis), must be installed on the aircraft for the certification and at any moment later on.

The RFM must be on board of the aircraft

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

4.3 Tail Rotor

Diameter: 1.86 m

5. Engine

5.1 Model

Rolls-Royce Corporation (former: Allison)

2 x Model 250-C20F

5.2 Type Certificate

TC/TCDS n°:EASA.IM.E.052

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[%]	Gas generator speed **[%]	Output shaft speed [rpm (rpm)] (corresponding to MR rpm)	Exhaust gas Temperature [°C]
AEO-TOP	78	105	6196 (406)	810
AEO-MCP	73***	105	6196 (406)	738
OEI-MCP	100	105	6196 (406)	810

Note: * 100% torque -> 521 Nm

** 105 % gas generator speed -> 53 519 rpm

***Maximum continuous torque limited to 406 Nm (78 %) for <55 KIAS

5.3.2 Transmission Torque Limits

Refer to approved RFM for limitations in transient conditions

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:	736.7 litres
Usable fuel:	736.0 litres

7.2 Oil

Engine:	5.7 litres (system capacity)
MGB:	11.0 litres (system included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}

Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0

- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}

Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0

- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power-on flight:

AEO:	390 (+4, -5) rpm
OEI:	375 to 394 rpm

In autorotation:

Maximum:	425 rpm
	(aural warning at 410 rpm)
Minimum:	330 rpm
	(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA: 16 000 ft (4 875 m)

Maximum TKOF/LDG PA: 16 000 ft (4 875 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

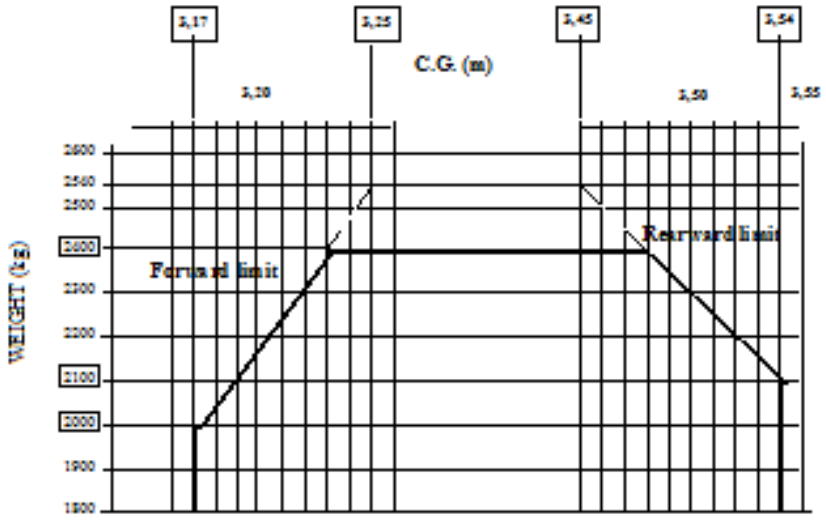
For more information refer to RFM

12. Maximum Mass

2 540 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

Maximum deviation on right: 90 mm

Maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFM Supplement.

18. Passenger Emergency Exit

Refer to approved RFM

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**

Maintenance Manual AS 355 F2 Chapter 5 "Master Servicing Recommendations" have been accepted by DGAC-F to carry out maintenance of AS 355 F1 helicopters. Chapter 04"Airworthiness limitations" contains statements that must mandatorily be respected.

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.146 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 355 F2 Flight Manual, initially approved by DGAC FR on 10 December 1985, or later approved revisions

2. Maintenance Manual

AS 355 F2 PRE– Chapter 05-99(Airworthiness Limitations) or AS 355 F2 ALS Chapter 04, initially approved by DGAC FR on 10 December 1985, or later approved revisions.

- AS 355 F2 Maintenance Manual
- AS 355 F2 Overhaul Manual

Compatibility between optional items of equipment is described:

- in the "Master Servicing Recommendations" Chapter 5-80 for installation
- in Section 10 of RFM for operation

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 F2 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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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 355 F2: s/n 5334, and subsequent.

