



AIRCRAFT SPECIFICATION



2018 Leonardo AW119MKII Helicopter

General

Aircraft SN: 14954

Registration: TBD

Aircraft Total Time: 233.4 SNEW

Engine: PT6B-37A

Engine SN: PCE-PU0319

California Aviation Services, Inc
6791 Airport Dr. STE A, Riverside, California 92504, USA
Leo Bell
1(951)354-5274



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Interior/Exterior



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Key Features

Weight

- MTOW weight is 2850kg (internal load), 3150kg (external load)
- Empty weight 1438kg
- Hanging load capacity 1400kg

Power Plant

- Single Pratt & Whitney Canada engine (PT6B-37A)
- Take-off power (5min) 1x747kw
- Maximum continuous power 1x650kw

Transmission drive system

- AEO take-off power(5min) 684kw
- AEO maximum continuous power 671kw

Fuel System

- 4 fuel tanks (LH, RH, UPPER, Aux RH) 711L (188 US gal)

Capacity

Currently EMS Configured, Certified for Single PIC

Seating Configuration: 2 Forward Cockpit, 2 EMS Aft Cabin Crew Member

If Corporate Configuration is desired

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2 Forward Cockpit, 6 Seats Aft Cabin (Corporate Club Seating)

Dimensions

- Cabin: maximum length 2.10 m
- Cabin: maximum width of 1.61 m
- Cabin: maximum height 1.28 m
- Cabin volume 3.45 m³
- Baggage compartment volume 0.95 m³

Performance (ISA, S.L., MTOW)

- VNE 175 mph, 152 kts
- Maximum cruise speed 152 mph, 132 kts
- HIGE 3352 m (11000 ft)
- HOGE 2225 m (7300 ft)
- Service Ceiling 15000 ft
- Maximum range* 420 nm
- Maximum endurance* 4 h 20 min

(*Including 188 US gal/ 711 L fuel)



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Standard Equipment

- 28-volt battery
- Baggage compartment lights
- Crew open door actuators
- First aid kit
- Fuel drain electrical valves
- Portable fire extinguisher
- Quick disconnecting chip detectors
- Shoulder harness with inertial reels (pilot and co-pilot)
- Tail boom strake

Additional Avionic Equipment

- AC power supply system (2 inverters)
- Stability Augmentation System

Additional Equipment

- Baggage compartment extension (1.9 m)
- Dual controls
- Fuel cap with key-lock
- Reinforced windshields (pilot and co-pilot)
- Rotor brake
- Sliding windows on cockpit doors
- Windshield wipers (pilot and co-pilot) with wiper switch on cyclic grips

Interior Trim

- Bleed air heater

Cabin interior

- Leatherette seats
- Soundproofing
- 3-point shoulder harness with inertial reels and safety belts for aft cabin seats
- Cargo net provisions



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- Aft cabin sliding passenger doors RH & LH
- Cabin loudspeakers

Avionics Equipment

- ELT C406-N HM Artex

Utility Equipment

- Cockpit & Passenger/Aft Cabin Air conditioning
- 188 Usgal Fuel System
- Hourmeter (engine run-time)
- Pulsed chip detectors*
- Strobe lights on horizontal stabilizer

Finishing – Painting

- Main rotor blades high visibility painting

BASIC AIRCRAFT

a. Airframe:

- Aluminium alloy and bonded panel fuselage
- Semi-monocoque aluminium alloy tail boom
- New reinforced skid type landing gear
- Two hinged jettisonable crew doors (LH & RH)
- Two sliding passenger doors (LH and RH), 1.10 m opening, with jettisonable windows
- Passenger short footstep (LH & RH)
- Acrylic windshield and side windows
- Overhead cockpit transparent windows

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- Lower cockpit transparent windows
- Removable fiberglass tail rotor gearbox fairing
- Quick removable tail rotor drive shaft cover
- Separate baggage compartment with hinged door
- Three jacking points
- Removable fairing and cowlings, for complete accessibility to the controls and drive components
- Quick opening hinged inspection doors, to allow visual check of engine oil levels and maintenance inspection points
- Grounding point

b. Rotors and controls:

- Titanium main rotor hub, corrosion protected, fully articulated with four composite grips, four elastomeric bearings, four individually interchangeable composite material blades, swept tips, and dampers
- Steel tail rotor hub, corrosion protected, semi-rigid delta hinged type, with two composite blades, individually interchangeable
- Cyclic and collective controls powered by two hydraulic systems
- Hydraulically powered anti-torque system
- Adjustable friction devices on cyclic and collective system
- Force trim and artificial feel system
- Adjustable directional control pedals –Flapping and droop restraint mechanism

c. Power plant & fuel system:

