

## Contents

<b>1 - General characteristics .....</b>	<b>4</b>
<b>2 - Standard Aircraft Definition .....</b>	<b>9</b>
<b>3 - Optional equipment .....</b>	<b>11</b>
<b>4 - Radio communication and radio-navigation equipment .....</b>	<b>15</b>
<b>5 - Incompatibility between of optional equipment .....</b>	<b>19</b>
<b>6 - Main performance .....</b>	<b>23</b>
<b>7 - Customer Service Overview .....</b>	<b>37</b>

### Manufacturers notice

#### Attention !

*Eurocopter's policy is one of on-going product enhancement which means that alterations in definition, pictures, weights, dimensions or performance may be made at any time without notice being included in those documents that have already been issued.*

*This document cannot thus be taken as an offer or serve as an appendix to a contract without a prior check as to its validity and prior written agreement of EUROCOPTER.*

*The data set forth in this document are general in nature and for information purposes only.  
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.*

Blank

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

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

## Foreword



*The single engine AS 350 B2, powered with a TURBOMECA ARRIEL 1D1 engine of 732 shp (546 kW) has proven track record. Its flexibility and low acquisition cost has made it a very sought-after helicopter to perform a wide range of missions :*

- *passenger transport,*
- *aerial work,*
- *observation,*
- *fire fighting,*
- *...*

*This aircraft is specially known for its passenger transport activity such as business and tourist flights. Its spacious and comfortable cabin can accommodate up to 7 passengers. Its wide cabin with panoramic view ensures optimum visibility for all the passengers and the crew. The AS 350 B2 is also an excellent utility helicopter able to carry under-slung loads of more than 1 ton (2,200 lb). Thanks to its high useful load, it is well suited to all missions requiring various mission equipment for police, medical transport and/or utility operations. A single aircraft is able to complete various missions even in the same day thanks to its very short reconfiguration time (less than one hour).*

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

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

## 1- General Characteristics

### Lay-Out

- **Passenger-transport**
  - 1 pilot + 5 passengers in standard version
  - 1 pilot + 4 or 5 passengers in "comfort" version
  - 1 pilot + 6 passengers in "high density" version
- **Casualty-evacuation**
  - 1 pilot + 1 or 2 stretcher patients + 2 doctors
- **Cargo carrying**
  - 1 pilot + 3 m<sup>3</sup> (105.9 ft<sup>3</sup>) load in cabin

### Weights

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

	kg	lb
■ <b>Empty weight, standard aircraft (including engine oil and unusable fuel)</b>	1,200 <sup>1</sup>	2,645
■ <b>Useful load</b>	1,050	2,315
■ <b>Maximum all-up weight</b>	2,250	4,960
■ <b>Maximum cargo-swing load</b>	1,160	2,557
■ <b>Maximum all-up weight in external load configuration</b>	2,500	5,512

### Power plant

1 TURBOMECA ARRIEL 1D1 turbine engine

### Engine ratings

Thermodynamic Power, in standard atmosphere, at sea level :

	kW	ch	shp
■ <b>Take-off power</b>	546	742	732
■ <b>Maximum continuous power</b>	466	634	625

### Usable Fuel capacities

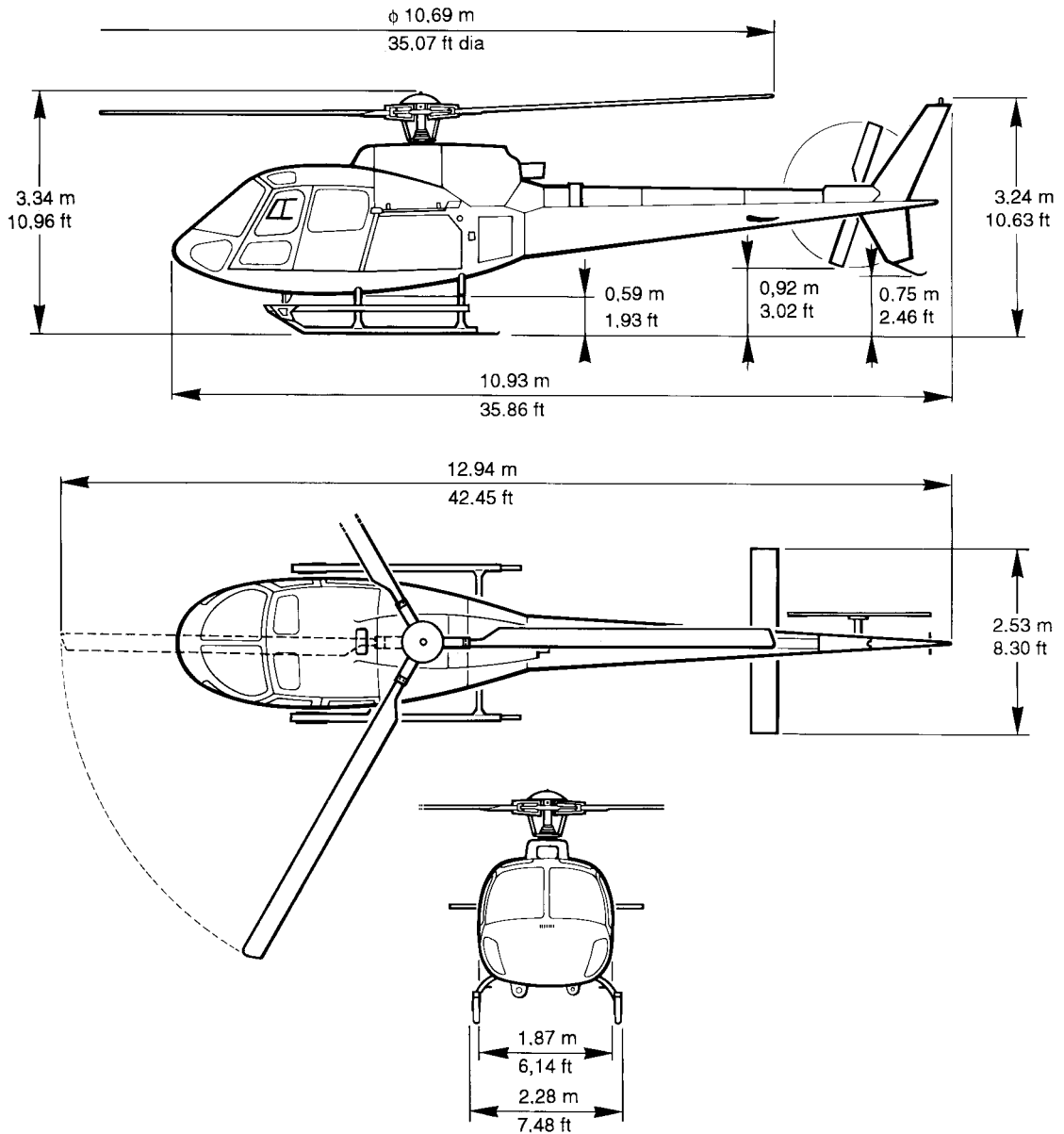
	litres	US gal.	kg	lb
■ <b>Standard fuel tank</b>	540	143	426	939
■ <b>Auxiliary fuel tank (option)</b>	475	125	375	827

<sup>1</sup> Refer to pages 8 to 10 for features included in standard aircraft weight.

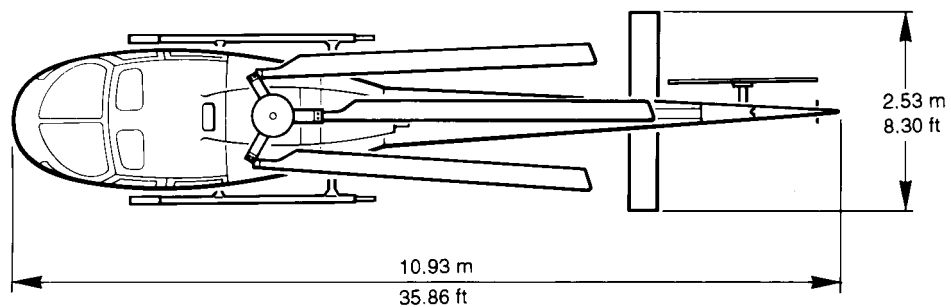
The data set forth in this document are general in nature and for information purposes only.

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

## Main dimensions



## Dimensions with blades folded



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

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

## Configurations



Standard lay-out

Internal cargo  
load transport  
lay-out

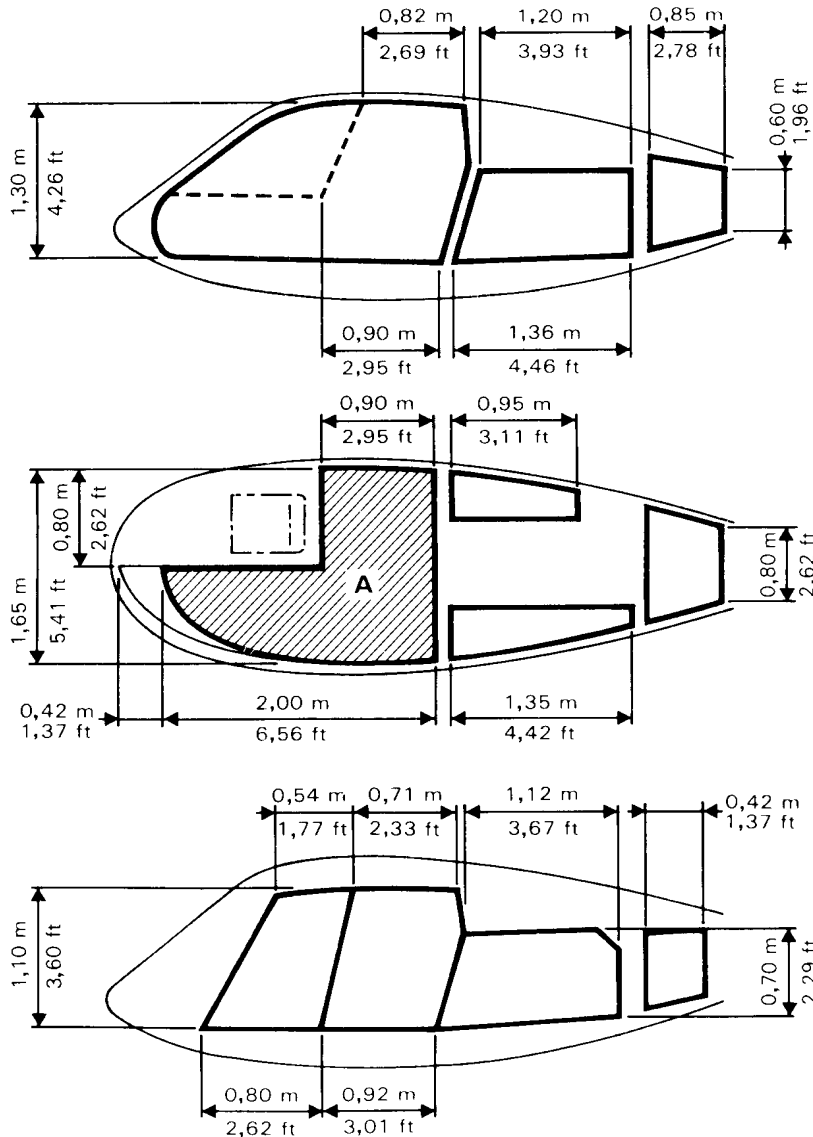


*The data set forth in this document are general in nature and for information purposes only.*

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

## Dimensions of compartments and accesses

### Cabin main dimensions



CABIN	
Surface	2.60 m <sup>2</sup>
<b>A</b>	27.98 ft <sup>2</sup>
Volume	3.000 m <sup>3</sup>
	105.94 ft <sup>3</sup>

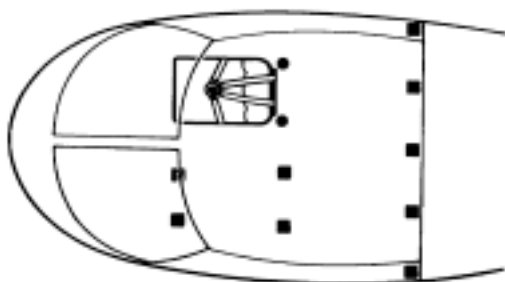
LH HOLD	
Surface	0.43 m <sup>2</sup>
	4.62 ft <sup>2</sup>
Volume	0.235 m <sup>3</sup>
	8.29 ft <sup>3</sup>

