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HANDBOOK

HELICOPTER  
SPECIFICATIONS

USED AIRCRAFT  
VALUES

AIRFRAME  
MANUFACTURERS

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ASSOCIATIONS

SUPPLIERS AND  
OPERATORS GUIDES

EVENTS DIARY



# Civil Helicopter

## HANDBOOK 2007-08

The concise guide to the global rotorcraft industry

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# Civil Helicopter

## HANDBOOK 2007-08

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## The Rolls-Royce Model 250 – peace of mind for your pilots and your Maintenance Director.

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## WELCOME



While a slogan such as 'save the planet: buy a helicopter' might be stretching the truth just a bit, helicopters are fully paid up, lentil-eating

tree-huggers in their fire-fighting and forest management roles for a start. Trees, it seems hold the key to staving off global warming and the resultant conversion of our benign Earthly climate into a lead-melting, acid-raining Venusian horror. That is if you accept the new orthodoxy which tells us that carbon dioxide emissions from human activities are heating up the world.

Trees store carbon, hold soil on steep slopes, slow water flows down thus helping to prevent floods, pump water into the atmosphere and generate oxygen. So cutting them down without replacing them is bad enough, but setting fire to them is much worse because it releases all that locked up carbon.

Although aviation unfairly takes a lot of heat in the global warming debate, we can't escape the fact that helicopters have relatively large carbon footprints when compared with other vehicles. They burn a lot of fossil fuel and release large amounts of carbon dioxide into the atmosphere as a result. Globally, however, deforestation is a massive source of atmospheric carbon dioxide that dwarfs aviation's small but publicly lambasted contribution.

Deforestation is responsible for 18% of man-made carbon dioxide emissions compared with aviation's meagre 1.7%.

According to a recent article in the UK's *Guardian* newspaper, hardly an apologist for aviation, if tropical rainforest in Brazil, Congo and Indonesia continues to be

destroyed at the current rate for the next five years, it will put as much carbon dioxide into the atmosphere as every flight in the history of aviation up to 20 years hence, or something like that...

Worldwide, we are losing forest at a rate of 15 million hectares per year, producing more carbon emissions than any single country, even China which recently overtook the US as the world's biggest carbon emitter.

While it is only political and economic policy that can halt and reverse the loss of South American, Asian and African rainforests, helicopters can play their part in monitoring and restoration, as well as combating the damage wrought by the wildland fires that represent an increasing menace all around the world.

Helicopters are also indispensable tools in general forest management and commonly serve to re-seed areas damaged by fire or cleared by logging. Besides tree seeds, those of grasses and other vegetation along with fertilizer and protective moisture retaining mulch can be spread efficiently and quickly by helicopter. Re-forestation may become a large market for helicopters in the near future if China's first national plan on climate change comes to fruition: it includes an 'aim' to cover 20% of the country's land with forest.

It's also 21 years since helicopters played a central role in extinguishing what, without them, may have turned into one of the most dangerous fires the modern world has ever seen: the reactor fire at the Chernobyl nuclear powerplant near Kiev, Ukraine. Maybe that slogan is justifiable after all.

**Peter Donaldson, Editor**  
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## Helicopter PORTFOLIO

### PUBLICATIONS

» ROTORHUB MAGAZINE

The business magazine for the civil rotorcraft industry. Six issues per year.

» ANNUAL HANDBOOKS

Public Service Aviation, Military Helicopter, Civil Helicopter

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# HEALTHY DISCORD

By Peter Donaldson

*Forecasters agree that the prospects for the civil helicopter market are good, but not about exactly how good.*

Rather like long-range weather forecasting, predicting how many new helicopters will be delivered to civil customers up to a decade or so ahead is not an exact science. Soothsayers in chief for the helicopter industry are rival engine manufacturers Rolls-Royce and Honeywell, both of whom naturally have a more than passing interest in the health and vitality of a market sector that by Rolls' estimate could be worth \$3.6 billion in engine sales and \$16.2 billion in engine support business over the next 10 years. Their numbers are in fairly wide disagreement. Rolls predicts 6,095 deliveries over the 2007 to 2016 period, whereas Honeywell says global demand could exceed 8,000 over the 2007 to 2017 period. That difference of more than 1,900 helicopters greatly exceeds the margin you would expect from the extra 12 months in the Honeywell forecast period.

Rolls-Royce's and Honeywell's forecasts show upward trends for the next five years, but the actual numbers differ significantly – by 440 helicopters. Admittedly my method of comparison was crude; I measured Rolls' graph columns with a ruler and came to a number of 3,060 aircraft for the 2007 to 2011 period compared with Honeywell's declared number of 3,500, but still, 440 helicopters is a lot and a long way outside likely measurement errors, even using a

ruler on A4 paper. Assuming I'm particularly cross-eyed and my measurement is out by 1 mm, that would put me just over 16 helicopters out, not 440. However, the forecast excludes deliveries of ex-military aircraft to civil customers, but includes new deliveries to the paramilitary market.

## A DECADE OF STABILITY

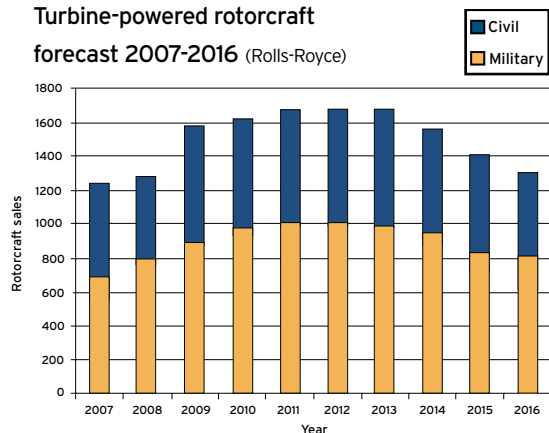
Rolls' civil forecast points to stability over a 10-year period, the best years being between '09 and '15 and the spread between the joint thinnest years ('08 and '16) and the fattest year ('13) being 213 aircraft; 491 playing 704 (Rolls says 689 is the peak, but that difference of 15 aircraft is within my cross-eyed error allowance of 1 mm on the graph, although the press release puts the peak in 2016 rather than 2013 where it is on the graph.)

Scott Crislip, President, Helicopter and Small Gas Turbine Engines for Rolls-Royce, said that the forecast stability reflects the long-term health of the civil helicopter market, with anticipated new product introduction towards the end of the decade bolstered by strong near-term paramilitary demand from law enforcement agencies. "The market is recognizing the increasing value and utility of the helicopter in a variety of different roles. Rolls-Royce is well-positioned in these high value areas with engines in service with most of the leading airframers and is the leading provider of propulsion systems and services for these high-value light, medium and heavy-lift helicopters." The civil market, he said will be dominated by single-engine helicopters, accounting for 41% of deliveries, and light twins with 40%.

Rolls' forecast is based on customer new requirement and fleet replacement plans, OEM forecasts and customer input. Honeywell's relies on purchase expectations expressed by nearly 1,000 flight departments in North America, Latin America, Europe, Asia, the Middle East and Africa – what they said they expected to buy and why.

There's probably more light to be shed on the situation by comparing forecasts from adjacent periods from the same company rather than trying to fathom the differences between the approaches of different organizations. For Honeywell, this yields a fairly spectacular 40% increase from one to the next when comparing its 2002 to 2006 forecast with its 2007 to 2011 effort. Furthermore, it is probably more useful to characterise the forces driving the market and the directions that growth is set to take rather than getting too picky with the numbers.

## Turbine-powered rotorcraft forecast 2007-2016 (Rolls-Royce)



Rolls cites a growing offshore oil support market driven by increasing oil prices, exploration activity and production as boosting demand for heavy twins such as the S-92 and EC225. Police and HEMS sales are predicted to be strong as the international market expands, while corporate sales expand as flight departments turn to the larger twins.

"Honeywell Aerospace's 2007 survey has identified avionics capabilities, performance and power, and direct operating costs as the top criteria operators consider when selecting new helicopters," said Vicki Panhuise, Vice-President, Honeywell Commercial and Military Helicopters, Honeywell Defense and Space.

"The decision to acquire new helicopters is driven primarily by the age of current aircraft which is usually reflected in an operator's desire for better technology, more range, more power and lower operating costs. Survey results have improved four years running, and OEMs report strong sales activity supporting our view that helicopter demand has great long range prospects in a growing global economy."

"The 2007 outlook projects annual turbine helicopter delivery levels exceeding 700 units in the near term, with survey based indications that latent demand could drive rates even higher if capacity limits are not encountered," Panhuise said. "The improved 2007 outlook is also boosted by potential new OEM entrants offering affordable high value platforms stimulating demand and drawing new operators into the turbine segment."

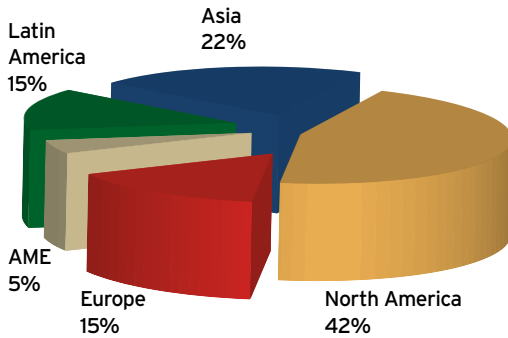
» *The AgustaWestland AW139 has sold very well in the growing offshore oil and gas support market.*

## ANOTHER ROBINSON GAME CHANGER?

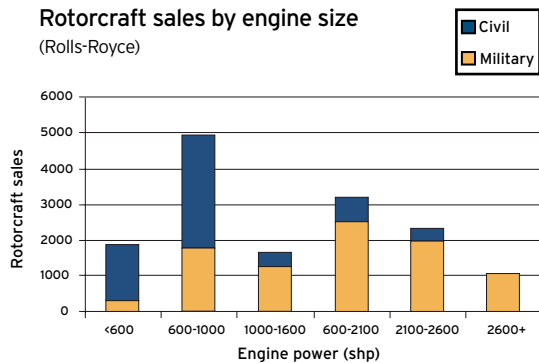
That potential new OEM entrant is, of course, Robinson Helicopters, which has long talked of building an entry-level turbine-powered helicopter if a suitable powerplant could be found. Well, one has. The engine is a low-cost derivative of the 250 series known as the Rolls-Royce 300, designed for a 2,000 hour TBO to match the airframe, a Robinson standard. It will power Robinson's new five-seat R66, which, if its success in the market is of the same order achieved by the R22 and more recently the R44 families could prove to be a game changer.

On the subject of game changers, Rolls' forecast includes the Bell Agusta Aerospace BA609 tiltrotor, the first two years' production of which have sold out. Sikorsky's coaxial X2 technology has been delayed, but offers an alternative approach to high-speed rotorcraft. However, if technical merit rather than politics were the engine of rotorcraft progress these days, my money would be on Groen Brothers Aviation and their revival of the gyrodyne concept as the way forward with the best ratio of benefit to cost and risk. As things stand, the Salt Lake City based company has a mountain to climb in the face of establishment indifference, but its technologies might represent a real wild card in the rotorcraft market, converting high-wing airliners into high-speed VTOL aircraft. »

**Regional market share - 5 years**  
(Honeywell)



**Rotorcraft sales by engine size**  
(Rolls-Royce)



Robinson remains as market leader with increasing sales, boosted by favorable dollar exchange rates. Avgas fuelled engines dominate market, but the high price and threatened availability of this fuel is expected to foster market for affordable turbines, says Rolls, predicting little impact from diesel engines in the short term, probably due to high prices and weight.

Honeywell found purchase expectations measured on the basis of specific new helicopter buying plans up by eight per cent in 2007 over 2006 levels. Plans to replace older aircraft and add extra machines to the fleet were up by five per cent, although that is dominated by aircraft in the same size, capability and price class as the existing fleet, with only 11 to 12% of operators planning to trade up.

Single engine helicopters dominate in the US at 70% of planned purchases, and, for the second year in a row, have made a comeback in Europe despite regulations mandating twins over built up areas, rising to 47% of stated purchase expectations, according to Honeywell.

**THE REGIONAL OUTLOOK**

On a geographical basis, North America dominates, accounting for 42% of all planned purchases of new helicopters. Europe accounts for around 16%, a fairly modest figure for such a rich region, but one that looks more positive when you take into account the increase in the fleet replacement and expansion rate from 15% in the '06 survey to around 20% in the 2007 effort.

Asia, Pacific, Africa and the Middle East account for 22% of expected sales and dominate in the renewal stakes as operators in these regions together expect to buy new aircraft equivalent to between 36 and 37 percent of their current fleets over the next five years. It is not a uniform picture of growth, however, as purchase plans in Latin America dropped by about 10% since its record high in the 2006 survey.

In terms of helicopter size category, Honeywell carves the market into light singles, light twins, intermediate twins and heavy lift aircraft. While light singles dominate purchase plans at 51%, there is not a straightforward relationship between size and numbers as intermediate twins come next with 29% followed by light twins at 16% and heavy lifters recovering to four or five percent from a low of two or so last year.

