

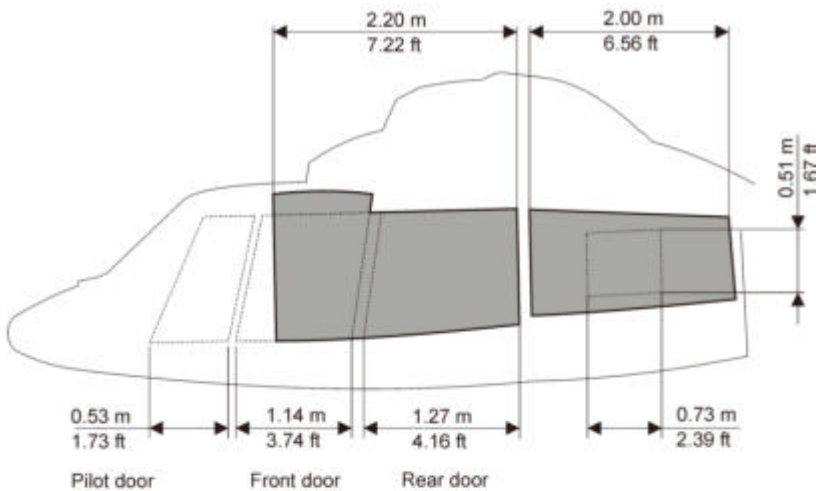
The technical drawings provide the following dimensions:

- Main Rotor Diameter:** Ø 11,94 m / 39,17 ft dia
- Main Rotor Hub Diameter:** Ø 1,10 m / 3,61 ft dia
- Side View Dimensions:**
  - Total length: 11,63 m / 38,15 ft
  - Cabin width: 0,37 m / 1,22 ft
  - Front landing gear offset: 3,64 m / 11,94 ft
  - Rear landing gear offset: 0,66 m / 2,17 ft
  - Tail boom height at base: 4,06 m / 13,32 ft
  - Height from ground to main rotor hub: 3,47 m / 11,38 ft
  - Height from cabin floor to main rotor hub: 2,35 m / 7,71 ft
- Top View Dimensions:**
  - Main rotor diameter: 13,73 m / 45,05 ft
  - Tail boom length: 3,25 m / 10,66 ft
- Rear View Dimensions:**
  - Main rotor hub diameter: 1,90 m / 6,23 ft
  - Cabin width: 2,03 m / 6,66 ft

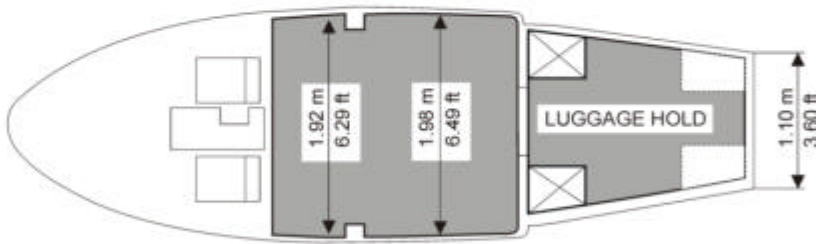
11,63 m  
38,15 ft

3,25 m  
10,66 ft

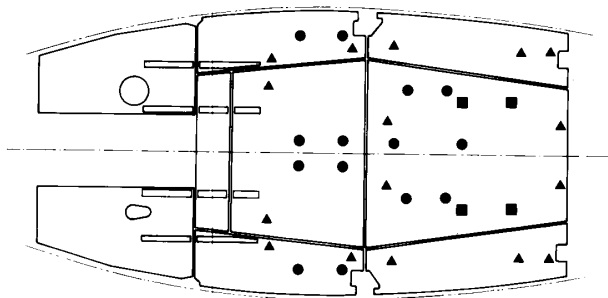
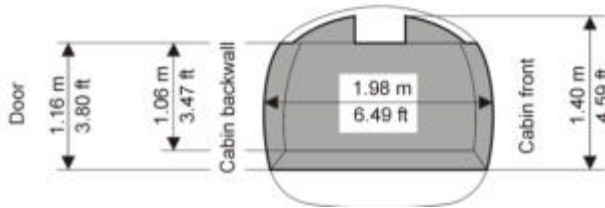
DIMENSIONS OF COMPARTMENTS AND ACCESSSES



CABIN	
Area	4.20 m <sup>2</sup> 45.20 sq.ft
Volume	5.10 m <sup>3</sup> 180.10 cu.ft



LUGGAGE HOLD	
Area	2.25 m <sup>2</sup> 24.21 sq.ft
Volume	1.10 m <sup>3</sup> 38.84 cu.ft



- Seat Anchoring Inserts
- ▲ Tie Down Rings
- Ferrying Tank Anchoring Inserts

### GENERAL CHARACTERISTICS

#### LAY-OUT

- Passenger transport : 1 or 2 pilots + 8 passengers with standard seats  
1 or 2 pilots + 11 passengers with standard seats
- Casualty transport : 1 or 2 pilots + 4 stretcher-patients + 1 seat for medical attendant  
(or 2 stretcher-patients and 4 seats)

#### WEIGHTS

- Empty weight, standard aircraft :  
(including engine oil and non usable fuel)
- Useful load :
- Maximum all-up weight :
- Maximum load on cargo sling :
- Maximum all-up weight in external load configuration :

kg	lb
2,356	5,195
1,944	4,285
4,300	9,480
1,600	3,527
4,300	9,480

Note : Empty weight is correct to  $\pm 2\%$ .

### POWER PLANT : 2 TURBOMECA ARRIEL 2C free turbine engines

Available engine power (in standard atmosphere, at sea level with new engines)

- O.E.I 30 seconds rating
- O.E.I. 2 minutes rating
- Continuous O.E.I. rating
- Take-Off Power
- Maximum Continuous Power

kW	ch	shp
729	990	977
656	891	879
635	863	851
635	863	851
597	811	800

### USABLE FUEL CAPACITIES

- Standard fuel tanks (2 groups)
- Additional fuel tanks (option)
  - Auxiliary fuel tank
  - Ferrying fuel tank

litres	US gal.	kg	lb
1,135	300	897	1,977
180	47	142	313
460	121	363	801

## AS 365 N3 DAUPHIN - DEFINITION OF THE STANDARD AIRCRAFT

### GENERAL

Fuselage comprising the cabin and luggage hold with floor, tie-down net and access-door.  
Tail boom with stabilizer fitted with 2 lateral fins and terminated by a shrouded tail rotor built into the vertical main fin.  
Retractable tricycle landing gear with axially lockable castering nose wheel unit and assisted differential brakes on pilot's and copilot's stations.  
Built-in foot-steps (2 on each side) for access to transmission deck.

Fixed parts for the main blade-folding system.  
Structural reinforcements for 1,600 kg (3,527 lb) cargo-sling.  
Structural capabilities for hoist.  
Jacking, hoisting, mooring and gripping points.  
Interior paint : grey.  
Exterior paint : as per standard colour chart (scheme and colours, gloss or matt polyurethane finish).

### CABIN

- 1 cabin floor capable of the various optional types of arrangements.
- 2 removable pilot and copilot high back-rest seats, adjustable in reach and height, each fitted with a safety belt and shoulder harness
- 8 standard seats fitted with cushions, safety belts and 1-strap harnesses and covers in one of 4 matched colours, as per customer's choice.
- 2 pilot and copilot jettisonable doors, each fitted with a rough weather window and an internal storage unit.
- 2 hinged jettisonable passenger front doors
- 2 enlarged and bubbled rear sliding-doors with window jettisonable from inside and outside.

- 4 retractable foot-steps
- 2 upper tinted panes
- Cabin upholstery with soundproofing
- Dual flight controls
- Engine controls
- Rotor brake control
- 1 heating/demisting/ventilation system
- 2 front glass panes
- 2 windshield wipers
- 6 ash-trays
- 1 fire-extinguisher
- 1 flight manual

### INSTRUMENTS

- 2 airspeed indicators with digital speed display
- 2 altimeters
- 2 rate-of-climb indicators, with provisions for rate-of-climb pre-set on pilot's side
- 2 gyro-horizons
- 2 gyro-compass
- 2 horizontal situation indicators (4")
- 1 selector switch for gyro-compass 1 or 2
- 1 RMI, on pilot's side
- 1 stand-by gyro-horizon
- 2 heated pilot heads
- 1 dual torquemeter, on pilot's side
- 2 tail pipe temperature indicators
- 2 engine oil pressure and temperature indicators
- 2 fuel pressure indicators
- 1 main gearbox oil pressure and temperature indicator
- 2 hydraulic pressure gauges
- 1 voltmeter
- 1 ammeter
- 1 dual fuel contents gauge

- 1 fuel circuit control and inspection panel
  - 1 electrical control panel
  - 1 landing gear position selector and indicator
  - 2 stop watches
  - 1 triple tachometer for rotor and engines 1 and 2 free turbine r.p.m., on pilot's side
  - 1 rotor tachometer, on copilot's side
  - 2 ΔNG indicators (gas generators 1 and 2) with OEI rating operating lights
  - 1 stand-by magnetic compass
  - 1 outside air temperature indicator
  - 1 warning panel
  - 2 master alarm lights
  - 2 manoeuvre limit warning lights
  - 1 overhead panel including engine control panel with 2 fire warning lights and 2 dual fire extinguishing controls for engine bays
  - 1 "L/G not extended" warning light
- Spare space for radar screen and radio com/nav. equipment

### POWER PLANT

- 2 TURBOMECA ARRIEL 2C turbine engines each developing 729 kW (990 ch - 977 shp) super contingency rating, complete with starting, Full Authority Digital Engine Control system and fitted with a magnetic plug and a chip detector c/w tell tale light on warning panel.  
The FADEC governor provides the following functions : variable rotor speed governing, training mode, automatic engine power check and maintenance computations.  
Each engine is equipped with an anti-icing fuel system (efficient up to O.A.T. = -20° C)

- 1 fuel system including 5 tanks split into 2 groups, with a total usable capacity of 1,135 litres (300 US gal), 4 immersed booster pumps, 1 transfer pump and an indication of low levels
- 1 hydraulic bleed control for the whole fuel system
- 2 engine lubrication and oil cooling systems
- 2 fire detection and extinguishing systems
- 2 anti-icing air-intake grids
- 2 phase angle torquemeter sensors built into the engines
- 2 tail pipes
- Engine flushing device (without removing cowlings)

### TRANSMISSION SYSTEM

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1 main gearbox, anti-vibration mounted, with oil sight gauge, magnetic plug, oil pressure and temperature pick-up, lubrication system, thermal-switch, rotor tachometer drive and holes for endoscope and oil sampling</li> </ul> | <ul style="list-style-type: none"> <li>1 tail gearbox with oil sight gauge and magnetic plug</li> <li>1 main gearbox oil cooling system</li> <li>2 engine/main gearbox coupling shafts</li> <li>1 rotor brake</li> <li>2 free wheels integral with main gearbox</li> </ul> |
|--|--|

### ROTORS AND FLIGHT CONTROLS

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 main rotor with 4 glass and carbon-fibre blades with Starflex head fitted with gust and droop stops, mast fitted with rotor r.p.m. phonic-wheel</li> <li>1 "fenestron" type tail rotor with 10 composite material blades built into the vertical fin</li> </ul> | <ul style="list-style-type: none"> <li>1 flying control system, fitted with 3 dual-chamber/dual-body main servo-units (on cyclic and collective pitch channels) and 1 dual-chamber/dual-body rear servo-unit (on tail rotor pitch control channel)</li> <li>1 SFIM PA 155 D Duplex-type auto-pilot</li> </ul> |
|--|---|