RH HOLD	
Surface	0.35 m <sup>2</sup>
	3.76 ft <sup>2</sup>
Volume	0.200 m <sup>3</sup>
	7.06 ft <sup>3</sup>

REAR HOLD	
Surface	0.55 m <sup>2</sup>
	5.92 ft <sup>2</sup>
Volume	0.565 m <sup>3</sup>
	19.95 ft <sup>3</sup>

TOTAL HOLDS	
Surface	1.33 m <sup>2</sup>
	14.3 ft <sup>2</sup>
Volume	1.000 m <sup>3</sup>
	35.30 ft <sup>3</sup>

### Cabin floor



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

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

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



## Other characteristics

### TURBOMECA ARRIEL 1D1 turbine engine



- 732 shp (546 kW) take-off power
- Mechanical governor
- Modular design
- Fully proven and reliable

### STARFLEX ROTOR HEAD



- Extensive use of composite material
- Corrosion immunity
- Impact resistance
- Easier servicing
- "On condition" maintenance

### Versatility enhancement

Since 2001, the standard aircraft has been upgraded to improve versatility of the Ecureuil helicopter. It includes mainly :

- High skid landing gear with long footsteps on right and left side instead of Low skid landing gear
- Rear left sliding door instead of hinged door
- Improved side-visibility window on each front door
- Cabin heating
- Fixed parts for sand prevention filter
- Capabilities for :
  - LH landing-light (swivelling in elevation and azimuth)
  - cargo swing
  - second battery kit
  - hourmeter
  - electric external mirror
  - electrical hoist

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

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



## 2- AS 350 B2 ECUREUIL - Standard Aircraft Definition

### GENERAL

- Fuselage comprising the cabin and 3 luggage holds, with floor, tie-down nets and access doors
- Tail boom with stabilizer, anti-torque rotor and fin
- High Skid landing gear capable of taking handling wheels with long footsteps (on right side and on left side)
- Lifting points
- Upper mooring fixtures
- Capabilities for :
  - LH landing-light (swivelling in elevation and azimuth)
  - cargo swing
  - 2<sup>nd</sup> battery kit
  - hourmeter
  - electric external mirror
  - electrical hoist
- External paint : choice of standard paint schemes
- Internal paint : grey

### CABIN

- Cabin floor in light-alloy sheet-metal
- 2 pilot and copilot high-back seats, adjustable in reach, removable, complete with cushions, safety belts and dual-strap shoulder harnesses
- 2 2-place rear bench-seats, foldable separately, complete with cushions, safety belts and single-strap shoulder harnesses
- 2 pilot and copilot jettisonable doors each fitted with a sliding window and with improved side-visibility window
- rear right door-extension for passengers and cargo
- 1 rear left sliding door
- 2 tinted upper panes
- 1 double-wall ceiling housing the ventilation and air conditioning ducts
- Fixed parts for pilot and copilot windshield wipers
- 1 pilot map case
- Demisting system for pilot and copilot front panes
- Cabin heating
- 1 fire-extinguisher
- Flight Manual

### INSTRUMENTS

- 1 airspeed indicator
- 1 altimeter
- 1 rate-of-climb indicator
- 1 torquemeter
- 1 rotor and free turbine tachometer dual indicator
- 1 free turbine temperature indicator (T4)
- 1 engine oil temperature indicator
- 1 engine oil pressure indicator
- 1 gas generator tachometer with Ng limit variation indicator
- 1 fuel gauge
- 1 fuel pressure indicator
- 1 ammeter
- 1 voltmeter
- 1 clock
- 1 warning panel
- 1 OAT indicator on canopy
- 1 magnetic compass
- 1 heated pilot head

### POWER PLANT

- 1 TURBOMECA ARRIEL 1D1 546 kW (742 ch - 732 shp) turbine engine complete with starting, fuel supply and governing systems, and fitted with a magnetic plug and a chip detector
- 1 fuel system including 1 tank of 540 litres (143 US gal.) total capacity
- 1 engine lubrication and oil cooling system
- 1 fire detection system
- 1 air-intake screen
- 1 torque-measurement pick-up
- Fixed parts for sand-filter

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

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

## TRANSMISSION SYSTEM

- 1 main gearbox, anti-vibration mounted, with oil sight gauge, chip detector, oil temperature and pressure switches, port for endoscope and self-sealing valve for oil sampling and draining
- 1 main gearbox oil cooling system
- 1 engine to main gearbox coupling shaft
- 1 rotor brake
- 1 main rotor r.p.m. sensor and high and low r.p.m warning device
- 1 tail drive carried by five anti-friction bearings
- 1 tail gearbox with oil sight gauge, chip detector and port for endoscopic inspection

## ROTORS AND FLYING CONTROLS

- 1 main rotor with 3 composite-material blades around a Starflex head fitted with spherical thrust bearings
- 1 anti-torque rotor with 2 composite-material blades
- 3 main rotor hydraulic servo units
- 1 tail rotor hydraulic servo unit and a load compensator

## ELECTRICAL INSTALLATION

- 1 4.5 kW, 28 V DC starter-generator
- 1 15 amp, hr cadmium-nickel battery
- 1 ground power receptacle
- 3 position lights
- 1 flashing anti-collision light
- 2 fixed landing light
- 2 cabin dome lights
- 1 instrument-panel lighting system
- 1 28 V DC cabin power outlet

## AIRBORNE KIT (\*)

- 1 pitot head cover
- 2 static port stoppers
- 1 engine air-intake blanking cover
- 1 tail-pipe plug
- 2 ground handling bogies c/w hydraulic jacking system
- 1 GWH modification kit
- 1 lifting ring
- 2 upper mooring rings
- 3 main-blade socks
- 1 tail rotor locking device
- 1 document holder
- 1 airborne kit stowage bag

(\*) (weight not included in standard aircraft empty weight)

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

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

### 3- Optional equipment

Note : value of the weight breakdown is given for information and shall not be considered as contractual.

		CI : Complete Installation	CI	CI
		FP : Fixed Parts	FP	FP
General items of equipment			kg	lb
05-010	Dual controls		3.0	6.6
05-016	Large cabin floor window (right side) <sup>1</sup>		On request	
05-030	Tinted window for standard and optional configuration		0.0	0.0
05-035	Bulged window on copilot front or rear doors		0.1	0.2
05-040	Hourmeter		0.3	0.7
05-050	Pilot's windshield wiper		2.2	4.9
05-060	Copilot's windshield wiper		2.2	4.9
05-080	2nd battery kit <sup>2</sup>		19.2	42.3
05-100	Air conditioning system <sup>3</sup>		61.2	134.9
05-122	Engine flushing device without removal of cowlings		0.8	1.8
05-141	Extras for CAA certification (in production kit) <sup>4</sup>		To be defined	
05-152	Low landing gear instead of the standard raised one <sup>5</sup>		-9.6	-21.2
05-169	Short footstep instead of the standard long footstep <sup>6 - 7</sup>		-1.8	-4.0
05-171	Skid wearing plates		1.4	3.1
05-185	Adaptation for night-time missions with NVG		On request	
05-190	Wire strike protection system		9.9	21.8
05-200	Fuel tank self-sealing protection		10.0	22.0
05-210	High visibility main rotor blades		0.1	0.2
05-254	Flight parameters recorder and maintenance management assistant <sup>8</sup>		Refer to MONITAIR	
05-300	Tail rotor arch		3.8	8.4
05-350	Protection and markings kit		On request	
05-401	On floor control quadrant protection		On request	

<sup>1</sup> Removes the standard pilot map case.

<sup>2</sup> Recommended for start-up in cold weather.

<sup>3</sup> Available : cycle + 2 months.

<sup>4</sup> These extras cover in particular the following items of optional equipment : LH landing-light (swivelling in elevation and azimuth) and turn and bank indicator.

<sup>5</sup> Cancels the standard long footstep. The optional 05-169 "Short footstep" can be fitted.

<sup>6</sup> Mandatory when the optional 07-041 "SURFAIR Skis" is selected.

<sup>7</sup> Short footstep incompatible with emergency floatation gear + low landing gear.

<sup>8</sup> MONITAIR is responsible for the conformity, performances and certification of the installation on the helicopter.

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

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

		CI	CI
		FP	FP
		kg	lb
<b>CI : Complete Installation</b>			
<i>FP : Fixed Parts</i>			
<b>General items of equipment (continued)</b>			
<b>05-910</b>	Extra-charge for customized external paint – level 1 <i>1</i>	<b>4.0</b>	<b>8.8</b>
<b>05-920</b>	Extra charge for customized external paint – level 2 <i>2</i>	<b>4.0</b>	<b>8.8</b>
<b>05-930</b>	Extra charge for highly customized external paint <i>3</i>	<b>On request</b>	
<b>Instruments and flying aids</b>			
<b>06-050</b>	Remaining fuel flowmeter	<b>1.3</b>	<b>2.9</b>
<b>06-120</b>	Turn and bank indicator	<b>0.8</b>	<b>1.8</b>
<b>06-170</b>	GPS Moving Map	<b>Being studied</b>	
<b>Specific mission equipment</b>			
<b>07-011</b>	Emergency floatation gear	<b>73.3</b>	<b>161.6</b>
		5.7	12.6
<b>07-041</b>	SURFAIR Skis <i>4</i>	<b>27.0</b>	<b>59.5</b>
<b>07-052</b>	Sand-prevention filter, dynamic type (sand and snow prevention) <i>5</i>	<b>7.3</b>	<b>16.1</b>
<b>07-060</b>	Re-inforced sand-erosion protection strip on main rotor blades	<b>0.2</b>	<b>0.4</b>
<b>07-061</b>	Re-inforced sand-erosion protection strip on tail rotor blades	<b>0.1</b>	<b>0.2</b>
<b>07-070</b>	Ferrying tank	<b>27.4</b>	<b>60.4</b>
		1.1	2.4
<b>07-090</b>	Cargo sling with dynamometer (750 kg - 1,654 lb)	<b>5.3</b>	<b>11.7</b>
		2.2	4.9
<b>07-101</b>	Cargo swing with dynamometer (1,160 kg - 2,557 lb) <i>6</i>	<b>19.0</b>	<b>41.9</b>
		6.0	13.2
<b>07-110</b>	RH side external mirror <i>7</i>	<b>3.1</b>	<b>6.8</b>
<b>07-111</b>	RH side electric and de-iced external mirror <i>7</i>	<b>3.0</b>	<b>6.6</b>
<b>07-115</b>	Capabilities for extended cargo sling	<b>1.2</b>	<b>2.6</b>

- 1 Paint scheme comprising a basic shade and 2 or 3 additional shades, with straight separation lines, apart from standard paint schemes.*
- 2 Paint scheme comprising a basic shade and up to 3 additional shades, with separation lines not straight or tangled up, with graduated shades or complicated emblem or logo to be hand-painted.*
- 3 Sophisticated paint scheme with numerous shades, complex graduated shades, or complicated emblem or logo.*
- 4 This optional 07-041 "SURFAIR skis" implies the fitment of the optional 05-169 "Short footstep instead of the standard long footstep" on both sides.*
- 5 The sand-prevention filter lifts the flight limitations in falling snow conditions.*
- 6 Incompatible with the optional 05-152 Low landing gear.*
- 7 Recommended for sling/swing work.*