In line with a generally strong global economy, corporate use is the operational category that dominates new purchase plans at 26%, followed by law enforcement at 19% (down substantially from 25% in '06 but dominating North American shopping lists). EMS is up slightly from 14 to 16% of world

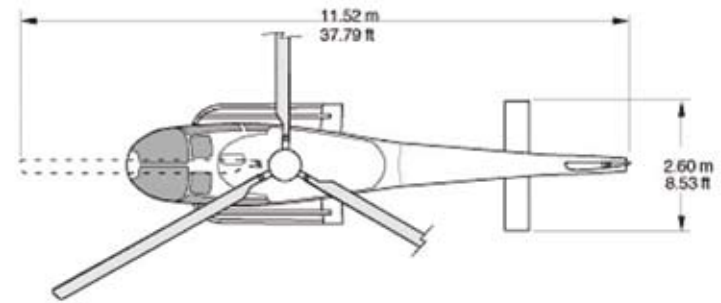
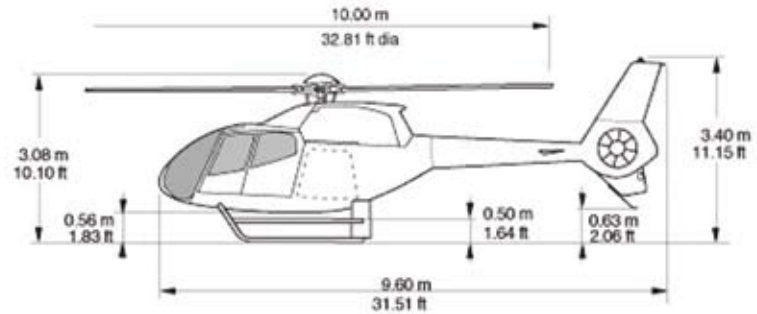
demand, while utility is up substantially from 11% last year to 18% in 2007.

**EUROPEAN DEMAND**

Utility demand is particularly strong in Europe, accounting for 36% of future purchase plans, according to Honeywell. Demand for new aircraft for oil and gas support has almost doubled to 14% of the total, dominated by operators in Africa and the Middle East.

Honeywell also tracks usage rates and reports that survey respondents logged between 400 and 550 hours over the 12 months prior to the survey, representing a moderate recovery.

With most OEMs, according to Rolls, reporting increases in sales with some production lines being sold out over the next 18-24 months, the strength of the global economy and major indicators such as used aircraft retirements OEM profitability continuing to look positive, the overall picture is fairly rosy, even if the numbers can be tricky to pin down. ✚



**SPECIFICATIONS**  
**HELICOPTERS**

This section lists rotorcraft currently in production or under development in alphabetical order (by manufacturer name). It includes aircraft built by the original manufacturers; licence-built machines, such as Agusta-built Bell designs, for example, are excluded to save space.

The data includes basic parameters to describe a helicopter's capacity and performance. Manufacturers and their agents are happy to supply more detailed information on request. The maximum and cruise speeds and the Hover In Ground Effect (HIGE) and Hover Out of Ground Effect (HOG E) figures assume International Standard Atmosphere (ISA) conditions at maximum gross weight unless otherwise stated.

The maximum gross weight is the highest weight at which the aircraft is permitted to fly by regulatory authorities. Engine ratings are for take-off power. The figures in the 'useful load' section are derived by subtracting the empty weight from the maximum gross weight so allowance must be made for fuel and crew in assessing the payload capacity.

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## AGUSTAWESTLAND A109 POWER



**Rotor diameter:** 36 ft 1 in (11 m) **Fuselage length:** 37 ft 6.78 in (11.45 m) **Overall length:** 42 ft 9.18 in (13.035 m) rotors turning **Powerplant:** 2 x 640 shp (477 kW) P&W PW 206C or 670 shp Turbomeca Arrius 2K1 **Empty weight:** 3,461 lb (1,570 kg) **Max take-off weight:** 6,284 lb (2,850 kg) **Useful load:** 2,822 lb (1,280 kg) **Cabin length:** 6.9 ft (2.1 m) **Cabin width:** 5 ft 3.38 in (1.61 m) **Cabin height:** 4.2 ft (1.28 m) **Max seating:** 8 **HIGE:** 16,600 ft (5,060 m) **HOG:** 11,800 ft (3,600 m) **Max cruise:** 156 kt (289 kph) **Economic cruise:** 137 kt (254 kph) **Range:** 521 nm (965 km), Std tanks, no reserve

## AGUSTAWESTLAND A109S GRAND



**Rotor diameter:** 35 ft 6 in (10.83 m) **Fuselage length:** 38 ft 3 in (11.65 m) **Overall length:** 42 ft 6 in (12.96 m) **Powerplant:** 2 x 735 shp (548 kW) Pratt & Whitney Canada PW207C turboshafts **Empty weight:** 3,649 lb (1,655 kg) **Max take-off weight:** 7,000 lb (3,175 kg) **Useful load:** 3,351 lb (1,520 kg) **Cabin length:** 6 ft 3.5 in (1.9 m) **Cabin width:** N/A **Cabin height:** 4 ft 2 in (1.48 m) **Max seating:** 8 **HIGE:** 14,270 ft (4,350 m) **HOG:** 9,350 ft (2,850 m) **Max cruise:** 155 kt (287 kph) **Economic cruise:** N/A **Range:** 470 nm (870 km)

## AGUSTAWESTLAND A119 KOALA



**Rotor diameter:** 36 ft 1 in (10.83 m) **Fuselage length:** 36 ft 3.98 in (11.074 m) **Overall length:** 42 ft 9.18 in (13.035 m) rotors turning **Powerplant:** 1 x 1,002 shp (747 kW) P&W PT6B-37 **Empty weight:** 3,086 lb (1,400 kg) **Max take-off weight:** 5,732 lb (2,600 kg), 5,997 lb (2,720 kg) with ext load **Useful load:** 2,845 lb (1,290 kg), 2,911 lb (1,320 kg) with ext load **Cabin length:** 6.9 ft (2.1 m) **Cabin width:** 5.5 ft (1.59 m) **Cabin height:** 4 ft 2.39 in (1.28 m) **Max seating:** 8 **HIGE:** 11,000 ft (3,350 m) **HOG:** 8,800 ft (2,680 m) **Max cruise:** 140 kt (260 kph) **Economic cruise:** 115 kt (210 kph) **Range:** 330 nm (610 km), Std tanks, no reserve

## AGUSTAWESTLAND AW 139



**Rotor diameter:** 45.28 ft (13.8 m) **Fuselage length:** 44.4 ft (13.53 m) **Overall length:** 54.64 ft (16.65 m) rotors turning **Powerplant:** 2 x 1,679 shp (1,252 kW) P&W PT6C-67C **Empty weight:** 7,227 lb (3,300 kg) **Max take-off weight:** 13,227 lb (6,000 kg) **Useful load:** 6,000 lb (2,700 kg) **Cabin length:** 8.86 ft (2.7 m) **Cabin width:** 6.56 ft (2 m) **Cabin height:** 4.66 ft (1.42 m) **Max seating:** 17 **HIGE:** N/A **HOG:** 12,000 ft (3,600 m) **Max cruise:** N/A **Economic cruise:** N/A **Range:** 400 nm (750 km), Std tanks, no reserve

## AGUSTAWESTLAND EH 101



**Rotor diameter:** 61 ft (18.6 m) **Fuselage length:** 64 ft (19.5 m) **Overall length:** 74 ft 10 in (22.8 m) **Powerplant:** 3 x 2,100 shp (1,554 kW) RR Turbomeca RTM 322 or 2,000 shp (1,480 kW) GE CT7-6 **Empty weight:** 19,048 lb (8,640 kg) **Max take-off weight:** 32,188 lb (14,600 kg) **Useful load:** 13,140 lb (5,960 kg) **Cabin length:** 21 ft 4 in (6.5 m) **Cabin width:** 8 ft 2 in (2.49 m) **Cabin height:** 6 ft 2 in (1.88 m) **Max seating:** 34 **HIGE:** 8,000 ft (2,438 m) **HOG:** 4,000 ft (1,220 m) **Max cruise:** 150 kt (278 kph) **Economic cruise:** 140 kt (259 kph) **Range:** 500 nm (926 km)

## AMERICAN SPORTSCOPTER INTL ULTRASPORT 254

**Rotor diameter:** 21 ft (6.4 m) **Fuselage length:** 17 ft 8 in (5.38 m) blades folded **Overall length:** 19 ft 2 in (5.84 m) **Powerplant:** 1 x 55 hp (41 kW) Hirth 2703 or optional 65 hp (48 kW) Hirth 3202V two-stroke engine **Empty weight:** 252 lb (115 kg) **Max take-off weight:** 525 lb (239 kg) **Useful load:** 273 lb (124 kg) **Cabin length:** 52 in (1.32 m) **Cabin width:** 30 in (76.2 cm) **Cabin height:** 59 in (1.5 m) **Max seating:** 1 **HIGE:** 10,800 ft (3,292 m) **HOG:** 7,000 ft (2,134 m) **Max cruise:** 63 mph (101 kph) **Economic cruise:** 63 mph (105 kph) (FAA restriction) **Range:** N/A (1.25 hrs endurance)



## AMERICAN SPORTSCOPTER INTL ULTRASPORT 331

**Rotor diameter:** 21 ft (6.4 m) **Fuselage length:** 17 ft 8 in (5.38 m) blades folded **Overall length:** 19 ft 2 in (5.84 m) **Powerplant:** 1 x 65 hp (48 kW) Hirth 706 two-stroke **Empty weight:** 330 lb (150 kg) **Max take-off weight:** 650 lb (295 kg) **Useful load:** 320 lb (145 kg) **Cabin length:** 52 in (1.32 m) **Cabin width:** 30 in (76.2 cm) **Cabin height:** 59 in (1.5 m) **Max seating:** 1 **HIGE:** 10,800 ft (3,292 m) **HOG:** 7,000 ft (2,134 m) **Max cruise:** 104 mph (167 kph) **Economic cruise:** 65 mph (105 kph) **Range:** 150 sm (250 km) 2.5 hrs endurance



## AMERICAN SPORTSCOPTER INTL ULTRASPORT 496

**Rotor diameter:** 23 ft (7.01 m) **Fuselage length:** 17 ft 8 in (5.38 m) blades folded **Overall length:** 19 ft 9 in (6.020 m) **Powerplant:** 1 x 95 hp (70.3 kW) Hirth F30 two-stroke **Empty weight:** 495 lb (225 kgs) **Max take-off weight:** 1085 lb (493 kg) **Useful load:** 590 lb (268 kg) **Cabin length:** 53 in (1.346 m) **Cabin width:** 48 in (1.22 m) **Cabin height:** 59 in (1.5 m) **Max seating:** 2 **HIGE:** 10,800 ft (3,292 m) **HOG:** 7,000 ft (2,134 m) **Max cruise:** 98 mph (158 kph) **Economic cruise:** 65 mph (104.6 kph) **Range:** N/A (2.5 hrs endurance)



**BELL 206 BIII JETRANGER**



**Rotor diameter:** 33 ft 5 in (10.16 m) **Fuselage length:** 31 ft 2.4 in (9.5 m) **Overall length:** 38 ft 11.4 in (11.82 m) **Powerplant:** 1 x 420 shp (313 kW) Allison 250-C20J turboshaft **Empty weight:** 1,678 lb (761 kg) **Max take-off weight:** 3,200 lb (1,451 kg) **Useful load:** 1,522 lb (690kg) **Cabin length:** 7 ft (2.13 m) **Cabin width:** 4 ft 2 in (1.28 m) **Cabin height:** 4 ft 2.5 in (1.28 m) **Max seating:** 5 **HIGE:** 12,800 ft (3,900 m) **HOG:** 8,800 ft (2,682 m) **Max cruise:** 114.5 kt (212 kph) **Economic cruise:** 114.5 kt (212 kph) **Range:** 365 nm (676 km) no reserve

**BELL 206 L4 LONGRANGER**



**Rotor diameter:** 37 ft (11.28 m) **Fuselage length:** 33 ft 2.4 in (10.1 m) **Overall length:** 42 ft 10.2 in (13.02 m) **Powerplant:** 1 x 557 shp (415 kW) Allison 250-C30P turboshaft **Empty weight:** 2,307 lb (1,046 kg) **Max take-off weight:** 4,450 lb (2,018.5 kg) **Useful load:** 2,143 lb (972 kg) **Cabin length:** 9 ft (2.74 m) **Cabin width:** 4 ft 2 in (1.28 m) **Cabin height:** 4 ft 2.5 in (1.28 m) **Max seating:** 7 **HIGE:** 10,000 ft (3,048 m) **HOG:** 6,500 ft (1,981 m) **Max cruise:** 110 kt (204 kph) **Economic cruise:** 110 kt (204 kph) **Range:** 321 nm (594 km) no reserve