   AS 355 F1 aircraft converted into AS 355 F2 by application of Service Bulletin n°01.20

   The aircraft, the s/n of which is listed in Airbus Helicopters document L102-001 are manufactured under Helibras license

2. The commercial designation is: Ecureuil II / TwinStar
3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly: “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this

rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with".

Refer to the RFM as regards the other placards.

4. The AS 355 F2 is certificated as Group A under BCAR Section G. This Certification basis provides an equivalence to Category A in accordance with EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200 & CAT.POL.H.300 & CAT.POL.H.400 & when the following conditions are met:
   - The aircraft is equipped with the "Engines fire-extinguishing system" OP0691 and either OP0692 or OP0913;
   - The aircraft is equipped with a second fan wheel on the engine and main gearbox oil cooling unit OP9009/07 9013/07 9016;
   - The aircraft is operated in accordance with the RFM Supplement 11-2 – "Take-off and landing procedures and performance data on clear airfield and helipad with one engine inoperative"

Section 6 AS 355 N

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 355 N

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

19 october 1984

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

13 June 1989

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 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.

9. 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:

10 October 1984

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR 27 Amdt. 20 included such as modified by CTC 27.

Plus the following paragraphs of Amdt. 21:

27.21, 27.45, 27.71, 27.79, 27.143, 27.151, 27.161, 27.173, 27.175, 27.177, 27.672, 27.673, 27.729, 27.735, 27.779, 27.807, 27.1329, 27.1413, 27.1519, 27.1525, 27.1555, 27.1585 and 27.1587

Performance of AS 355 N Supplement 11-2 of RFM were established in accordance with FAR 29 requirements Part 29-45 through 29-79 (see Note 4).

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

Additional and special conditions specified in letter DGAC 53 879, dated 11 August 1980

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.00113

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

355A043470

2. Description

Main rotor: three (3) blades

Tail rotor: two (2) blades

Fuselage: metal-sheet monocoque

Landing gear: skid type

Powerplant: two turbo-shaft engines

3. Equipment

The approved items of equipment are listed in Airbus Helicopters document No. 350A.04.4320. The basic equipment required by the applicable airworthiness regulation (see certification basis), must be installed on the aircraft for the certification and at any moment later on.

The RFM must be on board of the aircraft

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

4.3 Tail Rotor

Diameter: 1.86 m

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

2 x Model Arrius 1A

5.2 Type Certificate

TC/TCDS n°:EASA.E.080

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[Nm%]	Gas generator speed **[rpm]	T_4 Temperature [°C]
Max. Contingency Power (2.5 min)	1 x 683 (1 x 131)	56 140	870
Max. TKOF (5 min)	2 x 406 (2 x 78)*	54 685	800
Intermediate Contingency PWR (30 min)	1 x 599 (1 x 115)*	55 300	800
Max. Continuous PWR (AEO)	2 x 380 (2 x 73)* Vi > 55 kt 2 x 406 (2 x 78) Vi < 55 kt	53 285	765
Max. Continuous PWR (OEI)	1 x 521 (1 x 100)*	53 285	765

Note: (*) Torque values corresponding to MGB limitations.
(**) 100% ↔ 328 kW ↔ N2 = 45 438 rpm ↔ NR = 394 rpm

Refer to approved RFM for limitations in transient conditions.

5.3.2 Transmission Torque Limits

Transmission TQ limits:

Maximum transient:	2 x 83%
Maximum TKOF:	2 x 80%
Maximum Continuous:	2 x 73%

Note: 100 % ↔ 328 kW ↔ NR = 394 rpm

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:	736.7 litres
Usable fuel:	736.0 litres

7.2 Oil

Engine:	5.7 litres (system capacity)
MGB:	11.0 litres (system included)
TGB:	0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}

Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0

- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}

Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0

- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power-on flight:

AEO:	390 (+4, -5) rpm for IAS above 55 kt
OEI:	375 to 394 rpm for IAS below 55 kt

In autorotation:

Maximum:	425 rpm

(aural warning at 410 rpm)