### ELECTRICAL INSTALLATION

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>2 250 VA, 115/26 V, 400 Hz 1-phase static inverters</li> <li>2 4.8 kW starter-generators</li> <li>1 43 amp.-hr cadmium-nickel battery with temperature detector</li> <li>1 external D.C. power receptacle</li> <li>1 instrument white/blue lighting system</li> <li>2 cabin extension lights</li> <li>1 instrument light for storm condition flight</li> <li>1 cabin dome-light</li> </ul> | <ul style="list-style-type: none"> <li>4 light strips</li> <li>1 hold dome-light</li> <li>3 position lights</li> <li>1 Retractable RH landing light, adjustable in elevation</li> <li>1 Retractable LH landing light, adjustable in elevation and in azimuth (search-light)</li> <li>1 anti-collision light</li> <li>1 28 V.D.C. cabin power outlet</li> <li>1 emergency battery for automatic lighting of the dome-lights and signs</li> <li>1 additional maintenance ICS jack in the ground power receptable compartment</li> </ul> |
|---|---|

### HYDRAULIC GENERATION

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>2 independent hydraulic systems feeding the servo-units, landing gear actuation system and assisted brakes</li> </ul> <p>Self-sealing hydraulic ground coupling</p> | <ul style="list-style-type: none"> <li>1 stand-by hydraulic system with electro-pump for actuating the landing gear and providing hydraulic assistance on the ground with the rotor stopped</li> </ul> |
|--|--|

### AIRBORNE KIT (\*)

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>2 pilot head covers</li> <li>2 static vent blanks</li> <li>2 engine air-intake blanks</li> <li>2 engine tail pipe blanks</li> <li>7 mooring rings</li> <li>2 rough weather tie-down rings</li> </ul> | <ul style="list-style-type: none"> <li>2 gripping rings</li> <li>1 main blade tie-down kit</li> <li>1 set of jacking pads</li> <li>1 data case</li> <li>1 airborne kit stowing bag</li> </ul> |
|---|---|

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



## MISSION EQUIPMENT PACKAGES

The AS 365 N3 can be proposed in the three following configurations packages :

1. PASSENGER TRANSPORT,
2. VIP-CORPORATE,
3. PARAPUBLIC.

The associated definitions are shown here after together with the total empty weight.

The empty weight of the standard aircraft equipped with the different packages proposed in this Type Specification includes the Flight Manual, the lubricants and the trapped fluids.

### PACKAGE 1 : PASSENGER TRANSPORT

#### 1 - AS 365 N3 STANDARD AIRCRAFT

#### 2 - GENERAL ITEMS OF EQUIPMENT

- Hourmeter
- Customized outside paint
- Capabilities for 11-seat lay-out

#### 3 - RADIO COM/NAV EQUIPMENT

- Flight Director Coupler SFIM CDV 85 D3
- ICS TEAM TB 31 with 2 control boxes
- 3<sup>rd</sup> I.C.S. control box TEAM TB 31
- Passenger interphone for 8 passengers TEAM BA 1920
- Passenger address with 2 loudspeakers NAT AA 20-431
- VHF/AM no.1 HONEYWELL KTR 908
- VHF/AM no.2 HONEYWELL KTR 908
- VOR/ILS no.1 HONEYWELL KNR 634A
- VOR/ILS no.2 HONEYWELL KNR 634A
- DME HONEYWELL KDM 706 A
- ADF HONEYWELL KDF 806
- GPS TRIMBLE TNL 2101 I/O Approach +
- Transponder HONEYWELL MST-67A
- Altitude encoder SHADIN 8800 T
- Radar TELEPHONICS RDR 1400C
- Radar altimeter THALES AHV 16 with 2 indicators 821
- Emergency Locator Transmitter JOLLIET JE 2 NG
- Crew headsets (2) SILEC 4449-1 or ELNO 247 SP 442

**Aircraft empty weight including «PASSENGER TRANSPORT» package :**    2,452.4 kg    5,195.0 lb

The empty weight is correct to  $\pm 2,5\%$

**PACKAGE 2 : VIP - CORPORATE****1 - AS 365 N3 STANDARD AIRCRAFT****2 - GENERAL ITEMS OF EQUIPMENT**

- Air conditioning system
- Tinted plexiglass panes (cabin only)
- Hourmeter
- Customized outside paint
- 2 hinged and jettisonable passengers doors with 2 rear doors extensions (instead of the standard sliding doors)
- 8-seat executive installation with improved sound-proofing and carpeting

**3 - RADIO COM/NAV EQUIPMENT**

- Flight Director Coupler SFIM CDV 85 D3
- EFIS HONEYWELL EFS 50
- ICS TEAM TB 31 with 2 control boxes
- 3<sup>rd</sup> ICS control box TEAM TB 31
- Passenger interphone for 8 passengers TEAM BA 1920
- Passenger address with 2 loudspeakers NAT AA 20-431
- VHF/AM no.1 HONEYWELL KTR 908
- VHF/AM no.2 HONEYWELL KTR 908
- VOR/ILS no.1 HONEYWELL KNR 634A
- VOR/ILS no.2 HONEYWELL KNR 634A
- DME HONEYWELL KDM 706A
- ADF HONEYWELL KDF 806
- GPS TRIMBLE TNL 2101 I/O Approach +
- Transponder HONEYWELL MST-67A
- Altitude encoder SHADIN 8800 T
- Weather radar HONEYWELL RDR 2000
- Radar altimeter THALES AHV 16 with 2 indicators 821
- Emergency Locator Transmitter JOLLIET JE 2 NG
- Crew headsets (2) SILEC 4449-1 or ELNO 247 SP 442

**Aircraft empty weight including «VIP CORPORATE» package :**                      2,606.0 kg                      5,742.0 lb

The empty weight is correct to  $\pm 2,5\%$



### PACKAGE 3 : PARAPUBLIC

#### 1 - AS 365 N3 STANDARD AIRCRAFT

#### 2 - GENERAL ITEMS OF EQUIPMENT

- Hourmeter
- Customized outside paint
- Fixed parts for sling with dynamometer (1600 Kg) and outside mirrors
- Fixed parts for AIR EQUIPEMENT electrical hoist (272 Kg – câble 90 m)
- Sliding windows on the enlarged bubble sliding doors
- Fixed parts for rappelling installation (Ropes are not included)
- Fixed parts for SPECTROLAB SX-16 searchlight
- Fixed parts for casualty-carrying installation (without stretchers)
- Capabilities for standard 11 seats lay-out

#### 3 - RADIO COM/NAV EQUIPMENT

- Flight Director Coupler SFIM CDV 85 D3
- ICS TEAM TB 31 with 2 control boxes
- 3<sup>rd</sup> ICS control box TEAM TB 31
- 4<sup>th</sup> ICS control box TEAM TB 31
- Passenger interphone for 8 passengers TEAM BA 1920
- Passenger address NAT AA20-431
- VHF/AM no.1 HONEYWELL KTR 908
- VHF/AM no.2 HONEYWELL KTR 908
- VOR/ILS no.1 HONEYWELL KNR 634A
- VOR/ILS no.2 HONEYWELL KNR 634A
- Radar altimeter THALES AHV 16 with 2 indicators 821
- Emergency Locator Transmitter JOLLIET JE 2 NG
- DME HONEYWELL KDM 706A
- ADF HONEYWELL KDF 806
- Transponder HONEYWELL MST-67A
- Altitude Encoder SHADIN 8800 T
- GPS TRIMBLE TNL 2101 I/O Approach +
- Radar TELEPHONICS RDR 1400 C
- Crew headsets (2) SILEC 4449-1 or ELNO 247 SP 442

**Aircraft empty weight including «PARAPUBLIC» package :                      2,468.0 kg                      5,439.8 lb**

The empty weight is correct to  $\pm 2,5\%$

### OPTIONAL EQUIPMENT

The equipment weight included in this chapter are probable average values, subject to change without notice.

### GENERAL ITEMS OF EQUIPMENT

05-0012	List of equipment possibly requested by JAR-OPS 3 regulation <sup>(1)</sup>
05-0016	FAA certification kit
05-0045	Windshield washer
05-0050	Icing detector (Rosemount)
05-0060	De-icing of panes in front of the crew <sup>(2)</sup>
05-0096	Air conditioning system (R 134 A freon type)
05-0100	10-kVA A.C. alternator
05-0112	Tinted plexiglass panes (cabin only)
05-0120	Hourmeter
05-0133	Pilot and copilot energy absorbing seats
05-0150	Wire strike protection system (upper cutter)
05-0170	Sliding window(s) on the enlarged bubble slid. door(s)
05-0180	Customized outside paint
05-0240	High visibility markings of main rotor blades
06-0010	Remaining fuel flowmeter

### SPECIFIC MISSION EQUIPMENT

07-0020	Emergency floatation gear
07-0030	AERAZUR life raft installation (fitted on cabin ceiling).
07-0051	Sand prevention filters, dynamic type
07-0070	Skis
07-0080	Ferrying tank (475 litres - 121 US gal.)
07-0090	Auxiliary fuel tank in the hold (180 litres - 47 US gal.)
07-0100	Fuel jettison system
07-0140	Cargo sling, dynamometer, mirrors (1,600 kg - 3,527 lb)

Weight supplement			
Complete installation		Including fixed parts	
kg	lb	kg	lb
-	-	-	-
-	-	-	-
2.3	5.0	-	-
1.1	2.4	-	-
1.3	2.9	-	-
56.0	123.4	-	-
27.8	61.3	-	-
0.0	0.0	-	-
0.1	0.2	-	-
30.4	66.9	-	-
6.0	13.7	3.5	7.6
<sup>(3)</sup> 1.0	<sup>(3)</sup> 2.2	-	-
-	-	-	-
0.3	0.7	-	-
3.2	7.0	-	-
57.8	127.4	13.5	29.8
61.9	136.5	-1.7	-3.7
13.8	30.4	2.8	6.2
71.3	157.2	6.1	13.4
5.3	11.7	-	-
27.6	60.8	3.9	8.6
6.6	14.6	-	-
25.9	57.1	6.9	15.2

<sup>(1)</sup> Eurocopter does not guaranty the exhaustiveness of this list.

The customer will define his kit according to its needs on the basis of the above mentioned list and applicable regulation.

<sup>(2)</sup> Imply the fitting of 10KVA AC alternator

<sup>(3)</sup> Weight supplement per door

The equipment weight included in this chapter are probable average values, subject to change without notice.