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

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

**CI : Complete Installation**  
 FP : Fixed Parts

**CI**  
 FP

**CI**  
 FP

### Specific mission equipment (continued)

		CI	CI
		FP	FP
<b>07-122</b>	Lower casualty-carrying installation with stretcher, adapted to the mountain rescue		<b>On request</b>
<b>07-130</b>	Upper casualty carrying installation with stretcher	<b>17.6</b> 0.2	<b>38.8</b> 0.4
<b>07-143</b>	EMS kit (AAT) <i>1</i>		<b>Refer to AAT</b>
<b>07-155</b>	Left rear hinged door instead of the standard one	<b>-3.0</b>	<b>-6.6</b>
<b>07-160</b>	Right rear sliding door	<b>3.6</b>	<b>7.9</b>
<b>07-165</b>	Sliding window, on rear LH sliding door	<b>1.0</b>	<b>2.2</b>
<b>07-166</b>	Sliding window, on rear RH sliding door	<b>1.0</b>	<b>2.2</b>
<b>07-170</b>	AIR EQUIPEMENT electrical hoist (136 kg – 300 lb, 40 m – 131 ft cable)	<b>40.1</b> 2.6	<b>88.4</b> 5.7
<b>07-180</b>	Drip tub (sea rescue)	<b>-10.0</b>	<b>-22.0</b>
<b>07-195</b>	Spectrolab SX 16 search-light	<b>24.7</b> 2.7	<b>54.5</b> 6.0
<b>07-196</b>	Infra Red filter for SPECTROLAB SX-16 search-light <i>2</i>		<b>To be defined</b>
<b>07-200</b>	LH Landing light (swivelling in elevation and azimuth)	<b>2.9</b>	<b>6.4</b>
<b>07-234</b>	Integrated hailers		<b>On request</b>
<b>07-250</b>	Fuel flow twist grip on the pilot and copilot sticks <i>3</i>	<b>5.2</b>	<b>11.5</b>
<b>07-260</b>	Power take-off on MGB <i>4</i>	<b>4.0</b>	<b>8.8</b>
<b>07-270</b>	Crop-spraying installation, SIMPLEX 5100 system <i>5 - 6</i>		<b>Refer to SIMPLEX</b>
<b>07-282</b>	Fire-fighting installation, SIMPLEX 310 system, 1000 liters <i>6</i>		<b>Refer to SIMPLEX</b>
<b>07-360</b>	Rappelling installation (without rope) <i>7</i>	<b>4.0</b>	<b>8.8</b>
<b>07-400</b>	Protective lower cowlings		<b>On request</b>
<b>07-600</b>	Protection for floatation gear in case of hoisting operation		<b>To be defined</b>
<b>07-700</b>	Nose mounted FLIR installation <i>8</i>		<b>On request</b>
<b>07-740</b>	FLIR installation fitted on side mounted support beam <i>8</i>		<b>On request</b>
<b>07-780</b>	Cabin console for FLIR installation		<b>On request</b>
<b>07-790</b>	Transmission system for FLIR installation		<b>On request</b>

*1 Air Ambulance Technology (AAT) is responsible for the conformity, performances and certification of the ambulance installation on the helicopter.*

*2 The filter is not remotely controlled retractable.*

*3 Imply the fitting of the optional 05-010 Dual controls.*

*4 Availability : cycle + 8 months.*

*5 Incompatible with the optional 05-152 "Low landing gear".*

*6 SIMPLEX is responsible for the conformity, performances and certification of the installation on the helicopter.*

*7 Implies the fitting of rear sliding door on both sides.*

*8 This equipment can be submitted to export licence.*

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

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

**CI : Complete Installation**  
 FP : Fixed Parts

**CI**  
 FP

**CI**  
 FP

### Interior cabin layout

<b>09-011</b>	3 places instead of 4 places transformation kit <b>1</b>	<b>5.3</b>	<b>11.7</b>
<b>09-020</b>	Left side two-place front bench seat (pilot on right side)	<b>4.4</b>	<b>9.7</b>
<b>09-030</b>	"Comfort" lay-out	<b>33.7</b>	<b>74.3</b>
<b>09-040</b>	"Comfort" lay-out with sound proofing	<b>48.7</b>	<b>107.4</b>
<b>09-050</b>	"EXECUTIVE" lay-out	<b>64.0</b>	<b>141.1</b>
<b>09-070</b>	Alternate fabrics for seats	<b>On request</b>	
<b>09-072</b>	Leather upholstery for seats <b>2</b>	<b>On request</b>	
<b>09-075</b>	Velvet carpeting <b>2</b>	<b>On request</b>	
<b>09-077</b>	Washable floor covering	<b>On request</b>	
<b>09-081</b>	Energy-absorbing front seats	<b>8.0</b>	<b>17.6</b>

### Ground handling and picketing

<b>10-010</b>	Folding of main rotor blades <b>3</b>	<b>1.0</b>	<b>2.2</b>
<b>10-020</b>	Mooring kit (ground or ships) <b>4</b>	<b>2.1</b>	<b>4.6</b>
		1.3	2.9
<b>10-030</b>	Marine gripping system	<b>1.2</b>	<b>2.6</b>

**1** Including mainly 4 arm-rests and a fifth harness.

**2** Option available for the optionals 09-030 and 09-040 "Comfort" lay-out and "Comfort" lay-out with sound proofing.

**3** For rough weather conditions. Ground tooling 32.2 kg – 71 lb.

**4** Recommended for transport by land, air and sea (when not in a container).

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

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



## 4- Radio-communication and radio-navigation equipment

The radio/com/nav. equipment weight figures included in this chapter are average values. As the installation of those equipment may vary from one a/c to another, the weight of a complete configuration with multiple items may not be the simple sum of all individual weights.

### Minimal installations for day VFR operations

in sight of the surface, for general aviation (private use and aerial work)  
 or for JAA commercial air transportation

Solution 1			
Designation	Equipment	kg	lb
Gyro-instruments type 1	Thales H321 EHM gyro-horizon or AIM 1100-28-LS gyro-horizon + AIM 205-1 BL gyro-directional	4.2	9.2
VHF/AM Pilot	Honeywell KY 196 A <sup>1</sup>	3.6	7.9
Transponder	Honeywell KT 76 C (mode A+C) <sup>2 - 3</sup>	2.6	5.7
+ Altitude encoder	+ Shadin 8800 T	+ 1.0	+ 2.2
Emergency locator transmitter	Kannad 121 AF-H <sup>4</sup>	1.5	3.3
I.C.S. (1 control box)	NAT AA95 <sup>5 - 6</sup>	2.6	5.7
<b>Weight supplement</b>		<b>15.5</b>	<b>34.2</b>

<sup>1</sup> (118-136.9 MHz).

<sup>2</sup> If mode S is necessary, use Honeywell KT 70 instead of the Honeywell KT 76 C.

<sup>3</sup> Mandatory for VFR use in France.

<sup>4</sup> 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.

<sup>5</sup> Includes the passenger interphone function.

<sup>6</sup> Implies the fitting of David Clark H 10-36 headsets.

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

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



**Minimal installations for day and night VFR operations**

in sight of the surface, for general aviation (private use and aerial work)

<b>Solution 2</b>			
<b>Designation</b>	<b>Equipment</b>	<b>kg</b>	<b>lb</b>
Gyro-instruments type 1	Thales H321 EHM gyro-horizon or AIM 1100-28-LS gyro-horizon + AIM 205-1 BL gyro-directional	4.2	9.2
Stand-by gyro horizon	Thales H321 EHM or AIM 1100-28-LS	3.8	8.4
VHF/AM/VOR/LOC/GLIDE	Honeywell KX 165 <b>1</b> + KI206	5.4	11.9
VHF/AM Pilot	Honeywell KY 196 A <b>1</b>	3.6	7.9
GPS <b>2</b>	Trimble TNL 2101 Approach +	3.1	6.8
Transponder	Honeywell KT 76 C (mode A+C) <b>3 - 4</b>	2.6	5.7
+	+	+	+
Altitude encoder	Shadin 8800 T	1.0	2.2
Emergency locator transmitter	Kannad 121 AF-H <b>5</b>	1.5	3.3
I.C.S. (1 control box)	NAT AA95 <b>6 - 7</b>	2.6	5.7
<b>Weight supplement</b>		<b>27.8</b>	<b>61.3</b>

**1** (118-136.9 MHz).

**2** Coupling of GPS with the HSI if Type 2 Gyro-instruments are installed.  
Delivered with Europe map. Subscription to be made by the customer.

**3** If mode S is necessary, use Honeywell KT 70 instead of the Honeywell KT 76 C.

**4** Mandatory for VFR use in France.

**5** 2 frequencies : 121.5 MHz, 243 MHz. Compliant with ED 62 and TSO C91A.

**6** Includes the passenger interphone function.

**7** Implies the fitting of David Clark H 10-36 headsets.

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

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

### Equipment that can be added

depending on the operational needs or the requirements of the authorities in certain countries if not included in the above minimum items of equipment

Designation	For Solution 1	For Solution 2	kg	lb
	Equipment	Equipment		
Gyro-instruments type 2 (instead of the type 1)	Thales H140 gyro-horizon		2.5	5.5
	+		+	+
	Honeywell KCS 55 A gyro-compass system with KI 525 A Horizontal situation indicator		5.7	12.6
Stand-by gyro horizon	Thales H321 EHM		3.8	8.4
	or AIM 1100-28-LS			
R.M.I. with 2 crossed needles	Honeywell KI 229 <i>1 - 2</i>		1.6	3.5
VHF/AM Copilot	Honeywell KY 196 A <i>3</i>	/	3.6	7.9
VHF/AM/VOR/LOC/GLIDE	Honeywell KX 165A + KI206 <i>4 - 5</i>		To be defined	
VHF/VOR/LOC/GLIDE GPS	Garmin GNS 430 <i>4 - 6</i>		To be defined	
HF / SSB	Honeywell KHF 950 <i>7</i>		14.4	31.7
VOR/LOC/GLIDE Pilot	Honeywell KN 53 <i>8</i>	/	2.8	6.2
VOR/LOC/GLIDE Copilot	/	Honeywell KN 53 <i>8</i>	2.8	6.2
A.D.F.	Honeywell KR 87 + KI 227 <i>9</i>		5.5	12.1
Marker	Honeywell KR 21		1.0	2.2
D.M.E. (with 1 or 2 indicators)	Honeywell KN 63		3.3	7.3
Transponder	Garmin GTX327 (mode A + C) <i>4 - 10</i>		To be defined	
Radio altimeter	Thales AHV 16		5.0	11.0

*1* Implies the fitting of Type 2 Gyro-instruments.

*2* Implies the fitting of 10 VA AC generation system if 250 VA AC generation is not installed.

*3* (118-136.9 MHz).

*4* Availability to be checked.

*5* Instead of Honeywell KX 165 + KI206.

*6* Instead of VHF/AM Pilot Honeywell KY 196 A and GPS Trimble TNL 2101 Approach +.

*7* (2 - 29.9 MHz).

*8* With indicator Honeywell KI 204 or Honeywell KI 206 + converter Honeywell KN 72 if Honeywell KI 206 already fitted or Honeywell KI 229 if already fitted.

*9* Replaced by Honeywell KI 229 if installed.

*10* Instead of transponder Honeywell KT 76 C (mode A + C).

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

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

### Equipment that can be added (continued)

depending on the operational needs or the requirements of the authorities in certain countries if not included in the above minimum items of equipment

Designation	For Solution 1	For Solution 2	kg	lb
	Equipment	Equipment		
Emergency locator transmitter	Kannad 406 AF-H <i>1 - 2</i>		0.0	0.0
Three-axis autopilot with failure passivation unit	SFIM 85 T 31 <i>3</i>		33.6	74.1
Electrical generation	250 VA AC generation system <i>4</i>		4.8	10.6
Electrical generation	10 VA AC generation system		1.2	2.6
I.C.S. (1 control box)	NAT AMS 43 TSO instead of NAT AA95 <i>5 - 6</i>		0.0	0.0

### Headsets and helmets

Designation	For Solution 1	For Solution 2	kg	lb
	Equipment	Equipment		
Headsets	David Clark H 10-36		0.5	1.1
Headset electrical extension	-		0.2	0.4
Helmets	To be defined		To be defined	

- 1* 3 frequencies : 121.5 MHz, 243 MHz, 406 MHz. Compliant with ED 62 and TSO C91A.
- 2* Instead of ELT 2 frequencies.
- 3* Implies the mandatory fitting of the 250 VA AC generation system and Type 2 Gyro-instruments.
- 4* Mandatory for autopilot.
- 5* Includes the passenger interphone function.
- 6* Implies the fitting of David Clark H 10-36 headsets.