Minimum: 330 rpm

(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA: 20 000 ft (6 090 m)

Maximum TKOF/LDG PA: 20 000 ft (6 090 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

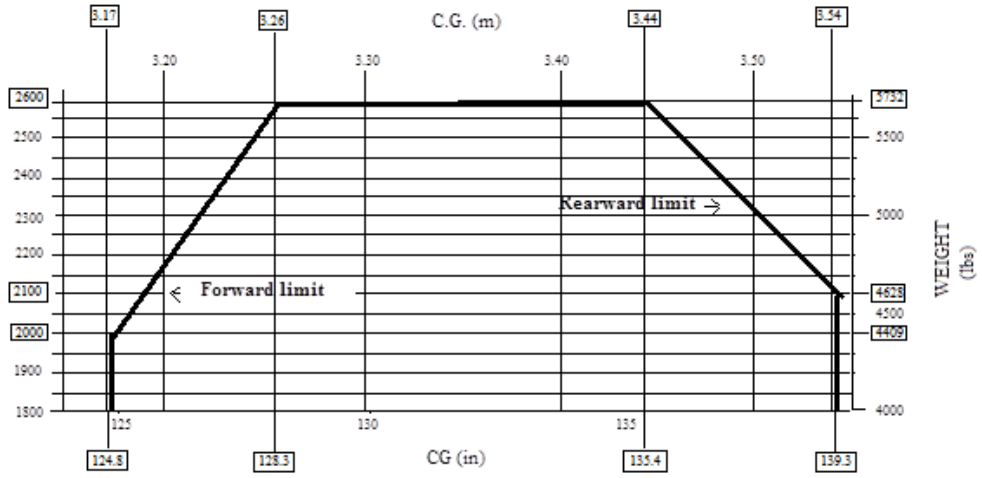
For more information refer to RFM

12. Maximum Mass

2 600 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

Maximum deviation on right: 90 mm

Maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFM Supplement.

18. Passenger Emergency Exit

Refer to approved RFM

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**

Maintenance Manual AS 355 N Chapter 5 "Master Servicing Recommendations" have been accepted by DGAC-F to carry out maintenance of AS 355 N helicopters. Chapter 04"Airworthiness limitations" contains statements that must mandatorily be respected.

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.146 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 355 N Flight Manual, initially approved by DGAC FR on 13 June 1989, or later approved revisions

2. Maintenance Manual

AS 355 N PRE– Chapter 05-99 (Airworthiness Limitations) or AS 355 N ALS Chapter 04, initially approved by DGAC FR on 10 December 1985, or later approved revisions.

- AS 355 N Maintenance Manual

- AS 355 N Overhaul Manual

Compatibility between optional items of equipment is described:

- in the "Master Servicing Recommendations" Chapter 5-80 for installation
- in Section 10 of RFM for operation

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 N 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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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 355 N: s/n 5361, and subsequent.

   The aircraft the s/n of which is listed in Airbus Helicopters document L102-001 are manufactured under Helibras license.

2. The commercial designation is: Ecureuil II / TwinStar
3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly: “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with”.

   Refer to the RFM as regards the other placards.
4. The AS 355 N is certificated as Group A under BCAR Section G. This Certification basis provides an equivalence to Category A in accordance with EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200 & CAT.POL.H.300 & CAT.POL.H.400 when the following conditions are met:
   - The aircraft is equipped with the “Engines fire-extinguishing system” OP2003
   - The aircraft is operated in accordance with the RFM Supplement 11-2 – “Take-off and landing procedures and performance data on clear airfield and helipad with one engine inoperative – Normal Mode and Training Mode”.

Section 7 AS 355 NP

I. General

1. Type / Model / Variant

1.1 Type

AS 355

1.2 Model

AS 355 NP

1.3 Variant

-

2. Airworthiness Category

Small Rotorcraft

See Note 4 for Category B and “Equivalence Category A”

3. Manufacturer

Airbus Helicopters

Aéroport International Marseille Provence

13725 Marignane CEDEX, France

4. Type Certificate Application Date to DGAC FR

15 February 2005

5. State of Design Authority

EASA (pre EASA: DGAC, France)

6. Type Certificate Date by DGAC FR

15 February 2007

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 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.