### SPECIFIC MISSION EQUIPMENT

07-0155	Fire-fighting "BAMBI BUCKET" (910 litre) <sup>(1)</sup>
07-0168	Hinged rear cabin door(s) with door extension(s)
07-0170	AIR EQUIPEMENT electrical hoist (272 kg - 600 lb) with 90 m - 295 ft cable
07-0200	Casualty-carrying installation (excluding stretchers)
07-0210	Stretchers (4) <sup>(3)</sup>
07-0235	SPECTROLAB SX-16 searchlight
07-0255	Under fuselage anti-collision strobe light
07-0261	Hailer with siren system
07-0262	Electrical hailer with siren system
07-0310	Rappelling installation (Ropes are not included)
07-0350	Anti-corrosion protection for S.A.R. mission
07-0480	Pod mounted FLIR installation FSI ULTRA 7000 <sup>(4)</sup> including a console in the cabin

### INTERIOR CABIN ARRANGEMENTS

09-0010	11 standard seat lay-out complement
09-0030	Comfort upholstery with improved sound-proofing and carpeting
09-0035	8-seat EXECUTIVE installation with improved sound-proofing and carpeting
09-0040	5-seat VIP installation with enhanced sound-proofing and carpeting
09-0041	7-seat VIP installation with enhanced sound-proofing and carpeting
09-0043	6-seat VIP installation with enhanced sound-proofing and carpeting
09-0110	Headrests

### GROUND HANDLING & PICKETING

10-0011	Blade folding kit
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Weight supplement			
Complete installation		Including fixed parts	
kg	lb	kg	lb
51.0	112.3	1.0	2.2
<sup>(2)</sup> - 6.0	<sup>(2)</sup> -13.2		
71.7	158.9	3.6	8.2
12.3	27.1	1.8	4.0
8.3	18.2	-	-
30.1	66.4	2.0	4.4
1.5	3.3	-	-
30.2	66.5	10.0	22.0
25.2	55.6	5.0	11.0
5.9	13.0	3.3	7.3
5.0	11.0	-	-
45.0	99.3	10.0	22.0
14.3	31.5	-	-
57.0	125.6	-	-
63.0	139.0	-	-
237.0	522.5	-	-
250.0	551.2	-	-
240.0	529.1	-	-
4.0	8.8	-	-
<sup>(5)</sup> 30.0	<sup>(5)</sup> 67.4	-	-

<sup>(1)</sup> Equipment to be proposed with cargo sling

<sup>(2)</sup> Weight reduction per door

<sup>(3)</sup> Not certified equipment

<sup>(4)</sup> This equipment is submitted to Export Licence allowance

<sup>(5)</sup> Tooling weight

### CUSTOMIZED & VENDOR SUPPLIED EQUIPMENT

- The vendor is responsible for the conformity, performances and certification of this installation regarding the final customer.
- All equipment weight figures are probable average values.

#### VENDOR      SPECIFIC MISSION EQUIPMENT

AERAZUR	Separate life raft (6 person)
TRANSACO	Hoistable stretcher for land operations
TRANSACO	Hoistable stretcher for land & sea operations

#### VENDOR      E. M. S. INSTALLATIONS

A. A. T.	"Basic" EMS kit <sup>(1)</sup> (1 stretcher)
A. A. T.	"Rescue" EMS kit <sup>(1)</sup> (1 stretcher with medical equipment carrier)
A. A. T.	"Disaster" EMS kit <sup>(1)</sup> (2 stretchers with medical equipment carrier)

Weight supplement			
Complete installation		Including fixed parts	
kg	lb	kg	lb
17.3	38.1	-	-
14.0	30.8	-	-
28.0	61.7	-	-
37.4	82.4	-	-
56.4	124.0	-	-
96.5	356.0	-	-

<sup>(1)</sup> Helicopter shall be equipped with last raw of the 11 seat layout.

### 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 an other, the weight of a complete configuration with multiple items may not be the simple sum of all individual weights.

#### 1. MINIMUM ITEMS OF EQUIPMENT - I F R CERTIFICATION (single pilot and / or two pilots)

Designation	
VHF/AM no 1	HONEYWELL KTR 908
VHF/AM no 2	HONEYWELL KTR 908
VOR/ILS no 1	HONEYWELL KNR 634 A
VOR/ILS no 2	HONEYWELL KNR 634 A
D.M.E.	HONEYWELL KDM 706 A
A.D.F.	HONEYWELL KDF 806
Transponder (including mode S)	HONEYWELL MST-67A
Altitude encoder	SHADIN 8800 T
Radar altimeter (with 2 indicators)	THALES AHV 16
GPS <sup>(1)</sup>	TRIMBLE TNL 2101 I/O Approach +
I.C.S. with 2 control boxes	TEAM TB 31
I.C.S. third control box	TEAM TB 31
Passenger interphone(for 8 passengers)	TEAM BA 1920
Emergency Locator Transmitter	JOLLIET JE 2 NG
Flight Director Coupler	SFIM CDV 85 D3
Weight supplement	66.1 kg / 145.7 lb

<sup>(1)</sup> The customer must take out a subscription to the data base in order to use the GPS after having taken delivery of the helicopter.

### 2. EQUIPMENT THAT CAN BE ADDED DEPENDING ON THE OPERATIONAL NEEDS OR THE REQUIREMENTS OF THE AUTHORITIES IN CERTAIN COUNTRIES

Designation		kg	lb
VHF/FM Maritime	NAT NPX 138	7.6	16.8
VHF/UHF	CHELTON RT 5000	14.0	30.9
SAR Homer	CHELTON SYSTEM 7	4.5	9.9
HF/SSB	COLLINS HF 9100	21.5	47.4
I.C.S. 4 <sup>th</sup> control box	TEAM TB 31	3.0	6.6
EFIS <sup>(1)</sup>	HONEYWELL EFS 50	50.0	110.2
Weather Radar (stand alone)	TELEPHONICS RDR 1400 C or	19.8	43.6
	HONEYWELL RDR 2000	13.7	30.2
Passenger address	NAT AA 20-431	4.5	9.9
Passenger interphone + Headsets	NAT AA82 + BOSE Headsets	10.0	22.0
Emerg. Locator Transmitter (3 frequenc.)	KANNAD 406	1.5	3.3
Emerg. Locator Transmitter (TSO C-91A)	NARCO ELT 910	2.8	6.5
Automatic Deployable Emergency Locator Transmitter (ADELT)	CALEDONIAN CPT 609	6.9	15.2
Cockpit Voice Recorder <sup>(2)</sup>	CVR FAIRCHILD A 100-S	18.1	39.9
Integr. Cockpit Voice & Flight Data Recorder <sup>(2)</sup>	HONEYWELL AR COMBI	15.0	33.1
Flight Director Coupler (4-axis)	SFIM CDV 155 (with 2 <sup>nd</sup> radar altimeter)	41.4	91.3
Doppler Radar <sup>(3)</sup>	DASSAULT ELECTRONIQUE RDN 85	15.0	33.1

### 3. HEADSETS AND HELMETS

Designation		kg	lb
HEADSETS	SILEC 4449-1	0.5	1.1
	ELNO 247 SP 442	0.6	1.3
HELMETS	GUENEAU-SILEC 459	1.3	2.8

<sup>(1)</sup> This installation comprises 2 vert. gyros SFM GV-76 and replacement of the basic static inverters of 250 VA by 800 VA ones.

<sup>(2)</sup> Includes the under water beacon.

<sup>(3)</sup> Option of CDV 155 necessary for automatic transition down and automatic hovering.

### MAIN PERFORMANCE

The following performance figures and charts are probable average values obtained with new engines. Unless otherwise specified, they are for the aircraft in "clean" configuration in zero wind, sea level, standard atmosphere conditions.

#### 1. PERFORMANCE ON 2 ENGINES

All-up weight	kg lb	3,750 8,267	4,000 8,818	4,300 9,480
■ Max. speed, VNE	km/hr kts	306 165	296 160	287 155
■ Fast cruise speed	km/hr kts	279 154	274 152	269 148
■ Recommended cruise speed	km/hr kts	276 149	274 148	269 145
■ Fuel consumption at recommended cruise speed	kg/hr lb/h	309 681	313 690	314 692
■ Rate-of-climb	m/sec. ft/min.	8.9 1,759	7.9 1,554	6.7 1,321
■ Maximum range (without fuel reserve, at recommended cruise speed)				
• with standard tanks	km n.m	827 446	811 438	814 427
• with optional auxiliary tank	km n.m	963 520	945 524	923 498
■ Maximum endurance [without reserve at 140 km/hr (87 mph - 75 kts)]				
• with standard tanks	hr	4.3	4.2	4.1
• with optional auxiliary tank	hr	5.0	4.9	4.75
■ Hover ceiling I.G.E. at Take-Off Power (6 ft)				
• ISA	m ft	3,900 12,795	3,300 10,827	2,620 8,596
• ISA + 20°C	m ft	3,150 10,335	2,530 8,300	1,810 5,938
■ Hover ceiling O.G.E. at Take-Off Power				
• ISA	m ft	3,110 10,203	2,500 8,202	1,150 3,773
• ISA + 20° C	m ft	2,320 7,610	1,685 5,527	310 1,017
■ Service ceiling (V <sub>z</sub> = 0,5 m /sec. - 100 ft/min.)				
• ISA	m ft	5,865 19,242	8,290 17,355	4,640 15,223

In external load carrying mission at maximum gross-weight of 4,300 kg - 9,480 lb

- Rate of climb 6.7 m / sec.  
1,321 ft / min.

### 2. PERFORMANCE ON 1 ENGINE

All-up weight	kg lb	3,750 8,267	4,000 8,818	4,300 9,480
■ Rate-of-climb at continuous OEI power	m / sec. ft / min.	4.6 905	3.8 748	2.9 570
■ Service ceiling (0,5 m /sec. - 100 ft / min.) continuous OEI power	m ft	3,125 10,252	2,515 8,251	1,820 5,971

### 3. OPERATING LIMITATIONS

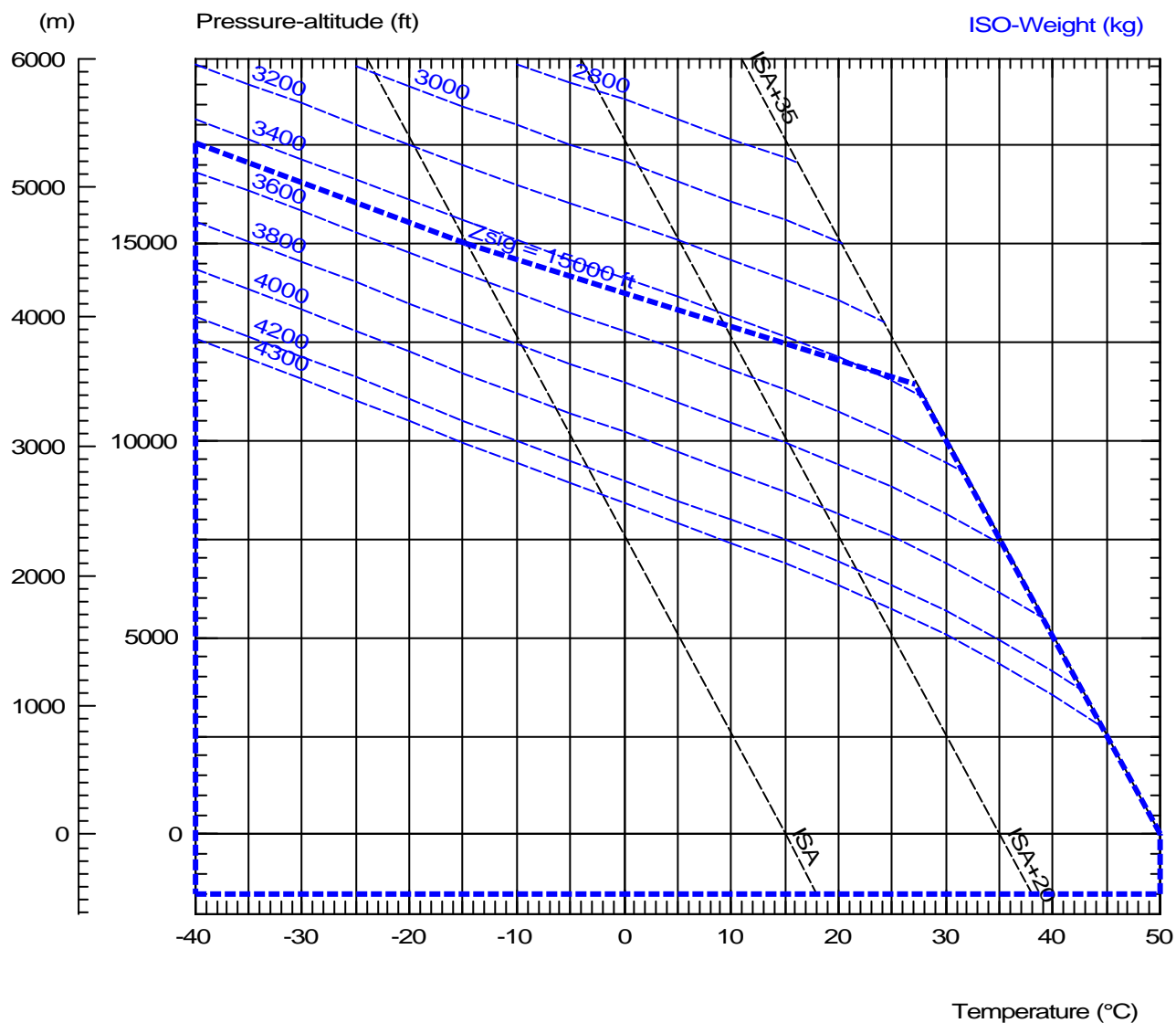
The aircraft is cleared to operate within the following altitude and temperature limitations :  
(Refer to Flight Manual for complementary information)

