



Excellence in Helicopter
Maintenance Services

Mods catalogue

Welcome to the Heli-One Mods catalogue, an interactive system allowing you to easily browse our range of innovative and comprehensive helicopter solutions for Leonardo, Bell, Airbus and Sikorsky platforms.

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Boeing

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Leonardo

AW139

AW139 In-Flight Entertainment
SIHS-2000NG IFE

AW139 Sea Tray

AW139 Second LDG Light

Aspire 200 SATCOM

All models

All Custom Paint Drawings

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Bell

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212 Emergency Locator
Transmitter
Artex C406-N HM ELT System

212 Searchlight
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212 Vibration Monitoring System
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214

214 Emergency Helicopter
Locator 503 Series CPI

412

412, 412 EP Emergency Locator
Transmitter
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Boeing

CH-47D

CH-47D Iridium Aerophone

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Airbus

AS332

AS332 Emergency Helicopter Locator 503 Series CPI

AS332 Flight Data Monitoring FDM with SSQAR

AS332 In-Flight Entertainment SIHS-2000NG IFE

AS332 Iridium Aerophone

AS332 Safety Equipment

AS332 Search and Rescue FLIR Ultra Force II EP thermal imaging system

AS332 Vertical Reference Door Left or Right

AS332L Utility Interior with LED Lighting Soft Shell Interior Kit

AS332L/L1 Cabin Equipment Box

AS332L/L1 Camera and Aerocomputers Moving Map Axsys V9

AS332L/L1 Goodrich Dual Hoist Upgrade

AS332L/L1 Enhanced Ground Proximity Warning System Honeywell Mk XXII EGPWS

AS332L/L1 Flight Data Recording Vision 1000

AS332L/L1 Flight Following and Satellite Communications SkyTrac ISAT-200

AS332L/L1 Flight Management System Universal UNS-1Fw

AS332L/L1 Intercom System Technisonic ICS

AS332L/L1 Loud Hailer Powersonix Loud Hailer

AS332L/L1 Night Vision Lights NVIS Dome Lights

AS332L/L1 Transceiver Technisonic TDFM-7300

AS332L/L1 Tactical Direction Finder Rockwell Collins DF-430F

AS332L/L1 Electronic Flight Information System Upgrade

AS332L/L1 Flight Management System Upgrade

AS332L/L1/L2 Light Weight Interior Trim

AS332L/L1/M1 Emergency Location Transmitter Artex C406-N HM

AS332L/L1/M1/C/C1 Display Upgrade Rogerson Kratos EFIS-520

AS332L1 Mode S Transponder Honeywell MST-67A

AS332L1 Universal Cockpit Voice Recorder CVR-120R System

AS332L1/M1 Infrared Suppression System Protection from Heat Seeking Missiles

AS332L1/M1 Night Vision

AS332L2 Anti-Collision Light Replacement **AS332L2** PA Speaker

AS332L2 Traffic Advisory System TAS-620

AS332M1 Ballistic Protection Armor Panels

AS332M1 Cockpit Voice and Flight Data Recorder CVFDR

AS332M1 Electronic Warfare System

AS332M1 Directional Finder 935-2 Tactical Direction Finder

AS332M1 Distance Measuring Equipment

AS332M1 Flight Management System CMA-9000

AS332M1 MEDEVAC

AS332M1 Multi-Function Display EuroNAV

AS332L/L1 Electronic Flight Information System Upgrade

AS332L/L1 Flight Management System Upgrade

AS355

AS355 Deployment Boom Power Lines Maintenance Specialization

AS365

AS365 Cockpit Voice and Flight Data Recorder CVFDR

AS365 Emergency Helicopter Locator 503 Series CPI

AS365 Flight Data Monitoring FDM with SSQAR

AS532U2

AS532U2 Emergency Location Transmitter Artex C406-N HM

AS532U2 Flight Management System CMA-9000

AS532U2 IFF/Mode S Transponder AN/APX-119

AS532U2 Talon Transceiver Rockwell Collins TALON VHF/UHF

AS532U2 Transceiver Rockwell Collins VHF-4000E VHF/AM

H155

H155 Flight Data Monitoring FDM with SSQAR

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H225 Automatic Direction Finder ADF-462 Navigation

H225 Belly Mounted Life Raft Release

H225 Cabin Bubble Window

H225 Cabin Lighting Multi-Role Lighting

H225 Cabin Window Sun-Reflecting Film

H225 Cup Holder Dual Cup Holder

H225 External Cockpit Mirror Enhanced Visibility

H225 HEEL Helicopter Emergency Egress Lighting

H225 High-Frequency Communications HF-9000

H225 Horizontal Grab Handle

H225 In-Flight Entertainment SIHS-2000NG IFE

H225 Iridium Aerophone

H225 Light Weight Interior Trim

H225 Medical Equipment Rack

H225 Polycon Radio

H225 Search and Rescue FLIR Ultra Force II EP Thermal

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H225 Sea Tray

H225 Spare Headset Stowage

H225 Shuttle Timer

H225 Vertical Reference Door Left or Right

Aspire 200 SATCOM

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Sikorsky

S-61

S-61 Emergency Helicopter Locator 503 Series CPI

S-61 Sea Tray

S-61 Search and Rescue FLIR Ultra Force II EP Thermal Imaging System

S-61N ATC and SAR Communication Bendix King 950 HF

S-61N Cockpit Voice Recorder Penny & Giles Multi-Purpose Flight Recorder

S-61N Deployable Emergency Locator Transmitter Techtest CPI 503 System

S-61N Emergency Locator Transmitter Artex C406-N HM ELT

S-61N Fuel Jettison System

S-61N Lead Acid Batteries

S-61N Mode-S Transponder

S-61N Sea Surface Traffic Monitor RA4 AIS Transponder

S-61N/L Flight Deck Observers Seat with Seatback

S-76

S-76 Flight Data Monitoring FDM with SSQAR

S-76A Cockpit Voice Recorder Penny & Giles Multi-Purpose Flight Recorder

S-76A/C Approach Plate Holder

S-76A/C Audio Panel System Upgrade NAT 380

S-76A/C Baggage Bay Wiring Cover

S-76A/C Cowling Oil Door Closing Spring

S-76A/C Egress Railing

S-76A/C Emergency Beacon Locating System Becker SAR-DF 517

S-76A/C Emergency Exit Lighting System

S-76A/C Emergency Locator Transmitter Artex C406-N HM ELT System

S-76A/C Emergency Helicopter Locator CPI 503

S-76A/C Enhanced Ground Proximity System Honeywell Mk XXII EGPWS

S-76A/C Exterior Release Strap for Pop-out Windows

S-76A/C GPS Antenna Mount/Tail Rotor Driveshaft Cover

S-76A/C GPS with Map Display Garmin GNS-530/530W

S-76A/C Inter-door Window Vents

S-76A/C Lift Raft Chute

S-76A/C Loud Hailer

S-76A/C Lower Aft Avionics Shelf

S-76A/C Flight Following and Satellite Communication SkyTrac ISAT-200

S-76A/C Standard Avionics Shelf

S-76A/C Traffic Advisory System TAS-620

S-76A/C Triple Seat

S-76A/C Upper Aft Avionics Shelf (LHS)

S-76A/C Upper Aft Avionics Shelf (RHS)

S-76A/C Water Activated Floatation System

S-76A/C Weather Radar System Honeywell Primus 660

Aspire 200 SATCOM

S-92

S-92 Emergency Helicopter Locator 503 Series CPI

S-92 Flight Data Monitoring FDM with SSQAR

S-92A Cabin Storage Cabinet

S-92A Cargo Containment Reconfiguration of Cargo Bay Access

Aspire 200 SATCOM

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AW139 In-Flight Entertainment
SIHS-2000NG IFE

AW139 Second LDG Light

Bell

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212 Emergency Locator
Transmitter
Artex C406-N HM ELT System

212 Vibration Monitoring System
Chadwick HUMS

214

214 Emergency Helicopter
Locator 503 Series CPI

412

412, 412 EP Emergency Locator
Transmitter
Artex C406-N HM ELT System

Boeing

CH-47

CH-47D Iridium Areophone

Airbus

AS332

AS332 Emergency Helicopter
Locator 503 Series CPI

AS332 Flight Data Monitoring
FDM with SSQAR

AS332 In-Flight Entertainment
SIHS-2000NG IFE

AS332 Iridium Aerophone

AS332 Safety Equipment

AS332L

AS332L/L1 Cabin Equipment
Box

AS332L/L1 Emergency Location
Transmitter Artex C406-N HM

AS332L/L1 Enhanced Ground
Proximity Warning System
Honeywell Mk XXII EGPWS

AS332L/L1 Flight Data
Recording Vision 1000

AS332L/L1 Flight Following
and Satellite Communications
SkyTrac ISAT-200

AS332L/L1 Flight Management
System Universal UNS-1Fw

AS332L/L1 Electronic Flight
Information System Upgrade

AS332L/L1 Flight Management
System Upgrade

AS332L/L1/L2 Light Weight
Interior Trim

AS332L1 Mode S Transponder
Honeywell MST-67A

AS332L1 Universal Cockpit
Voice Recorder
CVR-120R System

AS332L2 Anti-Collision Light
Replacement

AS332L2 PA Speaker

AS332L2 Traffic Advisory
System TAS-620

AS332M1

AS332M1 Cockpit Voice and
Flight Data Recorder CVFDR

AS332M1 Directional Finder
935-2 Tactical Direction Finder

AS332M1 Distance Measuring
Equipment

AS332M1 Emergency
Location Transmitter
Artex C406-N HM

AS332M1 Flight Management
System CMA-9000

AS365

AS365 Cockpit Voice and Flight
Data Recorder CVFDR

AS365 Emergency Helicopter
Locator 503 Series CPI

AS365 Flight Data Monitoring
FDM with SSQAR

AS532U2

AS532U2 Emergency Location
Transmitter Artex C406-N HM

AS532U2 Flight Management
System CMA-9000

H155

H155 Flight Data Monitoring
FDM with SSQAR

H225

H225 Access Door to Cargo
Compartment

H225 Automatic Direction Finder
ADF-462 Navigation

H225 Belly Mounted Life Raft
Release

H225 Cabin Lighting
Multi-Role Lighting

H225 Cabin Window
Sun-Reflecting Film

H225 Cup Holder
Dual Cup Holder

H225 External Cockpit Mirror
Enhanced Visibility

H225 HEEL Helicopter
Emergency Egress Lighting

H225 High-Frequency
Communications HF-9000

H225 Horizontal Grab Handle

H225 In-Flight Entertainment
SIHS-2000NG IFE

H225 Iridium Aerophone

H225 Light Weight Interior Trim

H225 Shuttle Timer

H225 Spare Headset Stowage

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S-61 Emergency Helicopter
Locator 503 Series CPI

S-61N ATC and SAR
Communication
Bendix King 950 HF

S-61N Cockpit Voice Recorder
Penny & Giles Multi-Purpose
Flight Recorder

S-61N Deployable Emergency
Locator Transmitter
Techtest CPI 503 System

S-61N Emergency Locator
Transmitter
Artex C406-N HM ELT

S-61N Fuel Jettison System

S-61N Lead Acid Batteries

S-61N Mode-S Transponder

S-76

S-76 Flight Data Monitoring
FDM with SSQAR

S-76A/C Approach Plate
Holder

S-76A/C Audio Panel System
Upgrade NAT 380

S-76A/C Baggage Bay
Wiring Cover

S-76A Cockpit Voice Recorder
Penny & Giles Multi-Purpose
Flight Recorder

S-76A/C Cowling Oil Door
Closing Spring

S-76A/C Egress Railing

S-76A/C Emergency Beacon
Locating System
Becker SAR-DF 517

S-76A/C Emergency Exit
Lighting System

S-76A/C Emergency Helicopter
Locator CPI 503

S-76A/C Emergency Locator
Transmitter
Artex C406-N HM ELT

S-76A/C Enhanced Ground
Proximity System
Honeywell Mk XXII EGPWS

S-76A/C Exterior Release Strap
for Pop-out Windows

S-76A/C GPS Antenna Mount/
Tail Rotor Driveshaft Cover

S-76A/C GPS with Map

Display
Garmin GNS-530/530W

S-76A/C Inter-door Window
Vents

S-76A/C Lift Raft Chute

S-76A/C Lower Aft Avionics
Shelf

S-76A/C Standard Avionics
Shelf

S-76A/C Traffic Advisory System
TAS-620

S-76A/C Triple Seat

S-76A/C Upper Aft Avionics
Shelf (LHS)

S-76A/C Upper Aft Avionics
Shelf (RHS)

S-76A/C Water Activated
Floatation System

S-76A/C Weather Radar
System Honeywell Primus 660

S-76A/C Flight Following
and Satellite Communication
SkyTrac ISAT-200

S-92

S-92A Cabin Storage Cabinet

S-92A Cargo Containment
Reconfiguration of Cargo Bay
Access

S-92 Emergency Helicopter
Locator 503 Series CPI

S-92 Flight Data Monitoring
FDM with SSQAR

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AW139 Sea Tray

AW139 Second LDG Light

Bell

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212 Emergency Locator Transmitter

Artex C406-N HM ELT System

212 Searchlight
Nightsun SX-16

412

412, 412 EP Emergency Locator Transmitter
Artex C406-N HM ELT System

Boeing

CH-47

CH-47D Iridium Aerophone

Airbus

AS332

AS332 Iridium Aerophone

AS332 Search and Rescue
FLIR ULTRAFORCE II EP
Thermal Imaging System

AS332 Safety Equipment

AS332L

AS332L Utility Interior with LED Lighting

AS332L/L1 Cabin Equipment Box

AS332L/L1 Camera and
Aerocomputers Moving Map

AS332L/L1 Emergency Location Transmitter
Artex C406-N HM

AS332L/L1 Enhanced Ground Proximity Warning System
Honeywell Mk XXII EGPWS

AS332L/L1 Flight Data Recording Vision 1000

AS332L/L1 Flight Following and Satellite Communications
SkyTrac ISAT-200

AS332L/L1 Flight Management System Universal UNS-1 Fw

AS332L/L1 Goodrich Dual Hoist Upgrade

AS332L/L1 Intercom System
Technisonic ICS

AS332L/L1 Loud Hailer
Powersonix Loud Hailer

AS332L/L1 Night Vision Lights
NVIS Dome Lights

AS332L/L1 Tactical Direction Finder
Rockwell Collins DF-430F

AS332L/L1 Transceiver
Technisonic TDFM-7300

AS332L/L1 Electronic Flight Information System Upgrade

AS332L/L1 Flight Management System Upgrade

AS332L/L1/L2 Light Weight Interior Trim

AS332L1 Mode S Transponder
Honeywell MST-67A

AS332L1 Night Vision

AS332L1 Universal Cockpit Voice Recorder
CVR-120R System

AS332L2 PA Speaker

AS332L2 Traffic Advisory System TAS-620

AS332M

AS332M1 Cockpit Voice and Flight Data Recorder CVFDR

AS332M1 Directional Finder
935-2 Tactical Directional Finder

AS332M1 Distance Measuring Equipment

AS332M1 Emergency Location Transmitter
Artex C406-N HM

AS332M1 Flight Management System CMA-9000

AS332M1 MEDEVAC

AS332M1 Multi-Function Display EuroNAV

AS332M1 Night Vision

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AS365 Cockpit Voice and Flight Data Recorder CVFDR

AS532U2

AS532U2 Emergency Location Transmitter
Artex C406-N HM

AS532U2 Flight Management System CMA-9000

H225

H225 Access Door to Cargo Compartment

H225 Cup Holder
Dual Cup Holder

H225 Iridium Aerophone

H225 Search and Rescue FLIR ULTRAFORCE II EP Thermal Imaging System

H225 Medical Equipment Rack

H225 Polycon Radio

H225 Sea Tray

H225 Spare Headset Stowage

Sikorsky

S-61

S-61 Sea Tray

S-61 Search and Rescue FLIR ULTRAFORCE II EP Thermal Imaging System

S-61N Cockpit Voice Recorder
Penny & Giles Multi-Purpose Flight Recorder

S-61N Emergency Locator Transmitter
Artex C406-N HM ELT

S-61N Lead Acid Batteries

S-61N Mode S Transponder

S-61N Sea Surface Traffic Monitor RA4 AIS Transponder

S-76

S-76A Cockpit Voice Recorder
Penny & Giles Multi-Purpose Flight Recorder

S-76A/C Approach Plate Holder

S-76A/C Audio Panel System Upgrade NAT 380

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S-76A/C Cowling Oil Door Closing Spring

S-76A/C Emergency Beacon Locating System
Becker SAR-DF 517

S-76A/C Emergency Locator Transmitter
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S-76A/C Loud Hailer

S-76A/C Lower Aft Avionics Shelf

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S-76A/C Traffic Advisory System
TAS-620

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S-76A/C Weather Radar System Honeywell Primus 660

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S-92A Cabin Storage Cabinet

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412, 412 EP Emergency Locator Transmitter
Artex C406-N HM ELT System

Boeing

CH-47

CH-47D Iridium Aerophone

Airbus

AS332

AS332 Iridium Aerophone

AS332 Vertical Reference Door
Left or Right

AS332L Utility Interior with LED
Lighting Soft Shell Interior Kit

AS332L/L1 Emergency Location
Transmitter
Artex C406-N HM

AS332L/L1 Enhanced Ground
Proximity Warning System
Honeywell Mk XXII EGPWS

AS332L/L1 Flight Data
Recording Vision 1000

AS332L/L1 Flight Following
and Satellite Communications
SkyTrac ISAT-200

AS332L/L1 Flight Management
System Universal UNS-1Fw

AS332L/L1/L2 Light Weight
Interior Trim

AS332L1 Mode S Transponder
Honeywell MST-67A

AS332L1 Universal Cockpit
Voice Recorder
CVR-120R System

AS332L2 PA Speaker

AS332M

AS332M Flight Management
System CMA-9000

AS332M1 Cockpit Voice and
Flight Data Recorder CVFDR

AS332M1 Distance Measuring
Equipment

AS332M1 Emergency
Location Transmitter
Artex C406-N HM

AS355

AS355 Deployment Boom
Power Lines Maintenance
Specialization

AS365

AS365 Cockpit Voice and Flight
Data Recorder CVFDR

AS532U2

AS532U2 Emergency
Location Transmitter
Artex C406-N HM

AS532U2 Flight Management
System CMA-9000

H225

H225 Cabin Bubble Window

H225 Cabin Lighting
Multi-Role Lighting

H225 Cup Holder
Dual Cup Holder

H225 Horizontal Grab Handle

H225 Iridium Aerophone

H225 Light Weight Interior Trim

H225 Spare Headset Stowage

H225 Vertical Reference Door
Left or Right

Sikorsky

S-61

S-61N Cockpit Voice Recorder
Penny & Giles Multi-Purpose
Flight Recorder

S-61N Emergency Locator
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S-61N Lead Acid Batteries

S-61N Mode S Transponder

S-61N/L Flight Deck Observers
Seat with Seatback

S-76

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S-76A/C Audio Panel System
Upgrade NAT 380

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S-76A/C Cowling Oil Door
Closing Spring

S-76A/C GPS Antenna Mount/
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S-76A/C GPS with Map
Display
Garmin GNS-530/530W