9. 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:

10 October 1984

1.2 OSD Elements:

17 February 2014

2. Airworthiness Requirements

2.1

FAR 27 Amdt. 20 included such as modified by CTC 27.

Plus the following paragraphs of Amdt. 21:

27.21; 27.45; 27.71; 27.79; 27.143; 27.151; 27.161; 27.173; 27.175; 27.177; 27.672; 27.673; 27.729; 27.735; 27.779; 27.807; 27.1329; 27.1413; 27.1519; 27.1525; 27.1555; 27.1585; 27.1587

Plus the following paragraphs of FAR 27 Amdt. 23: §923

In addition to the requirements listed above, in support of “Equivalence Category A” operations as per JAR OPS 3.480, ACJ OPS 3.480 (a)(1)&(a)(2) or per EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200 & CAT.POL.H.300 & CAT.POL.H.400, the following paragraphs of FAR 29 :

29.45 (a) and (b)(2) Amdt. 24; 29.49 (a) Amdt. 39; 29.51 Amdt. 39; 29.53 Amdt. 39; 29.55 Amdt. 39; 29.59 Amdt. 44; 29.60 Amdt. 39; 29.61 Amdt. 39; 29.62 Amdt. 44; 29.64 Amdt. 39; 29.65 (a) Amdt. 39; 29.67 (a) Amdt. 44; 29.75 Amdt. 39; 29.77 Amdt. 44; 29.79 Amdt. 39; 29.81 Amdt. 44; 29.85 Amdt. 44; 29.87 (a) Amdt. 39; 29.861 (a) Amdt. 30; 29.901 (c) Amdt. 26; 29.903 (b),(c) and (e) Amdt. 36; 29.908 (a) Amdt. 26; 29.917 (c)(1)-- Rotor drive system: Design Amdt. 40; 29.953 (a) Amdt. 0; 29.1027 (a) Amdt. 26; 29.1045 (a)(1), (b), (c), (d), and (f) Amdt. 26; 29.1047 (a) Amdt. 26; 29.1181 (a) Amdt. 26; 29.1187 (e) Amdt. 0; 29.1189 (c) Amdt. 26; 29.1191 (a)(1) Amdt. 3; 29.1193 (e) Amdt. 26; 29.1195 (a), (d) Amdt. 17; 29.1197 Amdt. 13; 29.1199 Amdt. 13; 29.1201 Amdt. 0; 29.1305 (b) Amdt. 40; 29.1309 (b)(2) (i) and (d) Amdt. 24; 29.1323 (c)(1) Amdt. 44; 29.1331 (b) Amdt. 24; 29.1587 (a) Amdt. 44.

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

Special conditions specified in letter DGAC 54408, dated 21 October 1988.

Protection against the effects of High Intensity Radiated Field (HIRF) (JAA interim policy reference INT/POL/27, 29/1 issue 2 dated 1/06/97)

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

Powerplant instrument markings

7. Requirements elect to comply

None

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN UK.TC.R.00113

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

355A043975

2. Description

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

3. Equipment

As per compliance with AS 355 NP certification basis and included in the original Type Design Standard or indicated on the section 2 - limitations of the Flight Manual.

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

4.3 Tail Rotor

Diameter:	1.86 m

5. Engine

5.1 Model

Safran Helicopter Engines (former: Turbomeca)

2 x Model Arrius 1A1

5.2 Type Certificate

TC/TCDS n°:EASA.E.080

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

	TQ limits *[Nm%]	T_4 Temperature [°C]
AEO Max. transient (10 sec)	2 x 468 (2 x 89.6) (*)	800
Max. TKOF (5 min)	2 x 450 (2 x 86.4) (*) Vi < 55 kt	773
Max. Continuous Power (AEO)	2 x 374 (2 x 71.8) (*)	749
Max. Contingency Power (OEI 2.5 min)	1 x 683 (1 x 131)	
Max. Continuous Power (OEI)	1 x 599 (115) (*)	812

Note: (*) Torque values corresponding to MGB limitations.
Refer to approved RFM for limitations in transient conditions.