- Maximum pressure altitude (Standard Atmosphere conditions)
  - Take-off and landing 4,575 m - 15,000 ft
  - Flight 6,100 m - 20,000 ft
- Maximum temperature ISA + 35° C limited at + 50° C
- Minimum temperature - 40° C



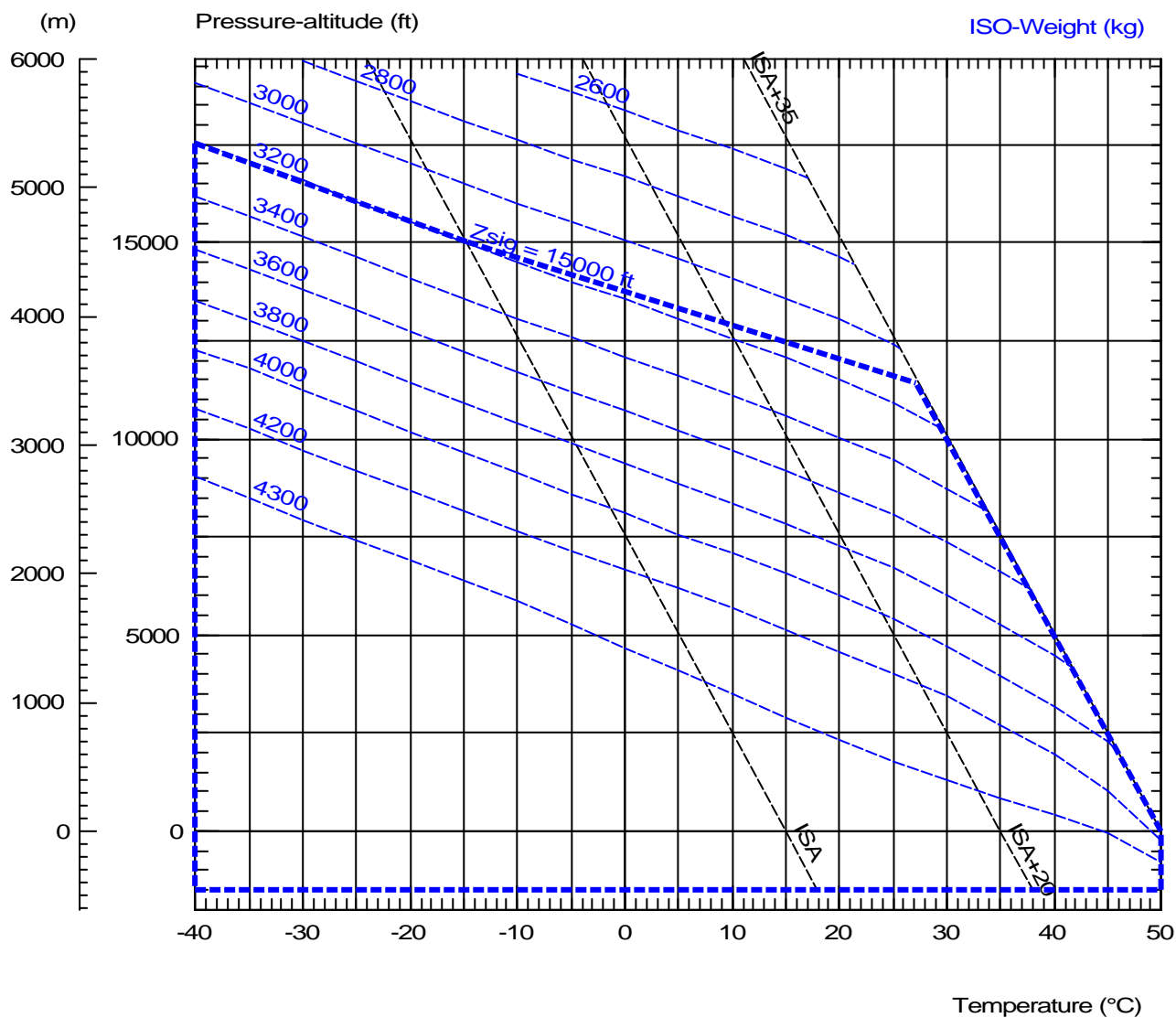
### TAKE-OFF WEIGHT IN HOVER I.G.E. (6 ft)

on 2 engines at Maximum Take-Off Power



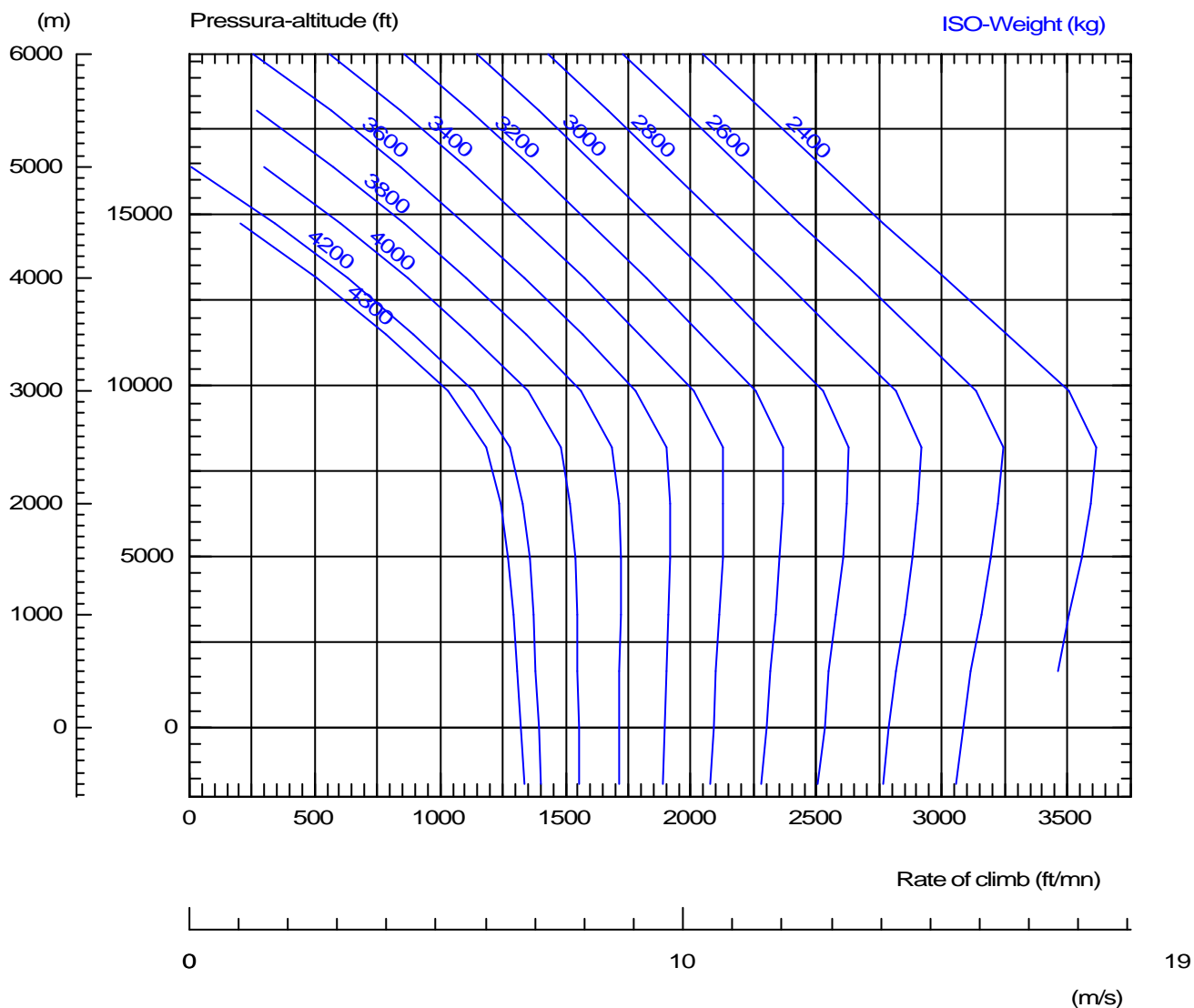
## TAKE-OFF WEIGHT IN HOVER O.G.E.