*The data set forth in this document are general in nature and for information purposes only.  
 For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.*

## 5- Incompatibility of optional equipment

- Impossibility of simultaneous fitment of the fixed parts of 2 items of equipment
- ▲ Total or partial incompatibility of simultaneous fitment of the removal parts of two items of equipment
- Possibility of simultaneous fitment on the same aircraft, but impossible to use simultaneously

**Note:** This table indicates the compatibility restrictions existing between the installations. The consultation of EUROCOPTER is necessary for the definitive Equipment Compatibility clearance of a configuration.

Reference Optional	Installation	Nature of the incompatibility		
		■	▲	●
<b>General items of equipment</b>				
05-010	Dual controls		07-122 07-130 07-143 09-020	
05-060	Copilot windshield wiper	05-100		
05-100	Air conditioning system	05-060	07-122 07-130 07-143	
05-141	Extras for CAA certification (in production kit)	Being studied	Being studied	Being studied
05-152	Low landing gear instead of the standard raised one	[05-169 + 07-011] 07-090 07-101 07-104 07-110 07-111 07-115 07-270 07-282		
05-169	Short footstep instead of the standard long footstep	[05-152 + 07-011]		
05-185	Adaptation for night time missions with NVG	Being studied	Being studied	Being studied
05-254	Flight parameters recorder and maintenance management assistant	Being studied	Being studied	Being studied
05-350	Protection and markings kit			07-180
05-401	On floor control quadrant shield	Being studied	Being studied	Being studied
<b>Instruments and flying aids</b>				
06-120	Turn and bank indicator	Being studied	Being studied	Being studied
<b>Specific mission equipment</b>				
07-011	Emergency floatation gear	[05-152 + 05-169]		07-170 <sup>1</sup> 07-178 <sup>1</sup> 07-360

<sup>1</sup> Hoisting remains possible when the floats are folded.

The data set forth in this document are general in nature and for information purposes only.  
 For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

Reference Optional	Installation	Nature of the incompatibility		
		■	▲	●
<b>Specific mission equipment (continued)</b>				
07-041	SURFAIR Skis <sup>1</sup>		07-270 07-282	
07-070	Ferrying tank		07-122 07-130 07-143 07-180 09-011 09-020 09-030 09-040 09-050	07-090 07-101 07-115 07-170 07-178 07-270 07-282
07-090	Cargo sling with dynamometer (750 kg - 1,654 lb)	05-152	07-101 07-104 07-270 07-282	07-070 07-122 07-130 07-143 07-170 07-178 07-360 09-020
07-101	Cargo sling with dynamometer (1160 kg - 2,557 lb)	05-152	07-090 07-195 07-270 07-282	07-070 07-122 07-130 07-143 07-170 07-360 09-020
07-110	RH side external mirror	05-152		
07-111	RH side electric and de-iced external mirror	05-152		
07-115	Capabilities for extended cargo sling	05-152	07-090 07-195 07-270 07-282	07-070 07-122 07-130 07-143 07-170 07-178 09-020
07-122	Lower casualty-carrying installation with stretcher, adapted to the mountain rescue		05-010 05-100 07-070 07-143 07-180 07-250 09-011 09-020	07-090 07-101 07-115 07-170 07-270 07-282
07-130	Upper casualty-carrying installation (with stretcher)		05-010 05-100 07-070 07-143 07-180 07-250 09-011 09-020	07-090 07-101 07-115 07-170 07-270 07-282
07-143	EMS kit AAT		05-010 05-013 05-100 07-070 07-122 07-130 07-180 07-250 09-011 09-020 09-030 09-040 09-050	07-090 07-101 07-115 07-170 07-270 07-282
07-170	AIR EQUIPEMENT electrical hoist (136 kg - 300 lb, 40 m - 131 ft cable)			07-011 <sup>2</sup> 07-070 07-090 07-101 07-115 07-122 07-130 07-143 07-270 07-282 07-360 09-011 09-020
07-180	Drip tub (sea rescue)		07-070 07-122 07-130 07-143 09-011 09-030 09-040 09-050	05-350

- <sup>1</sup> This optional 07-041 "SURFAIR skis" implies the fitment of the optional 05-169 "Short footstep instead of the standard long footstep" on both sides.
- <sup>2</sup> Hoisting remains possible when the floats are folded.

*The data set forth in this document are general in nature and for information purposes only.  
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.*

Reference Optional	Installation	Nature of the incompatibility		
		■	▲	●
<b>Specific mission equipment (continued)</b>				
07-195	SPECTROLAB SX 16 search-light	07-270 07-282	07-101 07-115	
07-200	Landing light (swivelling in elevation and azimuth)	07-270 07-282		
07-234	Integrated hailers	07-270 07-282 Being studied	Being studied	Being studied
07-250	Fuel flow twist grip on the pilot and copilot sticks		07-122 07-130 07-143 09-020	
07-270	Crop-spraying installation, SIMPLEX 5100	05-152 07-195 07-200 07-234 07-282	07-041 07-090 07-101 07-115 10-020	07-070 07-122 07-130 07-143 07-170 09-020
07-282	Fire-fighting installation, SIMPLEX 310 system	05-152 07-195 07-200 07-234 07-270	07-041 07-090 07-101 07-115 10-020	07-070 07-122 07-130 07-143 07-170 09-020
07-360	Rappelling installation <sup>1</sup>			07-011 07-090 07-101 07-170
07-700	Nose mounted FLIR installation	Being studied	Being studied	Being studied
07-740	FLIR installation fitted on side mounted support beam	Being studied	Being studied	Being studied
07-780	Cabin console for FLIR installation	Being studied	Being studied	Being studied
07-790	Transmission system for FLIR installation	Being studied	Being studied	Being studied
<b>Interior arrangement</b>				
09-011	3 places instead of 4 places transformation kit		07-070 07-122 07-130 07-143 07-180	07-170
09-020	Left side two-place front bench seat (pilot on RH side)	Being studied	05-010 07-070 07-122 07-130 07-143 07-250	07-090 07-101 07-115 07-170 07-270 07-282
09-030	"Comfort" lay-out	09-040 09-050	07-070 07-143 07-180	
09-040	"Comfort" lay-out with sound-proofing	09-030 09-050	07-070 07-143 07-180	
09-050	"Executive" lay-out	09-030 09-040	07-070 07-143 07-180	
09-081	Energy-absorbing front seats	Being studied	Being studied	Being studied
<b>Ground handling and picketing</b>				
10-020	Mooring kit		07-270 07-282	

<sup>1</sup> Implies the fitting of rear sliding door on both sides.

The data set forth in this document are general in nature and for information purposes only.  
 For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

Blank

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

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



## 6- Main performance

The following performance values and figures refer to an **AS 350 B2**, equipped with a **new engine**. Unless otherwise specified, the values and figures refer to a **clean helicopter** equipped with the optional Low landing gear at **Sea Level (SL)**, in **International Standard Atmosphere (ISA)** and **zero wind** condition.

### Performance

Gross Weight	kg	1,600	1,800	2,000	2,200	2,250
	lb	3,530	3,968	4,409	4,850	4,960
■ Maximum speed, VNE	km/hr	287	287	287	287	287
	kts	155	155	155	155	155
■ Fast cruise speed (at MCP)	km/hr	261	258	253	248	246
	kts	141	139	137	134	133
■ Recommended cruise speed	km/hr	242	240	235	228	226
	kts	131	130	127	123	122
■ Fuel consumption at recommended cruise speed	kg/hr	147	147	147	147	147
	lb/h	324	324	324	324	324
■ Rate-of-climb	m/sec	11.1	10.6	9.9	8.9	8.5
	ft/min	2,185	2,085	1,950	1,750	1,675
■ Hover ceiling I.G.E. at Take-off power	m	6,100	5,050	4,100	3,200	3,000
		ft	20,000	16,550	13,450	10,500
● ISA + 20°C	m	5,450	4,400	3,350	2,350	2,150
	ft	17,900	14,450	11,000	7,650	7,050
■ Hover ceiling OGE at Take-off power	m	5,400	4,400	3,450	2,550	2,300
		ft	17,700	14,450	11,300	8,350
● ISA + 20°C	m	4,750	3,700	2,650	1,600	1,300
	ft	15,600	12,150	8,700	5,250	4,250
■ Service ceiling (1 m/sec., 200 ft/min.)	m	6,100	6,100	5,700	4,800	4,600
	ft	20,000	20,000	18,700	15,750	15,100
■ Range (without reserve at recommended cruise speed)	km	648	693	688	671	666
	nm	350	374	371	362	360
■ Endurance without reserve at 100 km/hr – 54 kts	hr : min	4h24	5h18	4h54	4h36	4h30

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

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

## Effect of external equipment on performance

Part of equipment included in the standard aircraft has an impact on given performance as follows :

Effect on Performance	Fast or Recommended cruise speed	Range	Rate of climb	Hourly fuel consumption
High skid landing gear instead of low LG	- 2 kt / - 4 km/h	- 1.5 %	/	/
Long footsteps on high landing gear	- 2 kt / - 4 km/h	- 1.5 %	- 2.5 %	/
<b>Total</b>	<b>- 4 kt / - 8 km/h</b>	<b>- 3%</b>	<b>- 2.5 %</b>	<b>/</b>

## Operating limitations

The helicopter is cleared to be operated within the following altitude and temperature limitations (according to Flight Manual). For complementary information, refer to Flight Manual.

- Maximum altitude : 6,100 m - 20,000 ft (PA)
- Maximum temperature : ISA + 35°C limited to + 50° C
- Minimum temperature : - 40° C

## Abbreviations

IGE :	In Ground Effect	SL :	Sea Level
ISA :	International Standard Atmosphere	TAS :	True Air Speed
MCP :	Maximum Continuous Power	TOP :	Take-Off Power
OGE :	Out of Ground Effect	VNE :	Never Exceed Speed
PA :	Pressure Altitude	Vz :	Rate-of-climb

### Units

nm :	nautical miles	hr:min :	hours:minutes
kts:	knots	kg :	kilogramms
ft/min :	feet/minute	lb :	pounds
m/sec :	meters per seconds	km :	kilometers
° C :	degrees Celsius		

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

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

## Performance charts

The performance charts presented hereafter apply to an aircraft as per the standard definition, equipped with the optional Low landing gear.

- Take-off weight in hover IGE,  
(height 5 ft, Maximum TOP, no wind) Page 26
- Take-off weight in hover OGE,  
(Maximum TOP, no wind) Page 27
- Fast cruise speed  
(ISA) Page 28
- Fast cruise speed  
(ISA+ 20°C) Page 29
- Recommended cruise speed  
(ISA) Page 30
- Recommended cruise speed  
(ISA + 20°C) Page 31
- Rate of climb in oblique flight  
(ISA) Page 32
- Rate of climb in oblique flight  
(ISA + 20°C) Page 33
- Hourly fuel consumption at fast cruise speed  
(ISA, ISA + 20°C) Page 34
- Hourly fuel consumption at recommended cruise speed  
(ISA, ISA + 20°C) Page 35
- Internal Payload Versus Range  
(ISA, recommended cruise speed, without reserve) Page 36

