

intentionally left blank

I - General

1. Type: Arriel 2

Model	Installation
Arriel 2B	Single-engine helicopters
Arriel 2B1	
Arriel 2B1A	
Arriel 2B1B	
Arriel 2D	
Arriel 2C	Twin-engine helicopters
Arriel 2C1	
Arriel 2C2	
Arriel 2S1	
Arriel 2S2	

2. Type Certificate Holder:

TURBOMECA
64511 Bordes Cedex
France
DOA-ref: EASA.21J.070

3. Manufacturer:

TURBOMECA

4. Certification Application Date / EASA Certification Date:

Model	Application Date	EASA Certification Date	Note
Arriel 2B	09 December 1996	01 December 1997	(1)
Arriel 2B1	03 June 1998	15 November 2000	(1)
Arriel 2B1A	07 June 2002	11 December 2003	(1)
Arriel 2B1B	14 June 2010	10 February 2011	
Arriel 2D	26 May 2008	16 May 2011	
Arriel 2C	09 December 1996	29 August 1997	(1)
Arriel 2C1	10 September 1997	08 December 1998	(1)
Arriel 2C2	12 January 1999	05 July 2002	(1)
Arriel 2S1	14 May 1993	26 April 1996	(1)
Arriel 2S2	04 December 2003	06 December 2005	(1)

Note (1): EASA type certification for these models is granted in accordance with Article 2a paragraph 1(a) of EU Commission Regulation EC 375/2007 amending EU Commission Regulation 1702/2003 based on the DGAC France certification of these products (French Type Certificate N°M19).

II - Certification Basis

1. Reference Date for determination of the applicable requirements : 14 May 1993

2. Certification Basis :

Airworthiness Standards and Environmental Protection Requirements

Model	Airworthiness Standards	Environmental Protection Requirements
Arriel 2B	JAR-E Change 9 dated 21 October 1994 Orange Paper E/96/1 dated 08 August 1996	Fuel venting provisions of ICAO Annex 16, vol II, Part 2, Chapter 2 (Edition 1993)
Arriel 2B1		
Arriel 2B1A		
Arriel 2B1B	JAR-E Change 9 dated 21 October 1994 Orange Paper E/96/1 dated 08 August 1996 CS-E 570(b)(2) and CS-E 570(c)(2) of CS-E Amendment 2 dated 18 December 2009	Environmental protection requirements of ICAO Annex 16 Volume II, Part II, Chapter 2 Amendment 6 effective 20 November 2008, as applicable to turboshaft engines.
Arriel 2D	JAR-E Change 9 dated 21 October 1994 Orange Paper E/96/1 dated 08 August 1996 Orange Paper E/97/1 dated 30 December 1997 JAR-E 740 and E 745 of JAR-E Change 10 dated 15 August 1999 CS-E 50 (d) and (f), and CS-E 1030 of CS-E Amendment 1 dated 10 December 2007 CS-E 570 of CS-E Amendment 2 dated 18 December 2009	
Arriel 2C	JAR-E Change 9 dated 21 October 1994 Orange Paper E/96/1 dated 08 August 1996	Fuel venting provisions of ICAO Annex 16, vol II, Part 2, Chapter 2 (Edition 1993)
Arriel 2C1		
Arriel 2S1		
Arriel 2C2	JAR-E Change 9 dated 21 October 1994	Environmental protection requirements of 21A.18(b) of Regulation (EC) 1702/2003
Arriel 2S2	Orange Paper E/96/1 dated 08 August 1996 Orange Paper E/97/1 dated 30 December 1997	

Special Conditions, Deviations and Equivalent Safety Findings

Model	Special Conditions	Deviations	Equivalent Safety Findings
Arriel 2B	None	JAR-E 570 (a)(4)(ii) and (5)(ii) - Indication to the flight crew	JAR-E 740 Endurance test
Arriel 2B1			
Arriel 2B1A			
Arriel 2B1B			
Arriel 2D	SC1 : Approval of Turboshaft 30-minute Take-off Power Rating	none	none
Arriel 2C	SC1 to SC12 : Special Conditions for approval of the 30-Second, 2-minute and Continuous OEI ratings	JAR-E 570 (a)(4)(ii) and (5)(ii) - Indication to the flight crew	none
Arriel 2C1			JAR-E 80, E740 "Dual channel control system endurance"
Arriel 2S1	SC1 to SC12 : Special Conditions for approval of the 30-Second, 2-minute and Continuous OEI ratings SC13 to SC15 : Special conditions for approval of the HIP/SARM rating		none
Arriel 2C2	SC1-C2: Special Conditions for certification of "30 second and 2 minutes OEI ratings"		none
Arriel 2S2	SC2-C2: Special Condition for certification of HIP/SARM rating		