**BELL 210**



**Rotor diameter:** 48 ft (14.6 m) **Fuselage length:** 41 ft 8.1 in (12.7 m) **Overall length:** 57 ft 3.25 in (17.45 m) **Powerplant:** 1 x 1,800 Shp Honeywell T-53-517B turboshaft **Empty weight:** 5,210 lb (2,363 kg) **Max take-off weight:** 10,500 lb (4,763 kg) internal, 11,200 lb (5,080 kg) external **Useful load:** 5,034 lb (2,284 kg) internal, 5,000 lb (2,268 kg) external **Cabin length:** 7 ft 8 in (2.34 m) **Cabin width:** 8 ft (2.43 m) **Cabin height:** 4 ft 1 in (1.24 m) **Max seating:** 15 **HIGE:** 15,012 ft (4,576 m) estimated **HOG:** N/A **Max cruise:** 110 kt (204 kph) **Range:** 251 nm (465 km)

**BELL 212**



**Rotor diameter:** 48 ft (14.6 m) **Fuselage length:** 41 ft 8.1 in (12.7 m) **Overall length:** 57 ft 3.25 in (17.45 m) **Powerplant:** 1 x 1,290 shp (961 kW) Pratt & Whitney Canada PT6T 3P Twin Pac **Empty weight:** 6,176 lb (2,801 kg) **Max take-off weight:** 11,200 lb (5,080 kg) **Useful load:** 5,024 lb (2,279kg) **Cabin length:** 7 ft 8 in (2.34 m) **Cabin width:** 8 ft (2.43 m) **Cabin height:** 4 ft 1 in (1.24 m) **Max seating:** 15 **HIGE:** 4,750 ft (1,448 m) **HOG:** 8,400 ft (2,560 m) at 10,000 lb (4,545 kg) **Max cruise:** 111 kt (206 kph) **Economic cruise:** 104 kt (193 kph) **Range:** 224 nm (415 km) no reserve



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Senior Staff Specialist  
Turboshaft Performance

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## BELL 407



**Rotor diameter:** 35 ft (10.7 m) **Fuselage length:** 33 ft 2.4 in (10.1 m) **Overall length:** 41.8 ft (12.7 m) **Powerplant:** 1 x 791 shp (589 kW) Allison 250-C47 turboshaft **Empty weight:** 2,598 lb (1,178 kg) **Max take-off weight:** 5,000 lb (2,267 kg) **Useful load:** 2,402 lb (1,090 kg) **Cabin length:** 9 ft (2.74 m) **Cabin width:** 4 ft 9 in (1.738 m) **Cabin height:** 4 ft 2.5 in (1.28 m) **Max seating:** 7 **HIGE:** 12,200 ft (3,719 m) **HOGGE:** 10,400 ft (3,170 m) **Max cruise:** 128 kt (237 kph) **Economic cruise:** 115 kt (213 kph) **Range:** 312 nm (578 km)

## BELL 412 HP



**Rotor diameter:** 46 ft (14 m) **Fuselage length:** 46 ft (14 m) **Overall length:** 56 ft 2 in (17.1 m) **Powerplant:** 1 x 1,800 shp (1,341 kW) Pratt & Whitney Canada PT6T 3P Twin Pac **Empty weight:** 6,789 lb (3,079 kg) **Max take-off weight:** 11,900 lb (5,398 kg) **Useful load:** 5,111 lb (2,318 kg) **Cabin length:** 7 ft 8 in (2.34 m) exc cockpit **Cabin width:** 8 ft (2.43 m) **Cabin height:** 4 ft 1 in (1.24 m) **Max seating:** 15 **HIGE:** 10,200 ft (3,109 m) **HOGGE:** 5,200 ft (1,585 m) **Max cruise:** 122 kt (226 kph) **Economic cruise:** 122 kt (226 kph) **Range:** 352 nm (652 km)

## BELL 427



**Rotor diameter:** 37 ft (11.3 m) **Fuselage length:** 37.9 ft (11.55 m) **Overall length:** 42.9 ft (13.06 m) **Powerplant:** 2 x 710 shp (528 kW) Pratt & Whitney Canada PW 207D turboshafts (5 minute take-off rating) **Empty weight:** 3,485 lb (1,581 kg) **Max take-off weight:** 6,000 lb (2,722 kg) **Useful load:** 2,515 lb (1,141 kg) **Cabin length:** 5.2 ft (1.57 m) at floor level **Cabin width:** 4 ft in (1.23 m) just above floor level **Cabin height:** 4.2 ft (1.3 m) **Max seating:** 8 **HIGE:** 16,200 ft (4,938 m) **HOGGE:** 13,900 ft (4,237 m) **Max cruise:** 136 kt (252 kph) **Economic cruise:** 126 kt (233.5 kph) **Range:** 353 nm (654 km)

## BELL 429



**Rotor diameter:** 42.3 ft (12.9 m) approx **Fuselage length:** 39.9 ft (12.17 m) **Overall length:** 53.4 ft (16.28 m) rotors turning, approx **Powerplant:** 2 x 710 shp (528 kW) Pratt & Whitney Canada PW 207D turboshafts (5 minute take-off rating) **Empty weight:** 4,300 lb (1,950 kg) **Max take-off weight:** 7,000 lb (3,175 kg) **Useful load:** 2,700 lb (1,225 kg) **Max seating:** 10 **HIGE:** 12,000 ft (3,658 m) **HOGGE:** 9,300 ft (2,835 m) **Max cruise:** 142 kt (264 kph) **Range:** 350 nm (648 km) **Endurance:** 3.8 hr

## BELL 430



**Rotor diameter:** 42 ft (12.8 m) **Fuselage length:** 44.1 ft (13.4 m) **Overall length:** 50.5 ft (15.39 m) **Powerplant:** 2 x 770 shp (573 kW) Allison 250-C40 turboshafts **Empty weight:** 5,285 lb (2,397 kg) **Max take-off weight:** 9,000 lb (4,082 kg) **Useful load:** 3,715 lb (1,685 kg) **Cabin length:** 8 ft 6 in (2.59 m) **Cabin width:** 4 ft 11 in (1.5 m) **Cabin height:** 4 ft 9.6 in (1.45 m) **Max seating:** 9 **HIGE:** 11,350 ft (3,459 m) **HOGGE:** 8,750 ft (2,667 m) **Max cruise:** 135 kt 250 kph **Economic cruise:** 128 kt (237 kph) **Range:** 351 nm (650 km)

## BELL AGUSTA 609 TILT ROTOR



**Rotor diameter:** 26 ft (7.9 m) each, 60 ft (18.3 m) span **Fuselage length:** 44 ft (13.31 m) **Overall length:** 44 ft (13.31 m) **Powerplant:** 2 x 1,940 shp (1,447 kW) Pratt & Whitney Canada PT6C-67A turboshafts **Empty weight:** 10,500 lb (4,763 kg) **Max take-off weight:** 16,000 lb (7,258 kg) **Useful load:** 5,500 lb (2,495 kg) **Cabin length:** 12.8 ft (3.84 m) (9 seats) **Cabin width:** 58.5 in (1.48 m) (2 seats) **Cabin height:** 56 in (1.42 m) **Max seating:** 9 **HIGE:** 25,000 ft (7,620 m) **HOGGE:** 25,000 ft (7,620 m) **Max cruise:** 275 kts (509.63 kph) **Economic cruise:** 250 kts (464 kph) **Range:** 750 nm (1,390 km)

## BRANTLY INTERNATIONAL INC B2B



**Rotor diameter:** 23 ft 9 in (7.24 m) **Fuselage length:** 21 ft 1 in (6.43 m) **Overall length:** 28 ft (8.53 m) **Powerplant:** 1 x 180 hp (133 kW) Textron Lycoming IVO 360 AIA fuel injected piston engine **Empty weight:** 1,070 lb (481 Kg) **Max take-off weight:** 1,670 lb (757 kg) **Useful load:** 600 lb (272 kg) **Cabin length:** 6 ft (1.83 m) **Cabin width:** 3 ft 11 in (1.19 m) **Cabin height:** 3 ft 3 in (0.99 m) **Max seating:** 2 **HIGE:** 3,525 ft (1,074 m) **HOGGE:** N/A **Max cruise:** 78 kt (145 kph) @75% power **Economic cruise:** N/A (max level spd 87 kt, 161 kph @ SL) **Range:** 174 nm (322 km)

## ENSTROM 480B



**Rotor diameter:** 32 ft (9.8 m) **Fuselage length:** 29 ft 10 in (9.1 m) **Overall length:** 37 ft 4.3 in (11.39 m) **Powerplant:** 1 x 420 shp Allison 250-C20W turboshaft derated to 305 shp (227 kW) for take-off and 277 shp (206 kW) continuous **Empty weight:** 769 kg **Max take-off weight:** 1,361 kg **Useful load:** 592 kg **Cabin length:** 7.3 ft (2.2 m) **Cabin width:** 5.87 ft (1.79 m) **Cabin height:** 4.25 ft (1.3 m) **Max seating:** 5 **HIGE:** 12,300 ft (3,750 m) **HOGGE:** 5,400 ft (1,645 m) **Max cruise:** 202 km/h at MTOW **Economic cruise:** N/A **Range:** 657 km at 3,000 ft, no reserves

**ENSTROM F 280 FX**



**Rotor diameter:** 32 ft (9.8 m) **Fuselage length:** 28.7 ft (8.7 m) **Overall length:** 37 ft (11.28 m) **Powerplant:** 1 x 225 hp (168 kW) Lycoming H10-360-FIAD turbocharged piston engine **Empty weight:** 1,670 lb (757 kg) with standard equipment **Max take-off weight:** 2,600 lb (1,179 kg) **Useful load:** 930 lb (422 kg) **Cabin length:** 5.6 in (1.7 m) **Cabin width:** 4 ft 11 in (1.498 m) **Cabin height:** 4 ft (1.2 m) **Max seating:** 2 **HIGE:** 13,200 ft (4,023 m) @ 2,350 lb **HOG:** 8,700 ft (2,651 m) @ 2,350 lb **Max cruise:** 101 kt (188 kph) 117 mph **Economic cruise:** 93 kt (172 kph) 107 mph **Range:** 260 nm (483 km) 300 sm no reserve

**ENSTROM F28F FALCON**



**Rotor diameter:** 32 ft (9.8 m) **Fuselage length:** 28.1 ft (8.6 m) **Overall length:** 37 ft (11.28 m) **Powerplant:** 1 x 225 hp (168 kW) Lycoming H10-360-FIAD turbocharged piston engine **Empty weight:** 1,640 lb (744 kg) with standard equipment **Max take-off weight:** 2,600 lb (1,179 kg) **Useful load:** 960 lb (435 kg) **Cabin length:** 5.4 ft (1.7 m) **Cabin width:** 5 ft 1 in (1.55 m) **Cabin height:** 4.2 ft (1.3 m) **Max seating:** 2 **HIGE:** 13,200 ft (4,023 m) @ 2,350 lb **HOG:** 8,700 ft (2,651 m) @ 2,350 lb **Max cruise:** 97 kt (180 kph) 112 mph **Economic cruise:** 89 kt (165 kph) 102 mph **Range:** 240 nm (423 km) 263 sm no reserve

**ERICKSON (SIKORSKY) S-64E/F AIRCRANE**



**Rotor diameter:** 72 ft (21.95 m) **Fuselage length:** 70 ft 3 in (21.41 m) **Overall length:** 88 ft 6 in (26.97 m) **Powerplant:** 2 x 4,500 shp (3,356 kW) Pratt & Whitney JTFD12-4A (S-64E) or 4,800 shp (3,579 kW) JTFD12-5A (S-64F) turboshafts **Empty weight:** 19,234 lb (8,724 kg) **Max take-off weight:** 42,000 lb (19,050 kg) (S-64E) or 47,000 lb (21,319 kg) (S-64F) **Useful load:** 20,000 lb (9,072 kg) (S-64E) or 25,000 lb (11,340 kg) (S-64F), max external **Cabin length:** No cabin aft of cockpit but provision to fit container pod or firefighting tank and refill pump system. **Cabin width:** N/A **Cabin height:** N/A **Max seating:** 0 **HIGE:** 10,600 ft (3,230 m) (S-64E) **Service ceiling:** 9,000 ft (2,475 m) **HOG:** 6,900 ft (2,103 m) (S-64E) **Max cruise:** 104 kt (193 kph) **Economic cruise:** N/A

**Range:** 230 sm (370 km) with 10% reserve **Endurance:** 2 hrs 45 mins (no reserve) (S-64F)

**EUROCOPTER AS 332 L1 SUPER PUMA**



**Rotor diameter:** 51.12 ft (15.58 m) **Fuselage length:** 53.44 ft (16.29 m) **Overall length:** 61.35 ft (18.7 m) **Powerplant:** 2 x 1,820 shp (1,357 kW) Turbomeca Makila 1A1 turboshafts **Empty weight:** 9,832 lb (4,460 kg) **Max take-off weight:** 18,960 lb (8,600 kg) **Useful load:** 9,128 lb (4,140 kg) **Cabin length:** 16.44 ft (5.01 m) at floor **Cabin width:** 5.9 ft (1.8 m) **Cabin height:** 5.09 ft (1.55 m) **Max seating:** 22 **HIGE:** 10,663 ft (3,250 m) **HOG:** 7,546 ft (2,300 m) **Max cruise:** 144 kt (267 kph) **Economic cruise:** 138 kt (256 kph) **Range:** 655 nm (1,215 km) with std tanks, centre tank + sponson tanks

