

Civil

EC175



The EC175:
AIRBUS HELICOPTERS'
NEW MEDIUM-SIZED
TWIN-ENGINE HELICOPTER
FOR DEMANDING
MISSIONS AND COST-
EFFECTIVE OPERATIONS



Designed and optimized with feedback from operators

Extensive inputs from users, along with the latest generation in computer-aided design and virtual simulation, were essential to Airbus Helicopters' optimization of the EC175 rotorcraft.

Benefits

- More volume available per seat, offering more comfort for passengers
- Simplified maintenance, resulting in higher availability
- Simpler to fly
- Designed to meet the latest safety standards.

A quantum leap in mission capability



Missions





Oil & gas

- Wide cabin for 16 to 18 passengers
- Large doors for easy access
- Staggered seat arrangement for maximum comfort
- Large luggage compartment accessible from both sides
- Low vibration levels
- Easy emergency egress
- Two 18-place external life rafts

SAR/EMS

- Largest cabin in its class for flexible layouts and arrangements
- Stowage area accessible from the cabin
- Low vibration levels throughout the flight envelope
- Class 1 high-speed double hoist
- Chin-mounted electro-optical system
- Drip tray for additional protection from water during rescue operations
- Sensors operator-console in cabin
- Full cabin flat-floor
- Night-Vision Goggle compatible (NVG)
- Emergency flotation system certified up to Sea State 6

Premium transportation

- Higher comfort levels
- Quieter environment
- Double-glazed windows
- Up to 16 comfortable leather seats
- Large tinted windows
- Dual zones, regulated air conditioning

Police

- Large cabin for multipurpose missions
- Chin-mounted electrical-optical system
- Sensors operator-console in cabin
- Large doors for facilitated egress
- Fast roping anchor-points on both sides
- Energy-absorbing foldable seats

Executive & VIP

- Highest comfort level
- Executive seating for 9-12 passengers
- VIP configurations for 6-8 passengers. Three different harmonies: Rhapsody, Symphony, Allegory



Key Assets





The benchmark for comfort

Airbus Helicopters' EC175® offers the highest cabin volume per seat in its rotorcraft class:

- Comfortable energy-absorbing seats
- Staggered seat position for optimized club seating
- Per-row seating of 3-4 seats, even in the 18-passenger configuration
- Adjustable seat for pilots: height, backrest and tilt with armrest
- Low vibration levels by design, no matter the cruise speed
- Powerful, high-quality environmental control system
 - Regulated temperature
 - Individual outlets
 - Auxiliary power unit (APU) mode for cabin or cockpit preconditioning
- Large windows for panoramic views from all seats
- New upholstery design and material for low internal sound level
- Easy access through large sliding doors.



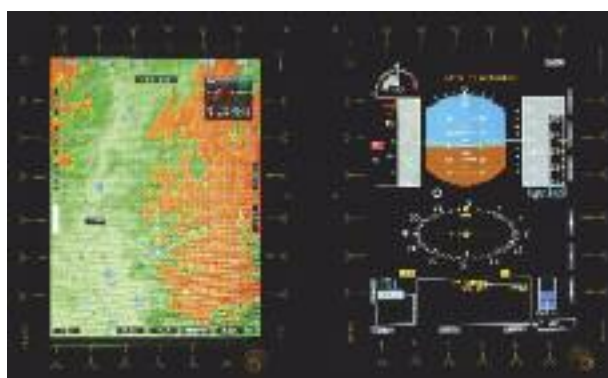
Helionix

The latest Airbus Helicopters avionics, for an unrivaled pilot assistance and intuitive human-machine interface

- Explicit alerting system
- Extensive self-monitoring system functions
- Innovative on-demand vehicle monitoring system display
- Airbus Helicopters' dual-duplex 4-axis Automatic Flight Control System (AFCS) for precision and stability, even in the harshest weather conditions

- New AFCS modes
 - Automatic recovery mode in the event of pilot disorientation
 - Angle of approach/vertical speed and ground track/heading modes for easier final approach
- Unique flight envelope protection – All engines operating (AEO) / One engine inoperative (OEI)
 - Hands-off one-engine failure management
 - Altitude is always used by the AFCS as the primary parameter
 - Controlled Flight Into Terrain (CFIT) prevention through automatic "alt mode" engagement and leveling at 150 ft.