III - Technical Characteristics

1. Type Design Definition:

Model	Type Design Definition P/N
Arriel 2B	0 292 00 534 0
Arriel 2B1	0 292 00 541 0
Arriel 2B1A	0 292 00 547 0
Arriel 2B1B	0 292 00 005 0
Arriel 2D	0 292 00 002 0
Arriel 2C	0 292 00 536 0
Arriel 2C1	0 292 00 539 0
Arriel 2C2	0 292 00 542 0
Arriel 2S1	0 292 00 531 0
Arriel 2S2	0 292 00 545 0

2. Description :

The Arriel 2 engine is a turboshaft engine consisting of an axial air intake, an axial compressor and a centrifugal compressor driven by a single stage turbine, a combustion chamber, and a single stage power turbine driving a reduction gearbox located at the rear. An accessory drive gearbox, driven by the gas generator, is located at the front. Mounts are part of the engine type definition. Starter-generator is not part of the engine type definition. The Arriel 2 engine is controlled by an electronic engine control system, featuring a single or dual channel with standard or optional mechanical back-up depending on the model (see section III.7).

3. Equipment : included in Type Design Definition

4. Dimensions :

Model	Length (m)	Height (m)	Width (m)
Arriel 2B	1.181	0.616	0.498
Arriel 2B1	1.140	0.616	0.491
Arriel 2B1A			
Arriel 2B1B			
Arriel 2D	1.177	0.616	0.500
Arriel 2C	1.181	0.616	0.498
Arriel 2C1	1.015	0.576	0.498
Arriel 2C2			
Arriel 2S1	1.539	0.715	0.504
Arriel 2S2			0.497

5. Dry Weight :

Model	Dry Weight (Kg)	Note
Arriel 2B	134.0	(1)
Arriel 2B1	132.2	
Arriel 2B1A	129.2	(2)
Arriel 2B1B	132.2	(1)
Arriel 2D	132.9	(2)
Arriel 2C	131.0	
Arriel 2C1	129.2	
Arriel 2C2	131.5	
Arriel 2S1	131.2	
Arriel 2S2	131.0	

Note (1) for Arriel 2B, 2B1, 2B1B: Free wheel is under helicopter responsibility, and weight includes free wheel assembly

Note (2) for Arriel 2B1A, 2D: Free wheel is under helicopter responsibility, but weight does not include free wheel assembly

6. Ratings :

Ratings – Power (kW)	maximum duration	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
30-minute Take-off (1)	30 minutes	n/a	n/a	n/a	n/a	598
Take-off	5 minutes	557	557	501	557	598
Maximum Continuous	unlimited	543	543	501	543	598

Ratings – Power (kW)	maximum duration	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
OEI-30 sec	30 seconds	704	718	750	735	771
OEI-2 min	2 minutes	635	646	713	663	699
OEI Continuous	unlimited	610	616	640	639	659
30-minute Take-off (1)	30 minutes	n/a	n/a	612	601	601
Take-off	5 minutes	531	581	612	601	601
Maximum Continuous	unlimited	531	531	612	592	601

Note (1): Also called HIP/SARM in earlier models

Additional Notes:

The performance values specified above correspond to minimum values defined under the following conditions:

- mean swirl angle in the compressor air intake plane less than or equal to 0.5°
- ISA conditions at sea level, on test bed,
- engine equipped with a test bed air intake and primary exhaust pipe,
- no air bleed,
- no power drawn by any accessories other than those required for engine operation.
- output shaft rotation speed: 6000 rpm for 2B, 2B1, 2B1A, 2B1B, 2D, 2C, 2C1, 2C2; 6409 rpm for 2S1, 2S2
- fuel Low Heat Value : 43 136 kJ/kg

Declared powers are limited by the first reached limit: either by thermal or mechanical limits. For Take-Off, 30-minute Take-off, and Maximum Continuous the mechanical limits corresponds to the first torque limits reached between validated mechanical limit and EECU torque limit.