**EUROCOPTER AS 332 L2 SUPER PUMA 2**



**Rotor diameter:** 53.15 ft (16.2 m) **Fuselage length:** 55 ft (16.79 m) **Overall length:** 63.98 ft (19.5 m) **Powerplant:** 2 x 1,845 shp (1,375.5 kW) Turbomeca Makila 1A2 turboshafts **Empty weight:** 10,330 lb (4,686 kg) **Max take-off weight:** 20,500 lb (9,300 kg) **Useful load:** 10,173 lb (4,614 kg) **Cabin length:** 18.67 ft (5.69 m) at floor **Cabin width:** 5.91 ft (1.8 m) **Cabin height:** 4.76 ft (1.45 m) **Max seating:** 27 **HIGE:** 10,236 ft (3,126 m) **HOG:** 6,430 ft (1,960 m) **Max cruise:** 150 kt (278 kph) **Economic cruise:** 136 kt (251 kph) **Range:** 655 nm (1,215 km) with std tanks, centre tank + sponson tanks

**EUROCOPTER AS 350 B2**



**Rotor diameter:** 35 ft 0.8 in (10.69 m) **Fuselage length:** 35.85 ft (10.93 m) **Overall length:** 42.45 ft (12.94 m) **Powerplant:** 1 x 732 shp (546 kW) Turbomeca Arriel 1D1 **Empty weight:** 2,581 lb (1,171 kg) **Max take-off weight:** 4,960 lb (2,250 kg), 5,511 lb (2,500 kg) with external load **Useful load:** 2,379 lb (1,079 kg) **Cabin length:** 7.94 ft (2.42 m) at floor **Cabin width:** 5 ft 4.9 (1.65 m) **Cabin height:** 4.27 ft (1.3 m) **Max seating:** 7 **HIGE:** 9,843 ft (3,000 m) **HOG:** 7,546 ft (2,300 m) **Max cruise:** 133 kt (246 kph) **Economic cruise:** 122 kt (226 kph) **Range:** 362 nm (670 km)

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**EUROCOPTER AS 350 B3**



**Rotor diameter:** 35 ft 0.8 in (10.69 m) **Fuselage length:** 35.85 ft (10.93 m) **Overall length:** 42.45 ft (12.94 m) **Powerplant:** 1 x 848 shp (632 kW) Turbomeca Arriel 2B turboshaft **Empty weight:** 2,588 lb (1,174 kg) **Max take-off weight:** 4,960 lb (2,250 kg), 6,062 lb (2,750 kg) with external load **Useful load:** 2,372 lb (1,076 kg) **Cabin length:** 7.94 ft (2.42 m) at floor **Cabin width:** 5 ft 4.9 (1.65 m) **Cabin height:** 4.27 ft (1.3 m) **Max seating:** 7 **HIGE:** 12,927 ft (3,940 m) **HOG:** 11,549 ft (3,520 m) **Max cruise:** 140 kt (260 kph) **Economic cruise:** 122 kt (226 kph) **Range:** 356 nm (660 km)

**EUROCOPTER AS 350 BA**



**Rotor diameter:** 35.07 ft (10.69 m) **Fuselage length:** 35.86 ft (10.93 m) **Overall length:** 42.45 ft (12.94 m) **Powerplant:** 1 x 640 shp (477 kW) Turbomeca Arriel 1B turboshaft **Empty weight:** 2,566 lb (1,164 kg) **Max take-off weight:** 4,960 lb (2,250 kg), with ext load **Useful load:** 2,064 lb (936 kg) **Cabin length:** 7.94 ft (2.42 m) at floor **Cabin width:** 5.41 ft (1.65 m) **Cabin height:** 4.27 ft (1.3 m) **Max seating:** 7 **HIGE:** 9,154 ft (2,790 m) **HOG:** 6,496 ft (1,980 m) **Max cruise:** 126 kt (234 kph) **Economic cruise:** 123 kt (228 kph) **Range:** 394 nm (730 km)

**EUROCOPTER AS 355 F2**



**Rotor diameter:** 35.07 ft (10.69 m) **Fuselage length:** 35.86 ft (10.93 m) **Overall length:** 42.45 ft (12.94 m) **Powerplant:** 2 x 420 shp (313 kW) Allison 250-C20F turboshafts **Empty weight:** 3,022 lb (1,371 kg) **Max take-off weight:** 5,600 lb (2,540 kg), 5,731 lb (2,600 kg) with ext load **Useful load:** 2,578 lb (1,169 kg) **Cabin length:** 7.94 ft (2.42 m) **Cabin width:** 5.41 ft (1.65 m) **Cabin height:** 4.27 ft (1.3 m) **Max seating:** 7 **HIGE:** 6,562 ft (2,000 m) **HOG:** 4,921 ft (1,500 m) **Max cruise:** 122 kt (226 kph) **Economic cruise:** 110 kt (204 kph) **Range:** 382 nm (707 km)

**EUROCOPTER AS 355 N**



**Rotor diameter:** 35.07 ft (10.69 m) **Fuselage length:** 35.86 ft (10.93 m) **Overall length:** 42.45 ft (12.94 m) **Powerplant:** 2 x 456 shp (340 kW) Turbomeca Arrius 1A turboshafts **Empty weight:** 3,165 lb (1,436 kg) **Max take-off weight:** 5,731 lb (2,600 kg), with ext load **Useful load:** 2,567 lb (1,164 kg) **Cabin length:** 7.94 ft (2.42 m) **Cabin width:** 5.41 ft (1.65 m) **Cabin height:** 4.27 ft (1.3 m) **Max seating:** 7 **HIGE:** 6,726 ft (2,050 m) **HOG:** 2,625 ft (800 m) **Max cruise:** 121 kt (224 kph) **Economic cruise:** 116 kt (215 kph) **Range:** 386 nm (715 km)

**EUROCOPTER AS 365 N2 DAUPHIN**



**Rotor diameter:** 39.14 ft (11.93 m) **Fuselage length:** 38.16 ft (11.63 m) **Overall length:** 45.05 ft (13.73m) **Powerplant:** 2 x 736 shp (550 kW) Turbomeca Arriel 1C2 turboshafts **Empty weight:** 5,006 lb (2,271 kg) **Max take-off weight:** 9,369 lb (4,250 kg) **Useful load:** 4,363 lb (1,979 kg) **Cabin length:** 7.22 ft (2.2 m) at floor **Cabin width:** 6.30 ft (1.92 m) **Cabin height:** 4.59 ft (1.4 m) **Max seating:** 13 **HIGE:** 6,562 ft (2,000 m) **HOG:** 3,937 ft (1,200 m) **Max cruise:** 150 kt (277 kph) **Economic cruise:** 137 kt (254 kph) **Range:** 465 nm (861 km)

**EUROCOPTER AS 365 N3 DAUPHIN**



**Rotor diameter:** 39.14 ft (11.93 m) **Fuselage length:** 38.16 ft (11.63 m) **Overall length:** 45.05 ft (13.73m) **Powerplant:** 2 x 851 shp (635 kW) Turbomeca Arriel 2C turboshafts **Empty weight:** 5,072 lb (2,301 kg) **Max take-off weight:** 9,369 lb (4,250 kg) **Useful load:** 4,297 lb (1,949 kg) **Cabin length:** 7.22 ft (2.2 m) at floor **Cabin width:** 6.30 ft (1.92 m) **Cabin height:** 4.59 ft (1.4 m) **Max seating:** 13 **HIGE:** 6,234 ft (1,900 m) **HOG:** 5,085 ft (1,550 m) **Max cruise:** 150 kt (277 kph) **Economic cruise:** 146 kt (271 kph) **Range:** 442 nm (819 km)

**EUROCOPTER BK 117 B2**



**Rotor diameter:** 36.09 ft (11 m) **Fuselage length:** 32.74 ft (9.98 m) **Overall length:** 42.65 ft (13 m) **Powerplant:** 2 x 684 shp (510 kW) AlliedSignal Lycoming LTS 101 750B turboshafts **Empty weight:** 3,869 lb (1,755 kg) **Max take-off weight:** 7,385 lb (3,350 kg) **Useful load:** 3,516 lb (1,595 kg) **Cabin length:** 9.91 ft (3.02 m) **Cabin width:** 4.89 ft (1.49 m) **Cabin height:** 4.20 ft (1.28 m) **Max seating:** 11 **HIGE:** 5,413 ft (1,650 m) **HOG:** 4,200 ft (1,280 m) **Max cruise:** 133 kt (247 kph) **Economic cruise:** 125 kt (231 kph) **Range:** 292 nm (540 km)

**EUROCOPTER BK 117 C1**



**Rotor diameter:** 36.09 ft (11 m) **Fuselage length:** 32.74 ft (9.98 m) **Overall length:** 42.65 ft (13 m) **Powerplant:** 2 x 738 shp (550 kW) Turbomeca Arriel 1E2 turboshafts **Empty weight:** 3,891 lb (1,765 kg) **Max take-off weight:** 7,385 lb (3,350 kg) **Useful load:** 3,516 lb (1,595 kg) **Cabin length:** 9.91 ft (3.02 m) **Cabin width:** 4.89 ft (1.49 m) **Cabin height:** 4.20 ft (1.28 m) **Max seating:** 11 **HIGE:** 8,361 ft (2,530 m) **HOG:** 4,856 ft (1,460 m) **Max cruise:** 133 kt (247 kph) **Economic cruise:** 125 kt (231 kph) **Range:** 292 nm (540 km)

**EUROCOPTER BO 105 CB**



**Rotor diameter:** 32.28 ft (9.84 m) **Fuselage length:** 28.08 ft (8.56 m) **Overall length:** 38.91 ft (11.86 m) **Powerplant:** 2 x 420 shp (313 kW) Allison 250-C20B turboshafts **Empty weight:** 2,813 lb (1,276 kg) **Max take-off weight:** 5,511 lb (2,500 kg) **Useful load:** 2,698 lb (1,224 kg) **Cabin length:** 7.17 ft (2.185 m) **Cabin width:** 4.27 ft (1.3 m) **Cabin height:** 3.84 ft (1.17 m) **Max seating:** 6 **HIGE:** 5,000 ft (1,524 m) **HOG:** 1,500 ft (457 m) **Max cruise:** 130 kt (240 kph) **Economic cruise:** 111 kt (205 kph) **Range:** 300 nm (555 km)

**EUROCOPTER BO 105 CBS SUPER FIVE**



**Rotor diameter:** 32.28 ft (9.84 m) **Fuselage length:** 28.9 ft (8.81 m) **Overall length:** 38.91 ft (11.86 m) **Powerplant:** 2 x 420 shp (313 kW) Allison 250-C20B turboshafts **Empty weight:** 2,910 lb (1,320 kg) **Max take-off weight:** 5,512 lb (2,500 kg) **Useful load:** 2,564 lb (1,163 kg) **Cabin length:** 7.99 ft (2.435 m) **Cabin width:** 4.27 ft (1.3 m) **Cabin height:** 3.84 ft (1.17 m) **Max seating:** 6 **HIGE:** 7,800 ft (2,378 m) **HOG:** 5,397 ft (1,645 m) **Max cruise:** 131 kt (243 kph) **Economic cruise:** 111 kt (205 kph) **Range:** 305 nm (564 km)

**EUROCOPTER BO 105 LS A-3**



**Rotor diameter:** 32.28 ft (9.84 m) **Fuselage length:** 28.9 ft (8.81 m) **Overall length:** 38.91 ft (11.86 m) **Powerplant:** 2 x 500 shp (373 kW) Allison 250-C28B turboshafts **Empty weight:** 2,910 lb (1,320 kg) **Max take-off weight:** 5,732 lb (2,600 kg) **Useful load:** 3,248 lb (1,280 kg) **Cabin length:** 7.99 ft (2.435 m) **Cabin width:** 4.27 ft (1.3 m) **Cabin height:** 3.84 ft (1.17 m) **Max seating:** 6 **HIGE:** 11,483 ft (3,500 m) **HOG:** 8,366 ft (2,550 m) **Max cruise:** 129 kt (239 kph) **Economic cruise:** 111 kt (205 kph) **Range:** 278 nm (515 km)