S-76A/C Inter-door Window
Vents

S-76A/C Lower Aft Avionics
Shelf

S-76A/C Flight Following
and Satellite Communication
SkyTrac ISAT-200

S-76A/C Standard Avionics
Shelf

S-76A/C Traffic Advisory System
TAS-620

S-76A/C Upper Aft Avionics
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S-76A/C Upper Aft Avionics
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S-76A/C Weather Radar
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212 Searchlight
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Transmitter
Artex C406-N HM ELT System

Boeing

CH-47

CH-47D Iridium Aerophone

Airbus

AS332

AS332 Iridium Aerophone

AS332L

AS332L Infrared Suppression
System Protection from Heat
Seeking Missiles

AS332L Mode S Transponder
Honeywell MST-67A

AS332L Utility Interior with LED
Lighting Soft Shell Interior Kit

AS332L/L1 Camera and
Aerocomputers Moving Map
Axsys V9

AS332L/L1 Emergency Location
Transmitter
Artex C406-N HM

AS332L/L1 Enhanced Ground
Proximity Warning System
Honeywell Mk XXII EGPWS

AS332L/L1 Flight Data
Recording Vision 1000

AS332L/L1 Flight Following
and Satellite Communications
SkyTrac ISAT-200

AS332L/L1 Flight Management
System Universal UNS-1 Fw

AS332L/L1 Intercom System
Technisonic ICS

AS332L/L1 Loud Hailer
Powersonix Loud Hailer

AS332L/L1 Night Vision Lights
NVIS Dome Lights

AS332L/L1 Tactical Direction
Finder

Rockwell Collins DF-430F

AS332L/L1 Transceiver
Technisonic TDFM-7300

AS332L/L1 Electronic Flight
Information System Upgrade

AS332L/L1 Flight Management
System Upgrade

AS332L1 Night Vision

AS332L/L1/M1/C/C1
Display Upgrade
Rogerson Kratos EFIS-520

AS332L1 Universal Cockpit
Voice Recorder
CVR-120R System

AS332L2 PA Speaker

AS332M

AS332M1 Ballistic Protection
Armor panels

AS332M1 Cockpit Voice and
Flight Data Recorder CVFDR

AS332M1 Distance Measuring
Equipment

AS332M1 Electronic Warfare
System

AS332M1 Emergency
Location Transmitter
Artex C406-N HM

AS332M1 Flight Management
System
CMA-9000

AS332M1 Infrared Suppression
System Protection from Heat

Seeking Missiles

AS332M1 Night Vision

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AS365

AS365 Cockpit Voice and Flight Data Recorder CVFDR

AS532U2

AS532U2 Emergency Location Transmitter
Artex C406-N HM

AS532U2 Flight Management System CMA-9000

AS532U2 IFF/Mode S Transponder AN/APX-119

AS532U2 Talon Transceiver
Rockwell Collins TALON VHF/UHF

AS532U2 Transceiver
Rockwell Collins VHF-4000E VHF/AM

H225

H225 Cup Holder
Dual Cup Holder

H225 Iridium Aerophone

H225 Spare Headset Stowage

Sikorsky

S-61

S-61N Cockpit Voice Recorder
Penny & Giles Multi-Purpose Flight Recorder

S-61N Lead Acid Batteries

S-61N Emergency Locator Transmitter

Artex C406-N HM ELT

S-61N Fuel Jettison System

S-61N Mode S Transponder

S-76

S-76A Cockpit Voice Recorder
Penny & Giles Multi-Purpose Flight Recorder

S-76A/C Approach Plate Holder

S-76A/C Audio Panel System Upgrade NAT 380

S-76A/C Baggage Bay Wiring Cover

S-76A/C Cowling Oil Door Closing Spring

S-76A/C Emergency Locator Transmitter
Artex C406-N HM ELT

S-76A/C GPS Antenna Mount/
Tail Rotor Driveshaft Cover

S-76A/C GPS with Map Display
Garmin GNS-530/530W

S-76A/C Lower Aft Avionics Shelf

S-76A/C Standard Avionics Shelf

S-76A/C Traffic Advisory System TAS-620

S-76A/C Upper Aft Avionics Shelf (LHS)

S-76A/C Upper Aft Avionics Shelf (RHS)

S-76A/C Weather Radar System Honeywell Primus 660

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AS332L/L1

Flight Data Recording - Vision 1000

Project No. #AHSE-64712



Vision 1000 is a low weight mini-Flight Data Recorder System installed in the cockpit. The system can record Attitude data, GPS, Cockpit imaging, and Ambient audio.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	AHSE-64865
Purpose	Flight Data Recording
Weight of Kit	3 kg
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	None
Other Info	Call for Quotation

Description of modification

Vision 1000 is a low-weight mini Flight Data Recorder System installed in the cockpit ceiling. The system can record Attitude data (pitch, roll, yaw, etc.), GPS (latitude, longitude, ground speed, vertical speed, GPS altitude, etc.), Cockpit imaging, and Ambient audio.

In addition to the Vision 1000 unit a small GPS antenna is installed inside the cockpit. The system has an internal IRS unit for attitude recording.

Ground support equipment enabling display of cockpit image and flight data can be supplied as software for a PC.

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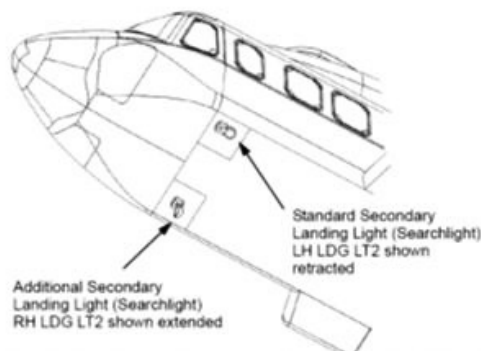
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AW139

Second LDG Light

Project No. #AHSE-56630



The second LDG light improves your search and landing light capabilities and visibility, assisting in reducing the time it takes for rescue missions to locate the emergency in question.

Modification details

Rotorcraft Model	AW139
Approvals	EASA Minor
Purpose	Improve Search/Landing Light Capabilities
Weight of Kit	6.95 kg (15.3 lbs)
Installation Time	Medium
Annual Maintenance	Each 300 Hours or 6 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The new landing light is type Luminator Aerospace 930-500-25-1 and is installed at STA 3500. The second landing light is installed to improve search/landing light capabilities for SAR operation in night conditions. The total external light system of the aircraft now consists of: LH fixed landing light in sponson, RH fixed landing light in sponson, LH secondary landing light under belly at STA 3500, RH secondary landing light under belly at STA 3500 (new). The design may be adapted to other aircraft types upon request.

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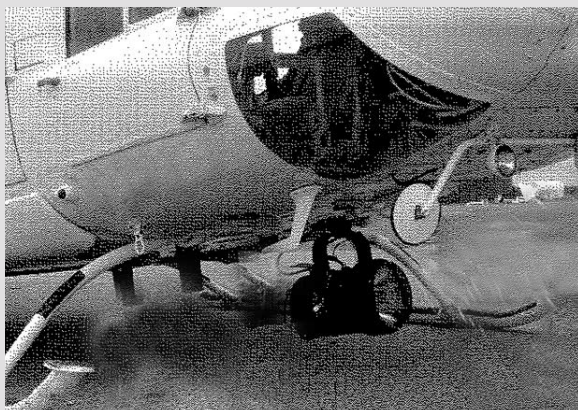
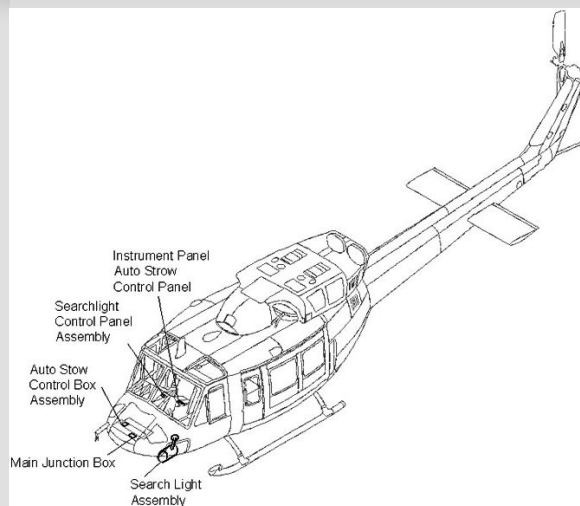
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212 Searchlight

Nightsun SX-16 Project No. #CHB212-33-002



The Nightsun SX-16 provides a 30 million-candle power controllable searchlight, meaning Search and Rescue missions conducted with your aircraft can be much more successful.

Modification details

Rotorcraft Model	212
Approvals	Canada LSTC
Purpose	Searchlight
Weight of Kit	30.6 kg (67.4 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Low gear, mirrors
Other Info	Call for Quotation

Description of modification

This modification provides provisions for the installation of the Spectrolab SX-16 Searchlight. The installation is located on BL 0.0 between fuselage STA 39.12 and 52.12. The major system components are: searchlight and gimbal assembly, main junction box for power and signal distribution, control box assembly for searchlight control switches, auto-stow control box for auto-stow function processing and control panel assembly for auto-stow control and indication.

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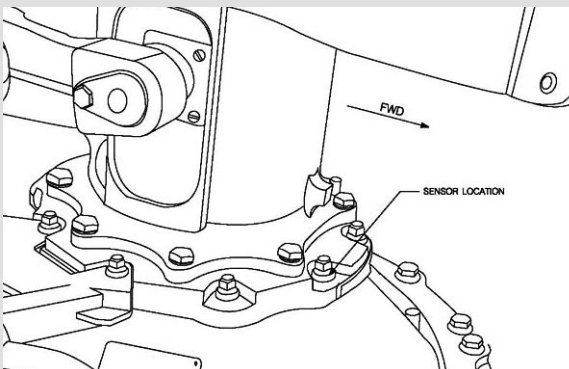
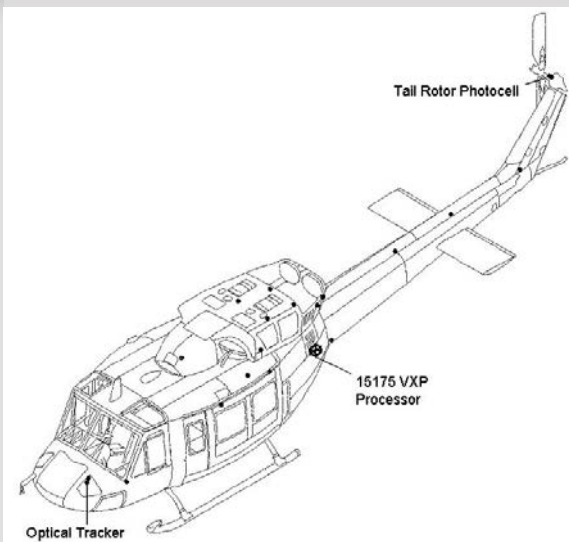
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Oil & Gas

212

Vibration Monitoring System

Chadwick HUMS Project No. #CHB212-31-004



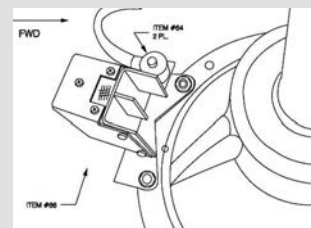
The Vibration Monitoring System operates without the need of any crew action and is designed to monitor vibration characteristics of the aircraft, providing vibration data for analysis as an aid for aircraft maintenance.

Modification details

Rotorcraft Model	212
Approvals	Canada STC
Purpose	Vibration Monitoring System
Weight of Kit	16.8 kg (37 lbs)
Installation Time	Medium
Annual Maintenance	Medium
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This installation consists of: a model 15175 VXP processor, velocimeters strategically placed on the airframe, accelerometers placed to monitor engine and drive train vibration, a magnetic pickup located on the main rotor shaft, a photocell on the tail rotor shaft, an optical tracker, sensor and equipment mounting brackets. All of the components are seamlessly integrated into the existing Bell airframe. This system provides affordable maintenance, predictive analysis, user-friendly track and balance tools and health maintaining functions.

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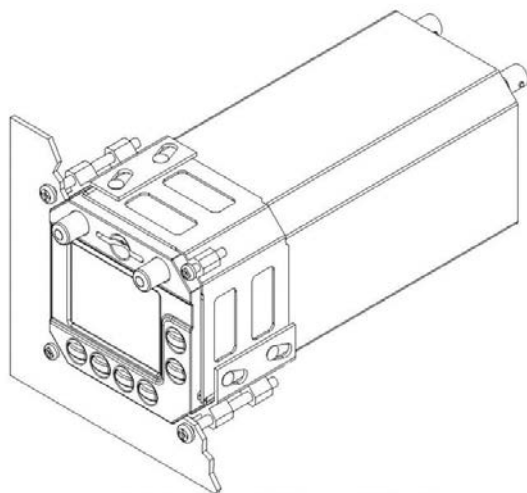
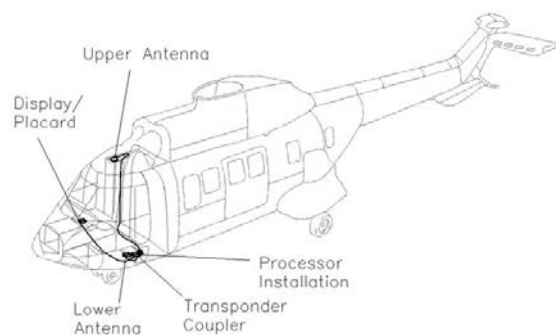
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AS332L2

Traffic Advisory System

TAS-620 Project No. #CHA332-34-006



The TAS-620 Traffic Advisory System (TAS-620) enhances your flight crew's situational awareness of nearby aircraft. Crucial for high standards of safety in high-traffic airspace and in weather conditions causing poor visibility.

Modification details

Rotorcraft Model	AS332L2
Approvals	
Purpose	Traffic Advisory System
Weight of Kit	6.0 kg (13.25 lb)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The TAS-620 actively monitors the airspace around your aircraft by interrogating the transponder of nearby aircraft. The range and bearing of all transponder equipped aircraft is displayed on one of 3 optional displays (Garmin 400/500 series, Multi-Hazard Display or 1/2 ATI display). This provides the flight crew with an excellent situational awareness with respect to surrounding air traffic. Various level of proximity alerts are provided both visually and aurally. This system meets the requirement of TSO-C147.

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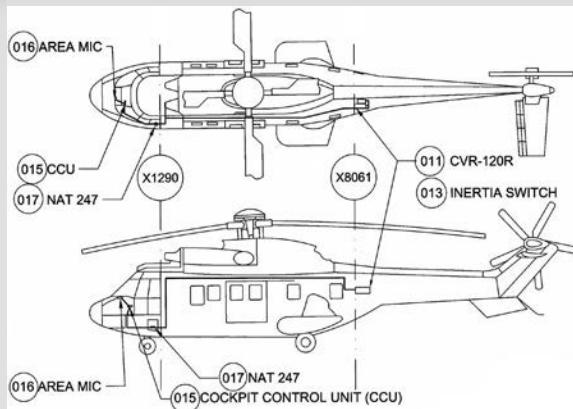
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AS332L1

Universal Cockpit Voice Recorder

CVR-120R System Project No. #CHA332-23-006



This system is light and robust, and provides 120 minutes of cockpit voice and ambient audio recording and a minimum of 25 hours of flight data recording. An internal Recorder Independent Power Supply allows recording for a further 10 minutes after aircraft power is removed.

Modification details

Rotorcraft Model	AS332L1
Approvals	
Purpose	Cockpit Voice Recorder
Weight of Kit	5.6 kg (12.4 lb)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The CVR-120R system records 4 channels of audio. The channels are the pilot ICS, co-pilot ICS, area microphone and 3rd crew (jump seat) position ICS. The Universal Cockpit Voice Recorder consists of a CVR-120R recorder unit, a cockpit control unit, an inertia switch, an area microphone, an audio mixing amplifier and three ELT circuit breakers. Also, the system includes an internal Recorder Independent Power Supply (RIPS). The RIPS powers the unit for approximately 10 minutes whenever the aircraft power is removed. The CVR utilizes the Dukane Model DK120 underwater acoustic beacon which is attached to the recorder environmental shell for easy removal and for easy viewing of the battery expiration date. For older aircraft intercom systems a summing amplifier is added to combine headphones and microphone signals for each channel.

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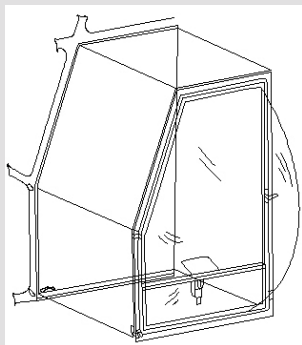
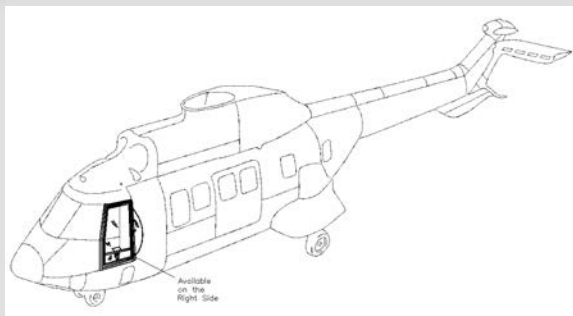
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AS332/EC225 Vertical Reference Door

Left or right door Project No. #CHA332-52-011



A feature which enhances both safety and capability for pilots handling sling loads, when visibility beneath the aircraft is essential. Simple and reliable, and uses virtually the same hardware as the original door to be attached to the airframe.

Modification details

Rotorcraft Model	AS332/EC225
Approvals	Canada STC, USA STC, EASA STC and Brazil STC
Purpose	Aid pilot view for handling sling loads
Weight of Kit	7 kg (15.3 lbs) – same for each side
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This simple and reliable vertical reference door provides a large protruding window to improve the downward vision of the pilot. The door consists of a steel peripheral frame which supports an acrylic "bubble" window. A horizontal member is attached to the lower part of the door to support an arm rest. Conveniently, the door is attached to the airframe with virtually the same hardware as the original crew door. The door does not affect the performance of the rotorcraft significantly. With a cruise pitch setting of 15.5 degrees, the range will decrease only by 6% with one bubble door and 10% with two bubble doors. This installation is available for either or both the left and the right hand side.

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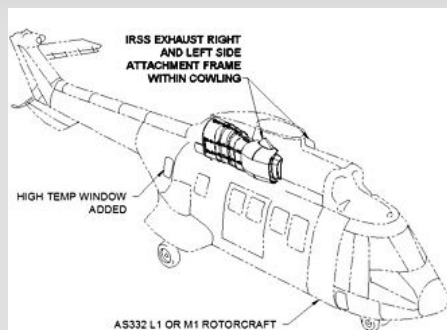
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Military

AS332L1/M1 Infrared Suppression System

Protection from Heat Seeking Missiles Project No. #CHA332-78-001



Provides enhanced safety while operating VFR and IFR in environments where shoulder-launched or other heat seeking missiles may be in hostile hands. Decreases the IR visibility of the aircraft with minimal consequence to performance.

Modification details

Rotorcraft Model	AS332L1/M1
Approvals	TCCA STC/Swedish Military
Purpose	Protection From Heat Seeking Missiles
Weight of Kit	96.4 kg (212 lbs)
Installation Time	Approx 120 Man Hours
Annual Maintenance	Low
Works well with other Mod	Any Utility
Other Info	Call for Quotation

Description of modification

Developed by Heli-One's partner Davis Engineering, the Infrared Suppression System is an exhaust cooling system that decreases the IR visible exhaust plume of the rotorcraft by about 90% while not decreasing engine power measurably; only decreasing maximum speed of the machine by 2 knots and not affecting handling at all. The installation involves a small modification to the aft transmission housing to install a structural frame to which the exhaust ducts attach, as well as modification to the engine tail pipe and installation of mounting brackets on the fuselage. The whole exhaust assemblies are hinged and can be rotated up for routine maintenance.