7. Control System

Model	Control System
Arriel 2B	Single channel electronic engine control system with manual backup control
Arriel 2B1	Dual channel electronic engine control system with optional auxiliary back-up control
Arriel 2B1A	
Arriel 2B1B	
Arriel 2D	Dual channel electronic engine control system with auxiliary back-up control
Arriel 2C	Single channel electronic engine control system with manual backup
Arriel 2C1	Dual channel electronic engine control system with optional auxiliary back-up control
Arriel 2C2	
Arriel 2S1	Single channel electronic engine control system with manual backup control
Arriel 2S2	Dual channel electronic engine control system with auxiliary back-up control

8. Fluids (Fuel/Oil/Additives) : see Installation Manual

9. Aircraft Accessory Drives:

Starter-generator Output							
Model	Rotation direction	Rotation speed (rpm)	Maximum Torque in overload (daNm)	Maximum static overhang (daNm)	Fuse shaft breakaway torque (daNm)	Maximum Permanent Shaft Power (kW)	
						Twin engine	OEI situation
Arriel 2B Arriel 2B1 Arriel 2B1A Arriel 2B1B	CW	11330	5.0	2.5	9.5	7.5	n/a
Arriel 2D			5.15			9.0	
Arriel 2C Arriel 2C1	CW	11 330	5.0	2.5	9.5	3.5	5.0
Arriel 2C2						5.0	
Arriel 2S1						7.5	7.5
Arriel 2S2						7.5 Note (1)	

Note (1): for Arriel 2S2: refer to Installation Manual and Airworthiness Limitation Section of the Maintenance Manual for specific instructions relative to OEI counting in certain flight conditions

Fan Cooler Drive Output							
Model	Rotation direction	Rotation speed (rpm)	Maximum Torque in overload (daNm)	Maximum static overhang (daNm)	Fuse shaft breakaway torque (daNm)	Maximum Permanent Shaft Power (kW)	
						Twin engine	OEI situation
Arriel 2C2	CCW	11 452	1.0	1.5	10.0	1.5	1.5
Arriel 2S1		12 253					
Arriel 2S2							

Additional Notes:

- CW : clockwise
- CCW : counter clockwise
- The rotation direction of the power drives for the accessories is indicated considering the power drive seen from the outside.
- The rotation direction of the engine rotors is indicated with respect to viewing the engine from its rear end. For further details see Installation Manual

10. Bleed Extraction :

P3 air bleed for aircraft use. Maximum flow rate at standard sea level conditions:

All Models except Arriel 2D :

100 g/s at Take-off rating and 98 g/s at Maximum Continuous rating

Arriel 2D :

150 g/s at Maximum Continuous, Take-Off and 30-minute Take-off ratings.

For further details, see Installation Manual.

2. Maximum / Minimum Speeds :

2.1 Gas generator speed (N1)

100 % N1 = 52 110 rpm

Minimum stabilised N1 speed

Minimum Stabilised N1 Speed	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
IDLE mode speed range	67 % to 68 % (34 914 to 35 435 rpm)				
FLIGHT mode (manual control mode)	62% (32 308 rpm)				

Minimum Stabilised N1 Speed	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
IDLE mode speed range	67 % to 68 % (34 914 to 35 435 rpm)			48 % to 52 % (25 013 to 27 097 rpm)	
FLIGHT mode (manual control mode)	62 % (32 308 rpm)			62 % (32 308 rpm)	

Maximum stabilised N1 speed

Maximum Stabilised N1 Speed	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
30-minute Take-off (1)	n/a				101.87% (53 086 rpm)
Take-off	101.24 % (52 756 rpm)				101.87% (53 086 rpm)
Maximum continuous	97.24 % (50 672 rpm)				99.88% (52 050 rpm)

Note (1): Also called HIP/SARM in earlier models

Maximum Stabilised N1 Speed	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
OEI-30 sec	105.6 % (55 051 rpm)	105.52 % (54 986 rpm)	106.05 % (55 265 rpm)	105.8 % (55 156 rpm)	105.89 % (55 178 rpm)
OEI-2 min	102.1 % (53 192 rpm)	101.95 % (53 126 rpm)	102.24 % (53 275 rpm)	102.4 % (53 386 rpm)	102.38 % (53 348 rpm)
OEI Continuous	100.9 % (52 571 rpm)	100.76 % (52 506 rpm)	101.26 % (52 764 rpm)	101.2 % (52 756 rpm)	101.28 % (52 776 rpm)
30-minute Take-off (1)	n/a	n/a	101.86 % (53 079 rpm)	101.2 % (52 756 rpm)	101.88 % (53 089 rpm)
Take-off	101.1 % (52 660 rpm)	101.27 % (52 776 rpm)	101.86 % (53 079 rpm)	101.2 % (52 756 rpm)	101.88 % (53 089 rpm)
Maximum continuous	98.9 % (51 520 rpm)	99.09 % (51 637 rpm)	99.64 % (51 922 rpm)	99.1 % (51 616 rpm)	99.71 % (51 959 rpm)