**EUROCOPTER EC 120 B**



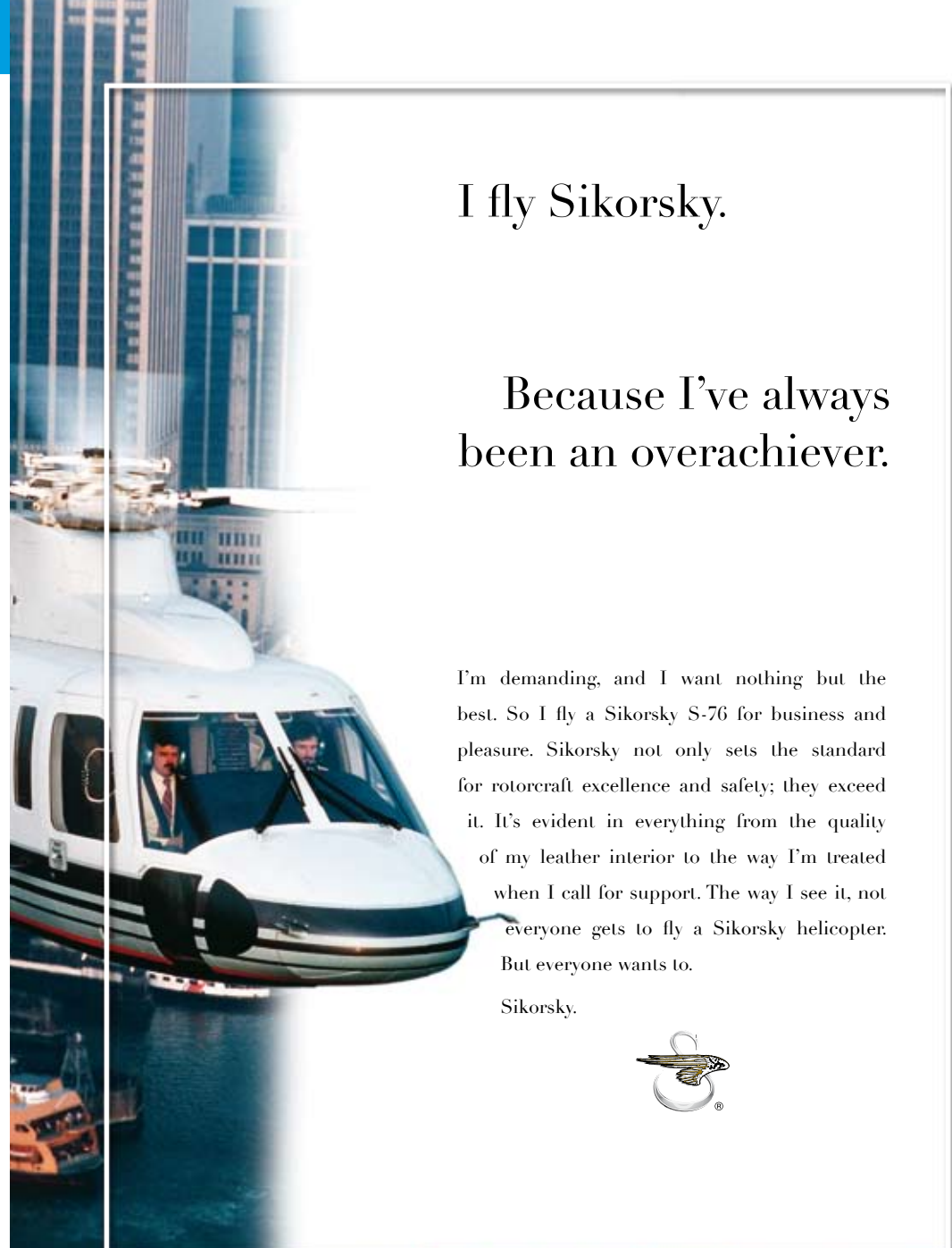
**Rotor diameter:** 32.81 ft (10 m) **Fuselage length:** 31.5 ft (9.6 m) **Overall length:** 37.86 ft (11.52 m) **Powerplant:** 1 x 504 shp (376 kW) Turbomeca Arrius 2F turboshaft **Empty weight:** 1,929 lb (875 kg) **Max take-off weight:** 3,750 lb (1,700 kg) **Useful load:** 1,655 lb (750 kg) **Cabin length:** 7.55 ft (2.3 m) **Cabin width:** 4.43 ft (1.35 m) **Cabin height:** 4.10 ft (1.25 m) **Max seating:** 5 **HIGE:** 10,499 ft (3,200 m) **HOG:** 7,999 ft (2,438 m) **Max cruise:** 124 kt (230 kph) **Economic cruise:** 110 kt (204 kph) **Range:** 395 nm (732 km)

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**EUROCOPTER EC 130**



**Rotor diameter:** 35.07 ft (10.69 m) **Fuselage length:** 35.03 ft (10.68 m) **Overall length:** 41.47 ft (12.64 m) **Powerplant:** 1 x 847 shp (632 kW) Turbomeca Arriel 2B1 turboshaft **Empty weight:** 2,998 lb (1,360 kg) **Max take-off weight:** 5,291 lb (2,400 kg) **Useful load:** 2,293 lb (1,040 kg) **Cabin length:** 7.185 ft (2.19 m) **Cabin width:** 6.12 ft (1.865 m) **Cabin height:** 3.85 ft (1.175 m) **Max seating:** 8 **HIGE:** 10,720 ft (3,265 ft) **HOG:** 8,740 ft (2,660 m) **Max cruise:** 127 kt (235 kph) **Economic cruise:** N/A **Range:** 358 nm (662 km) to dry tanks at fast cruise speed

**EUROCOPTER EC 135 P1**



**Rotor diameter:** 33.46 ft (10.2 m) **Fuselage length:** 33.33 ft (10.16 m) **Overall length:** 39.7 ft (12.1 m) **Powerplant:** 2 x 621shp (463 kW) Pratt & Whitney Canada PW 206Bs **Empty weight:** 3,174 lb (1,440 kg) **Max take-off weight:** 6,000 lb (2,720 kg) **Useful load:** 2,734 lb (1,240 kg) **Cabin length:** 10.04 ft (3.06 m) at floor **Cabin width:** 4.91ft (1.496 m) **Cabin height:** 4.22 ft (1.285 m) **Max seating:** 8 **HIGE:** 14,599 ft (4,450 m) **HOG:** 11,401 ft (3,600 m) **Max cruise:** 139 kt (257 kph) **Economic cruise:** 134 kt (249 kph) **Range:** 362 nm (670 km)

**EUROCOPTER EC 135 T1**



**Rotor diameter:** 33.46 ft (10.2 m) **Fuselage length:** 33.33 ft (10.16 m) **Overall length:** 39.7 ft (12.1 m) **Powerplant:** 2 x 732 shp (546 kW) Turbomeca Arrius 2B1 **Empty weight:** 3,148 lb (1,428 kg) **Max take-off weight:** 6,000 lb (2,720 kg) **Useful load:** 2,767 lb (1,255 kg) **Cabin length:** 10.04 ft (3.06 m) at floor **Cabin width:** 4.91 ft in (1.496 m) **Cabin height:** 4.22 ft (1.285 m) **Max seating:** 8 **HIGE:** 14,205 ft (4,330 m) **HOG:** 12,139 ft (3,475 m) **Max cruise:** 139 kt (257 kph) **Economic cruise:** 134 kt (249 kph) **Range:** 356 nm (660 km)

**EUROCOPTER EC 145**



**Rotor diameter:** 36.08 ft (11 m) **Fuselage length:** 33.43 ft (10.19 m) **Overall length:** 42.74 ft (13.03 m) **Powerplant:** 2 x 750 shp (550 kW) Turbomeca Arriel 1E2 turboshafts **Empty weight:** 1,742 kg **Max take-off weight:** 3,550 kg **Useful load:** 1,728 kg **Cabin length:** 3.44 m, excluding cockpit **Cabin width:** 1.57 m max, 1.40 m in rear **Cabin height:** 1.27 m max, 0.99 m in rear **Max seating:** 12 **HIGE:** 2,130 m **HOG:** 10,000 ft (3,048 m) at 7,500 lb (3,400 kg) in ISA **Max cruise:** 245 kph **Economic cruise:** 243 kph **Range:** 670 km

**EUROCOPTER EC 155**



**Rotor diameter:** 41.34 ft (12.6 m) **Fuselage length:** 41.76 ft (12.73 m) **Overall length:** 46.91 ft (14.30 m) **Powerplant:** 2 x 851 shp (635 kW) Turbomeca Arriel 2C1 turboshafts **Empty weight:** N/A **Max take-off weight:** 10,582 lb (4,800 kg) **Useful load:** 4,887 lb (2,217 kg) including mission fuel **Cabin length:** 8.2 ft (2.5 m) **Cabin width:** Four seats **Cabin height:** 5.18 ft (1.58 m) **Max seating:** 14 **HIGE:** N/A **HOG:** N/A **Max cruise:** 143 kt (266 kph) **Economic cruise:** 136 kt (252 kph) **Range:** 450 nm (831 km) with std tanks

**EUROCOPTER EC 225**



**Rotor diameter:** 53.14 ft (16.2 m) **Fuselage length:** 55 ft (16.79 m) **Overall length:** 63.98 ft (19.5 m) **Powerplant:** 2 x 2,413 shp (1,800 kW) Turbomeca Makila 1A4 turboshafts **Empty weight:** N/A **Max take-off weight:** 22,930 lb (10,400 kg) with internal load, 24,700 lb (11,200 kg) with external load **Useful load:** 11,870 lb (5,380 kg) with internal load **Cabin length:** 18.67 ft (5.69 m) at floor **Cabin width:** 5.91 ft (1.8 m) **Cabin height:** 4.76 ft (1.45 m) **Max seating:** 27 **HIGE:** N/A **HOG:** N/A **Max cruise:** 156 kts **Economic cruise:** N/A **Range:** 783 nm

**EUROMIL MI-38**



**Rotor diameter:** 69 ft 2.75 in (21.1 m) **Fuselage length:** 65 ft 5.5 in (19.95 m) **Overall length:** 82 ft 8 in (25.2 m) rotors turning **Powerplant:** 2 x 2,500 shp (1,863 kW) Klimov TVA-3000 or Pratt & Whitney Canada PW-127 TS turboshafts **Empty weight:** 18,518 lb (8,400 kg) **Max take-off weight:** 34,392 lb (15,600 kg) **Useful load:** 15,873 lb (7,200 kg) **Cabin length:** 35 ft 1.25 in (10.7 m) **Cabin width:** 7 ft 8 in (2.34 m) **Max seating:** 0 **HIGE:** N/A **HOG:** 8,203 ft (2,500 m) **Max cruise:** 148 kt (275 kph) **Economic cruise:** 135 kt (250 kph) **Range:** 701 nm (1,300 km)

**GROEN BROTHERS AVIATION HAWK 5 GYROPLANE**



**Rotor diameter:** 42 ft (12.8 m) **Fuselage length:** 24 ft (7.32 m) **Overall length:** NA **Powerplant:** 1 x 420 shp Rolls-Royce 250 C20S turboprop **Empty weight:** N/A **Max take-off weight:** 3,500 lb (1,588 kg) **Useful load:** 1,525 lb (692 kg) **Cabin length:** 6.25 ft (1.9 m) Hawk 4 **Cabin width:** 4.5 ft (1.37 m) Hawk 4 **Cabin height:** 6.78 ft (2.07 m) **Max seating:** 5 **HIGE:** Cannot hover **Service ceiling:** 16,000 ft (4,877 m) **HOG:** Cannot hover **Max cruise:** 140 kt (256 kph) VNE **Economic cruise:** 122 kt (223 kph) **Range:** 508 sm (818 km) no reserve **Endurance:** 5 hrs (no reserve)

## HAL ADVANCED LIGHT HELICOPTER



**Rotor diameter:** 43 ft 3.7 in (13.2 m) **Fuselage length:** 42 ft 3 in (12.89 m) **Overall length:** 52 ft (15.87 m) **Powerplant:** 2 x 1,000 shp (746 kW) Turbomeca TM-333 2B turboshafts or 2 x 1,200 shp (895 kW) LHTEC CTS 800 turboshafts **Empty weight:** 6,172.9 lb (2,800 kg) **Max take-off weight:** 12,125.3 lb (5,500 kg) **Useful load:** 5,952.4 lb (2,700 kg) **Cabin length:** 10 ft 11.9 in (3.35 m) **Cabin width:** 6 ft 5.5 in (1.968 m) **Cabin height:** 4 ft 8 in (1.42 m) **Max seating:** 14 **HIGE:** 9,850 ft (3,000 m) **HOG:** N/A **Max cruise:** 157 kt (290 kph) **Economic cruise:** 132 kt (245 kph) **Range:** 432 nm (800 km) with 20 min reserve

## HAL CHEETAH



**Rotor diameter:** 36.2 ft (11.02 m) **Fuselage length:** 33.62 ft (10.236 m) **Overall length:** 42.4 ft (12.92 m) **Powerplant:** 1 x 870 shp (649 kW) HAL-built Turbomeca Artouste IIIB turboshaft **Empty weight:** 2,425 lb (1,100 kg) **Max take-off weight:** 4,300 lb (1,950 kg) **Useful load:** 1,870 lb (850 kg) **Cabin length:** 6.43 ft (1.96 m) **Cabin width:** 4.36 ft (1.33 m) **Cabin height:** 4.36 ft (1.33 m) **Max seating:** 5 **HIGE:** 16,565 ft (5,050 m) **HOG:** 15,100 ft (4,600 m) **Max cruise:** 113 kt (209 kph) **Economic cruise:** 103 kt (192 kph) at sea level **Range:** 302.3 nm (560 km)