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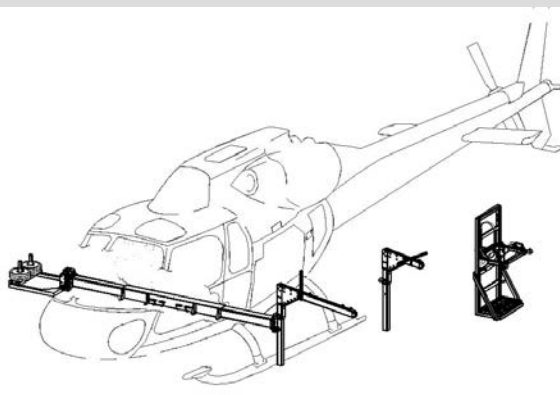
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AS355

Deployment Boom

Power Lines Maintenance Specialization Project No. #CHA355-25-017



Versatile modification to the Airbus AS355 series which equips for specialist power line maintenance missions. The Deployment Boom can be flexibly used for a variety of purposes, including support of work stands, ballast and payload arms.

Modification details

Rotorcraft Model	AS355 Series
Approvals	Canada LSTC
Purpose	Deployment Boom
Weight of Kit	Maximum gross weight (hardware and payload included): 431.8 kg (940 lbs)
Installation Time	High
Annual Maintenance	Medium
Works well with other Mod	Modified Door
Other Info	Call for Quotation

Description of modification

With its flexible and easy-to-install design, the deployment boom installation will equip your rotorcraft for maintaining power lines. The basic configuration of this modification consists of cantilevered beams attached to the floor mounting tube using Quick Connect pins. The booms are equipped with Quick Connect features allowing for easy attachment of optional external equipment. These equipment options include two different manned work stands, ballast support arm assembly and two payload arms which enable the delivery of maintenance cargo, tool buckets and maintenance carts onto power lines. This instalment is designed to be used on aircraft which have fitted with "High-type" landing gear only and the applicable "Fixed-Parts" installed in aft cabin floor for reinforcement. To meet the safety standards, the rotorcraft has to operate on day VFR conditions and cannot carry any passengers.

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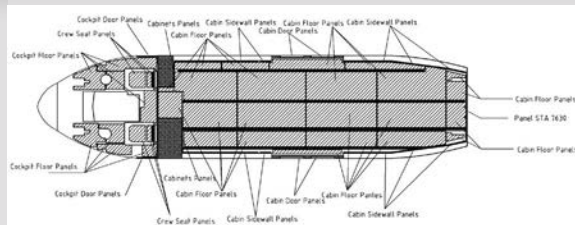
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Ballistic Protection

Armor panels Project No. #AHSE-54770



Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Protection
Weight of Kit	508 kg (1117.6 lbs)
Installation Time	Medium
Annual Maintenance	500 Hours or 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers ballistic panels (armor panel) installation for helicopters. The ballistic panels are installed on the cockpit floor, pilots' seats and the doors. In the cabin the panels are installed on the floors, the walls and the cabinets. Panels cover the maximum available area, taking into consideration any existing installations, equipment and access required – such as the pedals and the stick in the cockpit, seat tracks on the cabin floor and access to connectors on the walls. All panels are installed using templates to enable interchangeability. The design may be adapted to other aircraft types upon request.

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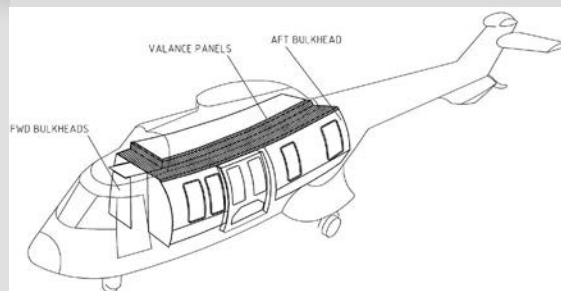
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H225

Cabin Lighting

Multi-Role Lighting Project No. #AHSE-55460



Whether your requirement is for emergency lighting as a safety enhancement feature, or lighting for passenger enjoyment or instruction; Heli-One can implement lighting on your H225 model to your exact requirements.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Cabin lighting
Weight of Kit	11.3 kg (24.9 lbs)
Installation Time	Medium
Annual Maintenance	750 Hours or 2 Years
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers cabin light installation for helicopters. The Cabin Light Installation includes concealed combined Cabin/Emergency Lighting in the interior valance panels, individual Reading Lights with pushbutton switch above every seat location and Ordinance Lights (No Smoking and Safety Belts). The design may be adapted to other aircraft types upon request.

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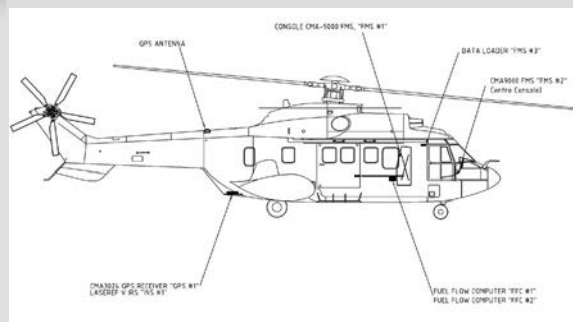
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AS332M1/AS532U2 Flight Management System

CMA-9000 Project No. #AHSE-53200/#AHSE 54320



Next-generation Flight Management System (FMS) with advanced and versatile functionality for both military and civil aircraft. Reduces workload of the system pilot while at the same time enhancing situational awareness.

Modification details

Rotorcraft Model	AS332M1/AS532U2
Approvals	German Military
Purpose	Advanced flight navigation and route planning
Weight of Kit	17 kg (37.4 lbs)
Installation Time	Medium
Annual Maintenance	Every 500 Flight Hours
Works well with other Mod	EFIS 520
Other Info	Call for Quotation

Description of modification

Heli-One offers a modern Flight Management System (FMS) for helicopters. The CMA-9000 system from CMC electronics provides a variety of functions and interface possibilities for civilian and military aircraft. The FMS system provides RNAV Routes, Standard Arrival Routes (STARs), Standard Instrument Departures (SIDs), Airways and GPS instrument direct to navigation, improved holding patterns and procedure turns, time and fuel management, transition to hover, search patterns etc. Mission planning is possible, and easily transferable to the aircraft through a data cartridge. The CMA-9000 is able to control modern navigation and communication radios. The design holds different military qualification and is operational in military Super Puma/Cougar helicopters. The design may be adapted to other aircraft types upon request.

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H225 Cup Holder

Dual Cup Holder Project No. #AHSE-55650



Pilots – don't spill a drop while you're in the air. Installation of safe and secure cup holders in positions which maintain clear lines of sight with instrument displays.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Comfort
Weight of Kit	Less than 0.5 kg (1 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers cup holder installation for helicopters. Two small cup holders, one for each pilot, are installed in the cockpit of the aircraft. They are riveted in-place where they will not interfere with line of sight to any of the instruments. The design may be adapted to other aircraft types upon request.

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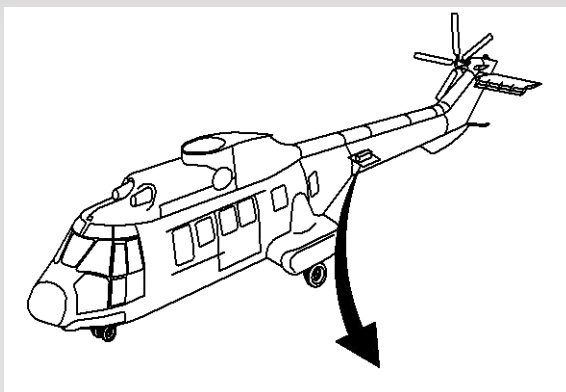
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AS332M1/AS365

Cockpit Voice and Flight Data Recorder

CVFDR Project No. #AHSE-52600/#AHSE-53500



Ensure your compliance with the latest standards of in-flight safety with a CVFDR installation, allowing a customized recording solution for your aircraft. Heli-One's installation is adaptable to many aircraft types.

Modification details

Rotorcraft Model	AS332M1/AS365
Approvals	AS332M1: CAA-No 200404057-5/332/JGE AS365: EASA R.S.01306
Purpose	Authority requirement
Weight of Kit	31.3 kg (68.9 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers CVFDR installation for helicopters. The CVFDR system consists of a cockpit voice recorder (CVR) part and a flight data recorder (FDR) part. The CVR part records audio from cockpit area microphone and from the pilot's and co-pilot's headset and cabin ICS headset. The FDR part records flight parameters; i.e. what the pilot sees (indications) and what the pilot does (flight controls and other selections). The design may be adapted to other aircraft types upon request.

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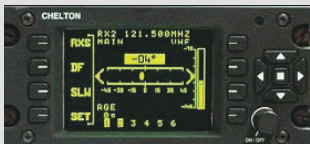
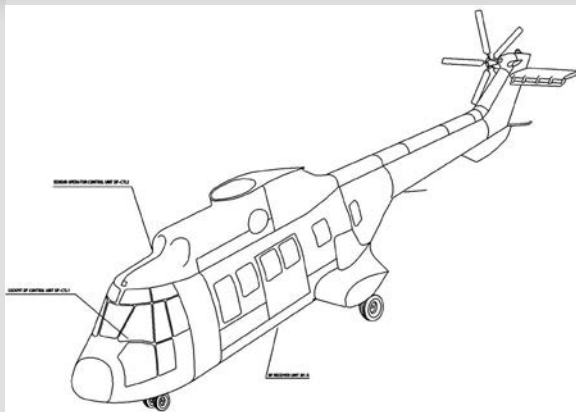
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AS332M1

Directional Finder

935-2 Tactical Direction Finder Project No. #AHSE-54100



Make sure your Search and Rescue mission can find the scene of emergency as quickly as possible. This upgrade to the Airbus AS332M1 provides tactical direction finding for SAR missions, monitoring predefined distress frequencies.

Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Navigation
Weight of Kit	6kg (13.2lbs)
Installation Time	Medium
Annual Maintenance	Every 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Directional Finder (DF) for helicopters. The 935-2 Tactical Direction Finder is a stand-alone direction finding system with an integral antenna and synthesized receiver covering the frequency range 30–470 MHz and five separate guard receivers to monitor predefined distress frequencies. The design may be adapted to other aircraft types upon request.

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Rogerson Kratos EFIS-520 Project No. #AHSE-54240/#AHSE-56169



Modification details

Rotorcraft Model	AS332L/L1/M1/C/C1
Approvals	Swedish Military
Purpose	Navigation
Weight of Kit	26 kg (57.2 lbs)
Installation Time	Medium
Annual Maintenance	Every 500 Flight Hours or 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Heli-One offers EFIS upgrade for Super Puma helicopters. The system is based on EFIS-520 from Rogerson Kratos and consists of Electronic HSI and ADI (EHSI and EADI). The system is considered a cost-effective solution compared to full glass cockpit. The EFIS-520 will give improved pilot awareness, sensor redundancy, composite mode, sensor comparison monitors, NVIS compatibility etc. The system will in addition to normal navigation information provide SAR functionality like Doppler hover page, increased scale on ADI for hover, transition to hover display and radar display with navigation overlay (RDR-1400). The design may be adapted to other aircraft types upon request.

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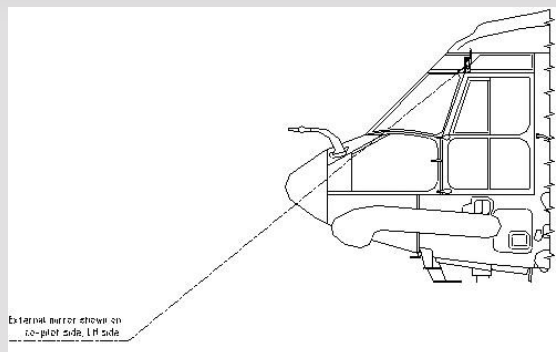
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H225

External Cockpit Mirror

Enhanced Visibility Project No. #AHSE-55642



Application of an adjustable externally-mounted mirror to a Airbus H225 to provide an extended view and help with spatial visibility when maneuvering. Adaptable to many aircraft types.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Extended view
Weight of Kit	0.9 kg (2 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers external cockpit mirror installation for helicopters. The external cockpit mirrors consist of a mirror assembly and a holder arm. The holder assembly is welded stainless steel tubes and the mirror assembly is manufactured of a ball bracket, reinforcement plate and a mirror. This will secure and allow the ball bracket to freely rotate in the clamp plate with the use of minimum force and still allow adjustment of the mirror angle for optimum adjustment and viewing angle for the pilot/co-pilot. The design may be adapted to other aircraft types upon request.

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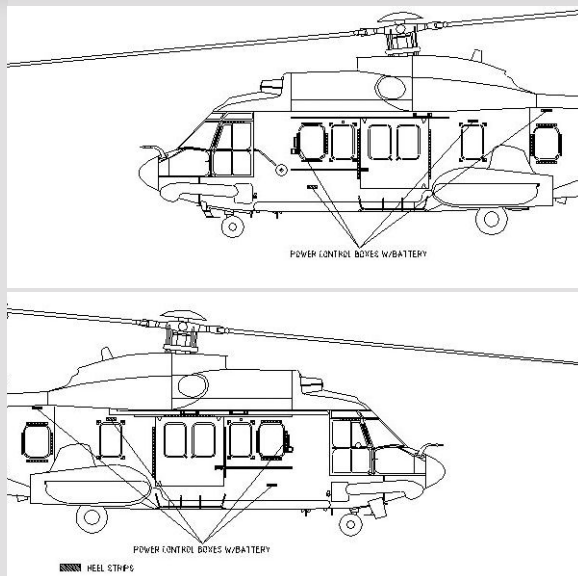
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H225 HEEL

Helicopter Emergency Egress Lighting Project No. #AHSE-55680



When operating offshore missions, make sure your aircraft is compliant with latest regulation by installing Helicopter Emergency Egress Lighting (HEEL). Designed to work even with the aircraft submerged, this modification helps passengers and crew find escape exits quickly in emergency situations.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Visibility
Weight of Kit	3 kg (6.6 lbs)
Installation Time	Medium
Annual Maintenance	Every 18 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers HEEL installation for helicopters. Aircrafts going into service in hostile marine environments are required to have luminescent markings of emergency exits that must be operational with the aircraft in a submerged position, ref. JAR-OPS 3.837 (a) (4). Incorporating the HEEL system into the interior trim will enable the aircraft to meet these requirements. The design may be adapted to other aircraft types upon request.

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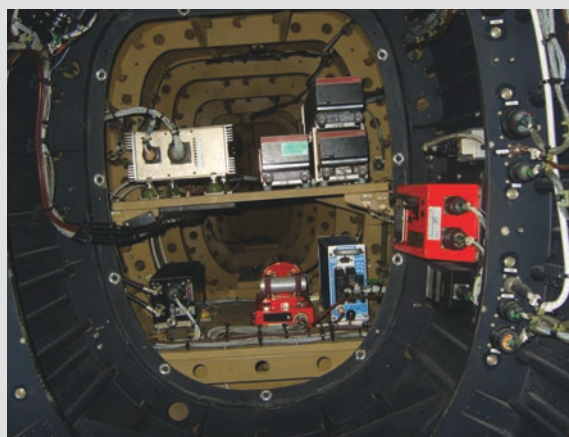
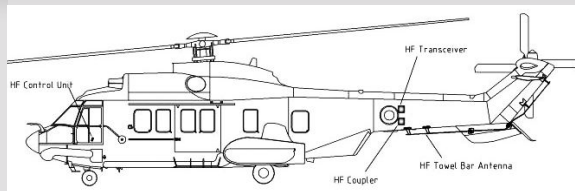
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H225

High-Frequency Communications

HF-9000 Project No. #AHSE-61400



The HF-9000 High-Frequency Communications system offers unprecedented capability and reliability, combined with unequaled ease of operation for the airborne HF communications user.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Communication
Weight of Kit	8.02 kg (17.6 lbs)
Installation Time	Medium
Annual Maintenance	Every 50 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers HF-9000 installation for helicopters. The HF-9000 system consists of a compact Control Unit, a Receiver/Transmitter and an automatic Antenna Coupler. The HF-9000 system is designed for use in both fixed-wing and rotary-wing aircraft. Operating throughout the standard HF radio spectrum, the HF-9000 system provides communications capability anywhere in the world. The design may be adapted to other aircraft types upon request.

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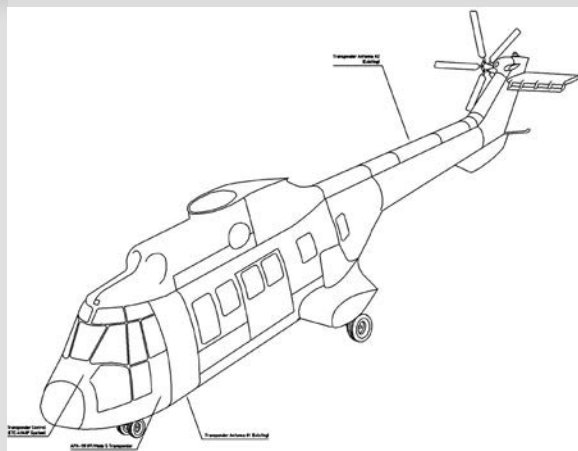
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AS532U2

IFF/Mode S Transponder

AN/APX-119 Project No. #AHSE 53400



With the IFF/ Mode S Transponder, your aircraft will operate seamlessly throughout international civil and military airspace, meeting all critical IFF and ATC requirements.

Modification details

Rotorcraft Model	AS532U2
Approvals	German Military
Purpose	ATC Requirements
Weight of Kit	4.5 kg (9.9 lbs)
Installation Time	Medium
Annual Maintenance	Every 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of IFF/Mode S Transponder. The Raytheon AN/APX-119 IFF Digital Transponder is a military IFF transponder with civilian mode-S Elementary and Enhanced Surveillance functions. The system has a combined MK XII, Mode S and Mode 4/5 transponder that enables military aircraft to operate seamlessly throughout international civil and military airspace meeting all critical IFF and ATC requirements. The installation design holds military qualification and is operational in military Super Puma/Cougar helicopters. The design may be adapted to other aircraft types upon request.

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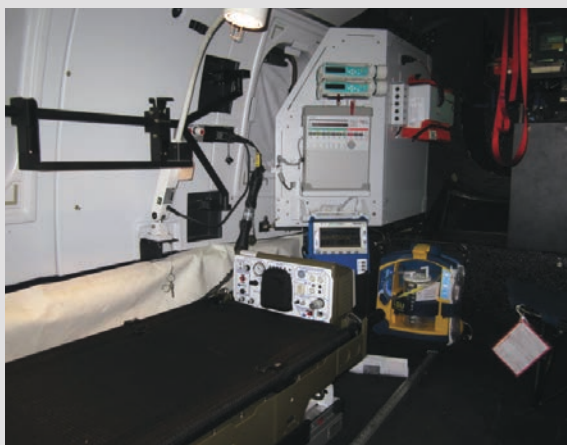
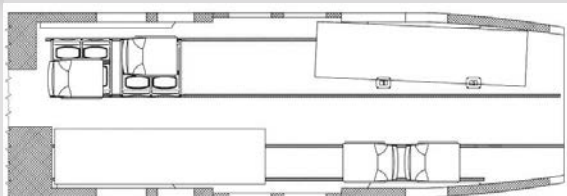
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AS332M1 MEDEVAC

Project No. #AHSE-54700



Essential for rescue operations, the MEDEVAC permits the rapid transport of seriously injured persons, from the scene of an accident to the medical center.

Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Medical Evacuation
Weight of Kit	220 kg (485 lbs)
Installation Time	Medium
Annual Maintenance	Daily Inspection
Works well with other mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers additional Medevac (Medical Evacuation) installation for helicopters. Medevac consists of:

- Standard Airbus seat track pattern installation
- NATO Stretcher installation in fwd L/H and aft R/H part of cabin
- LSTAT medical stretcher installation in aft R/H and/or fwd R/H part of cabin
- Sicma single seats installation in fwd R/H and aft L/H part of cabin
- Improved Cabin Lighting
- Floor protection covering
- Interior trim upgrade in aft cabin
- Medical Equipment and necessary power outlets
- Installation of miscellaneous equipment.

The design may be adapted to other aircraft types upon request.

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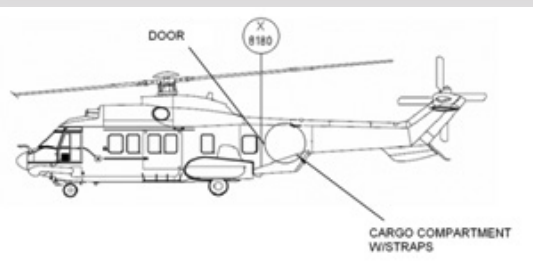
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H225

Access Door to Cargo Compartment

Project No. #AHSE-57630



The Access Door to Cargo Compartment allows for storage of medical equipment not frequently used, alongside the hoist stretcher when not in use.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Access from cabin to cargo compartment
Weight of Kit	8 kg (17.6 lbs)
Installation Time	Medium
Annual Maintenance	Every 375 Hours or 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Access door to cargo compartment installation for helicopters. During years of operation with the AS 332L/L1 it has been realized that the Super Puma does have its limitation in this role with respect to cabin space. This resulted in an idea of making an access door in the rear bulkhead of the cabin, which allows for access to the extended cargo compartment. This design was realized by Heli-One (Norway) AS (Astec Helicopter Services at the time) and has been implemented in several Super Pumas. The design may be adapted to other aircraft types upon request.

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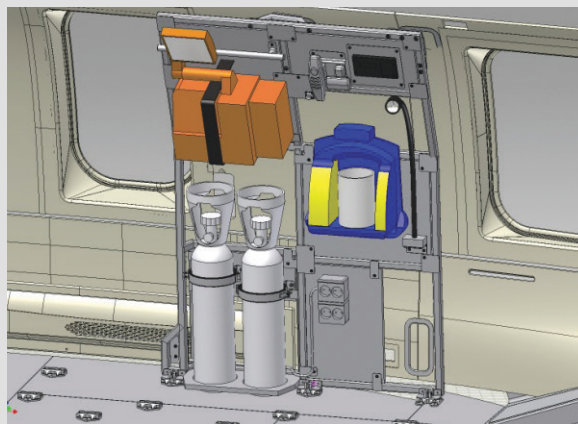
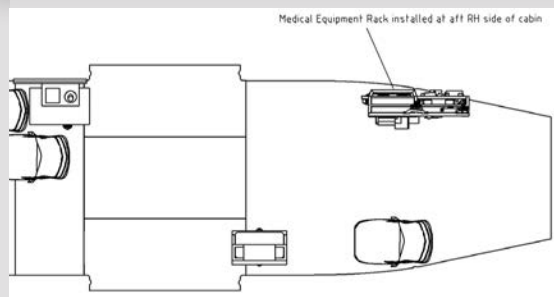
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H225

Medical Equipment Rack

Project No. #AHSE-56330



Placed in the aft part of the cabin, the Medical Equipment Rack is a removable rack that holds medical equipment used for SAR and Medevac operations.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	MEDEVAC Operations
Weight of Kit	50.2 kg (110.4 lbs)
Installation Time	Medium
Annual Maintenance	Daily inspection
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Medical equipment rack installation for helicopters. The rack is placed in the aft part of the cabin, up against the right hand cabin wall. It is placed in this position so the equipment is located close to the patient lying on the stretcher, and within sight and reach (by leaning over the patient) of the nurse sitting at the nurse/observer seat in the aft left hand part of the cabin. The equipment installed on the rack is a Laerdal Suction unit, a defibrillator, components for the GSM and Iridium phone systems, a flexible 'gooseneck' light, 2 double 220V outlet sockets for charging equipment while on the ground, and retaining systems to hold 2 oxygen bottles. The design may be adapted to other aircraft types upon request.

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Automatic Direction Finder

ADF-462 Navigation Project No. #AHSE-61370



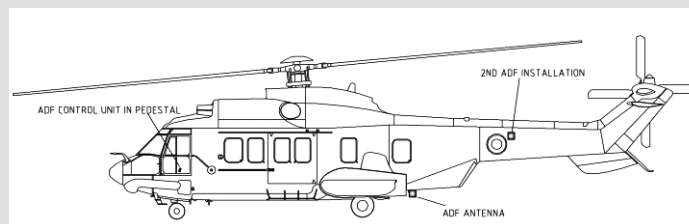
The ADF-462 is essential for navigation, position fixing and holding for any helicopter.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Navigation
Weight of Kit	
Installation Time	Medium
Annual Maintenance	Every 50 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers second ADF-462 installation for helicopters. The Pro Line II ADF-462 Automatic Direction Finder is a totally digital ADF system that offers a new level of reliability. The ADF-462 system consists of an ADF-462 receiver and an integrated loop and sense antenna unit. The pilot tunes the ADF-462 with a companion control and gets maximum use of all the system's features by using the Pro Line II CTL-62 and a Commercial Standard Data Bus (CSDB). The receiver also provides one analog output that makes it possible to interface directly with an RMI-36 or equivalent radio magnetic indicator. The design may be adapted to other aircraft types upon request.



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AS332L/L1

Night Vision Lights

NVIS Dome Lights Project No. #AHSE-61010



NVIS Dome Lights provides cabins with efficient lighting and the option to dim the lights from the flight deck.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	EASA Minor
Purpose	Night Vision
Weight of Kit	2.47 kg (5.4 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers NVIS Dome Lights installation for helicopters. Located in the overhead flight deck, the 58 Lighting Panel controls the 4ea NVG dome lights within the cabin. The system consists of the following components: 4ea Dome Lights, Dimming unit, Dimming potentiometer, ON/OFF/NVG switch on the 58 Lighting Panel. When the Cabin Lighting switch is set to ON and OFF position, the fluorescent cabin lighting operates as normal, and in NVG position these lights are not affected (OFF). When the Cabin Lighting switch is set to NVG, only the Dome Lights are illuminated and can be controlled from the dimming potentiometer. The design may be adapted to other aircraft types upon request.

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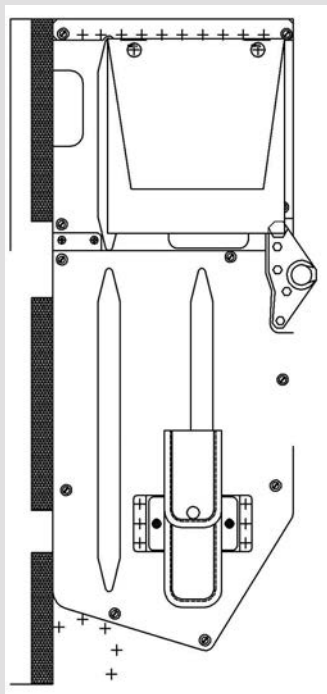
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H225

Spare Headset Stowage

Project No. #AHSE-56121



The Spare Headset Stowage is designed to enhance space and safety by storing the third crewmember's headset whilst not in use.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Communication
Weight of Kit	0.59 kg (1.3 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers spare headset stowage installation for helicopters. It's an installation of one spare headset for the 3rd crewmember on the RH side of companion way, easily accessible for the cabin crew. The design may be adapted to other aircraft types upon request.

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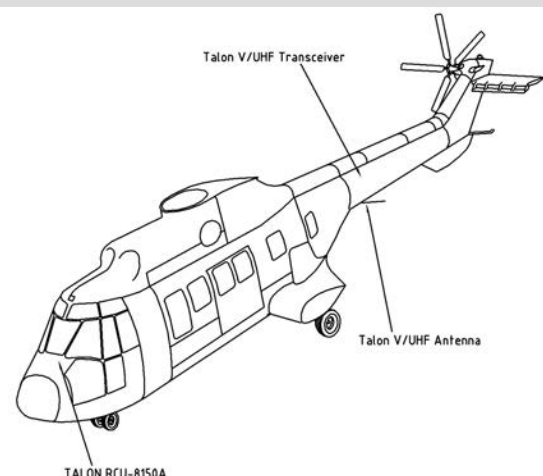
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AS532U2 TALON Transceiver

Rockwell Collins TALON VHF/UHF Project No. #AHSE-53450



The TALON Transceiver is a secure and reliable digital radio allowing for easy reprogramming to different waveforms.

Modification details

Rotorcraft Model	AS532U2
Approvals	German Military
Purpose	Communication
Weight of Kit	8 kg (17.5 lbs)
Installation Time	Medium
Annual Maintenance	Every 12 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of Rockwell Collins TALON V/UHF. The transceiver is a military V/UHF Transceiver providing multi-mode voice and data communications in normal, secure or jam-resistant modes over the V/UHF (30-400 MHz) range. The radio provides 2-way voice and data communications over the frequency range 30-400 MHz in normal, secure or jam-resistant modes via line of sight or satellite communications links. The unit is also compatible with HAVE QUICK, HAVE QUICK II, SATURN and SINGARS ECCM waveforms. By offering a fully digital architecture, the TALON radio can be easily reprogrammed with different waveforms and operating modes through the use of the latest signal processors. The design may be adapted to other aircraft types upon request.

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AS532U2 Transceiver

Rockwell Collins VHF-4000E VHF/AM Project No. #AHSE-53350



The VHF-4000E Transceiver is completely digital, dramatically reducing noise interference.

Modification details

Rotorcraft Model	AS532U2
Approvals	German Military
Purpose	Communication
Weight of Kit	1.6 kg (3.5 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers VHF-4000E transceiver installation for helicopters. The Rockwell Collins VHF-4000E VHF/AM Transceiver is a civil VHF Transceiver and part of the Pro Line 21 CNS family of products. The VHF-4000E is a digitally controlled radio and operates in the frequency range 118.000 to 151.975 MHz. It provides 3640 channels at 8.33 kHz increments meeting the latest ICAO Annex 10 requirements for FM immunity. The design may be adapted to other aircraft types upon request.

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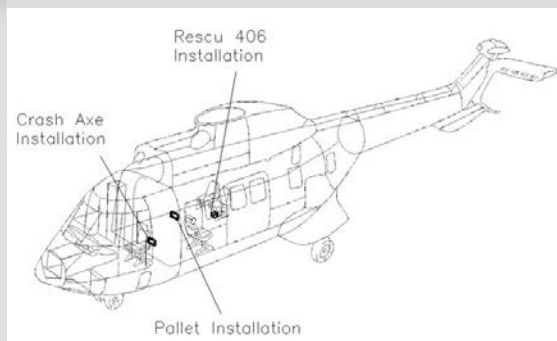
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AS332

Safety Equipment

Project No. #CHA332-25-016



When your SAR mission faces adverse weather conditions, the safety equipment is used as a transponder sensitive to weather radar frequencies. Assisting in searching life rafts and helping the unit to point out exactly where the distressed boat is located, the ELT can also be removed from the aircraft to assist SAR teams in locating survivors of emergency.

Modification details

Rotorcraft Model	AS332L
Approvals	Transport Canada Minor Approval
Purpose	Safety Equipment
Weight of Kit	
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Standard Intercom
Other Info	Call for Quotation

Description of modification

This safety equipment modification includes a crash axe, Tron SART, KANNAD 406 AS and Honeywell Rescu 406 installations. Tron SART is a part of this installation and it consists of the 9GHz Tron SART radar transponder and mounting rope for life rafts or boats. The KANNAD 406 AS is a survival emergency locator transmitter which can be removed from the aircraft to assist SAR teams in locating survivors of emergency situations. It is standalone equipment which has an auxiliary antenna which is activated automatically by a water switch sensor or manually. This ELT is designed to transmit 121.5, 243 and 406 MHz. The two basic aeronautical emergency frequencies (121.5 MHz and 243 MHz) are used for homing in the final stages of the rescue operation while the 406 MHz signal is used by the COSPAS-SARSAT satellites to precisely pin point and identify the aircraft that is distressed. The Rescu 406 is a survival ELT with the same functions as the Kannad 406 AS. Each of these 4 items can be installed by themselves or with each other.

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AS332L2

Anti-Collision Light Replacement

Project No. #AHSE-56945

The Anti-Collision Light is essential for ensuring aircraft visibility due to the highly visible LED lights, efficiency and durability.

Modification details

Rotorcraft Model	AS332L2
Approvals	CAA-No 200002372-3/712/OBR
Purpose	Visibility
Weight of Kit	
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Anti-Collision Light replacement installation for helicopters. The installation consists of one red anti-collision light and two white strobe lights supplied with a common power supply. The design may be adapted to other aircraft types upon request.

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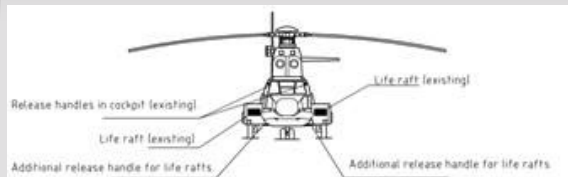
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H225

Belly Mounted Life Raft Release

Project No. #AHSE-55555



For offshore operations the Belly Mounted Life Raft Release provides a more accessible release mechanism in an event of an emergency.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Safety
Weight of Kit	
Installation Time	Medium
Annual Maintenance	Every 75 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Belly Mounted Life Raft Release installation for helicopters. During offshore operations in Norway, Oljearbeidernes Landsforbund (OLF). It is mandatory for aircrafts to be equipped with an accessible release mechanism for emergency life rafts in the event that the helicopter is floating upside down (OLF specification No. 066 §4.3). This is not the case in the original Airbus life raft installation. If the helicopter were to flip over, the closest release handle would be more than 1 meter below the water line. Therefore, the life raft release mechanism must be modified to provide a belly mounted release handle. The design may be adapted to other aircraft types upon request.

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Airbus

Utility

H225 Cabin Bubble Window

Project No. #AHSE-58200



The bubble-shaped window enhances visibility and provides unrivalled views compared to normal shaped windows.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Extended view
Weight of Kit	
Installation Time	Medium
Annual Maintenance	Every 75 hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The windows are to be installed on the RH & LH windows above the sponson for the nurse station/observe position. The windows are manufactured using 5mm thick Perspex material and are formed using a mould and vacuum forming process. The observer/nurse windows are ventilated with their own gasper supplying air into the bubble. The design may be adapted to other aircraft types upon request.

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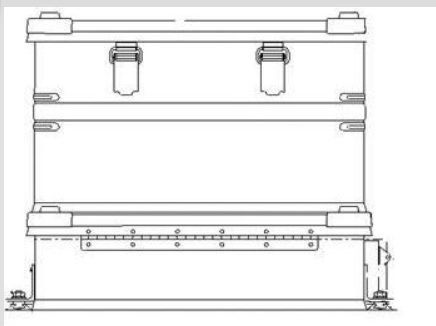
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AS332L/L1

Cabin Equipment Box

Project No. #AHSE-55089



The Cabin Equipment Box has been re-designed to be more robust and durable unlike previous models.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	EASA Minor
Purpose	Stowage
Weight of Kit	11 kg (24.2 lbs)
Installation Time	Medium
Annual Maintenance	Every 12 months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers cabin equipment box installation for helicopters. The installation consists of a stowage box in the cabin for stowing the hoist operator's equipment. Many stowage solutions use a wooden box however due to its composition it is not an option for the long term hence. The Cabin Equipment box is a re-design for resistance and durability for the environment it is installed in. The design may be adapted to other aircraft types upon request.

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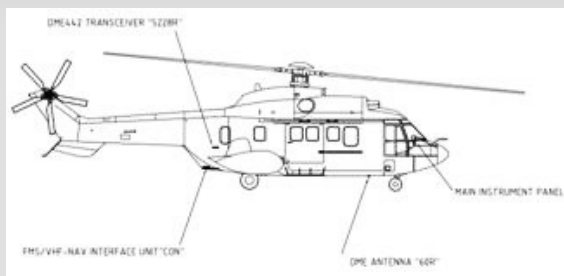
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AS332M1

Distance Measuring Equipment

Project No. #AHSE-54650



The updated DME-442 Transmitter/Receiver is a necessary tool for any pilot wanting accurate and timely geographical information about its location and terrain.

Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Navigation
Weight of Kit	2.4 kg (5.3 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers DME (Distance Measuring Equipment) installation for helicopters. The modification introduces a new DME-442 Transmitter/ Receiver instead of the old DME-42 unit.

The installation consists of:

- One DME-442 Transmitter/Receiver located in the aft avionics compartment in the existing tray.
- One digital converter for conversion of CSDB tuning data – from the existing control unit, to ARINC 429 data – necessary for DME-442 tuning.

The transmitter/receiver performs a series of tasks for each frequency that are similar to those of single channel units, namely: interrogate, listen and process. The design may be adapted to other aircraft types upon request.

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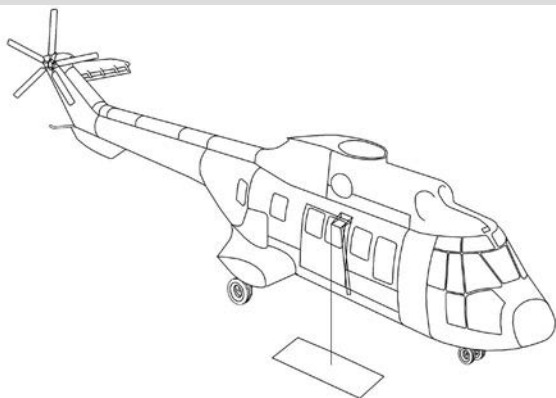
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AS332L/L1

Goodrich Dual Hoist Upgrade

Project No. #AHSE-55200



The Goodrich Dual Hoist is a reliable hoist system with a back-up option and has been fully tested in Super Puma Helicopters.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	EASA 10040394
Purpose	Search and Rescue
Weight of Kit	63 kg (138.6 lbs)
Installation Time	Medium
Annual Maintenance	Several
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Goodrich Dual Hoist installation for helicopters. The system consists of a Goodrich Hydraulic Hoist P/N 76368-500 and one Goodrich Electric Standby Hoist P/N 76371. This upgrade will give a reliable hoist system with back-up option if the main hoist fails. The design is pending EASA STC and is installed and fully tested in Super Puma helicopters.

