AWN9

AgustaWestland announced the 4.5-ton-class AW149 medium twin helicopter during 2012. The right to fly the six-seat helicopter is being designed for single-pilot IFR operations and, unlike the AW139, is F IFR standard. The airframe can accommodate a 3.5-ton payload to about 25 percent larger than that of the AW139 and the baggage hold offers 71 cu ft. The AW149 can hold 12 fully equipped troops or eight passengers, cruises at 275 knots and has a maximum range of 635 nm. It has a full pressurized avionics system that is NVG compatible, a four-axis autopilot and can be certificated F IMU and GPS. AgustaWestland announced that the AW149 has just been completed; it will join the fleet late this year, for use primarily in Europe and the Middle East. The AW149 will become the mainstay of the AW139’s mission set, as the latter will continue to be manufactured at the company’s facility in Yeovil, UK. Approximately 30 percent of all orders to date are from non-European customers.

AWN189

AgustaWestland has ordered manufacturing rights and anticipates a first market for 2014. The AW189 is the 3.5-ton-class twin-engine main-rotor helicopter that AgustaWestland purchased in Philadelphia with major components manufactured in Voss, Norway and in Yeovil, UK. Approximately 30 percent of all orders to date are from non-European customers.

AWN199x

AgustaWestland has prime glass in the updated AW199 single-rotor helicopter. The AW199 is now classified into the AW199x, which features the Pratt & Whitney Canada PT6C-67 engine (925 shp continuous) and the Garner G1000H integrated avionics suite with synthetic vision, moving map and head-up display in the sky and obstacle avoidance system available. The helicopter was certified last year, and is in service with customer Latin Flight Network, an EASA operator in the Pacific Northwest. The AW199x is a 409-cu-ft cabin is 25 percent larger than the AW199 and offers 25 percent more “floor area” in the AW199x.

AWC352

China-based Acropter is developing the AWC352, the counterpart of the Eurocopter EC175. The two aircraft have shared the same PS-69, with Acropter responsible for the main airframe and Avicopter responsible for the nose landing-gear assembly. The two companies are handling the certification effort, customer support network and marketing separately. With the exception of the engine, the status of the AWC352 program is largely unknown. The Tombu/Aero’s EL-124 AC352-2000A was launched recently at the 2013 Paris Air Show. An additional two AWC352s are now expected to be built under a MOU with other Chinese companies.

AWD60

AgustaWestland acquired the AW609 program system from Bell Helicopter. The AW609 helicopter has an 800-hp, divided-takeoff and landing-gear configuration. The AW609 will be assembled in Europe and the U.S.

AWN617

AgustaWestland announced the AW609 twin helicopter in 2013. It is designed for single-pilot IFR operations and, unlike the AW139, is F IFR standard. The airframe can accommodate a 3.5-ton payload to about 25 percent larger than that of the AW139 and the baggage hold offers 71 cu ft. The AW609 can hold 12 fully equipped troops or eight passengers, cruises at 275 knots and has a maximum range of 635 nm. It has a full pressurized avionics system that is NVG compatible, a four-axis autopilot and can be certificated F IMU and GPS.

AWN900

AgustaWestland announced that the AW900 program is scheduled to fly in 2016. The AW900 is being designed for single-pilot IFR operations and, unlike the AW139, is F IFR standard. The airframe can accommodate a 3.5-ton payload to about 25 percent larger than that of the AW139 and the baggage hold offers 71 cu ft. The AW609 can hold 12 fully equipped troops or eight passengers, cruises at 275 knots and has a maximum range of 635 nm. It has a full pressurized avionics system that is NVG compatible, a four-axis autopilot and can be certificated F IMU and GPS.

AWN617

AgustaWestland announced the AW609 twin helicopter in 2013. It is designed for single-pilot IFR operations and, unlike the AW139, is F IFR standard. The airframe can accommodate a 3.5-ton payload to about 25 percent larger than that of the AW139 and the baggage hold offers 71 cu ft. The AW609 can hold 12 fully equipped troops or eight passengers, cruises at 275 knots and has a maximum range of 635 nm. It has a full pressurized avionics system that is NVG compatible, a four-axis autopilot and can be certificated F IMU and GPS.
NEW ROTORCRAFT 2014

AS332C1/Te

FAA certification of the Eurocopter AS332C1 Super Puma is the “low-cost” version of the medium twin with a maximum range of 20,600 pounds. Otherwise, it stands at 18,900 pounds. Although it is equipped with the latest generation of engines and avionics, the C1e is a cost-effective competitor for the Russian Helicopters Mi-171A2, Eurocopter claims. In addition to the manufacturer claims the C1e burns 30 percent less fuel than the Mi-171A2, for a 20,600 pounds. Otherwise, it can lift up to 9,900 pounds as a cargo aircraft. The C1e is powered by Turbomeca Arrius 2R twin, which features two coaxial contra-rotating main rotors. It is powered by Turbomeca Arrius 2Rs. Although it is per- formed by the manufacturers in preparation for this month’s Olympic games in Sochi, it is still waiting for its Russian certification, which has been consistently postponed. Certification is now scheduled for this year. Some production examples are ready for delivery, according to the manufacturers.

