U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	TCDS NUMBER E12NE REVISION: 7 DATE: October 30, 2026 SAFRAN HELICOPTER ENGINES MODELS: MAKILA 1A MAKILA 1A1 MAKILA 1A2

TYPE CERTIFICATE DATA SHEET NO. E12NE

Engines of models described herein conforming with this data sheet (which is part of Type Certificate Number E12NE) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations, provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

TYPE CERTIFICATE HOLDER — Safran Helicopter Engines
64510 Bordes Cedex
France

TYPE CERTIFICATE HOLDER RECORD — Turbomeca S.A., until July 18, 2016.

I. MODELS	MAKILA 1A	MAKILA 1A1	MAKILA 1A2	
TYPE	Twin spool (free turbine engine); turboshaft engine for twin-engine helicopters; three-stage axial compressor; single-stage centrifugal compressor; annular combustion chamber with centrifugal fuel injection; two-stage gas generator turbine; two-stage power turbine.			
RATINGS (See NOTE 7)	SHP (kw)	SHP (kw)	SHP (kw)	
30-second OEI	---	---	2108(1573)	
2-minute OEI	---	---	1966(1467)	
2-1/2 minute OEI	1756(1310)	1877(1400)	---	
30-minute or continuous OEI	1662(1240)	1783(1330)	1903(1420)	
Takeoff (5 minutes)	1662(1240)	1819(1357)	1844(1376)	
Maximum continuous	1515(1130)	1589(1185)	1657(1236)	

FUEL (See NOTE 14)
OIL (See NOTE 13) — MIL-L-7808 / MIL-L-23699 / AIR 3514

CERTIFICATION BASIS

Makila 1A/1A1: FAR 21.29 and FAR 33 effective February 1, 1965, as amended by FAR 33-1 / -2 / -3 / -4 / -5 / -6 / -7 / -8.

Makila 1A2: FAR 21.29 and FAR 33 effective February 1, 1965, as amended by FAR 33-1 / -2 / -3 / -4 / -5 / -6 / -7 / -8 and Special Condition No. SC-92-01-NE.

MODEL	APPLICATION DATE	TYPE CERTIFICATE ISSUED / AMENDED	TYPE CERTIFICATE SURRENDERED
MAKILA 1A	03/07/78	04/13/81	
MAKILA 1A1		03/28/85	
MAKILA 1A2	07/07/89	03/17/92	

The aviation authority for France, the Direction Generale de L'Aviation Civile (DGAC), originally type certificated this engine. The FAA validated this product under U.S. Type Certificate Number E12NE. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of France.

IMPORT REQUIREMENTS — Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document) , and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft,* for requirements for issuance of an *airworthiness certificate* for imported aircraft.

NOTES

NOTE 1. MAXIMUM PERMISSIBLE OPERATING SPEEDS. For variation of these limits with OAT, refer to Operation Manual. If these limits are exceeded, refer to Operation Manual.

I. MODELS:

	MAKILA 1A	MAKILA 1A1	MAKILA 1A2		
A. GAS GENERATOR (Ng) RPM					
30-second OEI	---	---	34,650		
2-minute OEI	---	---	33,815		
2-1/2 minute OEI	34,000	34,000	---		
30-minute or continuous OEI	33,200	33,200	33,450		
Takeoff (5 minutes)	33,200	33,350	33,220		
Maximum continuous	32,500	32,300	32,335		
Transient overspeed (20 seconds)	34,900	34,900	33,625		
	100% gas generator speed equals 33,200 rpm				
B. POWER TURBINE SPEED (Np) RPM					
Maximum stabilized	23,764	23,764	23,880		
Maximum Transient (20 seconds)	26,735	26,735	27,072		
100% power turbine speed equals	22,850	22,850	22,962		

NOTE 2. MAXIMUM PERMISSIBLE TEMPERATURES. Refer to Operation Manual for required action if limits are exceeded.

A. EXHAUST GAS (T4.5) MEASURED WITH FOUR THERMOCOUPLES ON GAS GENERATOR EXHAUST DIFFUSER

2-1/2 minute OEI	810ºC	830ºC	---		
30-minute or continuous OEI	785ºC	785ºC	840ºC		
Takeoff (5 minutes)	785ºC	795ºC	825ºC		
Maximum continuous	735ºC	735ºC	770 ºC		
Starting	750ºC	750ºC	750ºC		
Transient (25 seconds)	770ºC	770ºC	---		
Transient (5 seconds)	800ºC	800ºC (1)	800ºC (3)		
Transient (2 seconds)	810ºC	810ºC (1)	810ºC (3)		
Transient (5 seconds)	---	820ºC (2)	820ºC (4)		
Transient (2 seconds)	---	850ºC (2)	850ºC (4)		
	(1) Altitude less than 6,000 meters (2) Altitude equal to or greater than 6,000 meters (3) Altitude less than 6,100 meters (4) Altitude equal to or greater than 6,100 meters				

NOTE 2. (Continued)

B. OIL MEASURED AT OIL-FUEL EXCHANGER OUTLET

Maximum operating +120ºC

Minimum for starting Between -50ºC and -30ºC, according to oil specifications. Refer to Operation Manual.

C. Fuel (See NOTE 8) MEASURED AT ENGINE INLET

Maximum operating +50ºC

NOTE 3. FUEL AND OIL PRESSURE LIMITS (psig)

Fuel: Refer to Operation Manual

Oil: Minimum 24.7 psig, measured at engine pump outlet, after filter

NOTE 4. MAXIMUM PERMISSIBLE AIR BLEED (P2 air bleed from centrifugal compressor plenum). Standard day sea level condition.