Goodrich 76368-500 Hydraulic Hoist	Goodrich 76371 Elec. Standby Hoist:
Operating Load 265.2 kg (585 lbs)	Operating Load 135 kg (300 lbs)
Useable Cable Length 90m (295 ft)	Useable Cable Length 33.5m (110 ft)
Lowering Speed 0–0.9m/s	Lowering Speed 0–0.82m/s
Hoisting Speed 0–0.9m/s	Hoisting Speed 0–0.7m/s
Cable Diameter 4.76mm (3/16 in)	Cable Diameter 3.7mm (5/32 in)

The design may be adapted to other aircraft types upon request.

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H225

Horizontal Grab Handle

Project No. #AHSE-56302



This improved metal horizontal grab handle is an essential modification for those who require quick and easy access to the aircraft, particularly for helicopters used in SAR or EMS missions.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Easier Access
Weight of Kit	
Installation Time	Medium
Annual Maintenance	
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of a horizontal grab handle for helicopters. New aircrafts are delivered with a leather handle installed in the ceiling R/H door opening, which can be difficult to hold onto in situations such as Search and Rescue operations. A new solid metal grab handle will be installed in the opening using the same installation method. The design may be adapted to other aircraft types upon request.

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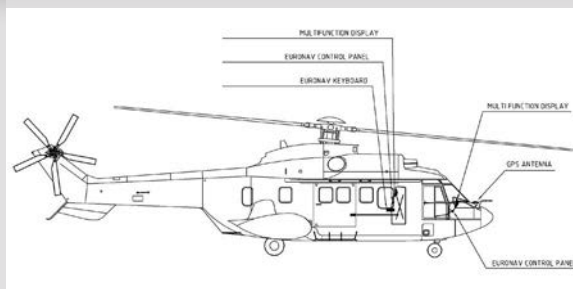
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AS332M1

Multi Function Display

EuroNAV Project No. #AHSE-54180



Improve your helicopter's marine navigation capabilities with this MFD installation, which includes the Euronav moving map system. An essential modification for those operating at sea.

Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Navigation
Weight of Kit	8kg (17.6 lbs)
Installation Time	Medium
Annual Maintenance	Every 5 Years
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers an MFD EuroNAV upgrade for Super Puma Helicopters. The modification consists of installing the EuroNAV moving map system and Multi Function Displays (MFD)/Radar Converters into the aircraft, replacing any existing MFDs. Installation of the EuroNAV system and MFDs is performed in accordance with Equipment Manufacturer Installation Manuals. The design may be adapted to other aircraft types upon request.

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AS332L2 PA Speaker

Project No. #AHSE-56438

A light-weight installation for any operator communicating with the ground via public address system.

Modification details

Rotorcraft Model	AS332L2
Approvals	EASA Minor
Purpose	Communication
Weight of Kit	Less than 0.5 kg (1 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers PA speaker installation for helicopters. The design may be adapted to other aircraft types upon request.

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H225

Polycon Radio

Project No. #AHSE-57924

This hands-free wireless intercom system allows crewmembers to communicate during a variety of missions, from cargo loading to night-time rescue missions at sea. Essential for SAR, EMS and Law Enforcement operatives.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Communication
Weight of Kit	
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Polycon Radio installation for helicopters. The Polycon is connected to the ICS system as an extra headset, and uses the voice-operated intercom without using any external PTT function. The design may be adapted to other aircraft types upon request.

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H225 Shuttle Timer

Project No. #AHSE-51098



Accurately monitor your aircraft's flight time with the installation of a Shuttle Timer – a vital addition for those operating shuttle helicopters for short and frequent flights.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Additional Equipment
Weight of Kit	
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Shuttle Timer installation for helicopters. Some helicopters are used extensively in the role of shuttle helicopter, and are needed for relatively short but numerous flights. As a consequence the deck time for these aircrafts will amount to a large proportion of their flight time. In order to accurately account for the actual flight time, Heli-One (Norway) AS is offering the installation of a Shuttle Timer. The design may be adapted to other aircraft types upon request.

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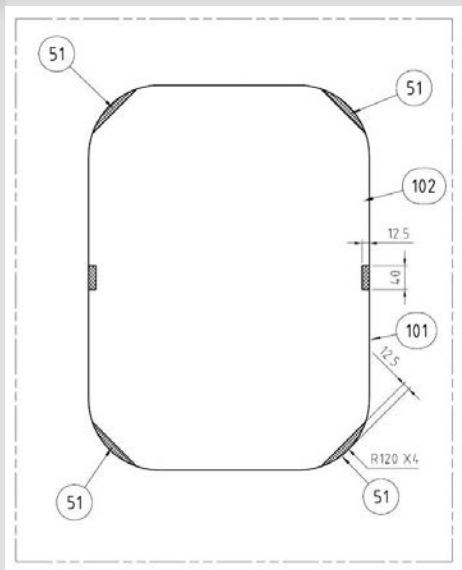
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H225

Cabin Window Sun-Reflecting Film

Project No. #AHSE-55632



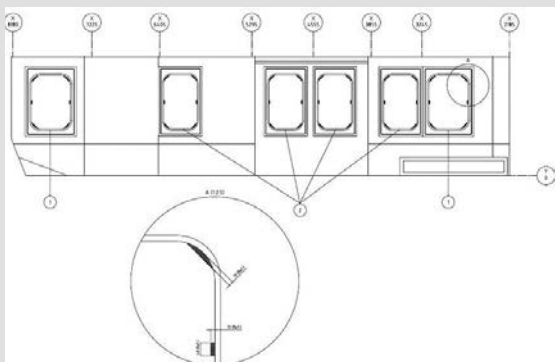
Exposure to sunlight can lead to rising temperatures within the cabin and eye strain for pilots and passengers. This reflective film limits the amount of direct sunlight entering the cabin, and comes as a simple modification allowing easy removal when needed.

Modification details

Rotorcraft Model	H225
Approvals	EASA Minor
Purpose	Sun Protection
Weight of Kit	4.2 kg (9.2 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of a cabin window sun-reflecting film for helicopters. The installation consists of a 1 mm polycarbonate sheet, which is cut to fit on the inside of the window seal. A reflective window film is then installed on this polycarbonate sheet. The polycarbonate sheet is installed on the inside of the window using small strips of 3M Dual Lock, minimizing the modification to the windows itself and making it easy to remove the sun-reflective film from the aircraft if wanted. The design may be adapted to other aircraft types upon request.

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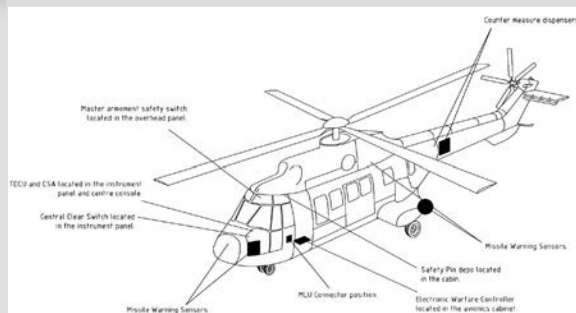
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AS332M1

Electronic Warfare System

Project No. #AHSE-54680



The EWS provides essential built-in defence features for your helicopter, capable of detecting enemy missiles and improving situational awareness when under threat.

Modification details

Rotorcraft Model	AS332M1
Approvals	Swedish Military
Purpose	Protection
Weight of Kit	103 kg (226.6 lbs)
Installation Time	Medium
Annual Maintenance	Every 500 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Electronic Warfare System (EWS) installation for helicopters. The EWS is an integrated self-protection system, which includes Missile Approach Warning and Countermeasures Dispensing functions. The EWS is designed to provide situational awareness of the utilization of the electromagnetic spectrum by enemy as well as friendly forces. The particular area of the electromagnetic spectrum that is catered for by the EWS is UV emissions from missile motors. The situational awareness provided by the EWS enhances the survivability of the aircraft against launched missiles en route to the aircraft. The design may be adapted to other aircraft types upon request.

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AS332M1/AS332L1

Night Vision

Project No. #AHSE-54400

Improve visibility during night-time operations with this comprehensive modification for external and internal lights. The installation includes replacement lights for the exterior, filters around the cockpit, and additional overhead lights.

Modification details

Rotorcraft Model	AS332M1/AS332L1
Approvals	Swedish Military
Purpose	Night Vision
Weight of Kit	
Installation Time	Medium
Annual Maintenance	Several
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of NVIS (Night Vision Goggle compatible lighting for external and internal lights) for helicopters. The modification consists of replacing the following existing external lights: Anti-collision light, Position lights, Pilot's searchlight, Co-pilot's searchlight, Formation lights and two infrared landing lights. The cockpit lighting is modified by adding filters to some lights, instruments, switches and indicators, and adding bezels above some of the instruments. Additionally, two overhead lights, a flexible light and instrument panel flood lights are installed, and Pilot and Co-pilot goosenecks are replaced with NVG-compatible ones. The design may be adapted to other aircraft types upon request.

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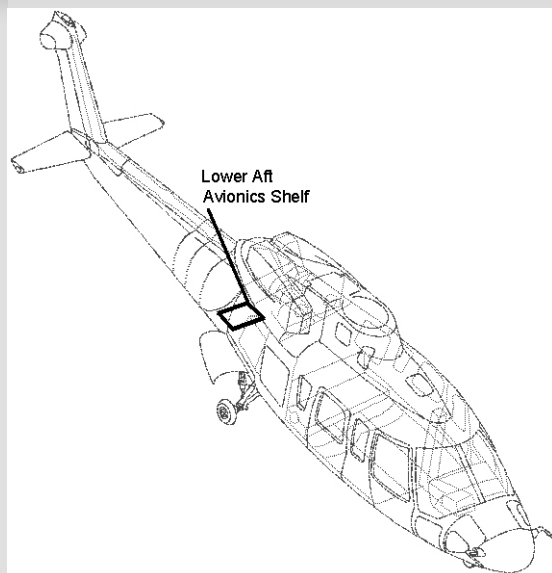
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S-76A/C

Lower Aft Avionics Shelf

Project No. #CHS76-53-031



Create more space for your avionics equipment with the addition of an avionics shelf in the lower aft.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Additional Avionics Shelf
Weight of Kit	1.6 kg (3.6 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any Avionics Installations
Other Info	Call for Quotation

Description of modification

This is a simple installation of an avionics shelf in the lower aft near Station 300 which helps create more space for avionics equipment.

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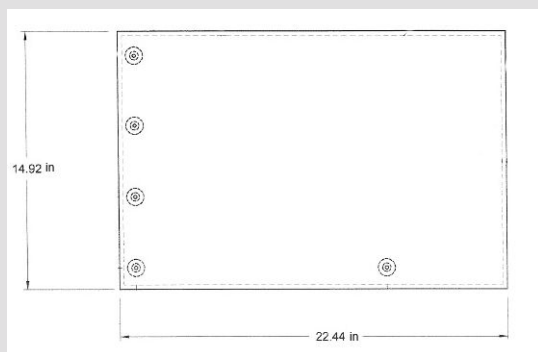
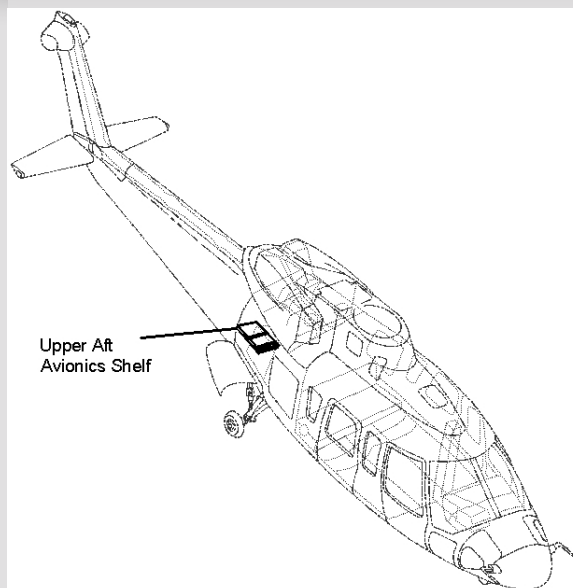
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S-76A/C

Upper Aft Avionics Shelf (RHS)

Project No. #CHS76-53-039



Create more space for your avionics equipment with the addition of an avionics shelf in the upper aft.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Additional Avionics Shelf
Weight of Kit	1.3 kg (2.9 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This simple modification is a quick way of creating more avionics shelf space in your rotorcraft. The avionics shelf can be easily installed in the right-hand side of the aft.

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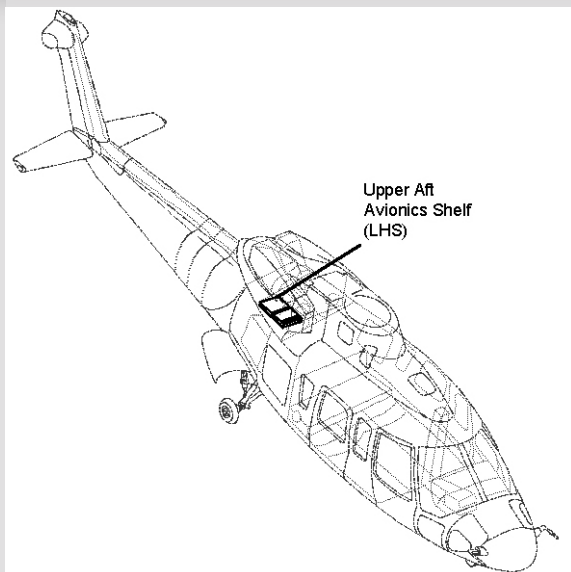
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S-76A/C

Upper Aft Avionics Shelf (LHS)

Project No. #CHS76-53-033



Create more space for your avionics equipment with the addition of an avionics shelf in the upper aft.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Additional Avionics Shelf
Weight of Kit	0.9 kg (2 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any Avionics Installations
Other Info	Call for Quotation

Description of modification

This is a simple installation of an avionics shelf in the upper aft which helps create more space for the avionics equipment.

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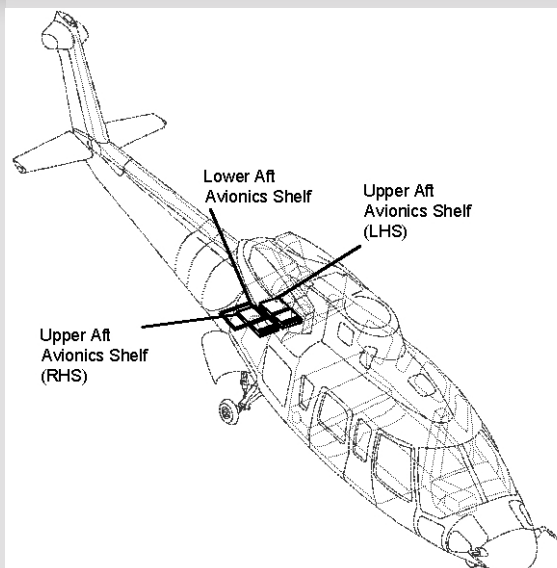
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S-76A/C

Standard Avionics Shelf

Project No. #CHS76-53-038



Create more space for your avionics equipment with the addition of three avionics shelves in the lower and upper afts.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Additional Avionics Shelf
Weight of Kit	3.9 kg (8.5 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any Avionics Installations
Other Info	Call for Quotation

Description of modification

This is a simple installation of three avionics shelves. They are located at the lower aft, upper aft (RHS) and upper aft (LHS).

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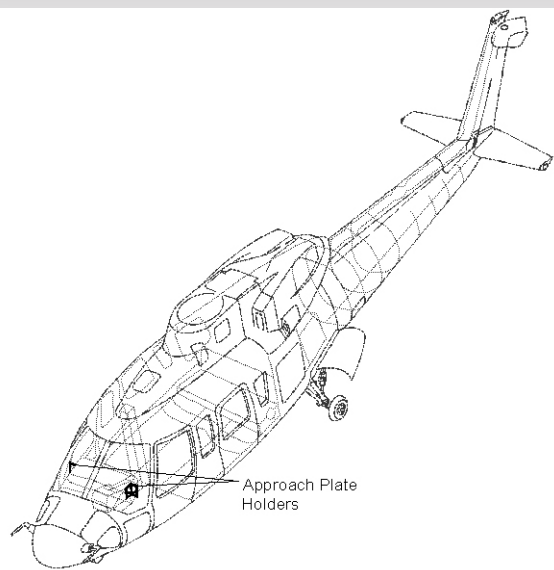
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S-76A/C

Approach Plate Holder

Project No. #CHS76-25-077



Pilots now have the ease of information in front of them with this plate holder installation.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Convenient holders for pilot and co-pilot
Weight of Kit	1.1 kg (2.4 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Standard Visor
Other Info	Call for Quotation

Description of modification

This simple and easy-to-install approach plate holder allows pilots to have the information they need in front of them, and can be installed for both the left- and right-hand sides. The plates are very light and do not affect the performance of other parts of the helicopter; additionally, they can be folded out of view if desired.

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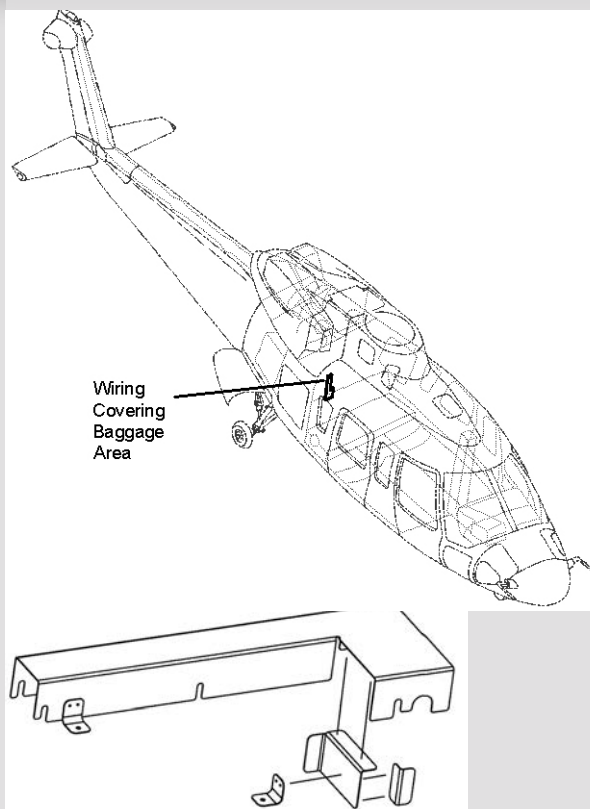
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S-76A/C

Baggage Bay Wiring Cover

Project No. #CHS76-25-079



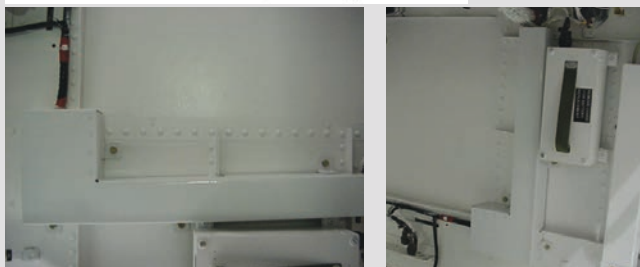
Wiring bundles in the aft cargo bay can be exposed to damage from cargo while the aircraft is in flight. Provide protection for the bundle with the installation of a baggage bay wiring cover.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Wiring Protection
Weight of Kit	0.3 kg (0.55 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any Applicable Wire Bundle
Other Info	Call for Quotation

Description of modification

This kit is the installation of a cover over a wiring bundle in the aft cargo bay. The cover is intended to protect the bundle from possible damage from cargo.