- Automatic takeoff and go-around procedure at max power - AEO / OEI
- Enhanced situational awareness with integrated digital map, HTAWS, synthetic vision system, etc.
- TCAS II autopilot coupling, allowing automatic collision avoidance
- Common Airbus Helicopters HMI cockpit concept
- First Limit Indicator (FLI)
- Recovery mode in case of pilot disorientation
- Dual Flight Management System (FMS)
- Unique level of redundancy with four 6 x 8-inch multi-function displays
- Electronic Flight Bag (EFB)

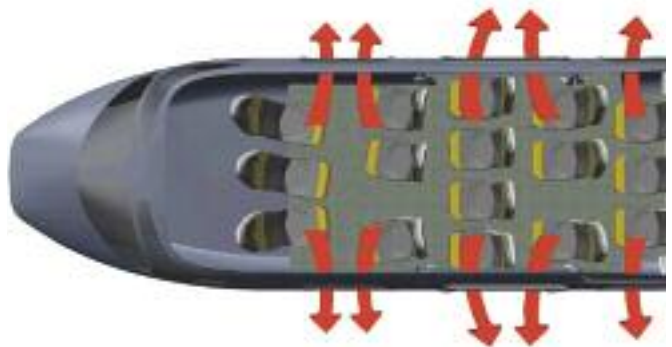




Designed with built-in safety

EC175's design, ensuring that it complies with – or exceeds – the latest CS29 standards, with:

- Fully-redundant systems
- Quick and easy egress through extra-large windows that exceed EASA Type IV certification requirements
- Each passenger is seated at maximum of one seat from an egress exit
- Thirty-minute dry run test for the main gear box, demonstrated and certified
- Crashworthiness up to 20G in compliance with the most demanding CS29 standards
- Energy-absorbing landing gear, seats, structure and fuel tanks
- Emergency floatation devices
 - Sea State 6 capability
 - High water-line reduces risk of capsizing
 - Manual inflation in-flight, or automatic at ditching
- Two 18-passenger external life rafts
- Tail-fin mounted forward-looking camera allows passenger boarding to be controlled from the cockpit's multi-function display
- High tail rotor provides ground clearance of 2.3 meters



A powerful aircraft

Confirmed by all customer pilots who have flown the EC175

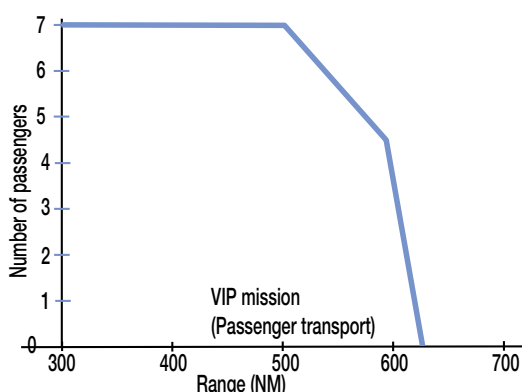
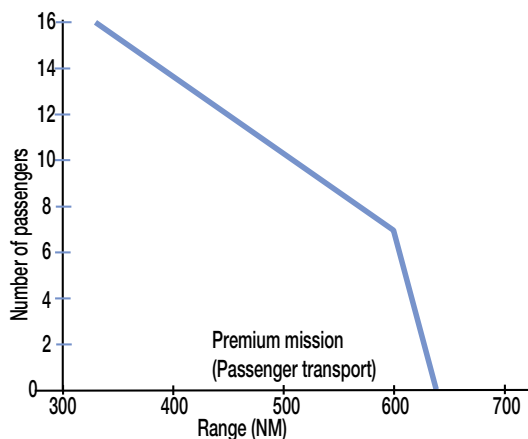
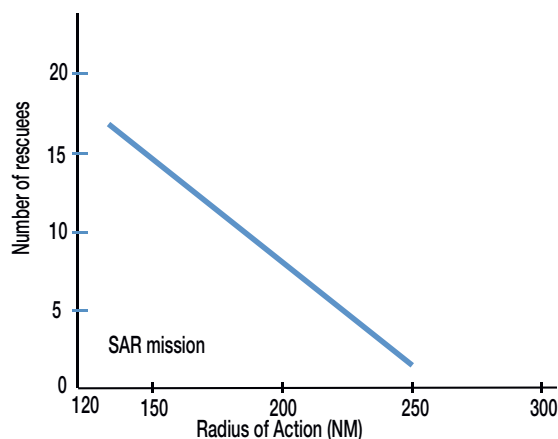
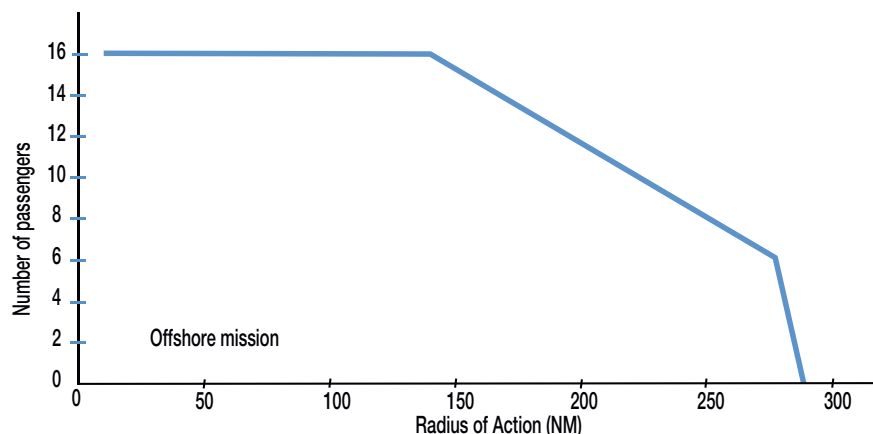
- Over 600 nautical-mile (NM) range with standard fuel tank
- Six-hour endurance
- Recommended cruise speed of 150 kts.
- Fast cruise speed approaching 160 kts.
- Class 1 performance at MTOW ISA+20 on a 70 ft. platform