- Pratt & Whitney Canada PT6B-37A turbo-shaft engine
- Engine mounted fuel pump and filter assembly
- Engine mounted oil pump and filter assembly
- Engine mounted fuel control and governor
- Electronic Engine Control (EEC)
- Lubrication and cooling system
- Engine oil chip detector (1)

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- Engine mounted fuel heater
- Fuel system control panel
- 4-cell fuel system (711 l – 188 USgal)
- Submerged fuel pumps (2 boost and 1 transfer pump)
- RH refueling point

d. Transmission drive system and hydraulic system:

- 917 shp for takeoff and 900 shp continuous operation main transmission – Two-stage transmission
- Transmission mounted hydraulic pumps (2) with separate reservoir
- Internal dry sump transmission lubrication with pressure and scavenge pump and oil filter
- Transmission oil chip detectors (2)
- Single stage, bevel gear T/R 90° gear box including oil level sight glass and chip detector
- Transmission cooling and lubrication system – Transmission shafts

e. Electrical systems:

- 28 V DC nickel-cadmium battery with temperature probe
- 200 A self-cooled starter generator
- Voltage regulator
- Battery relay
- Interconnecting bus relay
- External power relay
- Distribution buses (2)
- External power receptacle
- Position lights
- 250 W landing lights (2)
- Anti collision lights (2)



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- Cockpit utility lights (2)
- Instrument lights with dimming switch – Radio master switch
- f. Avionic package:**
 - Garmin G1000H Integrated Flight Deck system comprising:
 - Two GDU-1040 10.4” display units providing a Primary Flight Display (PFD) and a Multifunction Display (MFD) and integrating:
 - Radio tuning controls
 - Flight Management System (FMS)
 - Synthetic Vision System
 - Helicopter Terrain Awareness and Warning System (HTAWS)
 - Two GEA-71H Aircraft Interface Unit with integral Central Maintenance Computer (CMC) GEA-71H
 - Two GSC-46 Signal Conditioners
 - GRS-77H AHRS
 - GDC-74H Air Data Computer (ADC)
 - Two GIA-63H Integrated Avionics Units (IAU) comprising:
 - COM 1&2
 - NAV 1&2
 - GPS 1&2
 - Aural Alert Generator
 - DME tuning interface
 - GTX-33H Mode-S Transponder with Extended Squitter (ES) capability
 - Radar Altimeter RA-4500 FreeFlight Systems
 - Digital Audio Control System (DACS) NAT with two cockpit panels
 - Magnetic Compass indicator
 - L3 Avionics System ESI-2000 Electronic Standby Indicator Airframe Hour meter
- g. Systems data (on MFD/PFD)**

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- Inter turbine gas temperature indicator (ITT°C)
- Engine torque indicator (TQ%)
- Compressor speed indicator (N1%)
- Turbine speed indicator (N2%)
- Rotor speed indicator (NR%)
- Transmission oil pressure (PSI) and temperature (°C) indicator (on MFD)
- Engine oil pressure (PSI) and temperature (°C) indicator (on MFD)
- Fuel pressure (PSI) (on MFD) and fuel quantity (kg) indicator (on PFD/MFD)
- Two hydraulic pressure system indicators (PSI) (on MFD)
- Outside air temperature indicator (°C) (on PFD)
- DC voltmeter (VDC) (on MFD)
- DC ammeter (Amp) (on MFD)

h. Central warning system (CWS)

- Master warning lights
- Master caution lights
- Warning, caution and advisory messages on PDF display – Aural alerts from IAU 1 & 2

i. Interior arrangement

- Aluminium alloy honeycomb reinforced floor with anti-skid finishing
- Ventilation ram air inlets
- Anti reflection instrument panel

MISCELLANEOUS/GROUND EQUIPMENT

- Air intake/exhaust/Pitot Tube covers
- Rotorcraft Flight Manual (RFM)



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**EXTERIOR PAINT & CORPORATE SPECIALIZED
INTERIORS ARE AVAILABLE FOR NEGOTIATION AT THE
ADDITIONAL COST**

**WE CAN ALSO ASSIST WITH ADDITIONAL
EQUIPMENTS, SUCH AS CARGO HOOK, HOIST, AND
OTHER SPECIALIZED UTILITY EQUIPMENTS**