Maximum air mass flow: 0.35 lb/second (160 g/s) at maximum continuous rating
0.39 lb/second (180 g/s) at take-off rating and continuous OEI rating

NOTE 5. AIR INTAKE REQUIREMENTS

These engines have not been tested in icing conditions in accordance with FAR 33.68.

These engines have not been tested to evaluate the effects of foreign object ingestion in accordance with FAR 33.77.

Operation under icing conditions and protection against foreign object ingestion should be evaluated before installation approval and suitable protection devices should be provided as required. Protection grid as defined by SNIAS drawing numbers 332 A58 0050 / 332 A58 0054 - 06 / -07 / -08 / and -09 meet the requirements of FAR 33.77.

NOTE 6. ACCESSORY DRIVE PROVISIONS / ALL MODELS

COMPONENT	(*) ROTATION	RPM	REDUCTION RATIO	Maximum Permanent Power (kw/shp)	Maximum Over-Torque m.da.N (in-lb)	Maximum Static Overhang Moment	Shear Shaft Breaking-Torque m.da.N (in-lb)
Generator rotor	CCW (1)	33,200	0.70350				
Starter	CW (2)	23,355			1.7 (148)	0.5 (43.5)	6.6 to 7.4 (547- 643)
Oil pump unit (3)	CCW (2)	4,184	0.12602				
Fuel pump & governor	CW (2)	4,184	0.12602				
Free turbine rotor							
MAKILA 1A	CCW (1)	22,850		1240 / 1662			
MAKILA 1A1	CCW (1)	22,850		1357 / 1818			
MAKILA 1A2	CCW (1)	22,962		1617 / 2168			

(*) CCW = Counterclockwise / CW = Clockwise

(1) Direction of rotation of engine rotors and main drives is indicated according to French standard NF L 85-010: i.e., engine observed aft looking forward.

(2) Direction of rotation of accessory drives is indicated with the off-take flange seen from outside; i.e., the direction of rotation of the accessory drive shaft on the engine.

(3) Integrated accessories (engine internal accessories); otherwise data not given.

NOTE 7. Engine ratings are based on calibrated static test stand performance under the following conditions:

Static sea level standard conditions at 59°F and 29.92 in/Hg.

No airbleed, no accessory power offtake other than that necessary for the engine running.

For the Makila 1A and 1A1: 22,850-rpm power shaft speed.

For the Makila 1A2: 22,962-rpm power shaft speed.

FOR THE MAKILA 1A AND 1A1, the indicated ratings are minimum final test performance of production and overhaul engines measured with engine acceptance test specification Number 0.298.00.940.9, calibrated test bed air intake Number 6.202.88.704.0, and Turbomeca exhaust duct Number 0.301.51.755.0.

FOR THE MAKILA 1A2, the indicated ratings are minimum final test performance of production and overhaul engines measured with engine acceptance test specification Number 0.298.00.950.0, calibrated test bed air intake Number 6.202.88.704.0, and Turbomeca exhaust duct Number 0.301.53.731.0.

NOTE 8. FUEL SUPPLY REQUIREMENTS

Fuel supply from helicopter system must be delivered to the engine through a 10-micron filter provided by the aircraft manufacturer.

NOTE 9. OIL SYSTEM: Refer to Operation Manual

NOTE 10. ENGINE MONITORING TRANSMITTERS: Refer to Operation Manual

NOTE 11. ELECTRICAL EQUIPMENT: Refer to Operation Manual

NOTE 12. ENGINE FIRE DETECTORS

Six fire detectors are provided on the engine. The characteristics of the fire detectors are to be evaluated prior to approval of the engine installation.

NOTE 13. OIL BRANDS: Refer to Operation Manual for approved oil brands. Mixing of different oil brands or specifications is prohibited.

NOTE 14. FUEL AND FUEL ADDITIVES: Refer to Operation Manual for specifications.

NOTE 15. Certain engine parts are life-limited. These limits are listed in the EASA-approved Maintenance Manual, Chapter 5.

NOTE 16. MANUALS REQUIRED BY far 33.5

MODELS	**MAKILA 1A**	**MAKILA 1A1**	**MAKILA 1A2**
Operation manual	298 01 930 / 298 01 933	298 01 930 / 298 01 933	X 298 H2 101 1 / X 298 H2 101 2
Installation manual	298 00 930 / 298 00 931	X 298 EO 001 1 / X 298 EO 001 2	X 298 H2 001 1 / X 298 H2 001 2
Performance brochure	N/A	X 298 EO 001 9	X 298 H2 202 9
Maintenance manual	X 298 76 460 1 / X 298 76 460 2	X 298 EO 460 1 / X 298 E0 460 2	X 298 H2 400 1 / X 298 H2 400 2
Overhaul manual	298 01 935	298 01 935	298 01 935

NOTE 17. Engine maintenance program requirements are defined in the approved Maintenance Manual.

NOTE 18. The electronic section of the fuel control will be located in the airframe in accordance with applicable Installation Manual requirements and Turbomeca Drawing Number 0 177 69 9000.

NOTE 19. The electronic control must receive electrical power from two separate and independent buses, either one of which is capable of supplying the full electrical needs of the control, or to be switched to an independent secondary bus in the event of a failure of the primary bus.

NOTE 20. The effects of an inoperative electronic control on aircraft operational characteristics must be evaluated prior to installation approval.

NOTE 21 SERVICE INFORMATION:

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or, for approvals made before September 28, 2003 by Direction Generale de L'Aviation Civile (DGAC). Any such documents including those approved under a delegated authority, are accepted by the FAA and are considered FAA approved.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

These approvals pertain to the type design only.

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