Note (1): Also called HIP/SARM in earlier models

Transient speeds

Transient Speeds	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
Maximum overspeed (< 20 sec)	102.3 % (53 312 rpm)				102.97% (53 658 rpm)

Transient Speeds	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
Transfer from IDLE to FLIGHT mode	n/a			52 % to 62 % (27 097 to 32 308 rpm) Note (1)	
Maximum overspeed (< 20 sec)	102.3 % (53 312 rpm)			102.3 % (53 312 rpm) Note (2)	102.98 % (53 661 rpm) Note (2)

Note (1): avoid continuous operation in this range

Note (2): all engines operating

2.2 Power turbine speed (N2)

100 % N2 = 39 095 rpm for all Models except Arriel 2D
100 % N2 = 39 158 rpm for Arriel 2D

Minimum N2 speed – Flight mode

Minimum N2 Speed – Flight Mode	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
Stabilised Power on	90.5 % (35 381 rpm)				90.5 % (35 437 rpm)
Stabilised Power off	85.0 % (33 230 rpm)				85 % (33 284 rpm)
Transient (< 20 sec)	68.0 % (26 584 rpm)				68 % (26 627 rpm)
Notes	(1)	(1)	(1) & (2)	(1)	n/a

Note (1): During ground run avoid continuous operation in the range 87.0 % to 90.5 % (34 012 to 35 381 rpm)

Note (2): Minimum automatic auxiliary backup mode exit threshold is 96.71 % (37 809 rpm) for 2B1A

Minimum Speed – Flight Mode	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
Stabilised Power on	90.5 % (35 381 rpm)			90.5 % (35 381 rpm)	
Stabilised Power off	85.0 % (33 230 rpm)				
Transient (< 20 sec)	68.0 % (26 584 rpm)				
Note	(1)				

Note (1): During ground run avoid continuous operation in the range 87.0 % to 90.5 % (34 012 to 35 381 rpm)

Maximum N2 speed – Flight mode

Maximum N2 Speed – Flight Mode	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
Stabilised	108.5 % (42 418 rpm)				108.48 % (42 477 rpm)
Transient (< 20 sec) Power on	109.0 % (42 613 rpm)				108.8 % (42 613 rpm)
Transient (< 20 sec) Power off	121.0 % (47 305 rpm)				119.0 % (46 598 rpm)
Note	n/a	(1)			

Note (1): Maximum automatic auxiliary backup mode exit threshold: 115.0 % (44 960 rpm) for 2B1 and 2B1B, 103.19 % (40 342 rpm) for 2B1A, 115.0 % (45 032 rpm) for 2D

Maximum N2 Speed – Flight Mode	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
Stabilised	108.5 % (42 418 rpm)				
Transient (< 20 sec) Power on	109.0 % (42 613 rpm)				112.0 % (43 719 rpm)
Transient (< 20 sec) Power off	121.0 % (47 305 rpm)				

3. Thrust / Torque Limits :

Maximum torque on shaft during operation at N2 minimum stabilized speed:

Maximum Torque (daNm)	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
30-minute Take-off (1)	n/a				96.0
Take-off	91.3				96.0
Maximum continuous	91.3				96.0
Maximum over-torque (<20 sec)	132.2				134.2
Note	n/a	(2)			

Note (1): Also called HIP/SARM in earlier models

Note (2): Automatic auxiliary backup mode exit threshold: 91.3 daNm for 2B1 & 2B1B, 71.4 daNm for 2B1A, 101.8 daNm for 2D

Maximum Torque (daNm)	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
OEI-30 sec	116.8	118.7	119.3	120.3	
OEI-2 min	107.3	107.9	116.0	113.2	
OEI Continuous	103.0	101.55	101.8	102.5	
30-minute Take-off (1)	n/a		97.3	92.5	
Take-off	92.5		97.3	92.5	
Maximum continuous	92.5		97.3	92.5	
Maximum over-torque (<20 sec)	132.2			143.0	
Note	(2)			n/a	

Note (1): Also called HIP/SARM in earlier models

Note (2): Torque limit of 121.9 daNm has been validated for unlimited continuous OEI usage with no specific maintenance actions.