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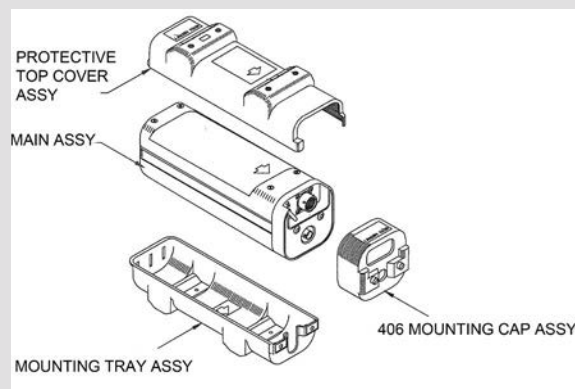
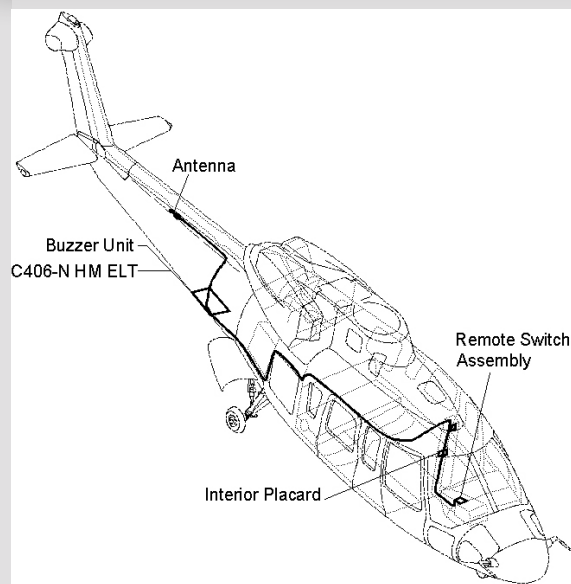
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S-76A/C

Emergency Locator Transmitter

Artex C406-N HM ELT System Project No. #CHS76-25-085



An upgrade to the S-76A and S-76C for increased crew and passenger safety. Transmits the location of the helicopter in distress across multiple frequencies. Essential for operators working in remote and harsh environments.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, Brazil STC
Purpose	Emergency Locator Transmitter
Weight of Kit	2.8 kg (6.1 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The Artex C406-1 HM ELT System consists of a switch/annunciator panel mounted on the starboard side of the center console, a transmitter, an NAV interface unit, a buzzer mounted on the aft lower avionics shelf, and an antenna mounted on the tail boom. The system is designed to function as a locator beacon, and provide automatic transmission of the aircraft identification and position in the event of an emergency. Present position data is provided by the aircraft GPS system.

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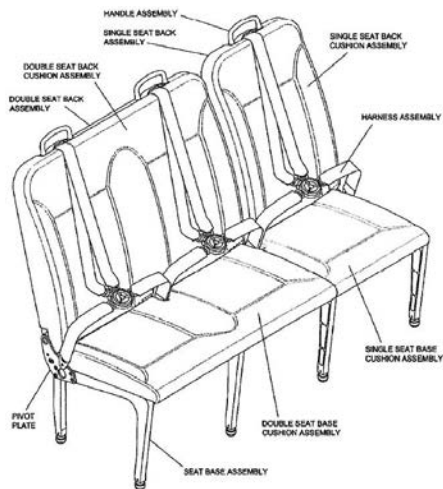
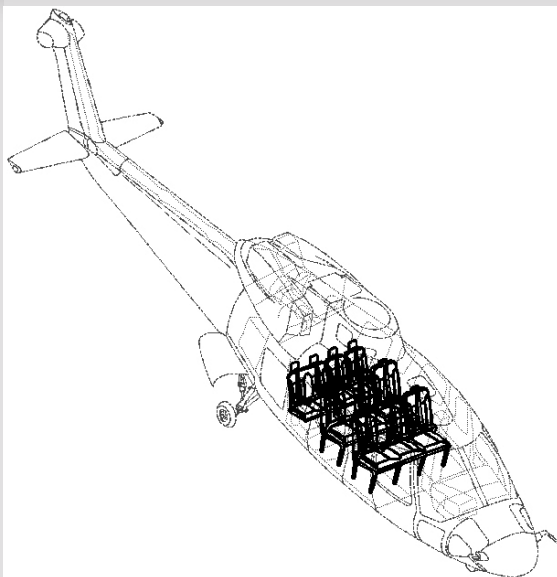
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S-76A/C Triple Seat

Project No. #CHS76-25-090



Provide increased security and comfort for your passengers with the installation of 3-place seats to replace the existing 4-seater rows. The seats come fitted with headrests and allow for improved movement within the cabin.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC
Purpose	New Seating Configuration
Weight of Kit	36.4 kg (87 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Standard Aft Seats
Other Info	Call for Quotation

Description of modification

Our modification replaces the first and second rows of 4-place seats in the original cabin configuration with 3-place seats. It consists of two sets of MacCarthy Interiors 2455001-1 Triple Seat Kits with headrests, installed in the fwd and center rows with existing Sikorsky, or other approved, aft 4- place bench seats and a MacCarthy Interiors 2455085 head rest installed on the aft bulkhead above the existing 4-place bench seat. The egress actually improves with this installation as the 3-place seats are laterally narrower than the Sikorsky seat and therefore provide more space for a passenger to move past the seat and to the exits. Although this seat configuration accommodates a smaller group of passengers, it increases passenger comfort and safety.

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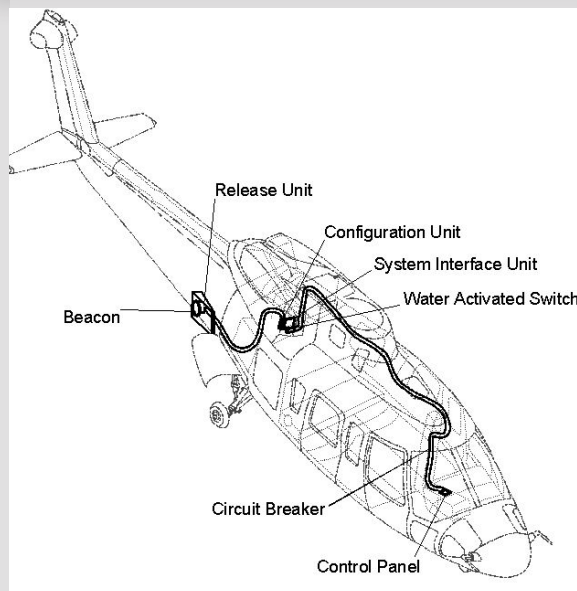
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S-76A/C

Emergency Helicopter Locator

CPI 503 Project No. #CHS76-25-091



Incase of an emergency, the Crash Position Indicator System transmits the last known position of the aircraft in distress. With the CPI system installed on your helicopter, you will have reliable means of finding the rotorcraft faster and ensuring the safety of the on-board crew and passengers.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	Emergency Helicopter Locator
Weight of Kit	6.1 kg (13.38 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Crash Position Indicator System is designed to locate the helicopter in emergency cases. This design uses the well known H.R.Smith (Techtest) components which have become industry standard for these systems. There are no explosive components in this system which simplifies maintenance and shipping. The system features a locator beacon containing the transmitter and antenna. This is automatically activated and released in the event of a crash, or activation of the water sensor, or manual deployment by the flight crew. The beacon transmits on all international distress frequencies and is compatible with the COSPAS/SARSAT system. Its GPS input will allow the beacon to transmit the last known position of the aircraft in distress, saving lives.

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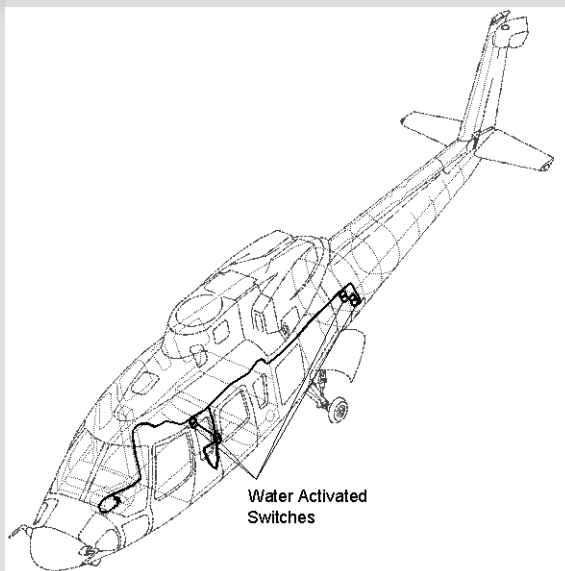
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S-76A/C

Water Activated Floatation System

Project No. #CHS76-32-001



With over 10 years of successful operation on over 50 rotorcrafts, this water activated floatation system is another reliable product of Heli-One which will make your rotorcraft safer. Our system enhances the original Sikorsky designed deployment system by automatically activating the floats upon ditching.

Modification details

Rotorcraft Model	S- 76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	Emergency Activation of Floats
Weight of Kit	Approximately 0.453 kg (1 lb)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Sikorsky Float Kit
Other Info	Call for Quotation

Description of modification

The key feature of the system are the four water activated switches which are installed on the underside of the aircraft. The emergency floats will activate the moment one fwd and one aft switch is activated. The two activated switches are located in the Tailcone section of the fuselage at STA 344.5 and two are located in the cabin belly at STA 182. These water switches are still controlled by the float ARM switch. The design includes a 'water sense' caution light that illuminates when any one switch closes.

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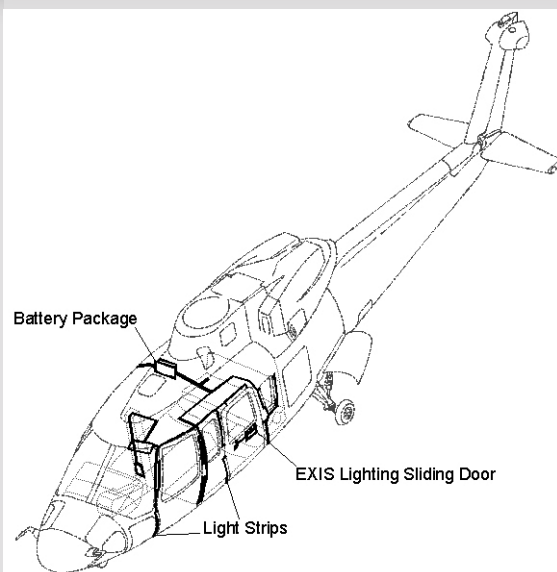
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S-76A/C

Emergency Exit Lighting System

Project No. #CHS76-33-022



The EXIS lighting system installed on Sikorsky S76 aircraft is an emergency escape lighting system that highlights the pilot, co-pilot, cabin doors and popout windows. This reliable Heli-One design provides illumination of emergency exit doors and windows for at least 10 minutes following activation, giving the passengers enough time to evacuate the aircraft in case of emergency.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	Emergency Escape Lighting System
Weight of Kit	3.8 kg (8.3 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any Hard Interior
Other Info	Call for Quotation

Description of modification

Using Locktite brand 'electroluminescent' lighting strips, the system supplements the OEM emergency lighting system. The lighting strips around the pilot door, co-pilot door and the windows each have their own power supply that consists of a rechargeable battery and an inverter. The power supplies are connected to the DC Essential bus through a control switch and 1 Amp circuit breaker. Meanwhile, the lighting strips around the sliding cabin doors (if needed) are powered by a self-contained system – this is powered using a non-rechargeable battery pack and inverter with water activated switch. The system uses the original factory installed emergency lighting switch with the same functionality.

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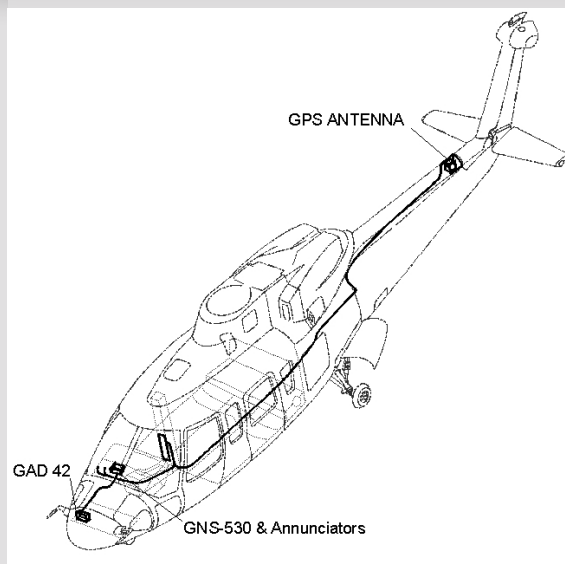
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S-76A/C GPS with Map Display

Garmin GNS-530/530W Project No. #CHS76-34-039



Enhance your map display capability with the Garmin GNS-530 GPS/NAV/COM and navigation switching units. Using processed information from multiply receivers, the GPS system will display the location on a screen for ease of use.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	Addition of a GPS with map display
Weight of Kit	Added 5.1 kg (11.2 lbs)/Lost 5.3 kg (11.6 lbs)
Installation Time	Medium – High
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The Garmin GNS-530 GPS/NAV/COM and navigation switching units, together with other existing navigation sources, provides flight crew with enhanced capability. Enabling selection of primary navigation information from different sources and displaying it on the horizontal situation indicators. The GPS-530 unit is installed in the center of the instrument panel and can be used as a moving map. The GPS part of GNS-530 receives signals from satellites via the GPS antenna, which is installed on the tail boom. VOR/ILS/GS parts of the GNS-530 utilize existing NAV and COM antennas and coax cables. The GNS-530 processes information received from GPS, VOR/ILS/GS receivers and the internal data base and displays it on the screen. With the S-76 EFIS navigation switching is provided by the symbol generation. For non-EFIS aircraft a new NAV switching system is included which greatly improves the basic aircraft navigation switching capability.

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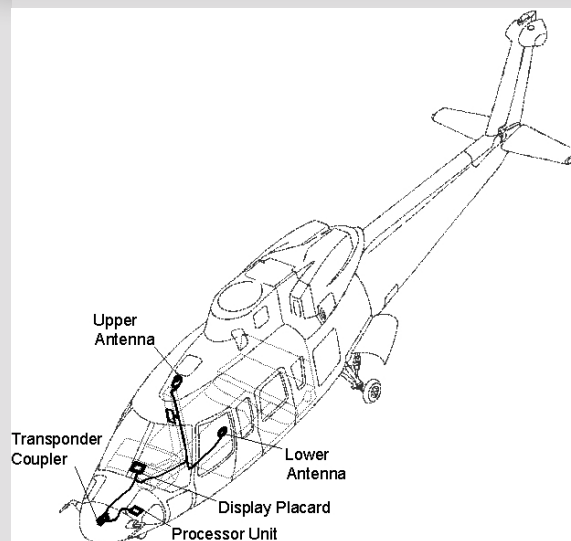
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S-76A/C

Traffic Advisory System

TAS-620 Project No. #CHS76-34-040



Providing the flight crew with an excellent situational awareness with respect to surrounding air traffic, the Traffic Advisory System is essential when flying near other aircrafts.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	Traffic Advisory System
Weight of Kit	5.6 kg (12.25 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	GNS-530
Other Info	Call for Quotation

Description of modification

Meeting the requirements of TSO-C147, the TAS 620 actively monitors the airspace around your aircraft by interrogating the transponder of nearby aircraft. The range and bearing of all transponder equipped aircraft is displayed on one of three optional displays (Garmin 400/500 series, Multi-Hazard Display or 1/2 ATI display). Various level of proximity alerts are provided both visually and aurally with this system.

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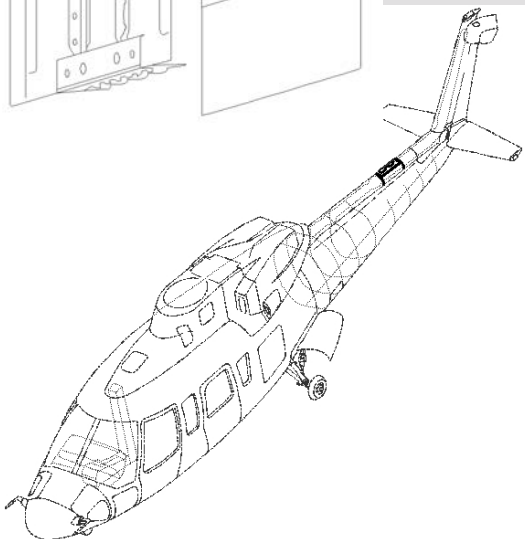
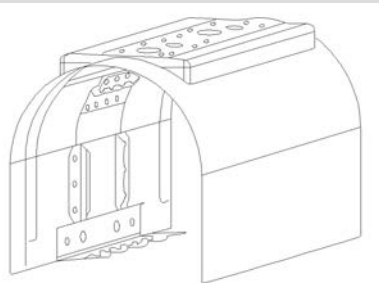
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S-76A/C

GPS Antenna Mount/Tail Rotor Driveshaft Cover

Project No. #CHS76-53-044



When more than one antenna is required, the GPS antenna mount is a must for any S-76A/C rotorcraft.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, USA STC, Brazil STC
Purpose	GPS Antenna Mount
Weight of Kit	Negligible
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Low Profile Antenna
Other Info	Call for Quotation

Description of modification

Installed on the existing tail rotor driveshaft cover of this rotorcraft, the new GPS antenna pad is designed to accommodate up to two GPS antennas. This modification is similar to other pad installations that Sikorsky has developed over the years. This simple and easy-to-install design provides a convenient way for two antennas to be installed on the tail rotor driveshaft cover.

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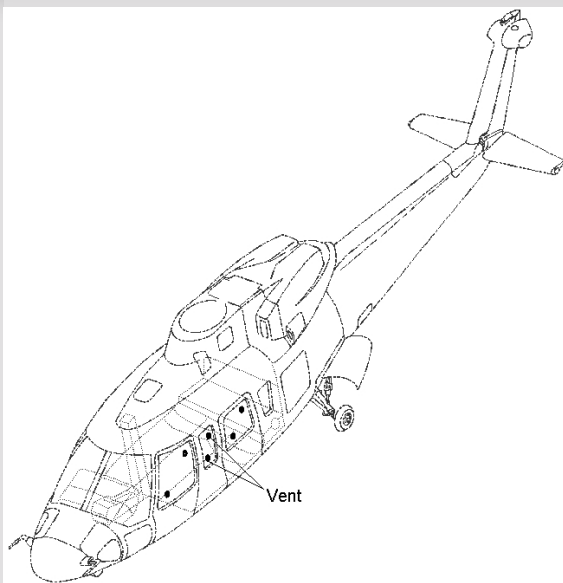
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S-76A/C

Inter-door Window Vents

Project No. #CHS76-56-001



Provide a more comfortable environment for the crew and passengers, with the installation of Inter-door Window Vents.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Improved cabin air quality and cooling
Weight of Kit	Negligible
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This modification is the installation of up to six vents on the crew door, inter-door and passenger door windows for both the left and the right hand sides.