## HAL CHETAK



**Rotor diameter:** 36 ft 1.75 in (11.02 m) **Fuselage length:** 33 ft 4.5 in (10.17 m) **Overall length:** 42 ft 1.5 in (12.84 m) **Powerplant:** 1 x 870 shp (649 kW) HAL-built Turbomeca Artouste IIIB turboshaft **Empty weight:** 2,711 lb (1,230 kg) **Max take-off weight:** 4,850 lb (2,200 kg) **Useful load:** 2,134 lb (970 kg) **Cabin length:** 5 ft 11.64 in (1.82 m) **Cabin width:** 6 ft 1.2 in (1.86 m) **Cabin height:** 4.36 ft (1.33 m) **Max seating:** 7 **HIGE:** 9,350 ft (2,850 m) **HOG:** 4,920 ft (1,500 m) **Max cruise:** 113 kt (209 kph) **Economic cruise:** 100 kt (185 kph) at sea level **Range:** 270 nm (500 km)

## KAMAN K-1200 K-MAX



**Rotor diameter:** 48 ft 4 in (14.68 m) **Fuselage length:** 41 ft 9 in (12.72 m) **Overall length:** 52 ft (15.85 m) **Powerplant:** 1 x derated 1,800 shp (1,343 kW) AlliedSignal Lycoming T53-17A-1 **Empty weight:** 5,100 lb (2,491 kg) **Max take-off weight:** 6,500 lb (2,949 kg) without external load, 12,000 lb (5,862 kg) with external load **Useful load:** 6,000 lb (2,722 kg) **Cabin length:** 5 ft (1.52 m) **Cabin width:** 3.17 ft (0.97 m) **Cabin height:** 4.17 ft (1.27 m) **Max seating:** 1 **HIGE:** 29,120 ft (8,876 m) at max gross weight **HOG:** 26,300 ft (8,016 m) at max gross weight **Max cruise:** 100 kt (185.2 kph) **Economic cruise:** 85 kt (157 kph) **Range:** 270 nm (500 km)

## KAMOV KA 126



**Rotor diameter:** 42.65 ft (13 m) **Fuselage length:** 25.5 ft (7.775 m) **Overall length:** 42.65 ft (13 m) **Powerplant:** 1 x 720 shp (530 kW) Mars TV-O-100 turboshaft **Empty weight:** 4,222 lb (1,915 kg) **Max take-off weight:** 7,165 lb (3,250 kg) **Useful load:** 2,943 lb (1,335 kg) **Cabin length:** 6.69 ft (2.04 m) **Cabin width:** 4.1 ft (1.25 m) **Cabin height:** 4.5 ft (1.40 m) **Max seating:** 10 **HIGE:** 3,182 ft (970 m) **HOG:** 262 ft (80 m) **Max cruise:** 100 kt (180 kph) **Economic cruise:** 88.9 kt (160 kph) **Range:** 384.73 nm (713 km) sf

## KAMOV KA 226



**Rotor diameter:** 42.65 ft (13 m) **Fuselage length:** 26.57 ft (8.1 m) **Overall length:** 42.65 ft (13 m) **Powerplant:** 2 x 450 shp (331 kW) Allison 250-C20R1 turboshafts **Empty weight:** 4,303 lb (1,952 kg) **Max take-off weight:** 7,496 lb (3,400 kg) **Useful load:** 3,190 lb (1,448 kg) **Cabin length:** 7.71 ft (2.35 m) **Cabin width:** 5.5 ft (1.54 m) **Cabin height:** 4.52 ft (1.40 m) **Max seating:** 10 **HIGE:** 10,330 ft (3,150 m) **HOG:** 8,100 ft (2,470 m) **Max cruise:** 118 kt (214 kph) **Economic cruise:** 108 kt (194 kph) **Range:** 341 nm (620 km)

## KAMOV KA 32



**Rotor diameter:** 52 ft 2 in (15.9 m) **Fuselage length:** 37 ft 1 in (11.22 m) **Overall length:** 52 ft 2 in (15.9 m) RT **Powerplant:** 2 x 2,200 shp (1,619 kW) Klimov TV3-117VMA turboshafts **Empty weight:** 14,990 lb (6,800 kg) **Max take-off weight:** 24,250 lb (11,000 kg) **Useful load:** 11,000 lb (5,000 kg) on hook **Cabin length:** 14 ft 10 in (4.52 m) **Cabin width:** 4 ft 3 in (1.3 m) **Cabin height:** 4 ft 4 in (1.24 m) **Max seating:** 18 **HIGE:** 14,107 ft (4,300 m) **HOG:** 12,140 ft (3,700 m) **Max cruise:** 144 kt (260 kph) **Economic cruise:** 126 kt (230 kph) **Range:** 350 nm (650 km) sf, nr

## KAMOV KA-62



**Rotor diameter:** 44.3 ft (13.5 m) **Fuselage length:** 43.47 ft (13.25 m) **Overall length:** 51.84 ft (15.80 m) RT **Powerplant:** 2 x 1,300 shp (970 kW) RKBM Rybinsk RD-600 turboshafts **Empty weight:** 8,223 lb (3,730 kg) **Max take-off weight:** 13,779 lb (6,250 kg) or 14,329 lb (6,500 kg) with external load **Useful load:** 4,409 lb (2,000 kg) or 5,511 lb (2,770 kg) on hook **Cabin length:** 7.49 ft (2.28 m) **Cabin width:** 5.83 ft (1.78 m) **Cabin height:** 4.26 ft (1.30 m) **Max seating:** 18 **HIGE:** 9,514 ft (2,900 m) **HOG:** 6,890 ft (2,100 m) **Max cruise:** 167 kt (300 kph) **Economic cruise:** 144 kt (260 kph) **Range:** 378 nm (700 km) sf, nr

## KAZAN AKTAI



**Rotor diameter:** 32 ft 9.75 in (10 m) **Fuselage length:** 27 ft 4.75 in (8.35 m) **Overall length:** 35 ft 8.25 in (10.88 m) **Powerplant:** 1 x 240 hp (179 kW) RPD VAZ 4265 rotary engine **Empty weight:** 1,334 lb (605 kg) **Max take-off weight:** 2,535 lb (1,150 kg) **Useful load:** 1,201 lb (535 kg) **Cabin length:** 3 ft 11.75 in (1.2 m) **Cabin width:** 5 ft 7 in (1.7 m) **Cabin height:** N/A **Max seating:** 0 **HIGE:** 7,550 ft (2,300 m) **HOG:** 4,265 ft (1,300 m) **Max cruise:** 103 kt (190 kph) **Economic cruise:** 84 kt (155 kph) **Range:** 324 nm (600 km) **Endurance:** 7 hr

## KAZAN ANSAT



**Rotor diameter:** 37.75 ft (11.5 m) **Fuselage length:** 37.9 ft (11.538 m) **Overall length:** 45 ft (13.768 m) **Powerplant:** 2 x Pratt & Whitney/Klimov PK 206C turboshafts **Empty weight:** N/A **Max take-off weight:** 7,275 lb (3,300 kg) **Useful load:** 3,637 lb (1,650 kg) **Cabin length:** N/A **Cabin width:** N/A **Cabin height:** N/A **Max seating:** 9 **HIGE:** N/A **HOG:** 5,900 ft (1,800 m) **Max cruise:** 128 kt (238 kph) **Economic cruise:** 75.5 kt (140 kph) **Range:** 281 nm (520 km)

## MD HELICOPTERS MD 500E



**Rotor diameter:** 26.4 ft (8.05 m) **Fuselage length:** 24.6 ft (7.49 m) **Overall length:** 30 ft 10 in (9.4 m) **Powerplant:** 1 x 420 shp (313 kW) Allison 250-C20B turboshaft **Empty weight:** 1,481 lb (672 kg) **Max take-off weight:** 3,000 lb (1,361 kg) **Useful load:** 1,519 lb (689 kg) **Cabin length:** 8 ft (2.44 m) **Cabin width:** 4 ft 3.5 in (1.31 m) **Cabin height:** 5 ft (1.52 m) **Max seating:** 5 **HIGE:** 8,500 ft (2,590 m) **HOG:** 6,000 ft (1,830 m) **Max cruise:** 134 kt (248 kph) **Economic cruise:** 129 kt (239 kph) **Range:** 264 nm (488 km)

## MD HELICOPTERS MD 520N



**Rotor diameter:** 27.4 ft (8.34 m) **Fuselage length:** 25 ft 6 in (7.8 m) **Overall length:** 28 ft 6 in (8.7 m) **Powerplant:** 1 x 450 shp (317 kW) Allison 250-C20R turboshaft **Empty weight:** 1,586 lb (719 kg) **Max take-off weight:** 3,350 lb (1,519 kg) **Useful load:** 1,764 lb (800 kg) **Cabin length:** 8 ft (2.44 m) **Cabin width:** 4 ft 3.5 in (1.31 m) **Cabin height:** 5 ft (1.52 m) **Max seating:** 5 **HIGE:** 9,300 ft (2,835 m) **HOG:** 5,600 ft (1,707 m) **Max cruise:** 124 kt (230 kph) **Economic cruise:** N/A **Range:** 201 nm (389 km)

## MD HELICOPTERS MD 530F



**Rotor diameter:** 27.4 ft (8.34 m) **Fuselage length:** 24.6 ft (7.5 m) **Overall length:** 32 ft 1 in (9.78 m) **Powerplant:** 1 x 650 shp (484 kW) Allison 250-C30 turboshaft **Empty weight:** 1,509 lb (684 kg) **Max take-off weight:** 3,100 lb (1,406 kg) **Useful load:** 1,591 lb (722 kg) **Cabin length:** 8 ft (2.44 m) **Cabin width:** 4 ft 3.5 in (1.31 m) **Cabin height:** 5 ft (1.52 m) **Max seating:** 5 **HIGE:** 16,000 ft (4,877 m) **HOG:** 14,400 ft (4,389 m) **Max cruise:** 133 kt (246 kph) **Economic cruise:** 131 kt (243 kph) **Range:** 232 nm (430 km)

## MD HELICOPTERS MD 600N



**Rotor diameter:** 27.5 ft (8.4 m) **Fuselage length:** 30.5 ft (9.3 m) **Overall length:** 36.9 ft (11.2 m) **Powerplant:** 1 x 808 shp (603 kW) Allison 250-C47 turboshaft **Empty weight:** 1,930 lb (875 kg) **Max take-off weight:** 4,100 lb (1,860 kg) **Useful load:** 2,120 lb (961 kg) **Cabin length:** 10.5 ft (3.2 m) **Cabin width:** 4.6 ft (1.4 m) **Cabin height:** 5 ft (1.52 m) **Max seating:** 8 **HIGE:** 11,100 ft (3,383 m) **HOG:** 6,000 ft (1,828 m) **Max cruise:** 136 kt (252 kph) **Economic cruise:** 125 kt (231 kph) **Range:** 380 nm (704 km)

## MD HELICOPTERS MD EXPLORER



**Rotor diameter:** 33 ft 10 in (10.32 m) **Fuselage length:** 32.4 ft (9.9 m) **Overall length:** 38 ft 3 in (11.7 m) **Powerplant:** 2 x 710 shp (529 kW) Pratt & Whitney Canada PW 207E turboshafts **Empty weight:** 3,375 lb (1,531 kg) **Max take-off weight:** 6,500 lb (2,948 kg) **Useful load:** 3,125 lb (1,599 kg) **Cabin length:** 6 ft 3 in (1.91 m) exc cockpit **Cabin width:** 4 ft 9 in (1.45 m) **Cabin height:** 4 ft 7 in (1.4 m) **Max seating:** 8 **HIGE:** 12,200 ft (3,719 m) **HOG:** 10,000 ft (3,048 m) **Max cruise:** 135 kt (250 kph) **Economic cruise:** 123 kt (158 kph) **Range:** 293 nm (543 km)

## MIL (KAZAN) MI-17/MI-172



**Rotor diameter:** 69 ft 10.5 in (21.29 m) **Fuselage length:** 60 ft 5.75 in (18.42 m) **Overall length:** 83 ft 2 in (25.35 m) **Powerplant:** 2 x 2000 shp (1470 kW) Klimov TV3 117MT turboshafts **Empty weight:** 15,653 lb (7,100 kg) **Max take-off weight:** 28,660 lb (13,000 kg) **Useful load:** 13,007 lb (5,900 kg) **Cabin length:** 17.51 ft (5.37 m) **Cabin width:** 7 ft 8.25 in (2.34 m) **Cabin height:** 5 ft 10.25 in (1.8 m) **Max seating:** 24 **HIGE:** 7,213 ft (2,200 m) **HOG:** 5,775 ft (1,760 m) **Max cruise:** 134.9 kt (250 kph) **Economic cruise:** 130 kt (240 kph) **Range:** 318 nm (590 km)