The EC175 is fitted with two PT6C-67E Pratt and Whitney turboshaft engines:

- Dual-channel FADEC
- 30-second super emergency power

The EC175 provides the best payload range per passenger/radius-of-action (RoA) in the medium-class helicopter range:

- **High comfort**
16-passenger RoA at 140 NM
- **Higher density**
18-passenger RoA at 105 NM
- **Long range**
12-passenger RoA at 195 NM



Support & Services

The EC175's maintenance concept is defined in cooperation with operators for enhanced operational efficiency, combining higher aircraft availability and lower operating costs.



EC175: a step ahead in support & services

The EC175 support and services has been totally reviewed on this helicopter, and introduces valuable new features such as:

- Optimized scheduled maintenance planning, based on tangible operational feedback gathered from operators through the MSG-3 method and continuously improved thanks to a proactive Living Maintenance Review Board process
- Optimized unscheduled maintenance management, resulting from an innovative ground segment supporting technicians with a new and efficient failure management function and evolutive fault isolation module
- The Keycopter® customer portal offers an interactive access to spares ordering and tracking or components R&O management. More e-services are progressively deployed on the portal and/or mobile devices, to offer a one-stop-shop.
- Web-based access to interactive electronic technical publications with 3D maintenance procedures for complex maintenance tasks, accessed through the new O.R.I.O.N. viewer
- WebHums service for health & usage worldwide data correlation
- Advanced anomaly detection function, which provides fast and simple alarms diagnosis, while reducing false maintenance down-time
- Helicopter Flight Data Monitoring allowing improvements of safety, operational procedures and training.
- Numerous training devices including: full-flight simulator (FFS level-D), flight and navigation procedure trainer (FNPT III), virtual cockpit procedure trainer (VCPT), maintenance trainer, computer aided instructions (CAI). Extensive training program through modular conversion to type and oil and gas producer (OGP) mission modules and more operational scenarios

A dedicated team of experts in all Support & Services fields will ensure a smooth and successful entry-into-service of this helicopter

[Airbus Helicopters, a team of specialists at your service](#)



Characteristics

WEIGHT

MTOW:	7,500 kg	16,535 lb
Typical O&G mission empty weight:	4,603 kg	10,148 lb

ENGINES: TWO PRATT & WHITNEY PT6C-67E WITH DUAL CHANNEL FADEC

Takeoff Power:	1,324 kW	1,776 shp
Maximum Continuous Power:	1,227 kW	1,645 shp
One Engine Inoperative(OEI) 30 sec:	1,541 kW	2,067 shp

FUEL

Standard fuel tanks, ground pressure refuelling	2,616 liters	2,066 kg	4,555 lb
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OVERALL DIMENSION

From rotor disc to tail rotor disc:	18.06 m	59.25 ft
From nose to tail rotor disc:	15.68 m	51.44 ft
Rotor disc dia.:	14.80 m	48.56 ft
Tail rotor disc dia.:	3.20 m	10.50 ft
Overall height (tail rotor disc dia.):	5.34 m	17.52 ft

LUGGAGE HOLD

Surface:	3,1 m ²	33,4.ft ²
Volume:	2,3 m ³	81,9.ft ³

CABIN

Length:	4.1 m	13.45 ft
Width:	2.13 m	6.99 ft
Height:	1.40 m	4.59 ft
Surface:	8 m ²	86.1 ft ²
Volume:	12 m ³	423.8 ft ³

Major operational features/options

- DMAP
- HTAWS
- AFCS coupled TCAS II
- Fleet tracking System
- AIS
- Ready for ADSB
- Electronic flight bag
- Direction Finder
- Search/weather radar
- EOS
- Search light
- Single/double hoist
- Bubble windows
- Central mission display
- Engine declutch function for APU mode
- Pressure refuelling
- HEELS
- ADELTA
- ELT
- CVFDR
- HUMS
- HFDM
- Cargo sling









Contacts

For more information, please contact:
Sales-promotion@eurocopter.com



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