Additional Note : torques showed above correspond to the first reached torque limit between the validated engine torque limit and EECU torque law limit at minimum N2 stabilised.

4. Pressure Limits :

4.1 Oil pressure

Pressure limits

Pressure Limits (kPa)	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
Minimum Oil Pressure	110				(1)
Maximum Oil Pressure	600				(1)
Normal Operating Range	200 to 600				(1)

Pressure Limits (kPa)	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
Minimum Oil Pressure	110		170	110	170
Maximum Oil Pressure	600				
Normal Operating Range	200 to 600				

Note (1): Refer to Installation / Operating Manual

4.2 Fuel pressure

Minimum fuel pressure :

- Normal operation, i.e. excluding starting phase, the minimum (absolute) pressure is defined for all models except 2D by the highest of the following conditions:

20 kPa absolute,

35 % of atmospheric pressure,

7 kPa above the vapour pressure of the fuel used,

Fuel pressure corresponding to a vapour volume over liquid volume ratio of 0.30.

For Arriel 2D: Refer to Installation / Operating Manual

- During starting phase or at relight (relative pressure) :

- For all models except 2S2: 25kPa relative pressure (i.e. 25 kPa below atmospheric pressure)

- For Arriel 2S2: 20kPa relative pressure (i.e. 20 kPa below atmospheric pressure)

Maximum fuel pressure :

Less than or equal to 150 kPa (relative pressure), in all operating phases, for all Models except Arriel 2D
Less than or equal to 180 kPa (relative pressure), in all operating phases, for Arriel 2D

5. Installation Assumptions : see Installation Manual

6. Dispatch Limitations :

All Models except Arriel 2S1 and Arriel 2D :

All engine systems and equipment must be functional prior to aircraft take-off. Any engine system or equipment the failure of which would occur in flight shall be replaced or repaired prior to commencement of next flight.

Arriel 2S1 :

Conditions for time limit dispatch of equipments in failure are given in approved MMEL of concerned aircraft manufacturer. Engine manufacturer dispatch recommendations for equipment of Arriel 2S1 turboshaft engine are listed in Installation Manual §15.

Arriel 2D :

An Engine Dispatch Configuration analysis has been performed and is referenced in the Installation Manual.

V - Operational and Service Instructions

Document	Arriel 2B	Arriel 2B1	Arriel 2B1A	Arriel 2B1B	Arriel 2D
Installation Drawing and Manual (1)	X 292 M0 001 2	X 292 N5 001 2	X 292 P4 001 2	X 292 N5 001 2	X 292 R1 001 2
Performance Brochure	X 292 M5 001 9	X 292 N5 002 9	X 292 P4 001 9	X 292 U5 001 9	AA049088
Maintenance Manual	X 292 M5 450 2	X 292 N5 450 2	X 292 P4 450 2	X 292 P6 450 2	X 292 R1 450 2
Repair Manual	X 292 M5 300 2	X 292 N5 500 1		X 292 P6 500 2	X 292 R1 500 2
Service Letters and Service Bulletins	<i>refer to SB and SL directory</i>				

Note (1) Operating Instructions are provided in Installation Manual Chapter 15

Document	Arriel 2C	Arriel 2C1	Arriel 2C2	Arriel 2S1	Arriel 2S2
Installation Drawing and Manual (1)	X 292 M1 001 2	X 292 N4 001 2	X 292 N6 404 1	X 292 L0 001 1	X 292 P5 001 2
Performance Brochure	X 292 M1 001 9	X 292 N4 002 9	X 292 N6 002 9	X 292 L0 001 9	X 292 P5 001 9
Maintenance Manual	X 292 M1 450 2	X 292 N4 450 2	X 292 N6 450 2	X 292 L0 301 2	X 292 P5 451 2
Repair Manual	X 292 M1 500 2	X 292 N4 500 2	X 292 N6 500 2	X 292 L0 500 2	X 292 P5 550 2
Service Letters and Service Bulletins	<i>refer to SB and SL directory</i>				