MIL (ULAN UDE) MI-171



**Rotor diameter:** 69 ft 10.5 in (21.29 m) **Fuselage length:** 60 ft 5.75 in (18.42 m) **Overall length:** 83 ft 2 in (2.535 m) **Powerplant:** 2 x 2,070 shp (1,545 kW) Klimov TV3 117VM turboshafts **Empty weight:** 15,653 lb (7,100 kg) **Max take-off weight:** 28,660 lb (13,000 kg) **Useful load:** 13,007 lb (5,900 kg) **Cabin length:** 20 ft 10.25 in (6.36 m) **Cabin width:** 7 ft 8.25 in (2.34 m) **Cabin height:** 5 ft 10.25 in (1.8 m) **Max seating:** 24 **HIGE:** N/A **HOGE:** 5,775 ft (1,760 m) **Max cruise:** 113 kt (210 kph) **Economic cruise:** N/A **Range:** 307 nm (570 km)

MIL (ULAN UDE) MI-8T



**Rotor diameter:** 69 ft 10.25 in (21.29 m) **Fuselage length:** 60.80 ft (18.547 m) **Overall length:** 82 ft 10 in (25.24 m) **Powerplant:** 2 x 1500 shp (1103 kW) Klimov TV2 117A turboshafts **Empty weight:** 15,382 lb (6,968 kg) **Max take-off weight:** 26,455 lb (12,000 kg) **Useful load:** 11,108 lb (5,032 kg) **Cabin length:** 17.51 ft (5.37 m) **Cabin width:** 7 ft 8.25 in (2.34 m) **Cabin height:** 5 ft 11 in (1.8 m) **Max seating:** 30 **HIGE:** 6,235 ft (1,900 m) **HOGE:** 2,625 ft (800 m) **Max cruise:** 134.9 kt (250 kph) **Economic cruise:** 118.7 kt (220 kph) **Range:** 288.7 nm (535 km)

MIL MI-26T



**Rotor diameter:** 105 ft (32 m) **Fuselage length:** 110 ft 8 in (33.3 m) **Overall length:** 131 ft 3.75 in (40.03 m) **Powerplant:** 2 x 10,000 (7352 kW) ZMKB Progress D-136 turboshafts **Empty weight:** 63,134 lb (28,600 kg) **Max take-off weight:** 123,458 lb (56,000 kg) **Useful load:** 60,486 lb (27,400 kg) **Cabin length:** 39 ft 4.25 in (12 m) **Cabin width:** 10 ft 6 in (3.2 m) **Cabin height:** 10 ft 4.25 in (3.17 m) **Max seating:** 85 **HIGE:** 8,852 ft (2,700 m) **HOGE:** 5,574 ft (1,700 m) **Max cruise:** 159 kt (295 kph) **Economic cruise:** 137 kt (255 kph) **Range:** 383 nm (710 km)

MIL MI-34C



**Rotor diameter:** 32 ft 10 in (10 m) **Fuselage length:** 29 ft (8.85 m) **Overall length:** 37.4 ft (11.71 m) **Powerplant:** 1 x 325 hp (239 kW) M14 V26 radial piston engine **Empty weight:** 2,252 lb (1,020 kg) **Max take-off weight:** 3,201 lb (1,450 kg) **Useful load:** 949 lb (430 kg) **Cabin length:** 2.1 ft (0.96 m) exc cockpit **Cabin width:** 4 ft (1.23 m) **Cabin height:** 4.13 ft (1.26 m) **Max seating:** 4 **HIGE:** N/A **HOGE:** 2,950 ft (900 m) **Max cruise:** 116 kt (215 kph) **Economic cruise:** 92 kt (170 kph) **Range:** 194 nm (360 km)

MITSUBISHI MH2000A



**Rotor diameter:** 12.2 m (40 ft 0.25 in) **Fuselage length:** 12.2 m (40 ft 0.25 in) **Overall length:** 14 m (45 ft 11.25 in) **Powerplant:** 2 x 876 shp Mitsubishi MG5-110 turboshafts **Empty weight:** 2,500 kg (5,510 lb) **Max take-off weight:** 4,500 kg (9,920 lb) **Useful load:** 2,000 kg (4,410 lb) **Cabin length:** 6.88 ft (2.1 m) **Cabin width:** 6.56 ft (2.0 m) **Cabin height:** 4.59 ft (1.4 m) **Max seating:** 10 **HIGE:** 2,700 m (8,860 ft) @ MTOW **HOGE:** 1,650 m (5,400 ft) @ MTOW **Max cruise:** 250 kph (135 kt) **Economic cruise:** 228 kph (123 kt) **Range:** 780 km (420 nm) @ cruise speed, standard tanks, no reserve

MK HELICOPTER GMBH LIGHT HELICOPTER MK III



**Rotor diameter:** 30.57 ft (9.32 m) **Fuselage length:** 25.8 ft (7.863 m) **Overall length:** 34 ft 9 in (10.6 m) **Powerplant:** 1 x 230 ps SMA SR-305 jet fuel piston engine **Empty weight:** 1,540 lb (700 kg) **Max take-off weight:** 2,600 lb (1,182 kg) **Useful load:** 2,337 lb (1,060 kg) **Cabin length:** 5.9 ft (1.8 m) **Cabin width:** 4.26 ft (1.3 m) **Cabin height:** 4.26 ft (1.3 m) **Max seating:** 2 **HIGE:** 14,763 ft (4,500 m) **HOGE:** 9,842 ft (3,000 m) **Max cruise:** 108 kt (200 kph) **Economic cruise:** 97 kt (180 kph) **Range:** Approx 431 nm (800 km)

PZL KANIA



**Rotor diameter:** 47.8 ft (14.56 m) **Fuselage length:** 39.47 ft (12.03 m) **Overall length:** 57.07 ft (17.4 m) **Powerplant:** 2 x 426 shp (313 kW) Allison 250-C20B turboshafts **Empty weight:** 4,320 lb (1,960 kg) **Max take-off weight:** 7,826 lb (3,550 kg) **Useful load:** 3,505 lb (1,590 kg) **Cabin length:** 13.35 ft (4.07 m) **Cabin width:** 4.92 ft (1.5 m) **Cabin height:** 4.95 ft (1.51 m) **Max seating:** 14 **HIGE:** 8,202 ft (2,500 m) **HOGE:** 4,511 ft (1,375 m) **Max cruise:** 113 kt (210 kph) **Economic cruise:** 103 kt (190 kph) **Range:** 479 nm (886 km)

PZL MI-2



**Rotor diameter:** 47.8 ft (14.56 m) **Fuselage length:** 39.2 ft (11.94 m) **Overall length:** 57.4 ft (17.42 m) **Powerplant:** 2 x 425 shp (312 kW) GTD 350 turboshafts **Empty weight:** 5,313 lb (2,410 kg) **Max take-off weight:** 7,826 lb (3,550 kg) **Useful load:** 2,513 lb (1,140 kg) **Cabin length:** 7.44 ft (2.27 m) **Cabin width:** 4.92 ft (1.5 m) **Cabin height:** 4.6 ft (1.4 m) average **Max seating:** 10 **HIGE:** 5,167 ft (1,575 m) **HOGE:** 2,870 ft (875 m) **Max cruise:** 105 kt (190 kph) **Economic cruise:** 99.5 kt (180 kph) **Range:** 315 nm (580 km)

**PZL SW-4**



**Rotor diameter:** 29.5 ft (9 m) **Fuselage length:** 27 ft (8.25 m) **Overall length:** 29.7 ft (9.07 m) **Powerplant:** 1 x 450 shp (336 kW) Allison 250-C20R /2 (SP) turboshaft **Empty weight:** 2,094 lb (950 kg) **Max take-off weight:** 3,968 lb (1,800 kg) **Useful load:** 1,874 lb (850 kg) **Cabin length:** 7.67 ft (2.34 m) **Cabin width:** 4.92 ft (1.5 m) **Cabin height:** 4.3 ft (1.31 m) **Max seating:** 5 **HIGE:** 7,544 ft (2,300 m) **HOG:** 5,412 ft (1,650 m) **Max cruise:** 125.4 kt (232 kph) **Economic cruise:** 108.1 kt (200 kph) **Range:** 468.9 nm (860 km)

**PZL W-3A SOKOL**



**Rotor diameter:** 51.5 ft (15.7 m) **Fuselage length:** 46.6 ft (14.2 m) **Overall length:** 61.65 ft (18.79 m) **Powerplant:** 2 x 900 shp (662 kW) PZL -10W turboshafts **Empty weight:** 8,487 lb (3,850 kg) **Max take-off weight:** 14,110 lb (6,400 kg) **Useful load:** 5,623 lb (2,550 kg) **Cabin length:** 10 ft 6 in (3.2 m) **Cabin width:** 5.08 ft (1.55 m) **Cabin height:** 4 ft 8 in (1.4 m) **Max seating:** 14 **HIGE:** 9,906 ft (3,020 m) **HOG:** 6,232 ft (1,900 m) **Max cruise:** 127 kt (235 kph) **Economic cruise:** 120 kt (222 kph) **Range:** 672 nm (1,244 km)

**ROBINSON R22 BETA II**



**Rotor diameter:** 25.2 ft (7.67 m) **Fuselage length:** 20.7 ft (6.3 m) **Overall length:** 28.7 ft (8.76 m) **Powerplant:** 1 x 131 hp (94.3 kW) Textron Lycoming O-360-J2A piston engine **Empty weight:** 845 lb (384 kg) **Max take-off weight:** 1,370 lb (621 kg) **Useful load:** 525 lb (239 kg) **Cabin length:** 4.3 ft (1.31 m) **Cabin width:** 3.6 ft (1.1 m) **Cabin height:** 4 ft (1.22 m) **Max seating:** 2 **HIGE:** 9,400 ft (2,865 m) **HOG:** N/A **Max cruise:** 96 kt (177 kph) **Economic cruise:** 83 kt (154 kph) **Range:** 319 nm (592 km)

**ROBINSON R44**



**Rotor diameter:** 33 ft (10.05 m) **Fuselage length:** 29.7 ft (9.07 m) **Overall length:** 38.6 ft (11.76 m) **Powerplant:** 1 x 225 hp (167 kW) Textron Lycoming O-540-F1B5 piston engine **Empty weight:** 1,424 lb (645 kg) **Max take-off weight:** 2,400 lb (1,089 kg) **Useful load:** 976 lb (443 kg) **Cabin length:** 6.9 ft (2.09 m) **Cabin width:** 4.2 ft (1.27 m) **Cabin height:** 4.3 ft (1.31 m) **Max seating:** 4 **HIGE:** 6,400 ft (1,950 m) **HOG:** 5,100 ft (1,554 m) at 2,200 lb (997 kg) gross weight **Max cruise:** 113 kt (209 kph) **Economic cruise:** 100 kt (185.2 kph) **Range:** 347 nm (643 km)

**ROTORWAY EXEC 162 F**



**Rotor diameter:** 25 ft (7.62 m) **Fuselage length:** 22 ft (6.705 m) **Overall length:** N/A **Powerplant:** 1 x 150 hp (111 kW) 4-cyl, 162 in3 RI 162F four-stroke **Empty weight:** 975 lb (442.2 kg) **Max take-off weight:** 1,500 lb (680.4 kg) **Useful load:** 525 lb (238.14 kg) **Cabin length:** N/A (two seats) **Cabin width:** N/A (two seats) **Cabin height:** N/A (two seats) **Max seating:** 2 **HIGE:** 7,000 ft (2,134 m) **HOG:** 5,000 ft (1,524 m) **Max cruise:** 100 kt (185 kph) 115 mph **Economic cruise:** 95 mph (152.9 kph) **Range:** 180 sm (289.67 km)

**SCHWEIZER 300C**



**Rotor diameter:** 26.8 ft (8.2 m) **Fuselage length:** 22.19 ft (6.76 m) **Overall length:** 30.8 ft (9.39 m) **Powerplant:** 1 x 190 hp (141 kW) AlliedSignal Lycoming HIO-360-D1A piston engine **Empty weight:** 1,100 lb (499 kg) **Max take-off weight:** 2,050 lb (930 kg) **Useful load:** 950 lb (431 kg) **Cabin length:** 4.1 ft (1.25 m) **Cabin width:** 4.7 ft (1.43 m) **Cabin height:** 4.2 ft (1.28 m) **Max seating:** 3 **HIGE:** 10,800 ft (3,292 m) at 1,700 lb **HOG:** 8,600 ft (2,612 m) at 1,700 lb **Max cruise:** 86 kt (159 kph) **Economic cruise:** 64 kt (118 kph) VNE is 95 kt (176 kph) **Range:** 194 nm (360 km)

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## SCHWEIZER 300CB



**Rotor diameter:** 26.8 ft (8.2 m) **Fuselage length:** 22.19 ft (6.76 m) **Overall length:** 30.8 ft (9.39 m) **Powerplant:** 1 x 180 hp (134 kW) AlliedSignal Lycoming HO-360-C1A piston engine **Empty weight:** 1,088 lb (493.5 kg) **Max take-off weight:** 1,750 lb (793.8 kg) **Useful load:** 662 lb (300.3 kg) **Cabin length:** 4.1 ft (1.25 m) **Cabin width:** 4.7 ft (1.43 m) **Cabin height:** 4.2 ft (1.28 m) **Max seating:** 3 **HIGE:** 7,000 ft (2,133 m) **HOG:** 4,800 ft (1,463 m) **Max cruise:** 85 kt (157 kph) VNE is 94 kt (174 kph) **Economic cruise:** 72 kt (133 kph) at gross weight **Range:** 240 nm (386 km) with 35 gal ; 440 nm (708 km) with 65 gal