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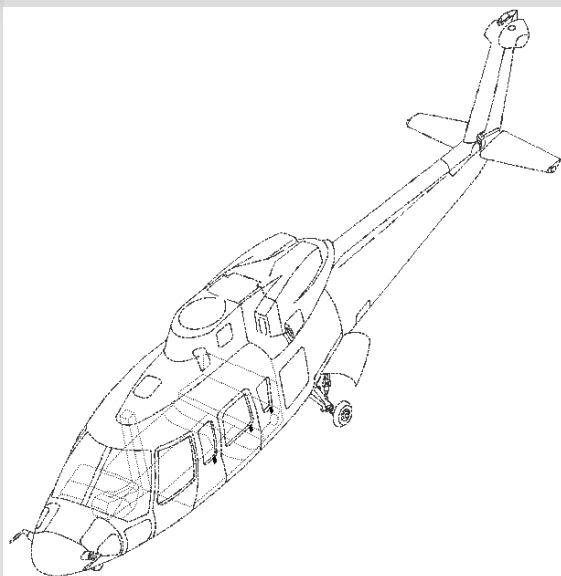
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S-76A/C

Exterior Release Strap for Pop-out Windows

Project No. #CHS76-56-002



In the event of an emergency, exterior release straps installed on the exterior of the rotorcraft ensure quick pull out of these windows from the outside by rescuers.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Exterior Release Strap for Pop-out Window
Weight of Kit	Negligible
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Pop out windows
Other Info	Call for Quotation

Description of modification

This modification is the installation of release straps to the fwd, inter-door windows (LHS and RHS), the LHS opera window and the LHS door window, on the exterior of the rotorcraft.

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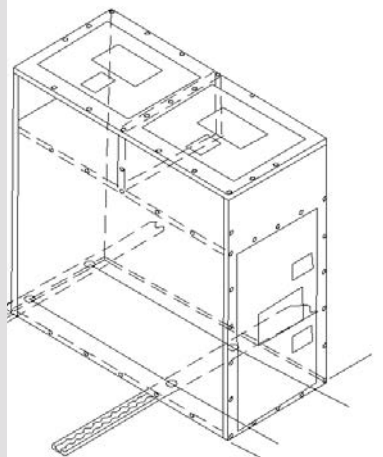
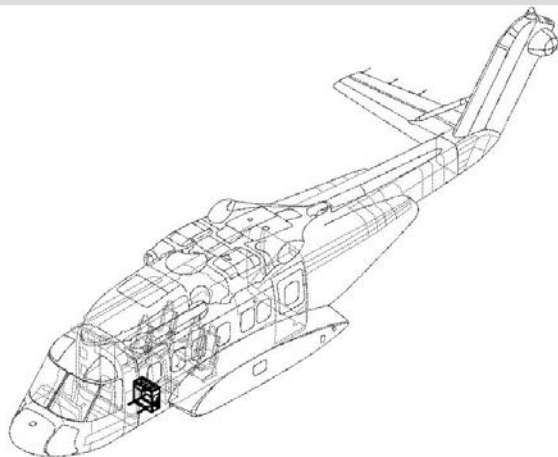
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S-92A

Cabin Storage Cabinet

Project No. #CHS92-25-003



When additional storage is needed for keeping equipment safe in one position, the cabin storage cabinet provides a convenient and spacious storage space. Used for multiple purposes from hosting medical equipment to passenger luggage, the cabinet is guaranteed to be used every flight.

Modification details

Rotorcraft Model	S-92A
Approvals	Canada STC
Purpose	Additional Storage Space in Cabin
Weight of Kit	Empty 11.4 kg (25 lbs), Max 25 kg (55 lbs)
Installation Time	Low
Annual Maintenance	Low
Works Well With Other Mod	Standard Seating
Other Info	Call for Quotation

Description of modification

The cabin storage cabinet has a height of 23.5 inches, a width of 24.25 inches and a depth of 11.0 inches and it is installed onto seat tracks on the fwd, left hand side of the cabin, aft of the flight deck/cabin partition. The fwd aft facing seat may be moved forward 3-4 inches to accommodate the cabinet installation or the seat may be relocated to the aisle location at the rear of the cabin.

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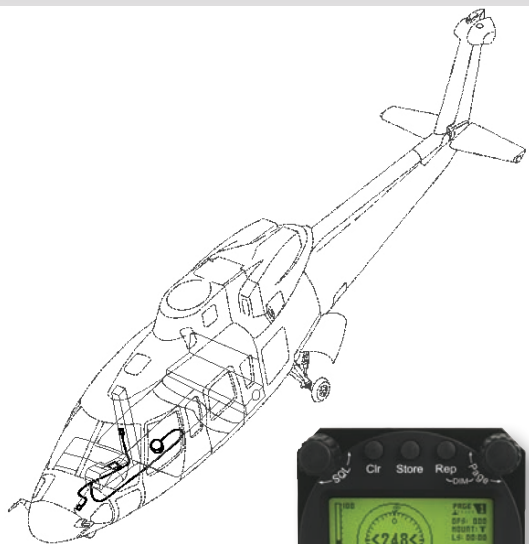
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S-76A/C

Emergency Beacon Locating System

Becker SAR-DF 517 Project No. #H1-S76-2006-SARDF



In the event of an emergency, the Beacon Locating System will greatly assist rescue operators to find the aircraft, greatly increasing the time the crew are found and put to safety.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC
Purpose	Emergency Beacon Locating System
Weight of Kit	2.4 kg (5.35 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The SAR DF 517 homing system provides the flight crew with a visual display of bearing and distance to activated emergency homing beacons as well as allowing audio reception. The SAR DF system is compatible with 121.5/156.8/243/406MHz emergency beacon systems. If the activated beacon is a 406 MHz type, the SAR DF 517 will also decode the data signal that is sent. The benefits of the Becker SAR system are the decoding of 406 MHz burst transmissions to provide a positive ID of targets and compact cockpit display.

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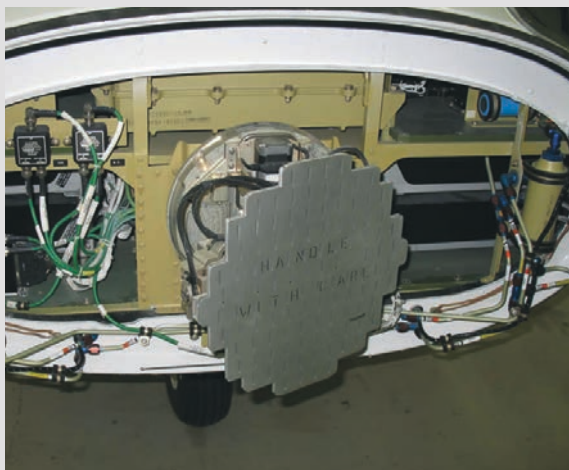
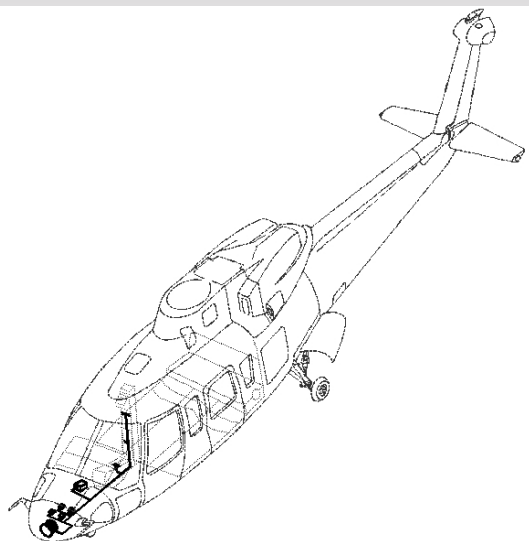
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S-76A/C Weather Radar System

Honeywell Primus 660 Project No. #H1-S76-2006-VVXR



Get the performance of a high power radar with the reliability and features of modern weather radars with the Honeywell Primus 66. A class above the rest, it will not be beaten for its pulse width, transmitter power and receiver sensitivity.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC
Purpose	Improved Weather Radar System
Weight of Kit	13 kg (28.7 lbs) with display unit or 8.4 kg (18.4 lbs) with controller unit
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The Primus 660 weather radar system is a lightweight, high-power, X-band digital radar designed for weather detection. The primary purpose of the system is to detect storms along the flight path, giving pilots a visual indication of rainfall intensity. The advantages of the P660 over other radar systems is its 2.5-300 NM range, 10KW transmit power, integrated receiver/transmitter/antenna unit and enhanced BITE functions. In addition, it increases the available nose shelf space and the display can also be used to display EGPWS/TAWS terrain maps. The system can be installed in EFIS and non-EFIS helicopters.

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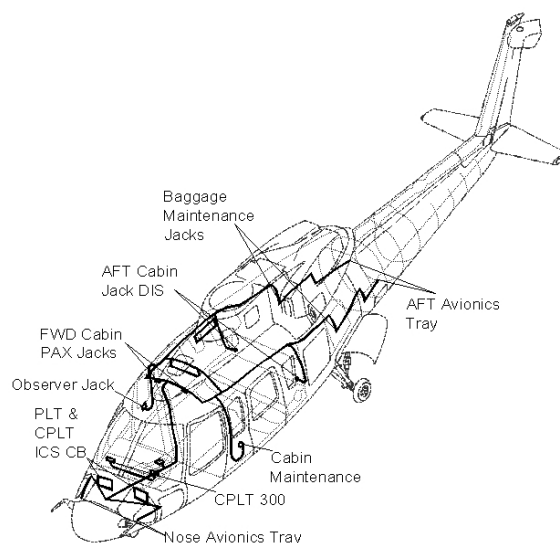
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S-76A/C

Audio Panel System Upgrade

NAT 380 Project No. #H1C-S76-23-0055



Providing better quality audio and a vast range of radio/ nav channels than the legacy systems, this Heli-One design allows an upgrade from outdated intercom systems to the latest production standard for the S92 or S76 C++.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC, Brazil STC
Purpose	Improved Audio Panel System
Weight of Kit	0.8 kg (1.85 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

With this modification, two or three audio panels can be installed. Some main advantages of this panel are the selectable isolation of the flight crew headsets from the passengers, a music input jack, a single passenger audio panel activated by the co-pilot, three maintenance audio including one in the cabin and a built in intercom which will support six passenger/crew headsets. In addition, the audio panel allows enhanced management function by providing control of four outgoing transmissions for five radios, the reception of up to thirteen receivers and the integration of five auxiliary inputs. All these features are added by including a 1A electrical load.

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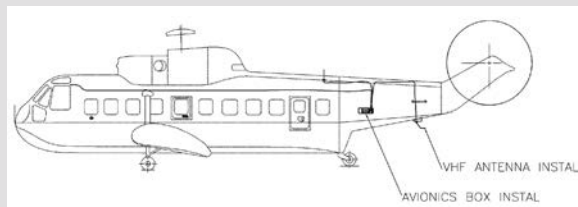
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S-61N

Sea Surface Traffic Monitor

RA4 AIS Transponder Project No. #AHSE-56380



This piece of kit is invaluable to Search and Rescue operators for locating vessels in distress and to communicate to vessels on the sea surface that help is on the way. The RA4 AIS Transponder is a next-generation system for advanced capability.

Modification details

Rotorcraft Model	S-61N
Approvals	EASA Minor
Purpose	Navigation
Weight of Kit	3.5 kg (7.6 lbs)
Installation Time	Medium
Annual Maintenance	Each 300 Hours or 6 Months
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers AIS Transponder installation for helicopters. The RA4 AIS Transponder is a system that monitors traffic on the sea surface. The installed system significantly improves the situational awareness in Search and Rescue operations when installed with a SAR operator's display. The system consists of RA4 Transponder, GPS and VHF Antennas. An interface cable to a standard computer input line is provided (USB). The design may be adapted to other aircraft types upon request.

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S-92A

Cargo Containment

Reconfiguration of Cargo Bay Access Project No. #AHSE-51650



Operators can enhance the practicality of their S-92A's cargo bay. Whether for passenger baggage or for customer cargo – this modification allows ease and practicality without compromising other loading access.

Modification details

Rotorcraft Model	S-92A
Approvals	EASA Minor
Purpose	Stowage
Weight of Kit	48 kg (105.8 lbs)
Installation Time	Medium
Annual Maintenance	Every 50 Hours of Operation
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Cargo Containment Installation for helicopters. Operators often have customer-driven requirements for stowage and containment of cargo and baggage in the cargo bay area of the S-92A helicopter. The helicopter is configured as follows: a 'cage' on the cargo ramp has two partitions to be able to sort baggage for two destinations; easy to load and unload without the use of any ground equipment; maintained ability to load and secure a 'Euro' type pallet; reconfiguration without use of tooling; stowage of removed parts to be integrated in the design; a 'T'-shaped cargo net for the existing upper shelf, while the original cargo net does not allow partitioning of the cargo. The design may be adapted to other aircraft types upon request.

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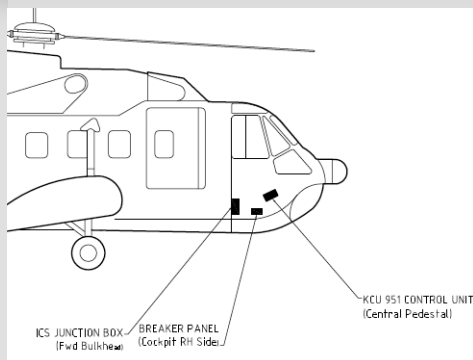
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S-61N

ATC and SAR Communication

Bendix King 950 HF Project No. #AHSE-54570



Rugged S-61 helicopters are often used on long range missions. The KHF 950 HF system enables communication with ATC and on SAR missions, when the aircraft is deployed over long distances.

Modification details

Rotorcraft Model	S-61N
Approvals	EASA Minor
Purpose	Communication
Weight of Kit	42.82 kg (94.2 lbs)
Installation Time	Medium
Annual Maintenance	Every 50 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Bendix King HF installation for helicopters. The KHF 950 HF system provides long range ATC and SAR communication. The system consists of a KCU 951 Control Unit, one KAC 952 Power Amplifier/Antenna Coupler and the KTR 953 Receiver/Exciter unit. The Antenna Coupler mates with a Tramec HF Antenna. The design may be adapted to other aircraft types upon request.

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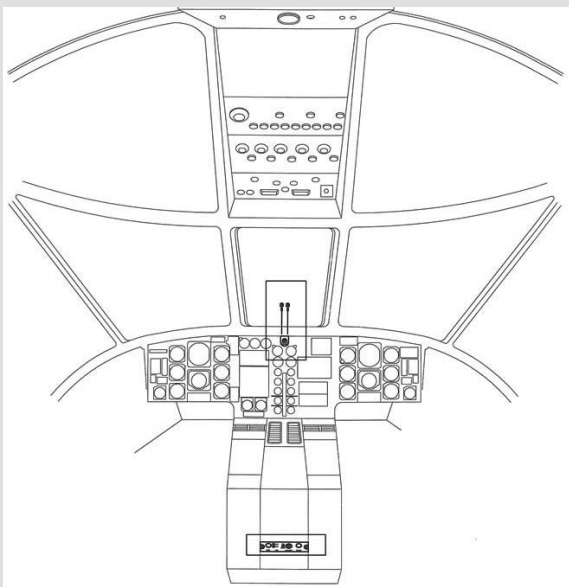
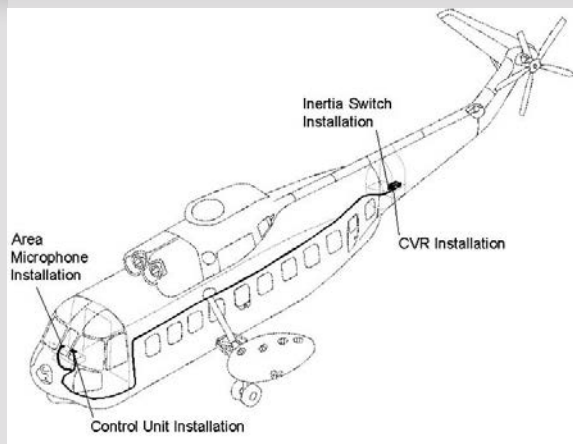
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S-61N

Cockpit Voice Recorder

Penny & Giles Multi-Purpose Flight Recorder Project No. #CHS61-23-019



This Penny & Giles system is light and robust, and provides 30 minutes high-quality all channels and 120 minutes of combined recording.

Modification details

Rotorcraft Model	S-61N
Approvals	Canada STC
Purpose	Voice Recording
Weight of Kit	8.7 kg (19.1 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

In this installation the Multi-Purpose Flight Recorder is configured as a cockpit voice recorder. This CVR simultaneously records four separate voice inputs. These inputs are taken from the following stations: pilot, co-pilot, third crew member and cockpit area microphone. The CVR (MPFR) will record 30 minutes high quality all channels and 120 minutes combined recording. The system performs this task using three essential components: the recorder unit, control unit and area microphone. In addition, an impact switch is installed for automatic shut-off of the recorder if it exceeds 3.

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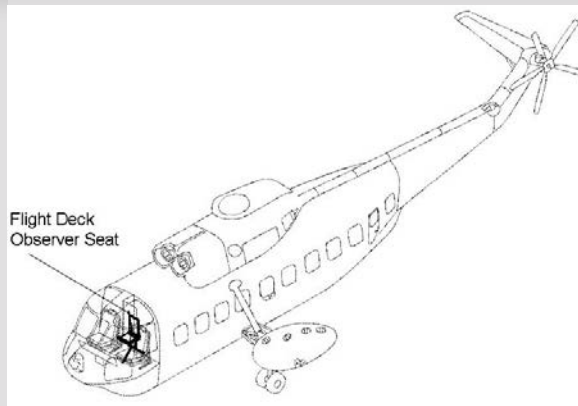
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S-61N/L

Flight Deck Observers Seat with Seatback

Project No. #CHS61-25-029



This modification is to install a practical temporary seat for flight deck observation as required. A fast installation time combined with lightweight construction means maximum convenience.

Modification details

Rotorcraft Model	S-61N/L (Canada), S-61N (Brazil)
Approvals	Canada STC, Brazil STC
Purpose	Providing a convenient flight deck observer seat
Weight of Kit	15.2 kg (33.5 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

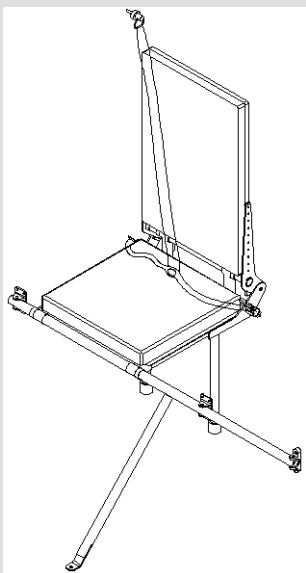
Description of modification

The flight deck observer seat kit is designed to provide a temporary seat with TSO'd 3-point harness seatbelt for check pilots and other flight deck observers within the S-61N/L rotorcraft. The kit is located just aft of the center console between the pilot and co-pilot's seat starting at FS 94.35 and running to FS 126.5. The kit attaches to the frame at FS 110, WL 135 and floor at FS 94.35, 123.25, WL 120 and Bulkhead (shoulder strap) at FS 126.5, WL 165. The components of the kit include bracket and tie down strap installations, the seat and harness and seat cushions. The seat is constructed primarily from welded steel tube and honeycomb panel.

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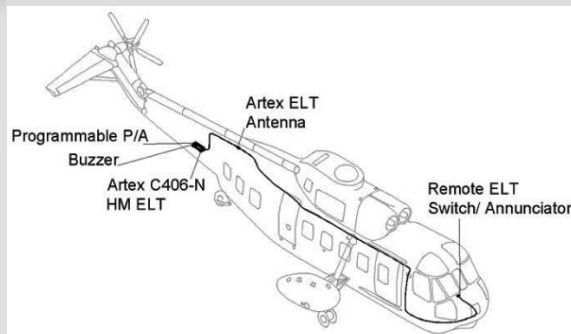
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S-61N

Emergency Locator Transmitter

Artex C406-N HM ELT Project No. #CHS61-25-034



An upgrade to the S-61N for increased crew and passenger safety. Transmits the location of the helicopter in distress across multiple frequencies. Essential for operators working in remote and harsh environments.