Note (1): Operating Instructions are provided in Installation Manual Chapter 15

VI - Notes

1. Arriel 2B, 2B1, 2B1A, 2B1B, 2D installation is approved for single-engine application only.
2. Arriel 2C, 2C1, 2C2, 2S1, 2S2 installation is approved for multi-engine application only
3. Air intake:
 - The helicopter air intake design shall be such as to prevent instantaneous ingestion of ice, snow and water in excess of maximum quantities defined in the Installation and Operating Manual.
 - A protective grid as defined in the Installation and Operating Manual shall be installed to limit the ingestion of foreign matters in the engine.
4. The Arriel 2B, 2B1, 2B1A, 2D are not approved for operation in icing conditions with Eurocopter AS 350 B3 / EC130 sand filter P/N 704 A 41 650 010.
5. The Arriel 2B1A capability to operate in icing conditions (JAR E 780) has been addressed only when fitted with helicopter air intake reference Z11 MB1-6860-0 for the inlet duct and Z11 MB1-6850-30 for the inlet screen.
6. The electronic control unit must not be installed in a dedicated fire zone. The installation conditions are defined in the Installation Manual.
7. For Arriel 2C, 2C1, 2C2, 2S1, 2S2 the electronic control system provides a "TRAINING" function for training crews in an engine failure situation. Refer to the Installation Manual for the characteristics of this function.
8. The software of the EECU has been validated according to DO 178 A, level 1 for all Models except Arriel 2D, and DO 178 B, level A for the Arriel 2D.
9. The operating / starting / relight envelope is provided in the Installation Manual.
10. EMI / Lightning (Refer to Installation Manual for details.)

Validated levels have been tested according to the following standards :

	All Models, except: Arriel 2B1/2B1B with Modification TU169 (EECU Goodrich EMC101) ; Arriel 2D	Arriel 2B1/2B1B with: Modification TU169 (EECU Goodrich EMC101)	Arriel 2D
Induced signal susceptibility	DO-160C Section 19, Category Z	DO-160D Section 19, Category Z	DO-160E Section 19, Category ZC
Radio Frequency susceptibility	DO-160C Section 20.4, Category Y ; MIL STD 461C - CS01, CS02, CS06, RS02, RS03	DO-160D Section 20, Category Y	Conducted : DO-160E, Section 20, Category G extended as per Installation/Operating Manual Radiated : DO-160E Section 20, Category L
Emission of Radio Frequency energy	DO-160C Section 21, Category Z ; MIL STD 461C - CE01, CE03, CE07, RE02	DO-160D Section 21, Category H	DO-160E, Section 21, Category H extended as per Installation/Operating Manual
Lightning induced transient susceptibility	DO-160C Section 22	DO-160D Section 22	DO-160E, Section 22

11. For Arriel 2S1 and 2S2, the power turbine overspeed shut-down device, previously available as an option, is now part of the basic Type Design and has been fitted to all the delivered engines.
12. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable "Engine Maintenance Manual" document, chapter 5 "Airworthiness Limitations".

13. Arriel 2S1 and Arriel 2S2 engines are assembled by Turboméca in France and under licence by Turboméca USA (formerly Turboméca Engine Corporation) in the USA.

- Engines assembled in France have an identification plate in accordance with the regulations applicable in France,
- Engines assembled in the USA have an identification plate in accordance with the FAR regulations and the prefix "TEC" or "TM USA" is added to the serial number.

14. Conversion from non civil use:

This note is applicable to the following variants:

Case 1: Arriel 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1, 2S2 engines originally assembled by Turboméca and having previously been used by an operator engaged in military, customs, police or similar services, and not under the control of a civil Authority.

Case 2: The Arriel 2CPM is a military variant of the Arriel 2C, known to be installed on, but not limited to, a military helicopter. Arriel 2C engines can be created by converting Arriel 2CPM engines.

The compliance of such engines with the European rules enabling issuance of an aircraft standard certificate of airworthiness must be checked. Their configuration, including design changes and repairs, does not necessarily conform to the type definition approved by EASA, and it is possible that in operation they have exceeded the limits approved by EASA. Before a standard certificate of airworthiness is issued to an aircraft in which such engines are installed, an EASA Form 1 must be issued for these engines. This requires incorporation of the following Turboméca Mandatory Service Bulletins:

Case 1: A292 72 2817 version B (or any subsequent approved issue).

Case 2: A292 72 2819 version A (or any subsequent approved issue).