on 2 engines at Maximum Take-Off Power



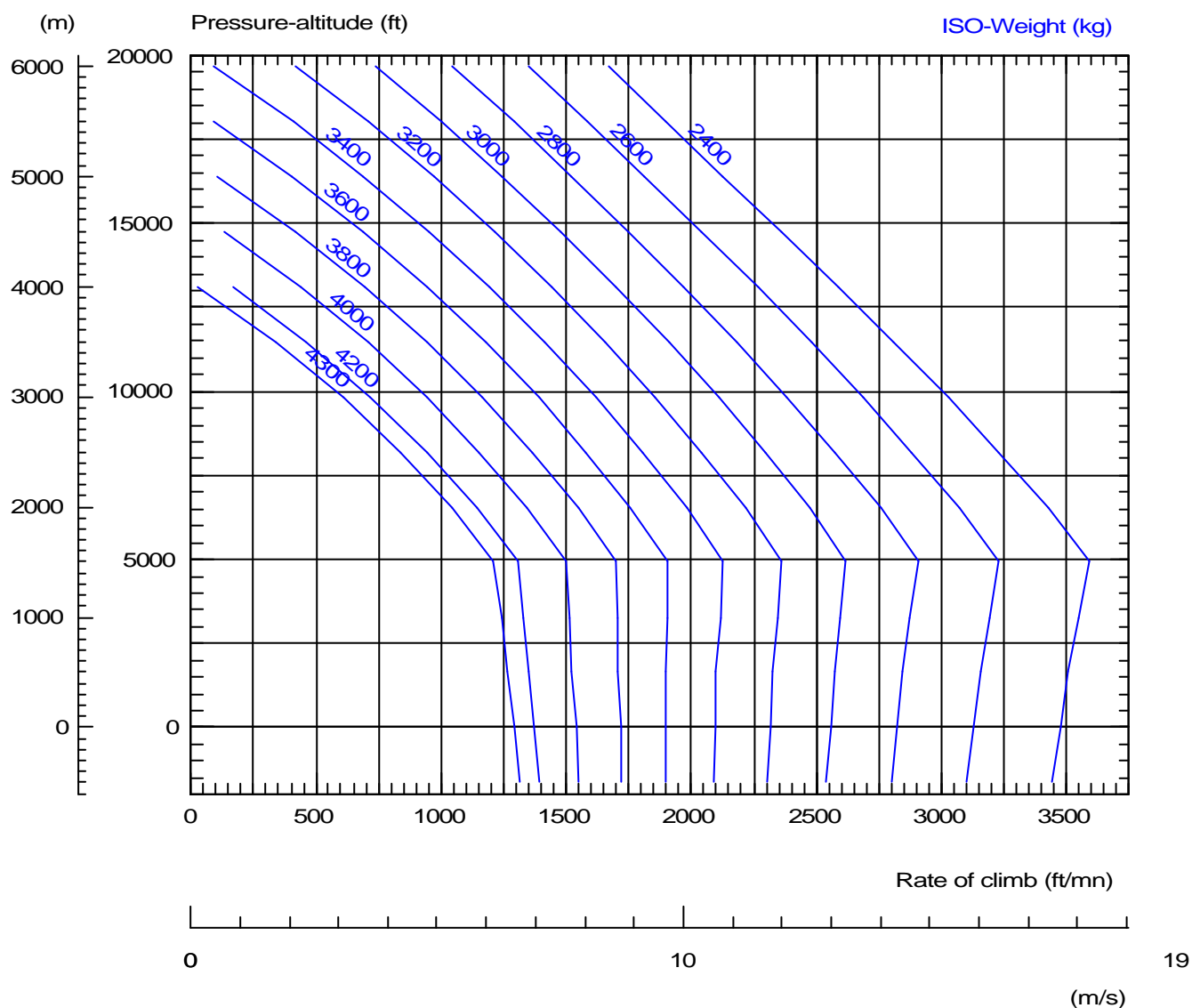
### RATE OF CLIMB IN OBLIQUE FLIGHT

on 2 engines at Maximum Continuous Power  
ISA; T.A.S. = 75 kt



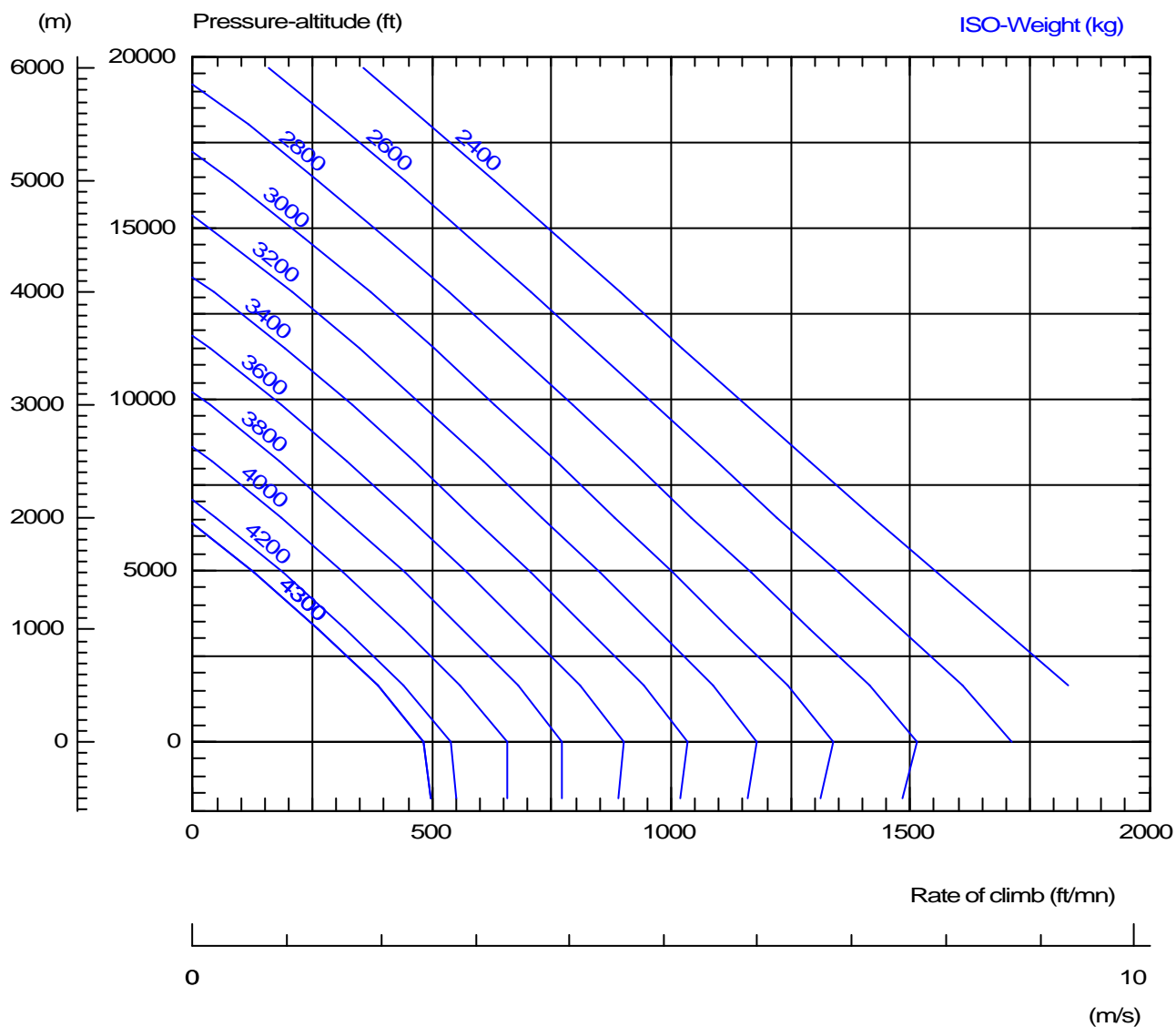
### RATE OF CLIMB IN OBLIQUE FLIGHT

on 2 engines at Maximum Continuous Power  
ISA+20 °C; T.A.S. = 75 kt



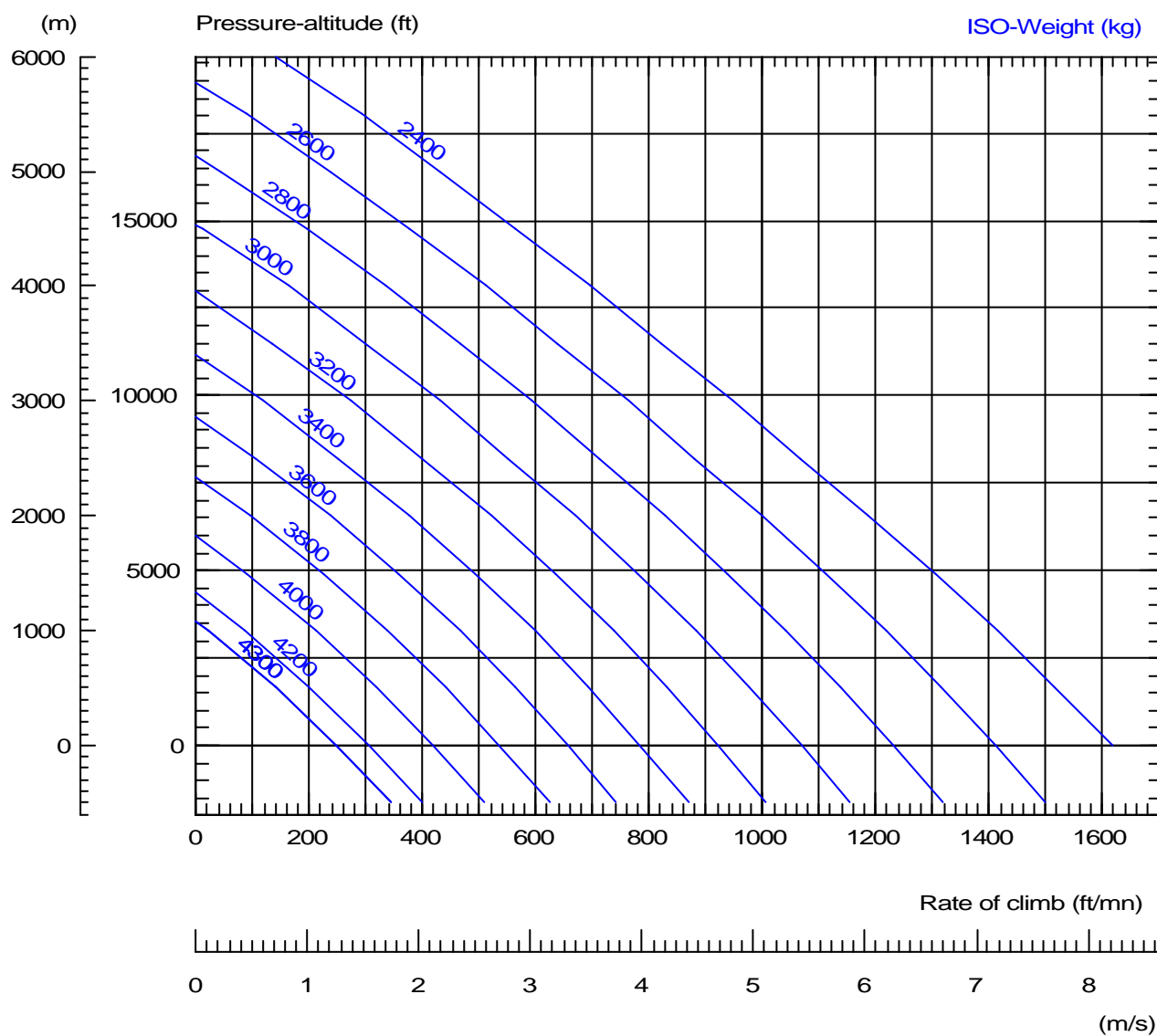
### RATE OF CLIMB IN OBLIQUE FLIGHT

on 1 engine OEI unlimited  
ISA; T.A.S. = 75 kt