5.3.2 Transmission Torque Limits

Transmission TQ limits:

Maximum transient: 2 x 89.6%

Maximum TKOF: 2 x 86.4%

Maximum Continuous: 2 x 77.8%

Note: 100 % ↔ 328 kW ↔ NR = 394 rpm

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: 736.7 litres

Usable fuel: 736.0 litres

7.2 Oil

Engine: 5.7 litres (system capacity)

MGB: 11.0 litres (system included)

TGB: 0.33 litre

7.3 Coolant System Capacity

n/a

8. Air Speed Limitiations

Power-on V_{NE}

Absolute V_{NE}: 150 KIAS (278 km/h) for HP=0

- at altitude, decrease by 2.5 kt per 1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -35°C, subtract 10 kt (19 km/h) from the above V_{NE}

Power-off V_{NE}

Absolute V_{NE}: 120 KIAS (222 km/h) for HP=0

- at altitude, decrease by 2.5 kt per1 000 ft (15 km/h every 1 000 m)
- in cold weather with OAT below -25°C, subtract 20 kt (37 km/h) from the above V_{NE}, without V_{NE} being less than 65 KIAS (120 km/h)

Refer to RFM for approved airspeed with doors open or removed

9. Rotor Speed Limitations

Power-on flight:

AEO:	390 (+4, -5) rpm for IAS above 55 kt
OEI:	375 to 394 rpm for IAS below 55 kt

In autorotation:

Maximum:	425 rpm
	(aural warning at 410 rpm)
Minimum:	330 rpm
	(aural warning at 360 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum operating PA:	20 000 ft (6 090 m)
Maximum TKOF/LDG PA:	20 000 ft (6 090 m)

10.2 Temperature

Refer to approved RFM

11. Operating Limitations

VFR day and night

IFR

No flights in icing conditions

No aerobatic manoeuvres

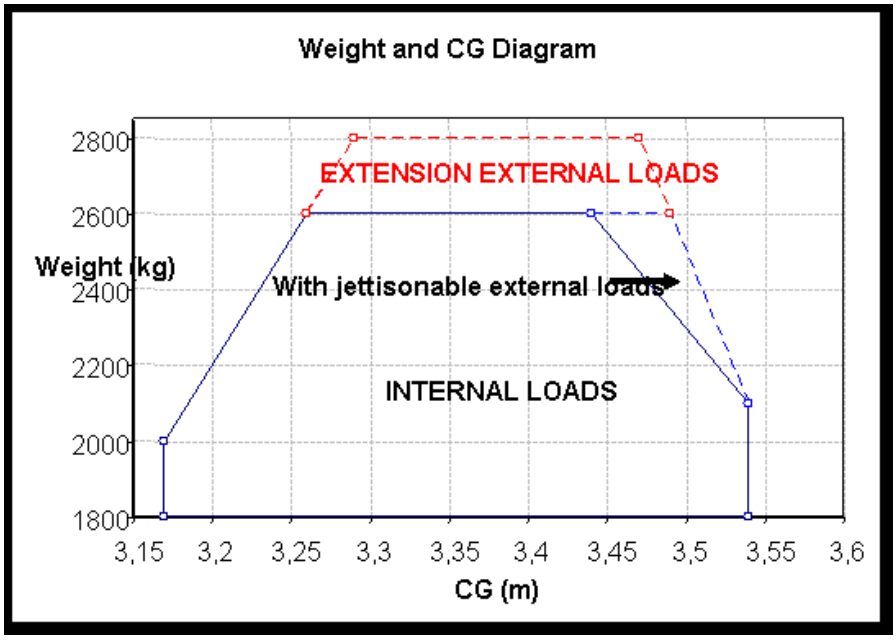
For more information refer to RFM

12. Maximum Mass

2 600 kg

13. Centre of Gravity Range

13.1 Longitudinal C.G. limits



13.2 Lateral C.G Limits

Maximum deviation on right: 90 mm

Maximum deviation on left: 160 mm

The weight breakdown and C.G. limit document containing the list of equipment included in the certificated empty weight and the loading instructions shall accompany the helicopter at the time of the initial certification and on a permanent basis from that period on.