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

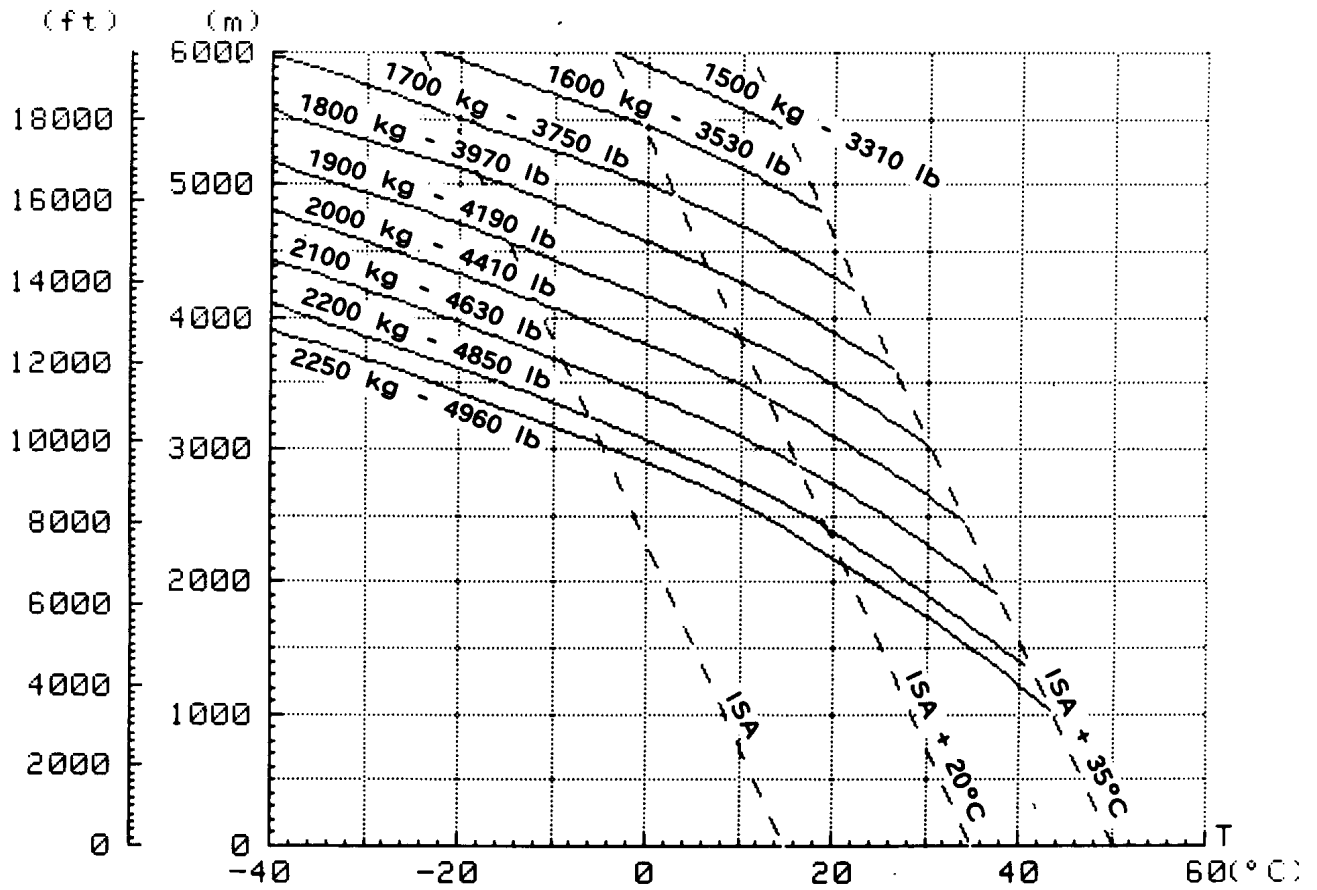
*For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.*

**HOVER CEILING I.G.E.**

at maximum TOP

(Height 5 ft)

Pressure altitude



Note : Guaranteed performances as long as the engine meets the power check criteria, as defined in the Flight Manual.

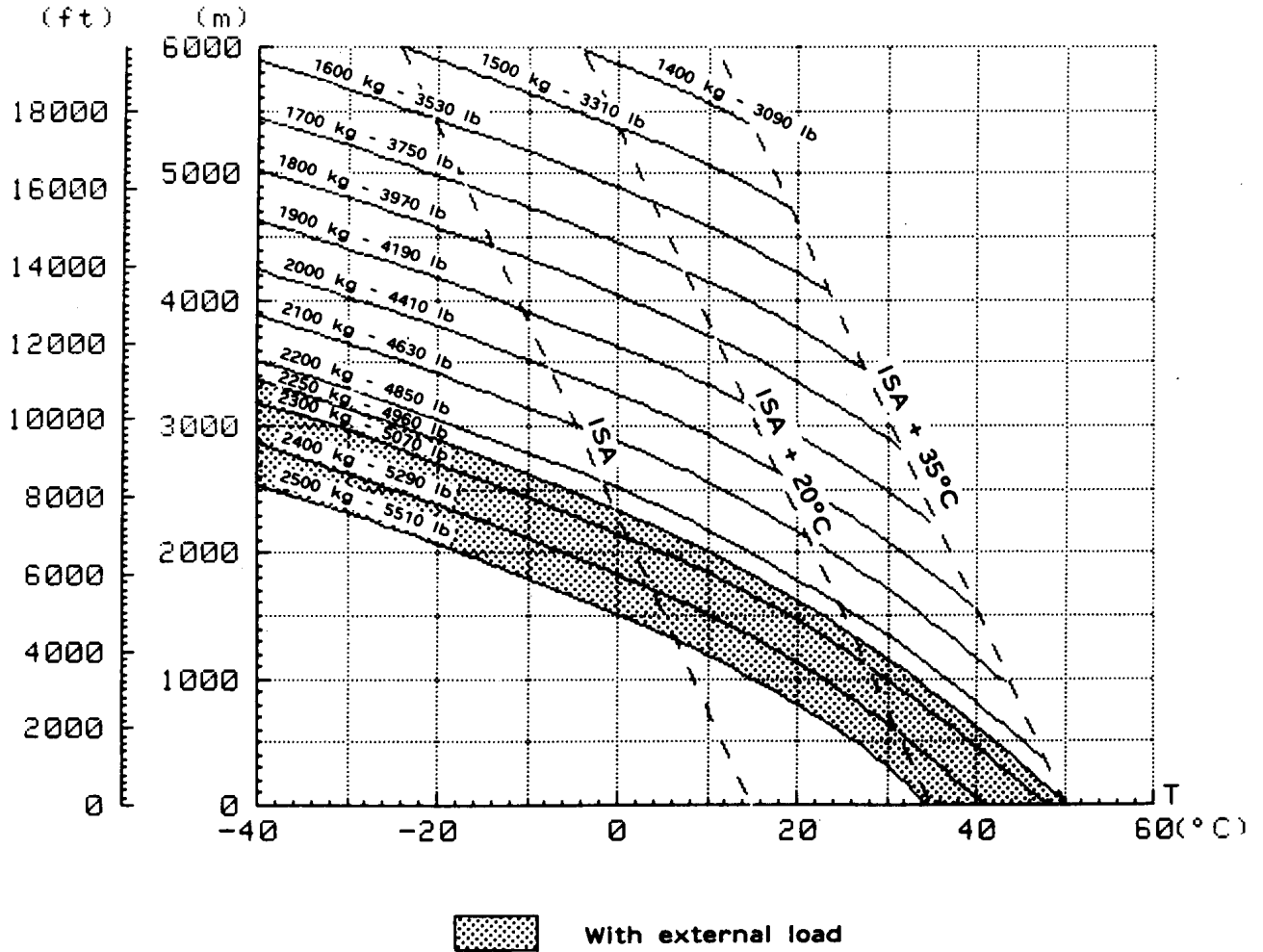
The data set forth in this document are general in nature and for information purposes only.

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

**HOVER CEILING O.G.E.**

at maximum TOP

Pressure altitude



Note : Guaranteed performances as long as the engine meets the power check criteria, as defined in the Flight Manual.

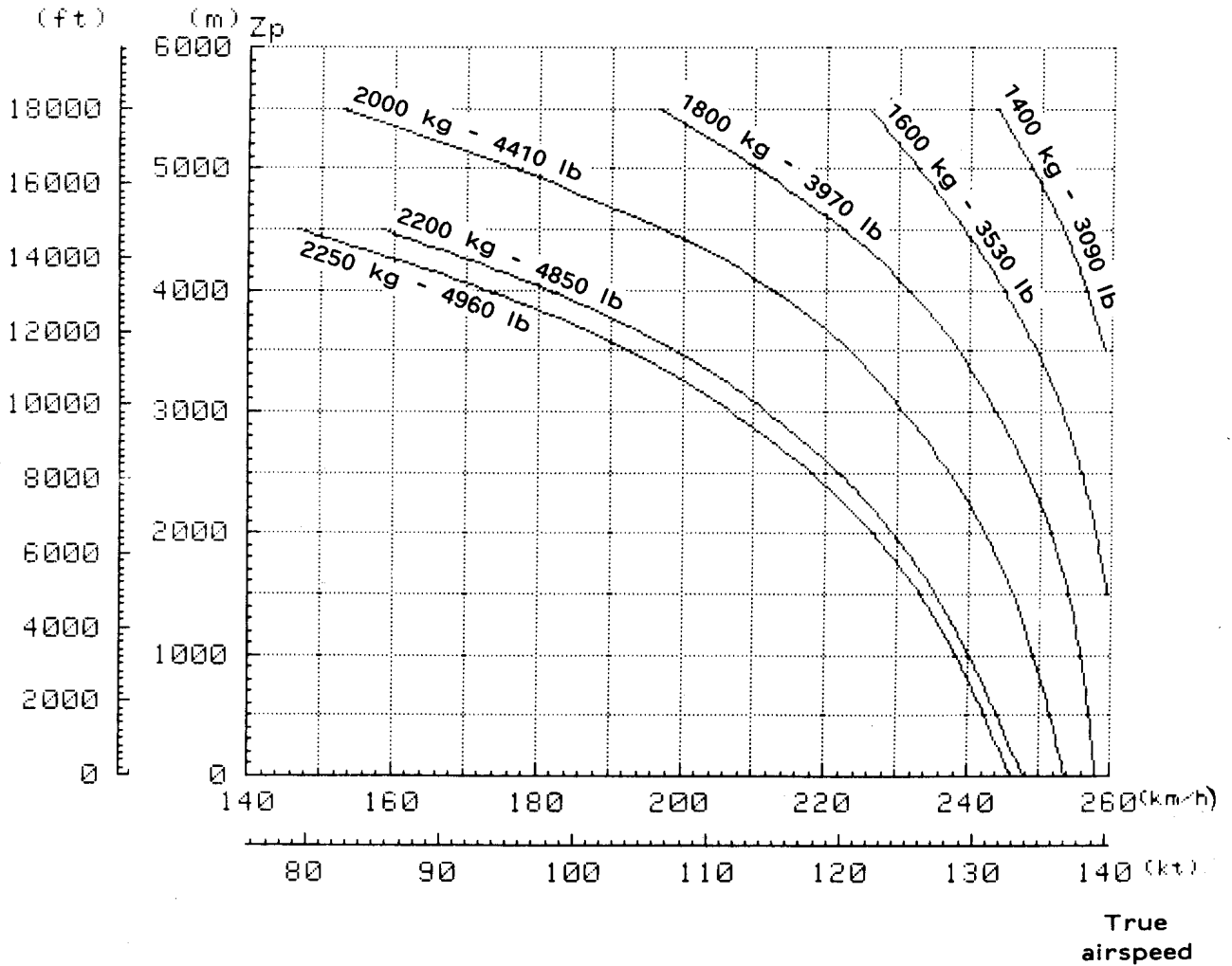
The data set forth in this document are general in nature and for information purposes only.

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

**FAST CRUISE SPEED**

ISA

Pressure altitude



Note : Typical performance with clean standard aircraft equipped with the optional Low landing gear (see page 24).