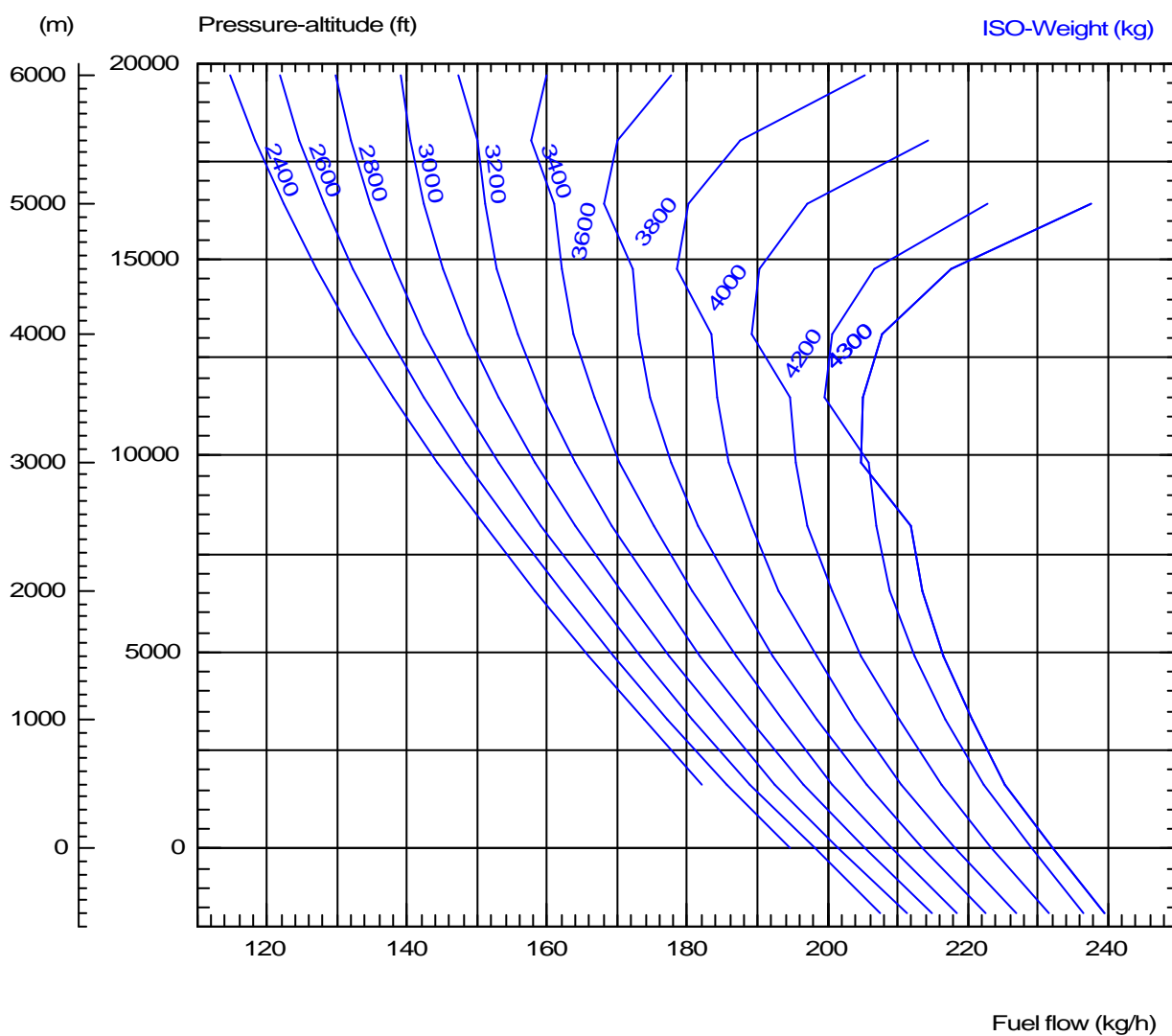
### RATE OF CLIMB IN OBLIQUE FLIGHT

on 1 engine OEI unlimited  
ISA+20°C; T.A.S. = 75 kt



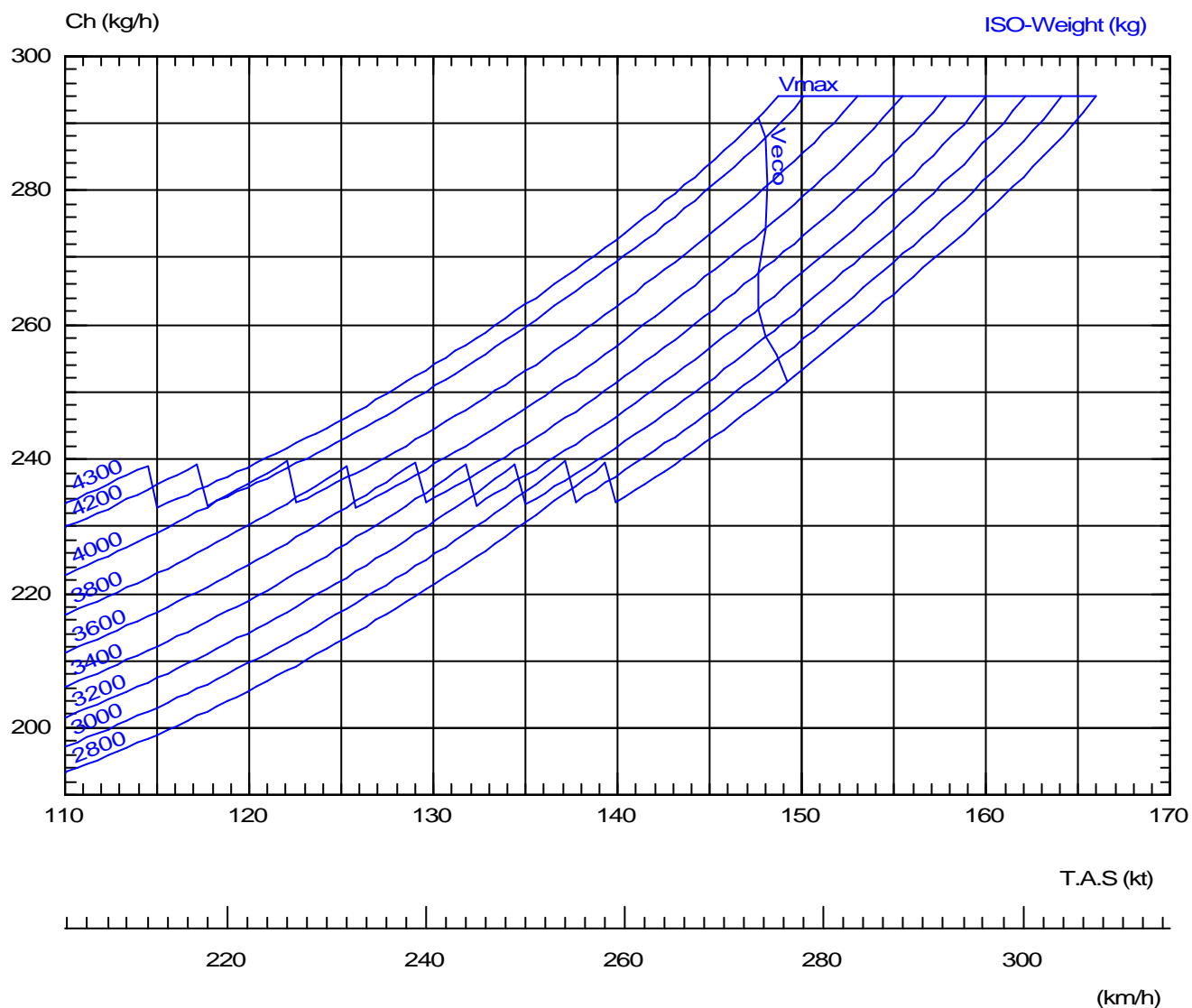
### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

Pressure-altitude = 0 ft ; ISA (Temperature = 15 °C)



### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

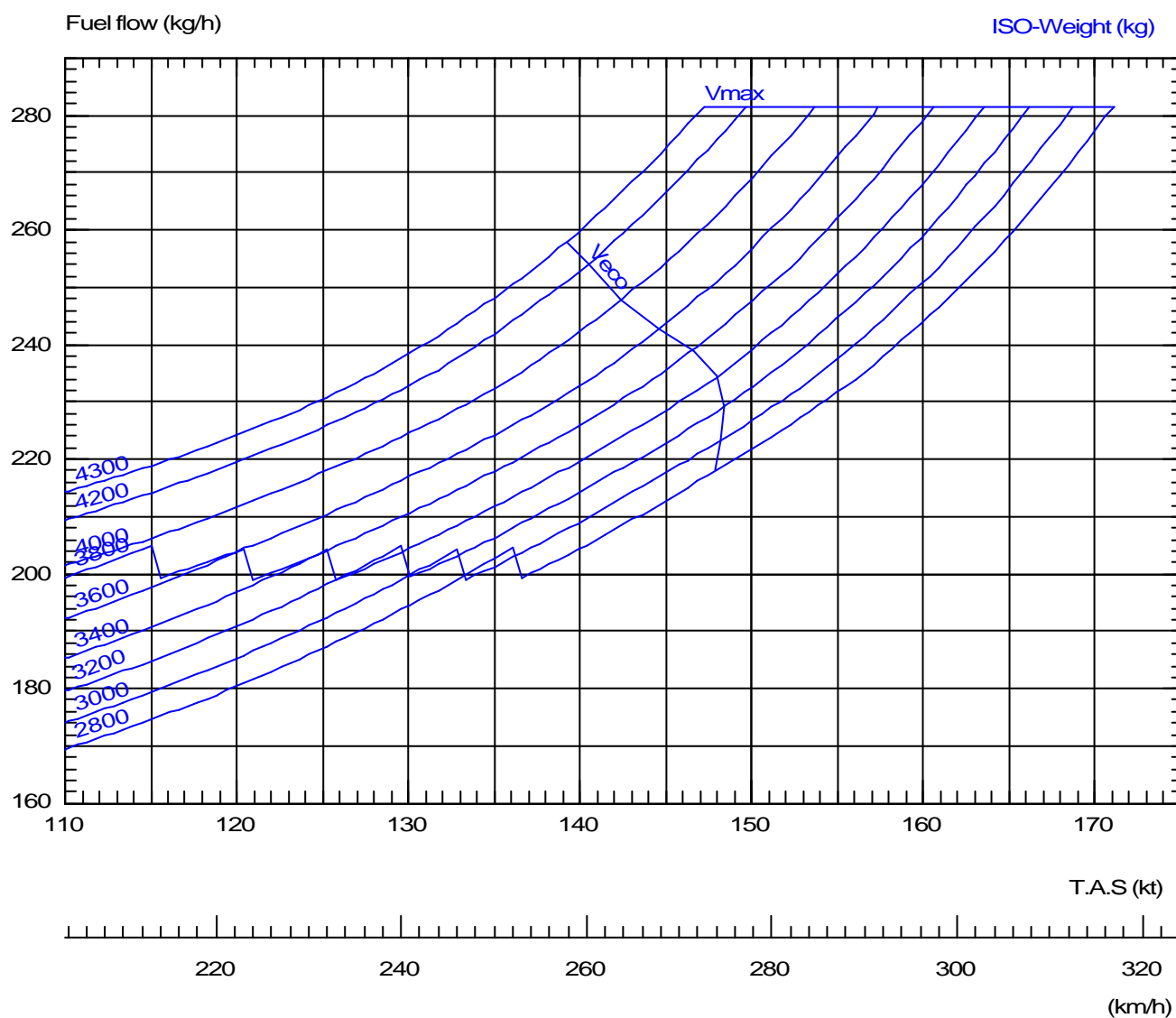
Pressure-altitude = 5000 ft ; ISA (Temperature = 5.1 °C)