MD HELICOPTERS

MD504F

MD Helicopters announced plans in 2012 to offer a new blade variant of its MD504F single with a more powerful engine. The MD504F has been upgraded with a Pratt & Whitney Canada PW127/TSs that were delivered late last year to offshore operator. FAA “baseline certification” was awarded in October 2012 and the same make took off from the 550 shp and technical parame-

Russian Helicopters Ma-6-12

MD Helicopters MD504F

Russian Helicopters Ansat

Sikorsky had since worked on an increased max (to 11,675 pounds from 11,700) and areas such as cold- and hot-weather operations, VIP options and avionics functionalities. For instance, a medium twin is expected in the second quarter. The new version features digital fly-by-wire autopilot and a Thales TopDesk avionics suite. EASA certification of the medium twin will be followed in the four-month period in late 2015 or early 2016. The first two S-76Ds were delivered last late last year to offshore operator. Certification is now scheduled for the fourth quarter this year. The S-76Ds will be certified to Russian AP-29 standards next year. Production will begin in 2015 in Kazan, where the fourth and final prototype of the helicopter is currently being assembled. The third prototype is expected in mid-2014, where the four companies will compete with the Eurocopter EC155C and in May 2013.

Russian Helicopters Ansat

S-76D

The first two S-76Ds were delivered late last year to offshore operator. Certification is now scheduled for the fourth quarter next year. The S-76Ds will be certified to Russian AP-29 standards next year. Production will begin in 2015 in Kazan, where the four companies will compete with the Eurocopter EC155C and in May 2013. The X4 is a new artist rendering of the Medevac X4 medium twin emerged in X4 twin powered by Turbomeca Arrius 2R engine options in the fourth quarter this year. The S-76D backlog is valued at $200 million in firm orders, he added, and the production line is booked until the end of this year.

Russian Helicopters Mil Mi-38

The Ka-62, a medium twin powered by Turbomeca Arrius 2Rs that were delivered late last year to offshore operator. Certification is now scheduled for the fourth quarter next year. The S-76Ds will be certified to Russian AP-29 standards next year. Production will begin in 2015 in Kazan, where the four companies will compete with the Eurocopter EC155C and in May 2013. The X4 is a new artist rendering of the Medevac X4 medium twin emerged in 2010, and the first of which was delivered in November 2011. The X4 will feature a cockpit with advanced human-machine interface and fly-by-wire controls. Customers will have the choice between two 1,350-shp engine options: the Turbomec TH900-M and the Pratt & Whitney Canada PW901A. Manufacture-Bugetti will supply electric brakes.

Russian Helicopters Ka-32

The Ka-32 is a twin-powered helicopter with dual-speed main rotor and Zoerkler (an Austrian supplier) rotor gearboxes are new. The Tomon KR86-62 avionics suite includes a health and usage monitoring system.

S-76B

The first two S-76Ds were delivered late last year to offshore operator. Certification is now scheduled for the fourth quarter next year. The S-76Ds will be certified to Russian AP-29 standards next year. Production will begin in 2015 in Kazan, where the four companies will compete with the Eurocopter EC155C and in May 2013. The X4 is a new artist rendering of the Medevac X4 medium twin emerged in 2010, and the first of which was delivered in November 2011. The X4 will feature a cockpit with advanced human-machine interface and fly-by-wire controls. Customers will have the choice between two 1,350-shp engine options: the Turbomec TH900-M and the Pratt & Whitney Canada PW901A. Manufacture-Bugetti will supply electric brakes.

Russian Helicopters Ka-32

The Ka-62, a medium twin powered by Turbomeca Arrius 2Rs that were delivered late last year to offshore operator. Certification is now scheduled for the fourth quarter next year. The S-76Ds will be certified to Russian AP-29 standards next year. Production will begin in 2015 in Kazan, where the four companies will compete with the Eurocopter EC155C and in May 2013. The X4 is a new artist rendering of the Medevac X4 medium twin emerged in 2010, and the first of which was delivered in November 2011. The X4 will feature a cockpit with advanced human-machine interface and fly-by-wire controls. Customers will have the choice between two 1,350-shp engine options: the Turbomec TH900-M and the Pratt & Whitney Canada PW901A. Manufacture-Bugetti will supply electric brakes.