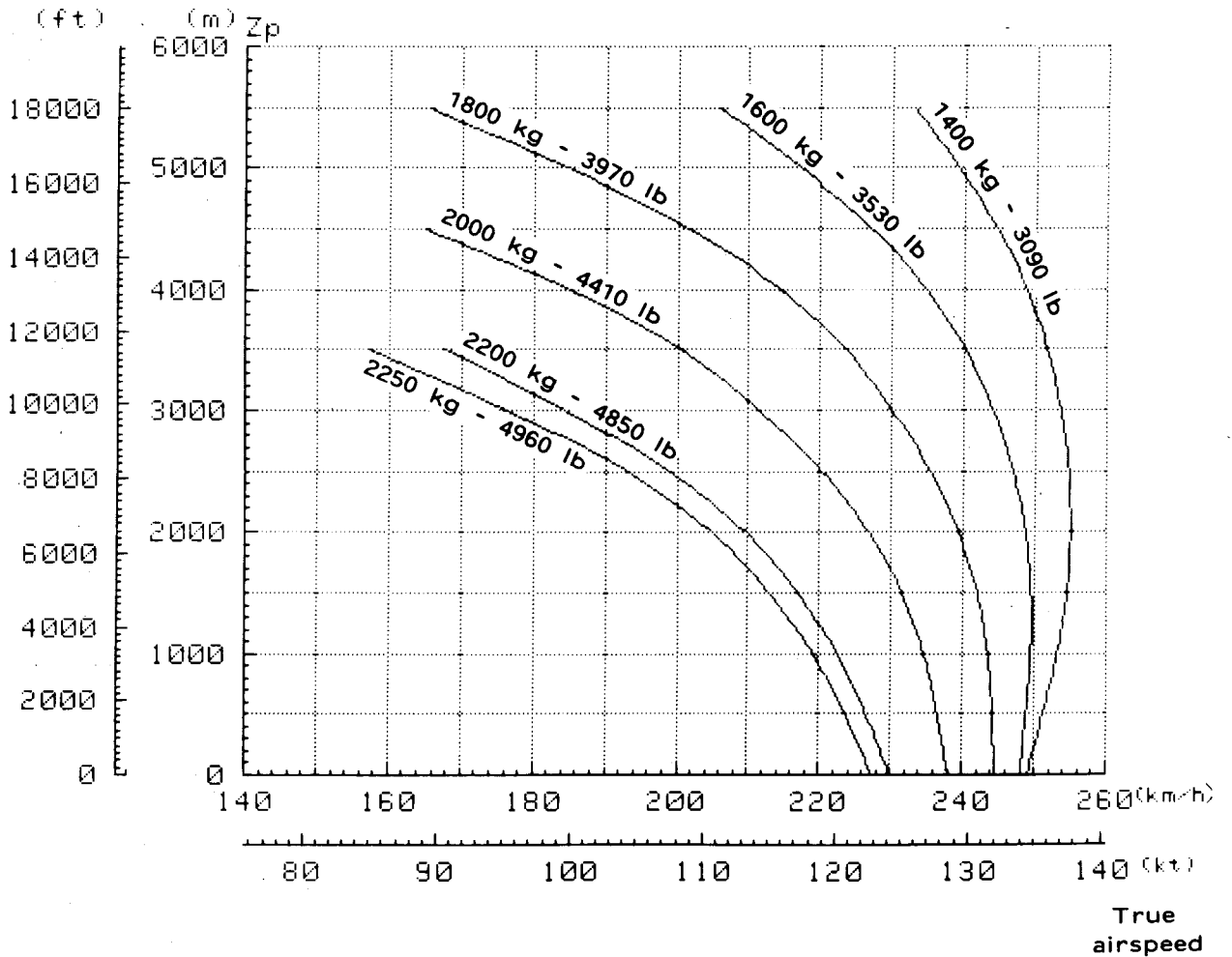
The data set forth in this document are general in nature and for information purposes only.

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

**FAST CRUISE SPEED**

ISA + 20°C

Pressure altitude



Note : Typical performance with clean standard aircraft equipped with the optional Low landing gear (see page 24).

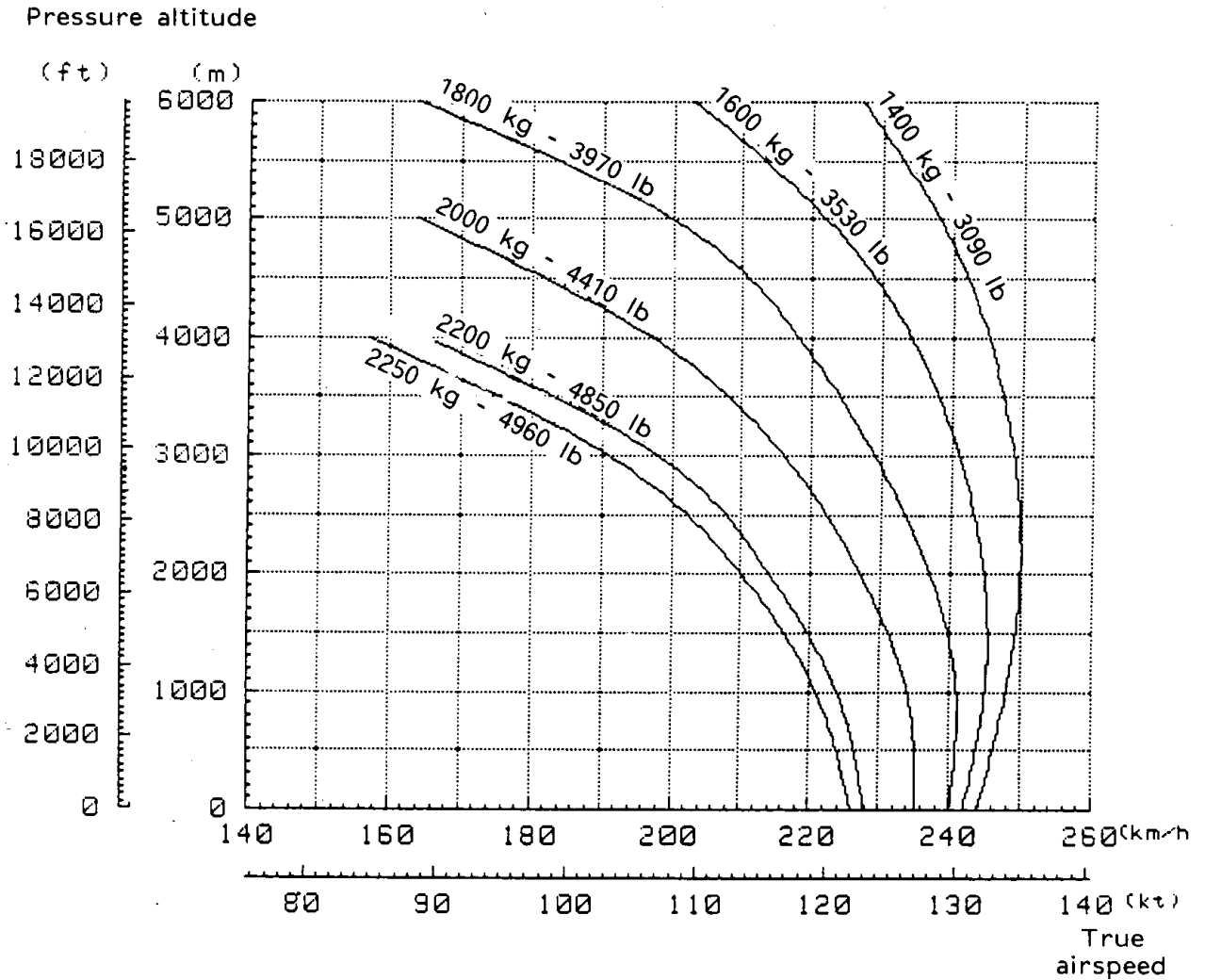
The data set forth in this document are general in nature and for information purposes only.

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



**RECOMMENDED CRUISE SPEED**

ISA



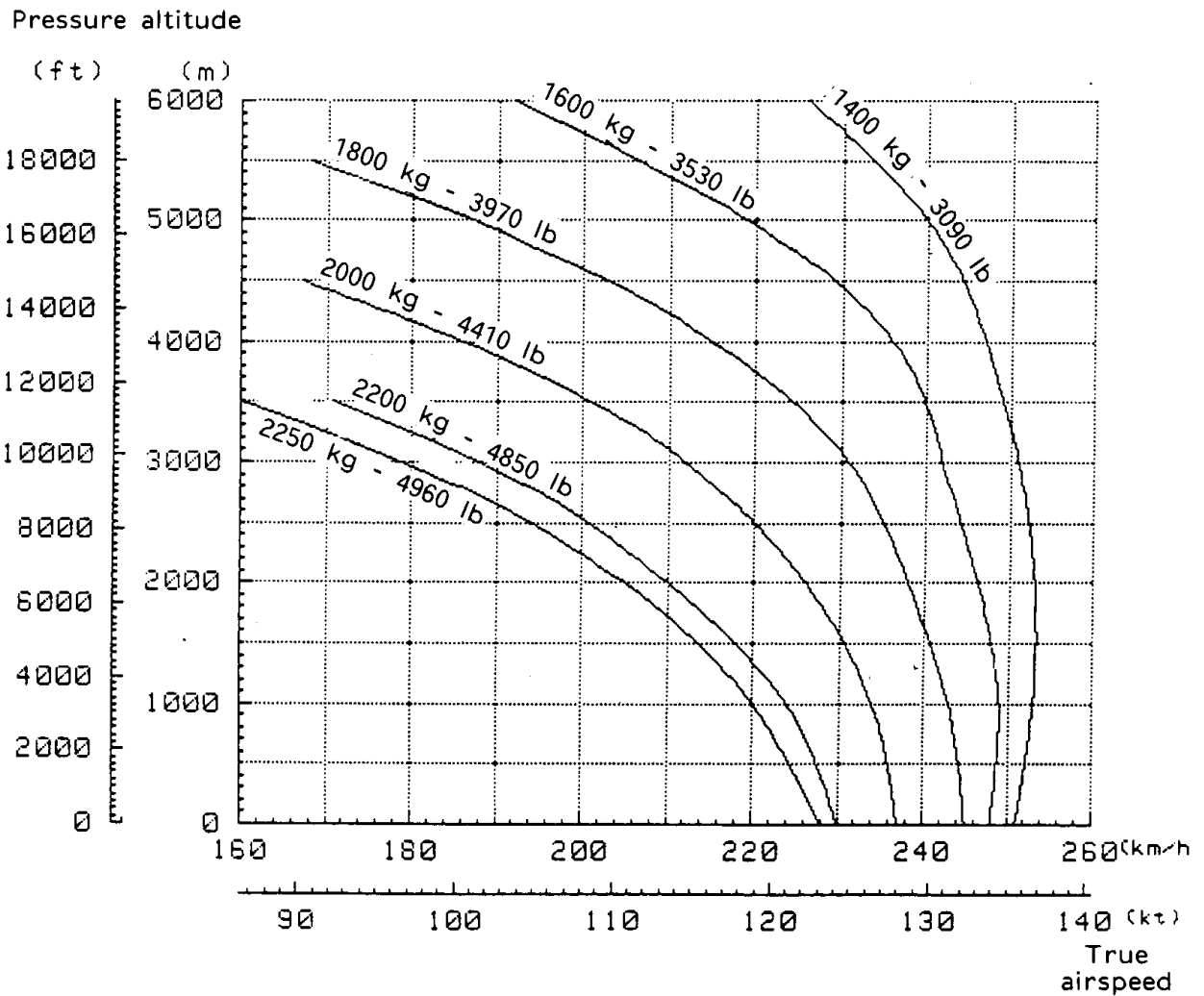
Note : Typical performance with clean standard aircraft equipped with the optional Low landing gear (see page 24).