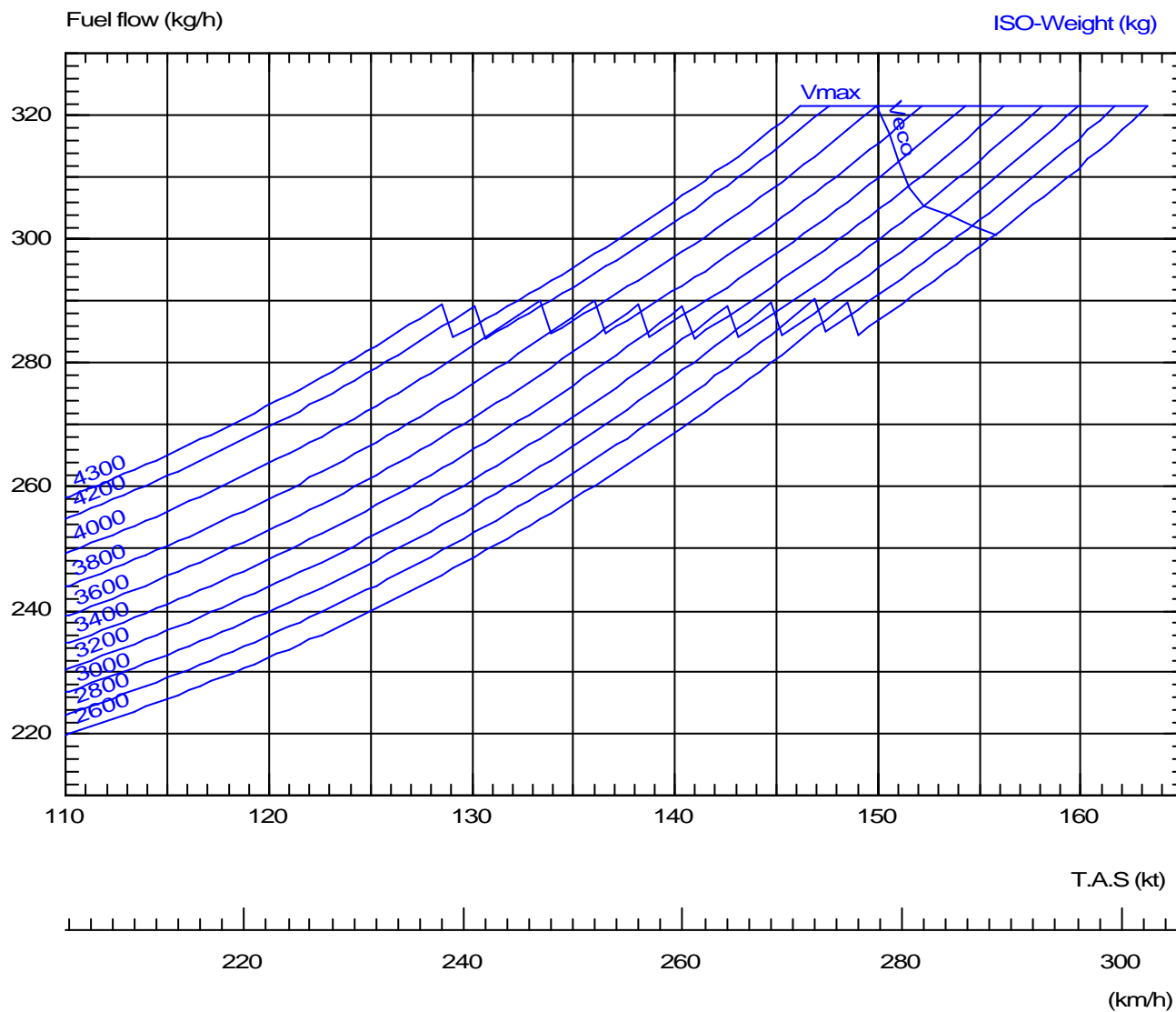
### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

Pressure-altitude = 10000 ft ; ISA (Temperature = -4.8 °C)



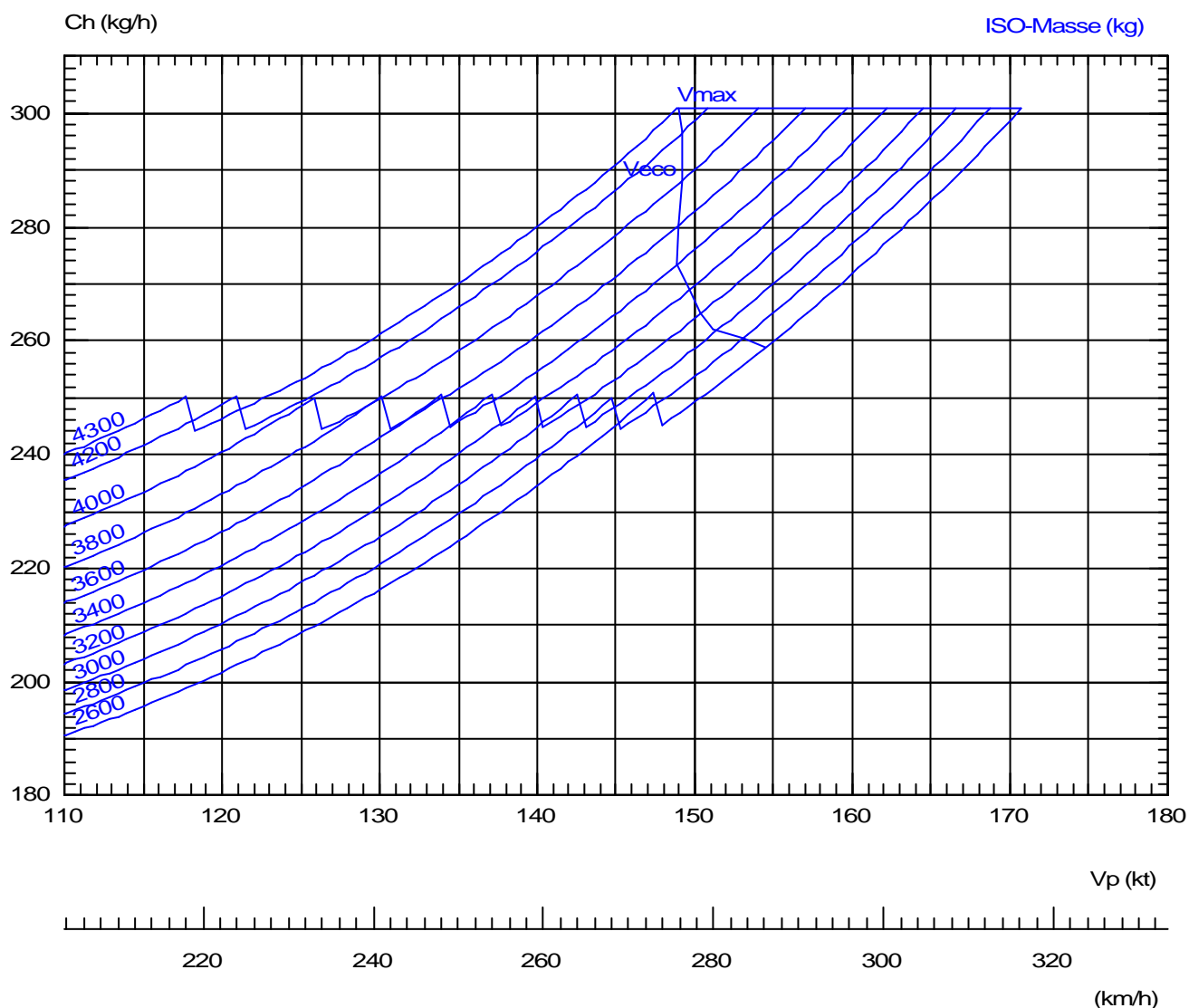
### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

Pressure-altitude = 0 ft ; ISA + 20 °C (Temperature = 35 °C)



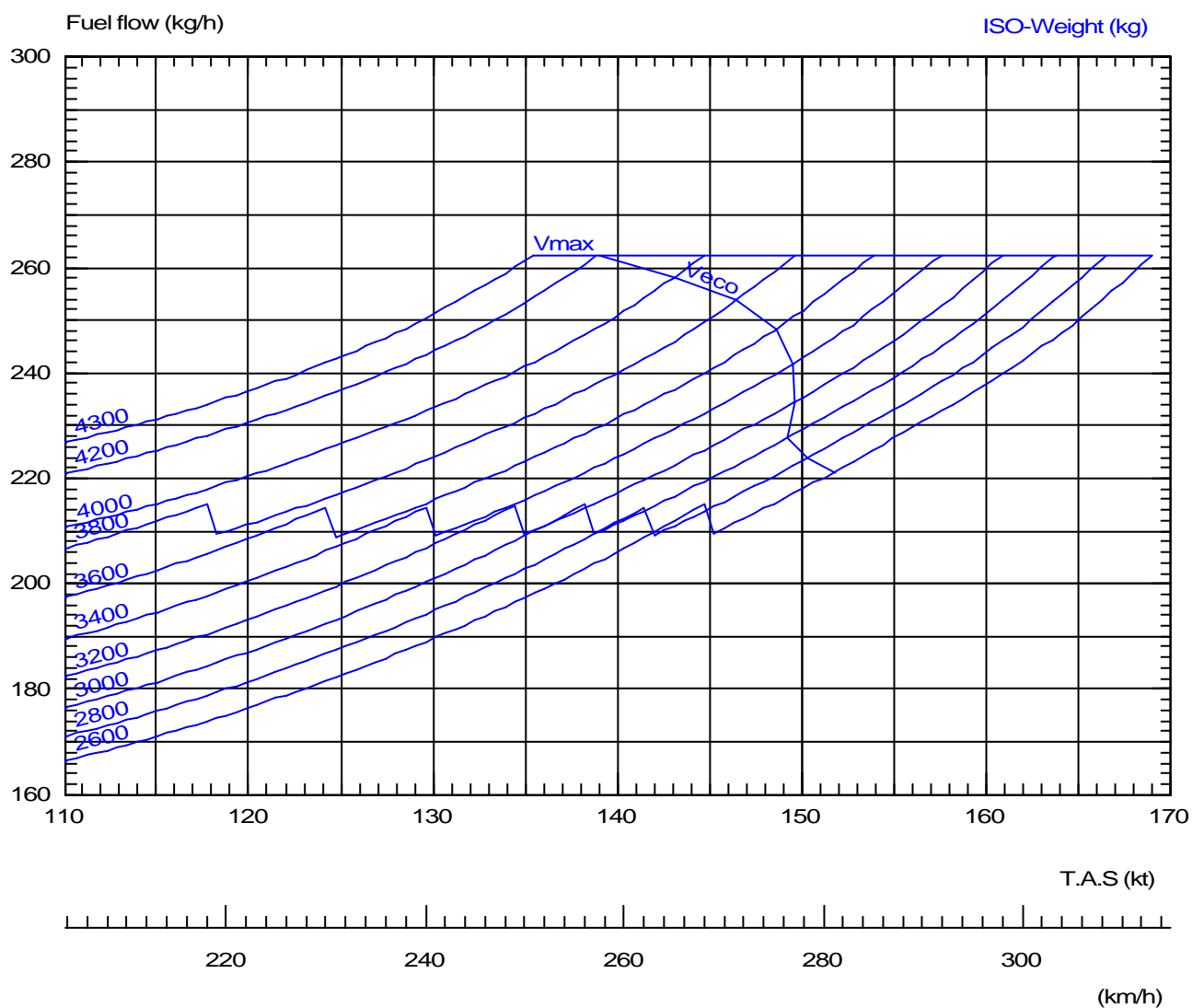
### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

Pressure-altitude = 5000 ft ; ISA+20 °C (Temperature = 25 °C)

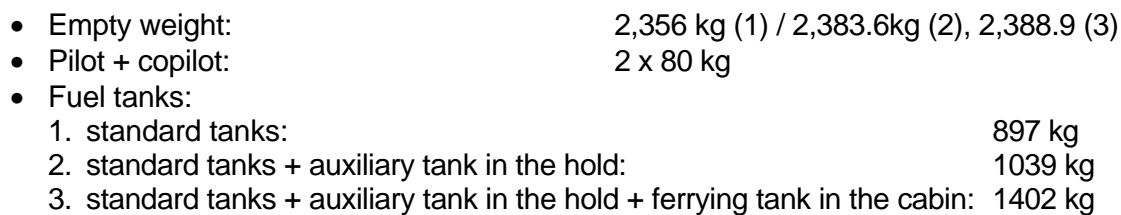


### HOURLY FUEL CONSUMPTION IN LEVEL FLIGHT

Pressure-altitude = 10000 ft ;ISA + 20 °C (Temperature = 15.2 °C)