## SCHWEIZER 333



**Rotor diameter:** 27.51 ft (8.39 m) **Fuselage length:** 22.38 ft (6.82 m) **Overall length:** 31.17 ft (9.51 m) **Powerplant:** 1 x derated 420 shp (313 kW) Allison 250-C20W turboshaft **Empty weight:** 1,250 lb (567 kg) **Max take-off weight:** 2,550 lb (1,125.7 kg) **Useful load:** 1,300 lb (590 kg) **Cabin length:** 6.5 ft (1.98 m) **Cabin width:** 5.7 ft (1.73 m) **Cabin height:** 4.4 ft (1.34 m) **Max seating:** 4 **HIGE:** 11,900 ft (3,627 m) at 2,300 lb **HOG:** 8,500 ft (2,591 m) at 2,300 lb **Max cruise:** 105 kt (192 kph) **Economic cruise:** 95 kt (176 kph) **Range:** 310 nm (574 km)

## SIKORSKY S-76B



**Rotor diameter:** 44 ft (13.41 m) **Fuselage length:** 43 ft 4 in (13.22 m) **Overall length:** 52 ft 6 in (16 m) **Powerplant:** 2 x 981 shp (731 kW) Pratt & Whitney Canada PT6B-36B turboshafts **Empty weight:** 8,620 lb (3,909 kg) **Max take-off weight:** 11,700 lb (5,306 kg) **Useful load:** 3,080 lb (1,395 kg) **Cabin length:** 8 ft 1 in (2.46 m) **Cabin width:** 6 ft 4 in (1.93 m) **Cabin height:** 4 ft 5 in (1.35 m) **Max seating:** 14 **HIGE:** 8,000 ft (2,438 m) **HOG:** 3,750 ft (1,143 m) **Max cruise:** 155 kt (287 kph) **Economic cruise:** 139 kt (257 kph) **Range:** 350 nm (649 km)

## SIKORSKY S-76C+



**Rotor diameter:** 44 ft (13.41 m) **Fuselage length:** 43 ft 4 in (13.22 m) **Overall length:** 52 ft 6 in (16 m) **Powerplant:** 2 x 856 shp (638 kW) Turbomeca Arriel 2S1 turboshafts **Empty weight:** 8,138 lb (3,691 kg) **Max take-off weight:** 11,700 lb (5,306 kg) **Useful load:** 3,562 lb (1,616 kg) **Cabin length:** 8 ft 1 in (2.46 m) **Cabin width:** 6 ft 4 in (1.93 m) **Cabin height:** 4 ft 5 in (1.35 m) **Max seating:** 14 **HIGE:** 5,650 ft (1,722 m) **HOG:** 1,800 ft (549 m) **Max cruise:** 155 kt (287 kph) **Economic cruise:** 140 kt (260 kph) **Range:** 439 nm (813 km)

## SIKORSKY S-76C++



**Rotor diameter:** 44 ft (13.41 m) **Fuselage length:** 43 ft 4 in (13.22 m) **Overall length:** 52 ft 6 in (16 m) **Powerplant:** 2 x 923 shp (688 kW) Turbomeca Arriel 2S2 turboshafts **Empty weight:** 7,005 lb (3,177 kg) in utility configuration **Max take-off weight:** 11,700 lb (5,306 kg) **Useful load:** 4,695 lb (2,129 kg) in utility configuration **Cabin length:** 8 ft 1 in (2.46 m) **Cabin width:** 6 ft 4 in (1.93 m) **Cabin height:** 4 ft 5 in (1.35 m) **Max seating:** 14 **HIGE:** 7,050 ft (2,149 m) at take-off power **Service ceiling:** 4,900 ft (1,493 m) single engine **HOG:** 3,300 ft (1,006 m) **Max cruise:** 155 kt (287 kph) **Economic cruise:** 137 kt (254 kph) **Range:** 345 nm (639 km) with 30 min reserve

## SIKORSKY S-92



**Rotor diameter:** 57 ft 5 in (17.50 m) **Fuselage length:** 68 ft 6 in (20.67 m) **Overall length:** 68 ft 6 in (20.87 m) including rotors **Powerplant:** 2 x 2,520 shp (1,879 kW) General Electric CT7-8 turboshafts **Empty weight:** 15,700 lb (7,030 kg) **Max take-off weight:** 26,150 lb (11,861 kg) internal load ; 28,300 lb (12,845 kg) external load **Useful load:** N/A **Cabin length:** 20 ft 0 in (6.10 m) **Cabin width:** 6 ft 7 in (2.00 m) **Cabin height:** 6 ft (1.83 m) **Max seating:** 22 **HIGE:** 10,700 ft (3,261 m) **HOG:** 6,370 ft (1,942 m) **Max cruise:** 151 kt (283 kph) **Economic cruise:** 137 kt (254 kph) **Range:** 538 nm (997 km) with 19 pax and no reserve

## TRIDAIR GEMINI ST



**Rotor diameter:** 37 ft (11.28 m) **Fuselage length:** 33 ft 2.4 in (10.1 m) **Overall length:** 42 ft 10.2 in (13.02 m) **Powerplant:** 2 x 450 shp (335 kW) Allison 250-C20R turboshafts **Empty weight:** 2,850 lb (1,293 kg) **Max take-off weight:** 4,550 lb (2,064 kg) **Useful load:** 1,700 lb (771 kg) **Cabin length:** 9 ft (2.74 m) **Cabin width:** 4 ft 2 in (1.28 m) **Cabin height:** 4 ft 2.5 in (1.28 m) **Max seating:** 7 **HIGE:** 10,000 ft (3,048 m) **Service ceiling:** 10,000 ft (3,048 m) one engine, 20,000 ft (6,096 m) two engines **HOG:** 6,900 ft (2,130 m) **Max cruise:** 106 kts (196.3 kph) **Economic cruise:** 106 kts (196.3 kph) **Range:** 260 nm (482 km) no reserve

## VERTICAL AVIATION TECHNOLOGIES HUMMINGBIRD



**Rotor diameter:** 33 ft (10.05 m) **Fuselage length:** 30 ft 6 in (9.296 m) **Overall length:** 39.75 ft (12.115 m) **Powerplant:** 1 x 260 hp (193.96 kW) Lycoming piston engine **Empty weight:** 1,750 lb (794 kg) **Max take-off weight:** 2,700 lb (1,224.72 kg) **Useful load:** 950 lb (431 kg) **Cabin length:** 9 ft 2 in (2.794 m) **Cabin width:** 4 ft 7 in (1.397 m) **Cabin height:** 5 ft 8 in (1.422 m) **Max seating:** 4 **HIGE:** N/A **Service ceiling:** 12,000 ft (3,657 m) **HOG:** N/A **Max cruise:** (VNE 110 mph (177 kph) **Economic cruise:** 90 mph (144.8 kph) **Range:** 375 sm (603.5 km)

### USED AIRCRAFT VALUES

These prices were supplied by HeliValue\$ of Lincolnshire, IL. All represent market values as of the final quarter of 2006 in the international marketplace, for aircraft with components that have a least half their service lives remaining. Variations due to age, total flight hours, damage history, special options, mission equipment, appearance or unusual mechanical conditions have not been taken into account, so these figures can only be regarded as a rough guide.

(VALUES IN US \$)

MAKE	MODEL	MID-TIME	LOW-TIME
Enstrom	F-28A	40,600	69,600
Robinson	R22 HP	43,000	77,000
Enstrom	280	52,750	82,200
Enstrom	F-28C/C-2	65,000	110,000
Schweizer/Hughes	269A/A-1	65,000	87,500
Robinson	R22 Alpha	69,000	105,300
Schweizer/Hughes	269B	75,000	100,000
Robinson	R22 Beta	94,000	152,000
Robinson	R22 Mariner	97,000	165,000
Enstrom	280C	100,000	140,000
Schweizer/Hughes	300C 1969-1984	105,000	160,000
Schweizer	300CB	110,000	175,000
Robinson	R22 Beta II	115,000	210,000
Enstrom	F-28F	125,000	245,000
Robinson	R22 Mariner II	125,000	205,000
FH 1100 Mfg.	FH 1100	130,000	200,000
Schweizer	300C	130,000	265,000
Robinson	R44 Astro	135,000	245,000
Enstrom	280F/FX	140,000	350,000
MD Helicopters	MD 500C	170,000	310,000
Robinson	R44 Clipper	170,000	265,000
Robinson	R44 Raven	195,000	300,000
Schweizer	300CBi	200,000	250,000
Bell	206B JetRanger	275,000	415,000
Robinson	R44 Raven II	275,000	380,000
MD Helicopters	MD 500D	280,000	530,000
Schweizer	330SP	300,000	470,000
Bell	206B III JetRanger	335,000	845,000
Enstrom	480/	340,000	515,000
Eurocopter	SA-315B Lama	340,000	610,000
MD Helicopters	MD 500E	419,000	660,000
Eurocopter	AS-355F/F-1 TwinStar	440,000	675,000
Agusta	109A	470,000	750,000
Eurocopter	AS-350D AStar	495,000	725,000
Enstrom	480B	500,000	645,000
Eurocopter	AS-350B Astar	515,000	830,000
MD Helicopters	MD 530FF	525,000	910,000
Eurocopter	BO 105 LS A-3	575,000	1,100,000

MAKE	MODEL	MID-TIME	LOW-TIME
MD Helicopters	MD 520N	580,000	855,000
Bell	206L-1 LongRanger	590,000	825,000
Agusta	109A2/109A Plus Widebody	625,000	975,000
Eurocopter	AS-355F-2 TwinStar	665,000	1,100,000
Eurocopter	AS-350B-1 Astar	685,000	1,000,000
Eurocopter	AS-350BA Astar	690,000	1,030,000
Eurocopter	EC 120	765,000	1,085,000
Bell	206L-3 LongRanger	905,000	1,175,000
MD Helicopters	MD 600N	1,000,000	1,550,000
Bell	206L-4 LongRanger	1,075,000	1,475,000
Bell	222B	1,130,000	1,460,000
Bell	222U	1,175,000	1,550,000
Eurocopter	AS-355N TwinStar	1,180,000	2,490,000
Agusta	109C	1,200,000	1,725,000
Eurocopter	SA-365N Dauphin 2	1,210,000	1,700,000
Eurocopter	AS-350B-2 Astar	1,235,000	1,690,000
Eurocopter	BK 117A Series	1,305,000	1,825,000
Bell	205A-1	1,360,000	1,850,000
Bell	212	1,450,000	2,750,000
Eurocopter	AS-350B-3 Astar	1,520,000	1,990,000
Sikorsky	S-76A/Mk II	1,600,000	1,950,000
Eurocopter	AS-365N-1 Dauphin 2	1,620,000	2,675,000
Bell	230	1,670,000	2,605,000
MD Helicopters	MD 902	1,725,000	2,700,000
Bell	214ST	1,750,000	2,500,000
Eurocopter	EC 130 B4	1,750,000	2,160,000
Bell	407	1,780,000	2,660,000
Eurocopter	SA-330J Puma	1,810,000	3,150,000
Bell	214B	1,850,000	2,150,000
Sikorsky	S-61N	1,975,000	2,625,000
Eurocopter	BK 117B-1	2,000,000	2,850,000
Kaman	K-1200 K-Max	2,000,000	3,900,000
Eurocopter	BK 117B-2	2,300,000	3,175,000
Eurocopter	BK 117C Series	2,510,000	4,000,000
Bell	412/412SP	2,550,000	3,750,000
Eurocopter	EC 135 P1	2,600,000	3,400,000
Eurocopter	EC 135 T1	2,600,000	3,400,000
Sikorsky	S-76C	2,630,000	4,125,000
Agusta	109E Power	3,070,000	4,900,000
Eurocopter	AS-365N-2	3,250,000	4,400,000
Sikorsky	S-76B	3,330,000	4,500,000
Bell	412HP	3,750,000	4,900,000
Eurocopter	AS-365N-3	4,380,000	5,800,000
Bell	412EP	4,650,000	6,650,000
Bell	430	5,130,000	6,800,000
Sikorsky	S-76C+	6,060,000	8,900,000
Eurocopter	EC 155 B1	6,260,000	8,175,000
Eurocopter	SA-332L Super Puma	6,600,000	9,100,000
Eurocopter	AS-332L-1 Super Puma	9,500,000	12,125,000
Eurocopter	AS-332L-2 Super Puma	13,230,000	15,850,000



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- + Company name
  - + Address
  - + Telephone and fax numbers
  - + Email addresses
  - + Website urls
  - + Contact names
  - + Company activity

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