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

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

**RECOMMENDED CRUISE SPEED**

ISA + 20° C



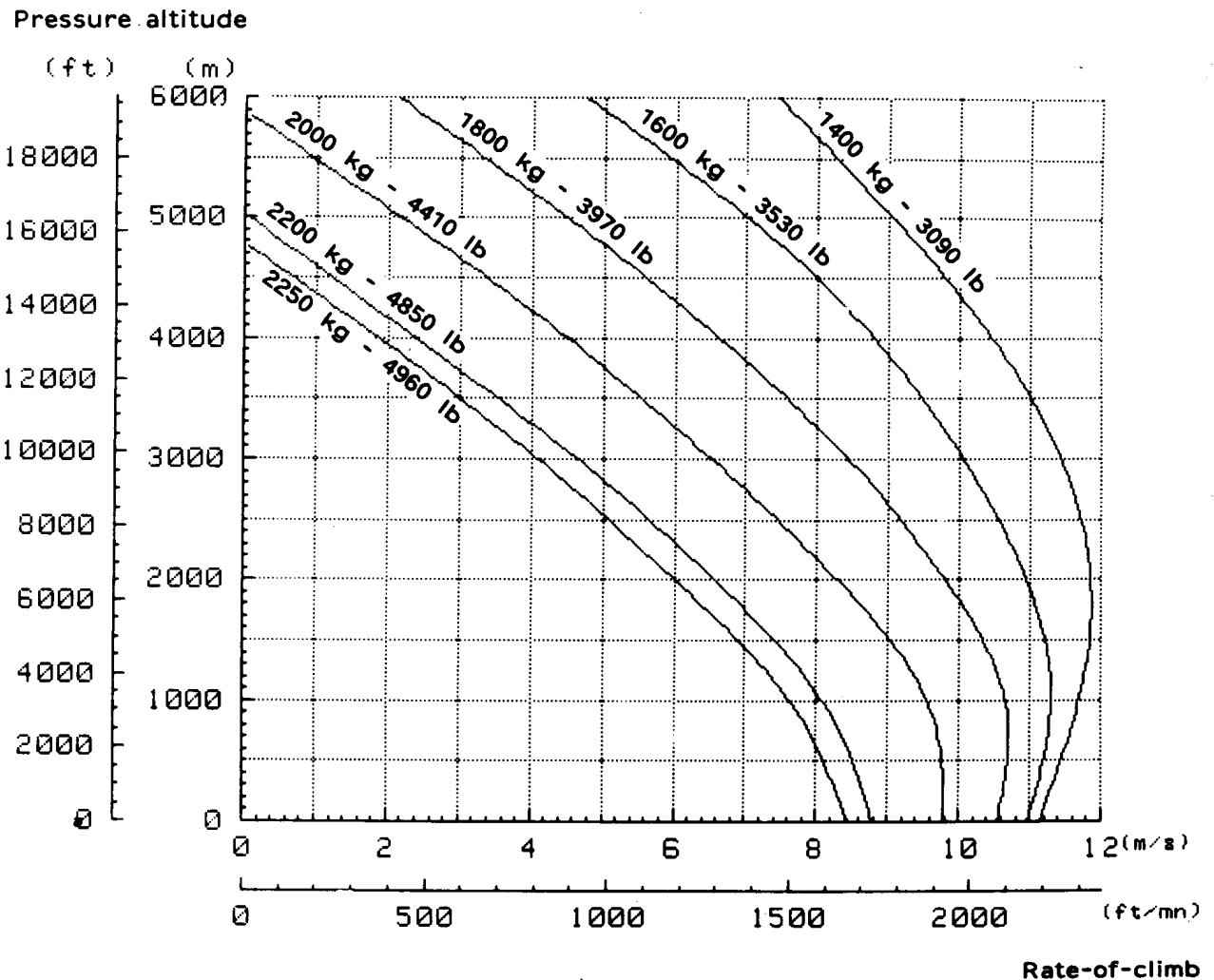
Note : Typical performance with clean standard aircraft equipped with the optional Low landing gear (see page 24).

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

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

**RATE OF CLIMB IN OBLIQUE FLIGHT**

ISA



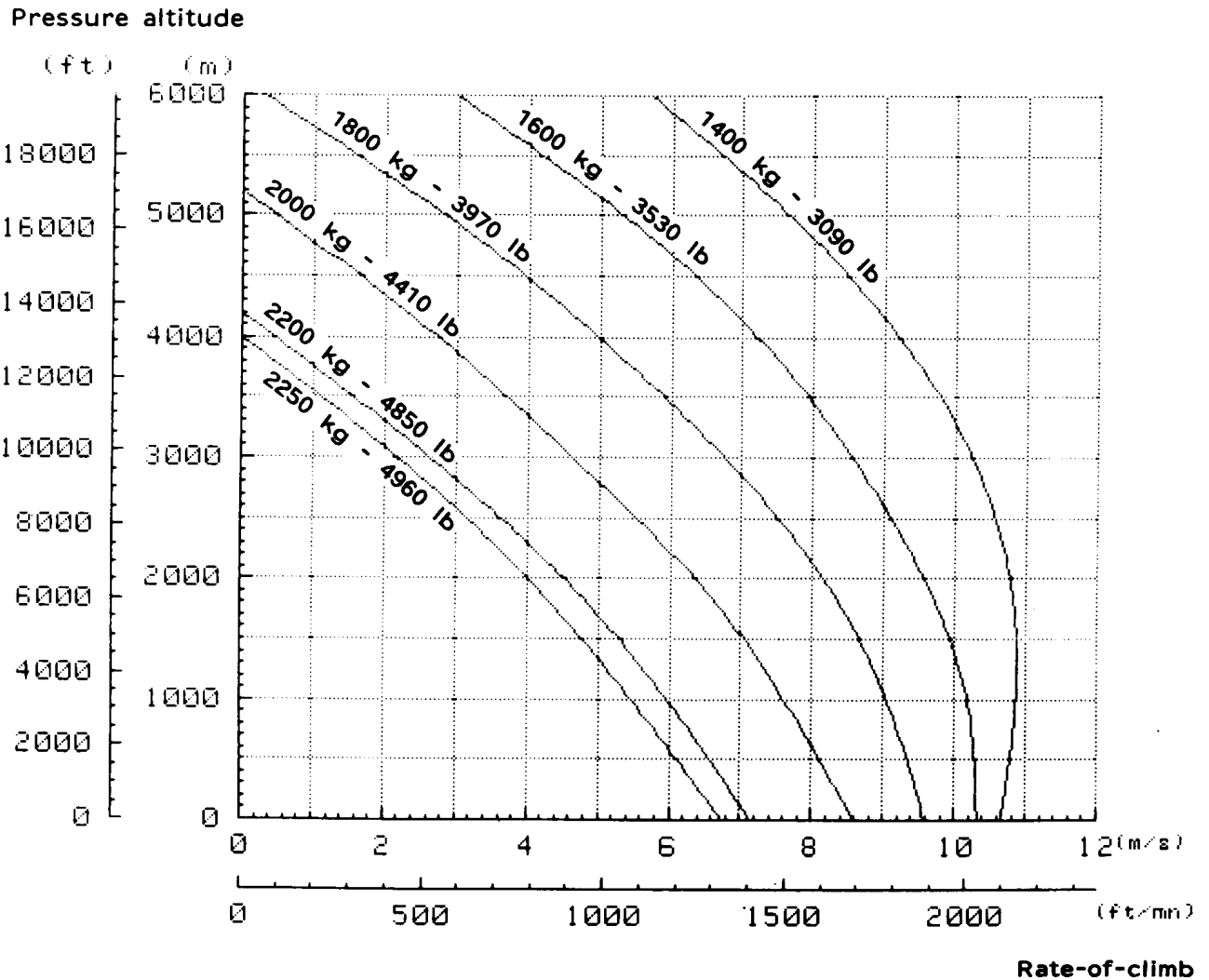
Note : Guaranteed performances as long as the engine meets the power check criteria, as defined in the Flight Manual for a clean standard aircraft equipped with the optional Low landing gear (see page 24).

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

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

**RATE OF CLIMB IN OBLIQUE FLIGHT**

ISA + 20° C



*Note : Guaranteed performances as long as the engine meets the power check criteria, as defined in the Flight Manual for a clean standard aircraft equipped with the optional Low landing gear (see page 24).*

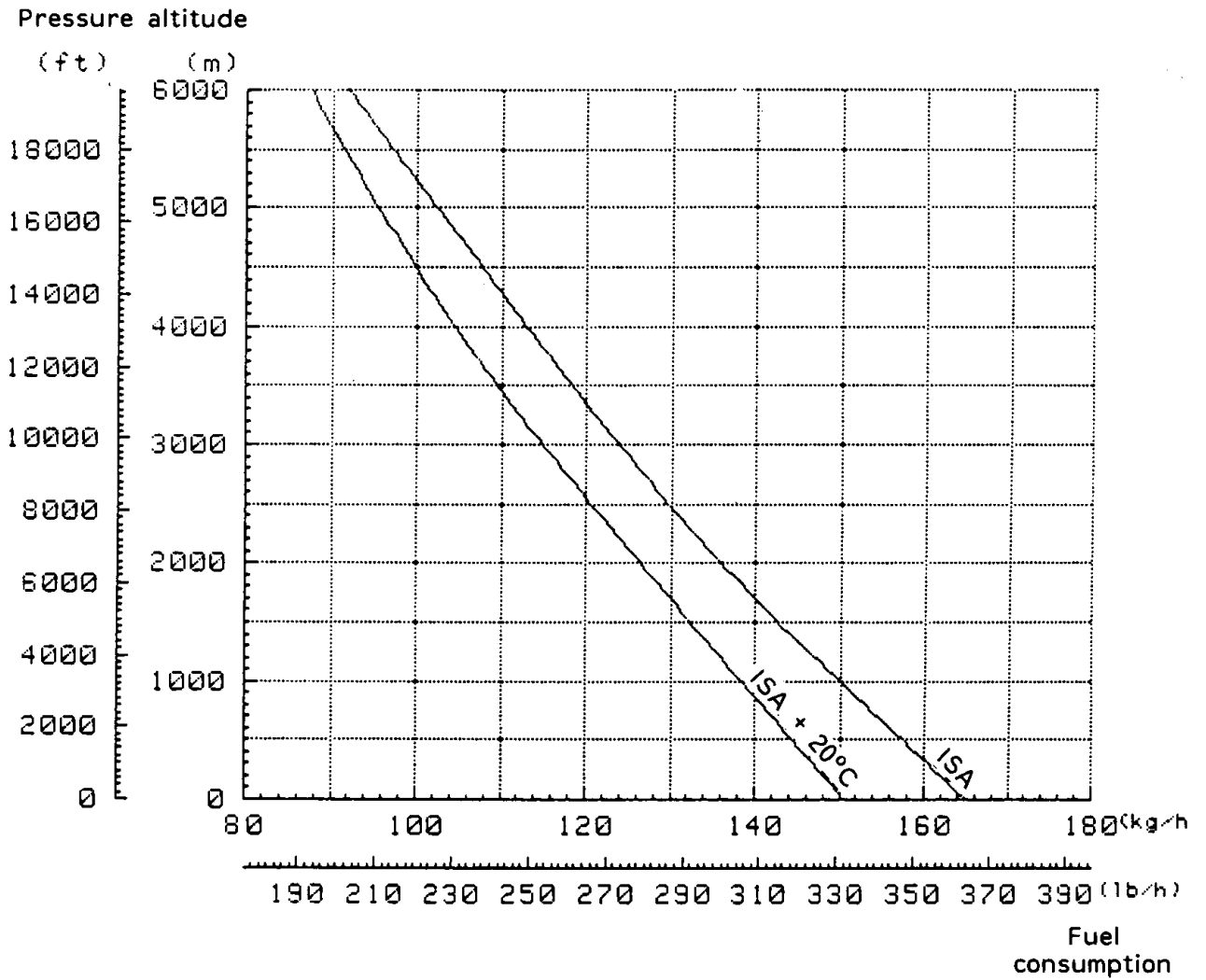
*The data set forth in this document are general in nature and for information purposes only.*

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

**HOURLY FUEL CONSUMPTION**

at fast cruise speed

ISA, ISA + 20° C



Note : Typical consumption with clean standard aircraft and new engine.