In order to obtain the most correct weight and C.G. data, the helicopter shall be jacked up its lifting points rather than using the skids. Should modifications affecting weight and C.G. position to be incorporated, the RFM instructions shall be referred to.

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

6, when the aircraft is equipped with the optional two-place seat. This optional item is to be used in accordance with the associated RFM Supplement.

18. Passenger Emergency Exit

Refer to approved RFM

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**

See Section IV.2

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.146 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 355 NP Flight Manual RN0 code date DECEMBER 06, approved by EASA on 15 February 2007, or later approved revisions

2. Maintenance Manual

AS 355 NP PRE – chapter 05.99 (Airworthiness Limitations), or AS 355 NP ALS Chapter 04 edition 2007.01.19 Rev 000, approved by EASA on 15 February 2007, or later approved revisions.

- AS 355 NP Maintenance Manual
- AS 355 NP Overhaul 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 RFM.

3. Structural Repair Manual

MRS AS 355

4. Weight and Balance Manual

Refer to approved RFM

5. Illustrated Parts Catalogue

AS 355 NP 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.146 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 AS355 E/F/F1/F2/N/NP rev. RN2, 12 December 2015, or subsequent approved revisions.

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

2. Flight Crew Data

Airbus Helicopter document 355ABN0072 - Flight Crew Data for AS355 family, including:

- Annex A: OSD Cover Sheet to Annex B – Division Mandatory Data – Non Mandatory Data
- Annex B: Operational Evaluation Board Report – Original – dated: 6 May 2009

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 355 NP: s/n 5747and subsequent.

2. The commercial designation is: Ecureuil II / TwinStar

3. Placards:

   The following placard must be fitted in a way that the pilot can see it clearly: “The markings and placards installed on this helicopter contain operating limitations which must be complied with when operating this rotorcraft. Other operating limitations which must be complied with when operating this rotorcraft are contained in the Rotorcraft Flight Manual. The airworthiness limitations section of the rotorcraft maintenance manual must be complied with.”

   Refer to the RFM as regards the other placards.

4. According to its certification basis, the AS 355 NP is equivalent to Category A in accordance with EASA AIR-OPS (EU regulation nº 965/2012) GM1 CAT.POL.H.200 & CAT.POL.H.300 & CAT.POL.H.400.

Section 8 CS-26 Compliance Information

The CS 26 compliance information for AS 355 is provided in document “350N043005E_TN - LIGHT HELICOPTERS COMPLIANCE TO CS 26 FOR AS350 AS355 EC130 MODELS”, available upon request from Airbus Helicopters.

Section 9 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
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
Aerospatiale 37, Boulevard de Montmorency 75781 PARIS CEDEX 16, France	From Initial TC until 01 January 1992
Eurocopter France Aéroport International Marseille – Provence 13725 Marignane CEDEX, France	From 01 January 1992 until 01 June 1997
Eurocopter Aéroport International Marseille – Provence 13725 Marignane CEDEX, France	From 01 June 1997 until 06 January 2014
Airbus Helicopters Aéroport International Marseille Provence 13725 Marignane CEDEX, France	Since 07 January 2014

II. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	10 October 2024	This content of the initial issue of this UK CAA TCDS was taken from EASA.R.146 Issue 7. All technical data taken from EASA.R.146 Issue 7.	Issue 1 10 October 2024
2	11 March 2026	All Sections: - Editorial updates Section 7 II. 2. 2.1 correction of a typographical mistake: “29.1309 (b)(2) (i) and (d) Amdt. 24” instead of “29.1309 (b)(2) (i) and (d) Amdt. 14”. Addition of Section 8 related to CS26 compliance information .	Issue 1 10 October 2024

– END –