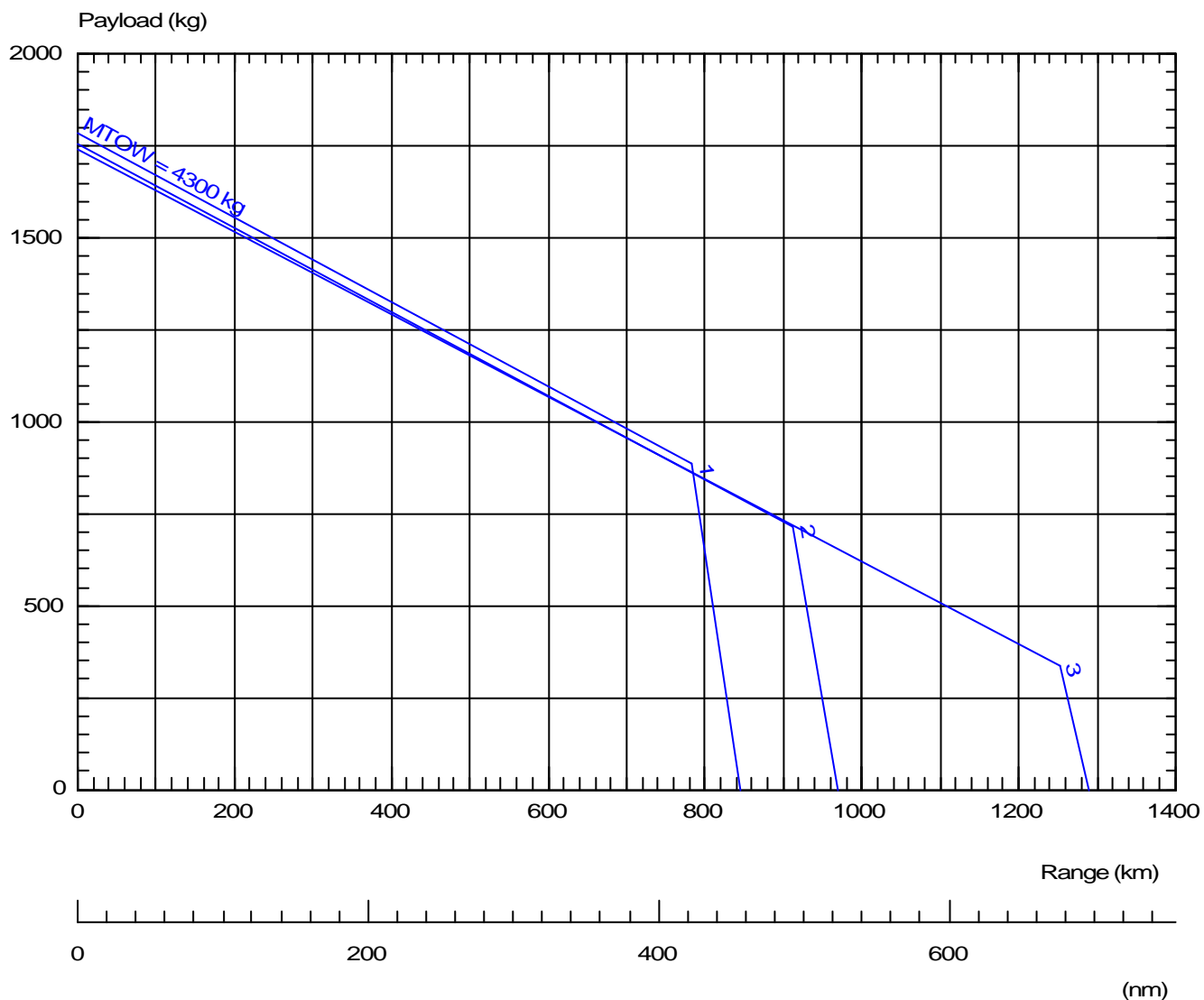


Pressure altitude = sea level; ISA



### PAYLOAD / RANGE CHART

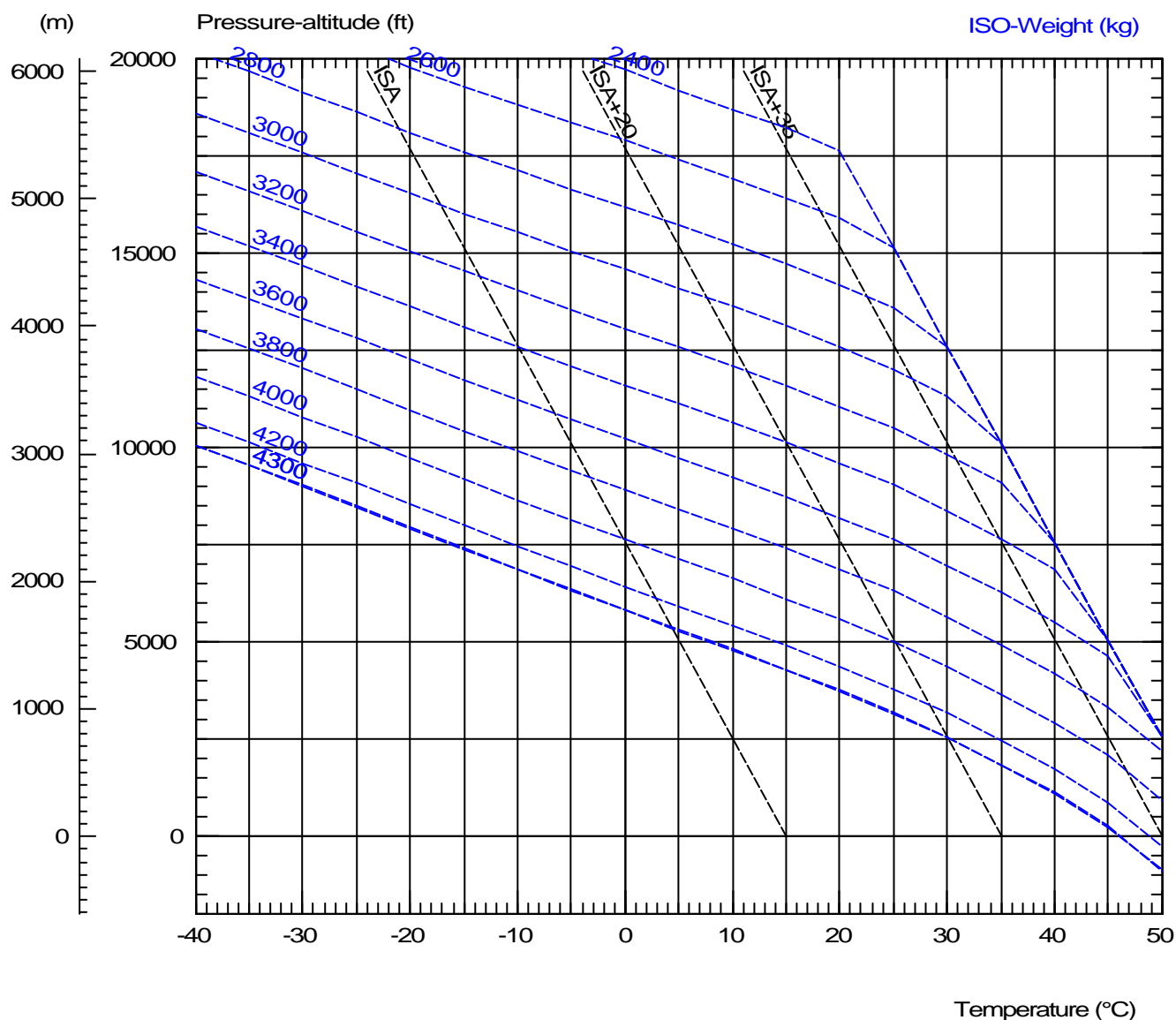
Pressure altitude = sea level; ISA + 20 °C



- Empty weight: 2,356 kg (1) / 2,383.6kg (2), 2,388.9 (3)
- Pilot + copilot: 2 x 80 kg
- Fuel tanks:
  - 1. standard tanks: 897 kg
  - 2. standard tanks + auxiliary tank in the hold: 1039 kg
  - 3. standard tanks + auxiliary tank in the hold + ferrying tank in the cabin: 1402 kg

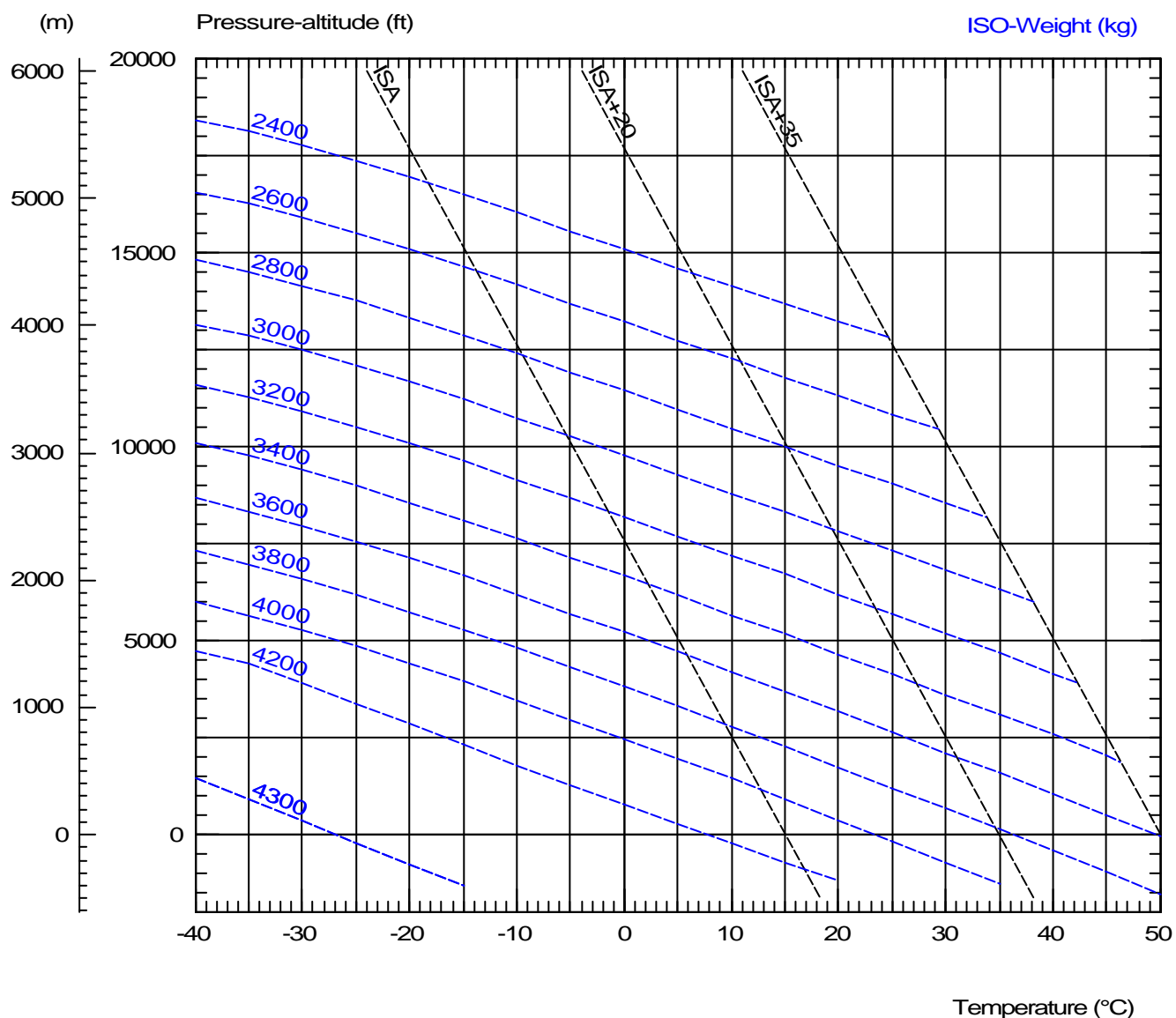
### MAXIMUM PERMISSIBLE GROSS WEIGHT ON TAKE-OFF FROM CLEAR HELIPORT

Category A (DGAC)  
Vtoss: 65/75 kt - Vy: 75 kt



## MAXIMUM PERMISSIBLE GROSS WEIGHT ON TAKE-OFF FROM RESTRICTED OR ELEVATED HELIPAD

Category A (DGAC)





Blank