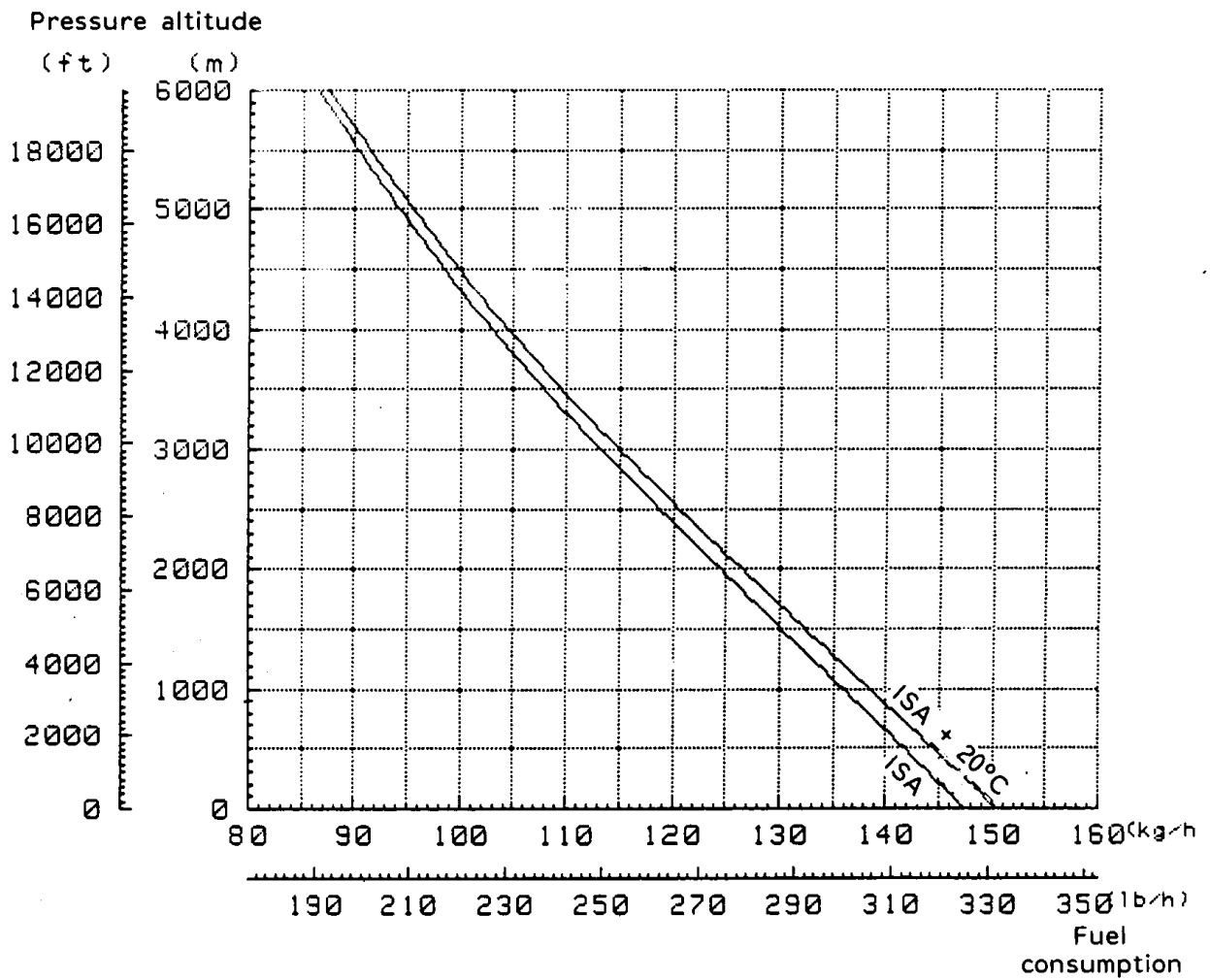
The data set forth in this document are general in nature and for information purposes only.

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

**HOURLY FUEL CONSUMPTION**

at recommended cruise speed

ISA, ISA + 20° C



Note : Typical consumption with clean standard aircraft and new engine.

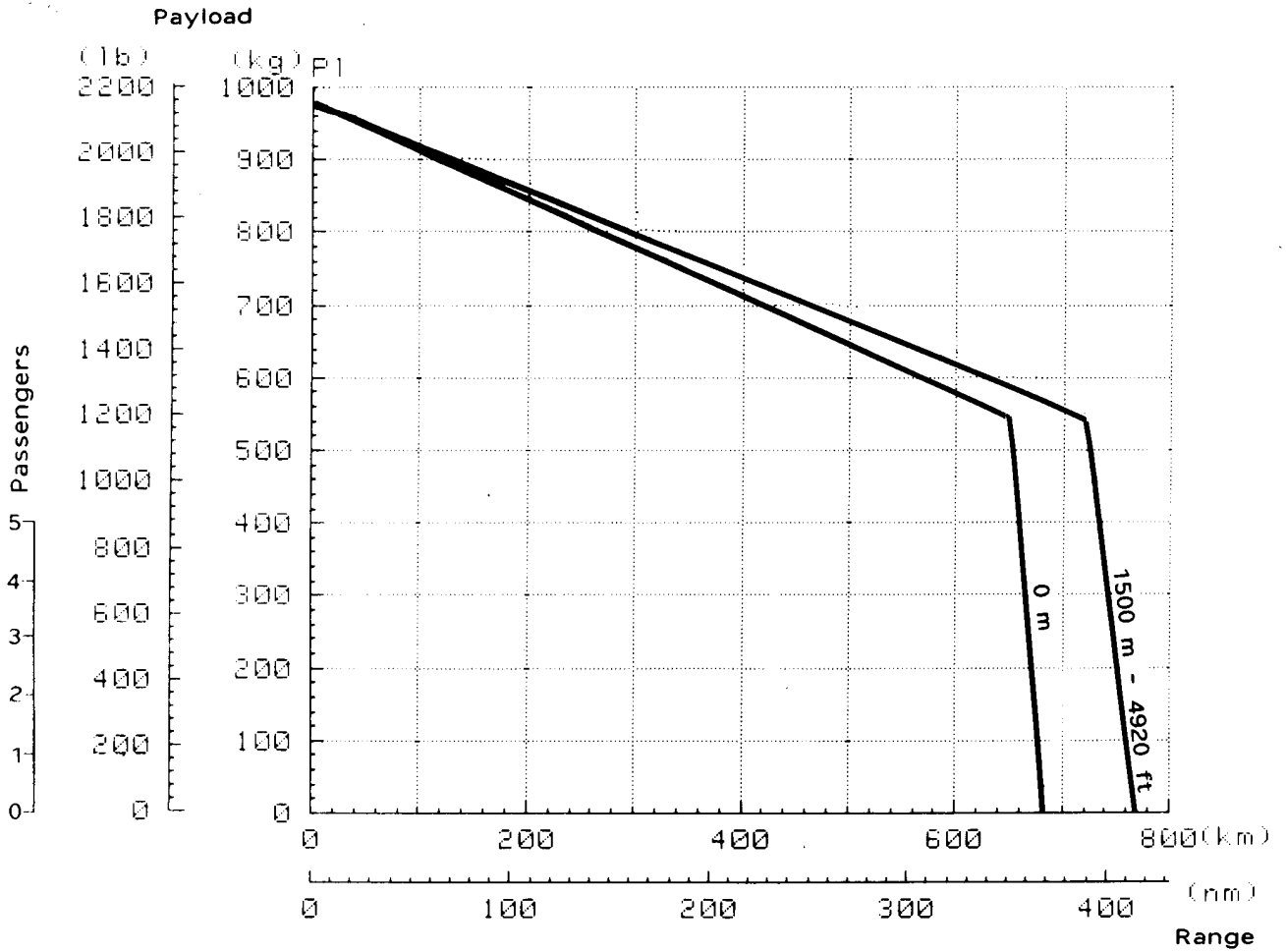
The data set forth in this document are general in nature and for information purposes only.  
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

**PAYLOAD / RANGE**

ISA

Recommended cruise speed

Empty weight equipped a/c + 1 pilot : 1,280 kg - 2,822 lb



Note : Typical mission without reserve, with clean aircraft equipped with the optional Low landing gear (see page24) and new engine.

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

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

## 7- Customer Service overview

### Maintenance and maintainability data

"Scheduled" and "unscheduled" maintenance are considered in labour figures given hereafter. <sup>1</sup>

#### "On helicopter" maintenance

##### Scheduled maintenance

■ <b>Daily checks</b>	Before the first flight	Pilot task	
	In between flights		
	After the last flight		
■ <b>Complementary inspection</b>	Every 100 flight hours « S » inspection	<b>1.7 hrs for 100 flight hours</b>	<b>0.017 MH/FH <sup>2</sup></b>
■ <b>Basic inspection</b>	Every 500 flight hours « T » inspection or every 24 months « A » inspection	<b>72 hrs for 500 flight hours</b>	<b>0.144 MH/FH</b>
■ <b>Calendar inspection</b>	every 12 years inspection	<b>330 hrs for 7200 flight hours</b>	<b>0.046 MH/FH</b>

##### Unscheduled maintenance

■ <b>Repairs, removal, unusual inspections, on-condition maintenance, ...</b>	Experience shows that 1,500 hrs are devoted to unscheduled maintenance for 5000 flight hours	
	<b>1,500 hrs for 5000 flight hours</b>	<b>0.3 MH/FH</b>

### Average man hour between two calendar inspections

- Assumptions :
  - 2 hours 30 min Flight Hours per day in 2 flights
  - 600 Flight Hours per year
  - 0.300 hour of unscheduled maintenance per flying hour
  - 2 engine cycles / hour operation.
- Average maintenance man-hours per flying hour in above conditions :
  - **0.507 hour** including calendar inspection
  - **0.461 hour** without calendar inspection.

<sup>1</sup> Data are given with hypothesis of 2001.

<sup>2</sup> MH / FH : Man Hour per Flight Hour

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

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



## Time Between Overhaul (TBO)

TBO of Major assemblies	FH
<ul style="list-style-type: none"> <li>■ Main Gearbox (MGB)               <ul style="list-style-type: none"> <li>● Epicyclic reduction gear</li> <li>● Bevel gear</li> <li>● Oil pump</li> </ul> </li> </ul>	3000 3000 3000
<ul style="list-style-type: none"> <li>■ Engine               <ul style="list-style-type: none"> <li>● Module 1 : accessory box</li> <li>● Module 2 : axial compressor</li> <li>● Module 3 : gas generator</li> <li>● Module 4 : power turbine</li> <li>● Module 5 : reduction gear</li> <li>● Complete engine</li> </ul> </li> </ul>	on condition 6000 3000 6000 3000 3000
<ul style="list-style-type: none"> <li>■ Tail Gearbox (TGB)</li> </ul>	3000
<ul style="list-style-type: none"> <li>■ Main servo-unit</li> </ul>	3000
<ul style="list-style-type: none"> <li>■ Tail servo-unit</li> </ul>	3000

## Main assemblies replacement times

The aircraft maintenance could be performed either in the workshop or in the field using a specially designed portable crane.

ASSEMBLIES	Replacement Times		
	In the Workshop	In the field	Men
Main blades (Qty : 3)	0 hr 18	0 hr 25 *	2
Main rotor head (MRH)	1 hr 35	1 hr 48 *	2
MRH + Mast	1 hr 50	2 hrs 07 *	2
Mast (bare)	3 hrs 30	3 hrs 55 *	2
MGB	3 hrs 30	4 hrs 00 *	2
Engine (equipped)	1 hr 18	1 hr 30 *	2
TGB	0 hr 30	0 hr 30	1
Tail rotor	0 hr 12	0 hr 12	1
Tail drive shaft	0 hr 18	0 hr 18	2
MGB-engine coupling shaft	1 hr 00	1 hr 10 *	1

\* add crane installation/removal time = 0 hr 10

*Note : The given times were obtained for replacements carried out during demonstrations with qualified personnel, and adequate tools and means on the repair site.  
 The operator is advised to multiply these times by a coefficient of correction depending on personnel qualification, work station preparation, available means.*

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

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

## Documentation

Following technical documents are supplied by default with newly purchased helicopters, associated with corresponding subscriptions :

### On paper :

- Flight Manual (PMV)
- Master servicing recommendation (PRE)
- Service Bulletins (SBT), issued since last CD-ROM release
- Equipment ("O" and "I" maintenance levels) (MCM)

### On CD-ROM :

(Free unlimited update twice a year)

- Operating
  - ◆ Master servicing recommendation (PRE)
- Maintenance
  - ◆ Circuits and Schemas (MCS)
  - ◆ Description and operations (MDF)
  - ◆ Maintenance sheets (MET)
  - ◆ Fault isolation (MFI)
  - ◆ Storage (MST)
  - ◆ Repair (MRR)
  - ◆ Standard practices (MTC)
- Identification
  - ◆ Spares parts (IPC)
  - ◆ Tools (ICO)
- Specific
  - ◆ Service Bulletins (SBT)
  - ◆ Index of Modifications (SIM).

*Note : The whole documentation on paper is available as an optional, on request.*

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

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

Blank

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

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