Modification details

Rotorcraft Model	S-61N
Approvals	Canada STC
Purpose	Emergency Locator Transmitter
Weight of Kit	2.7 kg (6 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The Artex C406-N HM ELT system functions as a locator beacon and provides automatic transmission of the aircraft identification and position in the event of an emergency. The kit includes a switch/annunciator panel mounted to the left of the dome light in the overhead DC panel, a Transmitter with NAV Interface Capabilities located on a new side shelf in the tail section at Station 525, a buzzer mounted on the shelf next to the transmitter and an antenna mounted on the cabin roof at Station 464. The ELT is designed to operate at 121.5, 243.0 and 406 MHz. In addition, the aircraft GPS system, via ARINC 429 communication, provides present position data.

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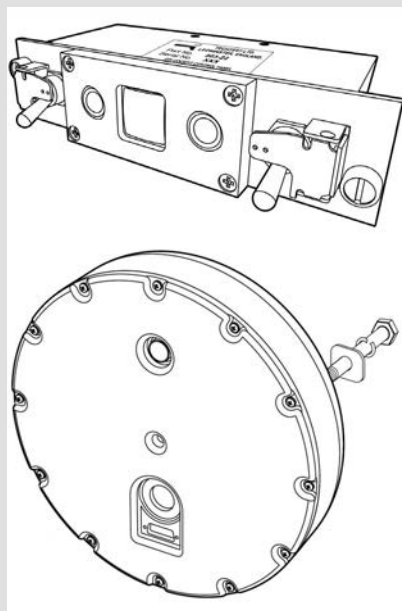
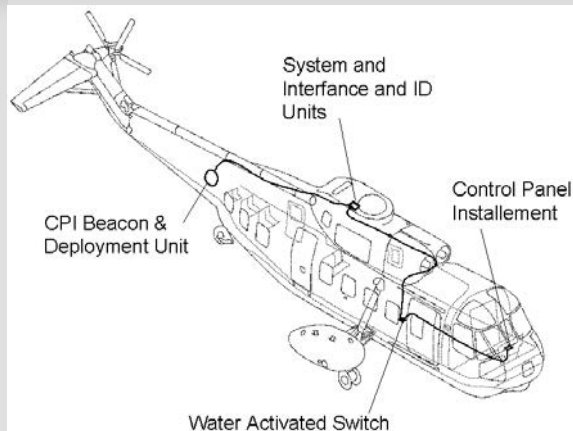
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S-61N

Deployable Emergency Locator Transmitter

Techtest CPI 503 System Project No. #CHS61-25-041



An upgrade to the S-61N for increased crew and passenger safety. When automatically or manually deployed, transmits the location of the helicopter in distress across multiple frequencies. Essential for operators working in remote and harsh environments.

Modification details

Rotorcraft Model	S-61N
Approvals	Canada STC
Purpose	Deployable Emergency Locator Transmitter
Weight of Kit	4.1 kg (9 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This system features an emergency locator beacon containing a transmitter and an antenna. The beacon is automatically activated and released from the rotorcraft in the event of a crash, the activation of the water sensor, or manual deployment by the flight crew. The Beacon can be deployed and activated automatically by G-switch and/or water-activated switch. It can also be deployed and activated manually from the cockpit. Once deployed the beacon will transmit the last known position given by the GPS receiver. In case of activation, it will transmit a continuous signal on frequencies of 121.5 and 406.025 MHz in COSPAS/SARSAT compatible format. This light and easy-to-install beacon will help authorities find your helicopter in emergency situations.

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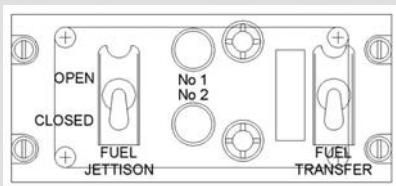
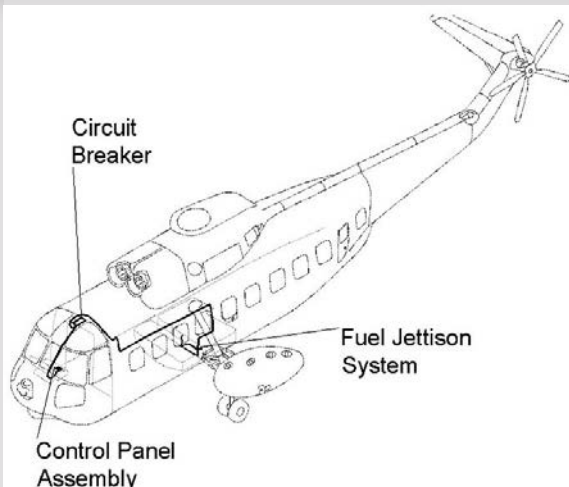
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S-61N Fuel Jettison System

Project No. #CHS61-28-006



A modification to the S-61N model. This system is designed to rapidly reduce the aircraft weight in emergency circumstances by jettisoning the contents of the center fuel tank to a residual level.

Modification details

Rotorcraft Model	S-61N
Approvals	Canada STC
Purpose	Fuel Jettison System
Weight of Kit	Control Panel installation 0.5 kg (1.1 lbs), Circuit Breaker Panel 2.0 kg (4.4 lbs), Main Pipe and Valve System (full) 7.9 kg (17.5 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This fuel jettison kit has 3 main structural installations: the valve and piping installation, control panel installation and circuit breaker panel installation. A 'tee' fitting is installed within existing fuel plumbing to enable fuel to be dumped by gravity feed out the bottom of the rotorcraft. The existing plumbing connects the forward and center fuel tanks and is used only for pressure refuelling. There is an existing pressure refuel valve on the forward tank side of the tee fitting, which is normally closed in flight. With the exception of the fuel discharge outlet pipe (external to the hull) all the pipework and supporting structure is internally located between frames STA 221 and 243 (between the fwd and center fuel tanks). The fuel tank jettisons maximum of 1,275 lbs of fuel in 6 minutes and 15 seconds.

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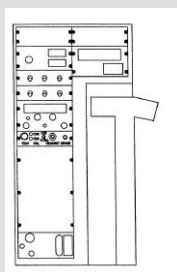
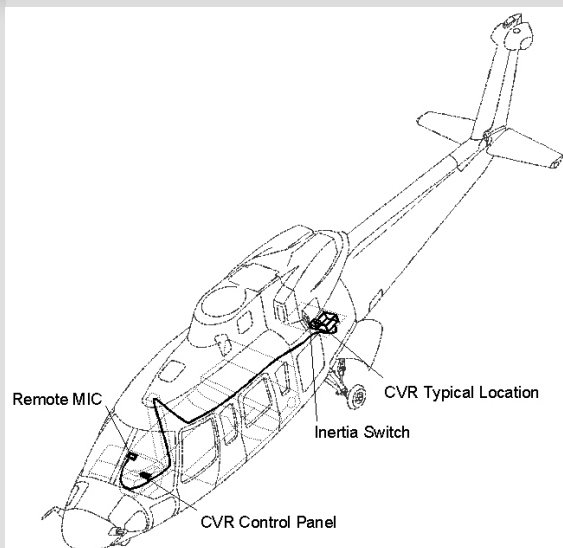
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S-76A

Cockpit Voice Recorder

Penny & Giles Multi Purpose Flight Recorder Project No. #CHS76-23-038



This Penny & Giles system is light and robust, and provides 30 minutes high-quality all channels and 120 minutes of combined recording.

Modification details

Rotorcraft Model	S-76A
Approvals	Canada STC
Purpose	Cockpit Voice Recorder
Weight of Kit	4.1 kg (9.1 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

In this installation the Multi Purpose Flight Recorder is configured as a cockpit voice recorder. This CVR simultaneously records four separate voice inputs. These inputs are taken from the following stations: pilot, co-pilot, third crew member and cockpit area microphone. The CVR (MPFR) will record 30 minutes high quality all channels and 120 minutes combined recording. The system performs this task using three essential components: the recorder unit, control unit and area microphone. In addition, an impact switch is installed for automatic shut-off of the recorder if it exceeds 3.

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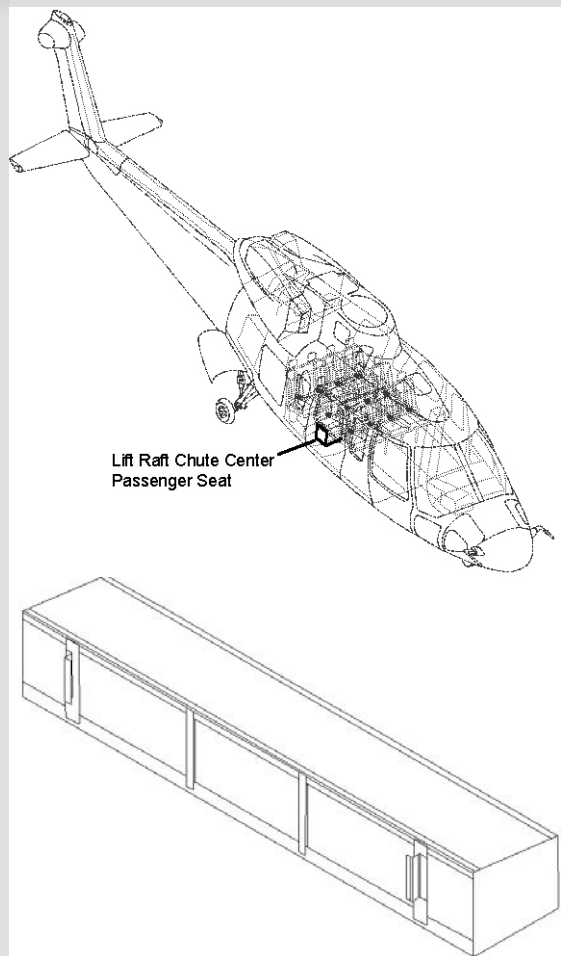
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S-76A/C Lift Raft Chute

Project No. #CHS76-25-066



For easy and fast deployment when speedy access is required, this lift raft chute is installed right under the center passenger seat.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Lift Raft Chute
Weight of Kit	7.9 kg (17.3 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Seats
Other Info	Call for Quotation

Description of modification

This modification is a lift raft chute which is installed right under the center passenger seat. It makes removal of the raft much easier so that it can skid out easily when needed.

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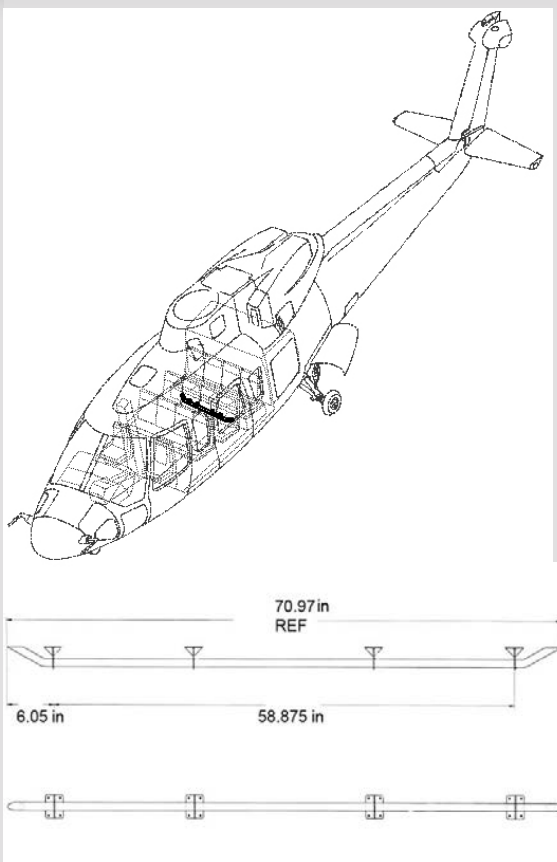
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S-76A/C Egress Railing

Project No. #CHS76-25-068



A practical emergency handhold for passengers exiting the helicopter when the rotorcraft comes to rest on its side.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Emergency handhold for passengers
Weight of Kit	1.8 kg (4 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any Seats
Other Info	Call for Quotation

Description of modification

This quick installation provides another safety feature for your rotorcraft. This egress bar is located on the aft seat row, right below and behind the occupants' knees. In emergency situations where the helicopter comes to rest on its side, this bar will provide a handhold for passengers while they are exiting the rotorcraft. This convenient and easy-to-install modification can be of great assistance to the rotorcraft passengers in case of emergency.

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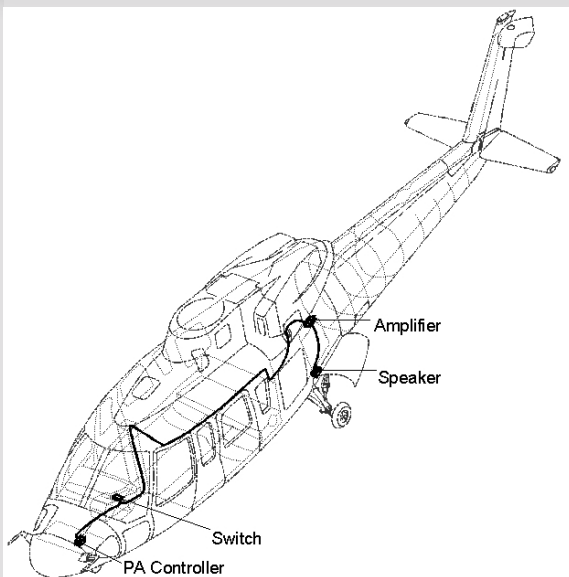
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S-76A/C Loud Hailer

Project No. #CHS76-25-076



An essential piece of kit that provides the pilot with a system to alert ground crew of potential danger.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Canada STC
Purpose	Alerting the crew of potential danger during ground runs
Weight of Kit	4.5 kg (9.85 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

The loud hailer system is an effective warning system that provides the pilot with ability to alert the ground crew of potential danger while the rotorcraft is operated on the ground. It consists of a PA controller AA21-401, power amplifier and a speaker. The control unit and amplifier are located in the avionics bay, whilst the speaker is mounted in the Main Landing Gear L/H bay area. The speaker will be activated only when the console-mounted toggle switch operates the system in "siren/yelp" mode. Both the pilot and the co-pilot can activate the switch in case of emergency. Whilst activated, the controller draws 3A of current whilst the amplifier draws 5.5A.

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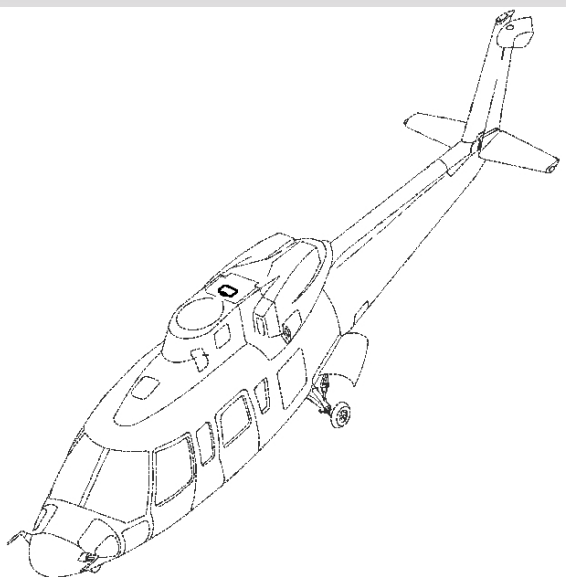
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S-76A/C

Cowling Oil Door Closing Spring

Project No. #CHS76-71-002



A simple yet effective alteration that adds an extra level of safety to your rotorcraft.

Modification details

Rotorcraft Model	S-76A/C
Approvals	Transport Canada Minor Approval
Purpose	Improved Cowling Oil Door
Weight of Kit	Negligible
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	N/A
Other Info	Call for Quotation

Description of modification

This simple, minor adjustment will provide you with an improved cowling oil door which snaps shut if left unlatched.

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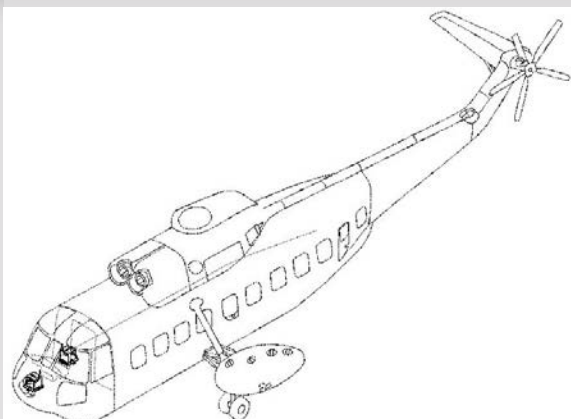
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S-61N

Lead Acid Batteries

Project No. #CHS61-24-016



An alteration that will keep you running more efficiently for longer – reducing maintenance costs and increasing reliability.

Modification details

Rotorcraft Model	S-61N
Approvals	Canada STC
Purpose	Replacing the NiCad Batteries with Lead Acid Batteries
Weight of Kit	Single 40.2 kg (88.5 lbs), Both 80.4 kg (177 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This modification replaces the original NiCad batteries found in the S-61 fleet. Unlike the original NiCad batteries, the new sealed lead acid batteries are not affected by thermal runaway. Therefore, the battery temperature warning system is disabled. This kit consists of two installations. The forward installation is in the forward avionics bay at the original battery location while the aft installation is in the original location for auxiliary battery. Each battery is a 24-volt, 42-ah RG-type valve regulated lead acid battery. The batteries provide power for limited ground operation and engine starting when external power is not available. The alternate battery is connected in parallel with the primary battery to the essential DC bus through a separate battery relay. This modification also removes the nose vibration absorber which is a common source of maintenance issues. This battery modification will make your S-61 safer, more reliable and reduce maintenance costs.

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S-61N

Mode S Transponder

Project No. #AHSE-51550

An essential piece of equipment and an operational requirement, this transponder is a must for your S-61.

Modification details

Rotorcraft Model	S-61N
Approvals	EASA I.M.R.S.01048
Purpose	Operational requirement
Weight of Kit	7.1 kg (15.6 lbs)
Installation Time	Medium
Annual Maintenance	None
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Mode S Transponder installation for helicopters. The system provides basic Mode S Transponder functionality together with ATRCBS Modes A and C. Mode S functionality is an operational requirement that varies according to the regulatory body, location and operation. The design may be adapted to other aircraft types upon request.

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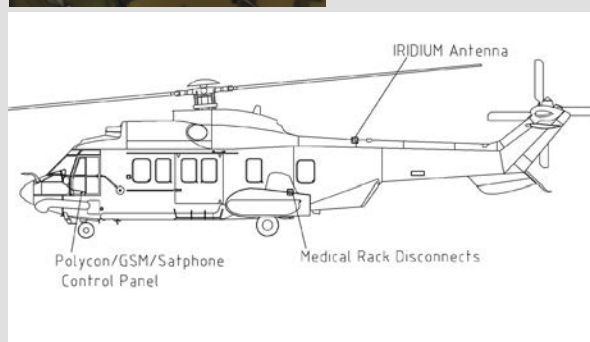
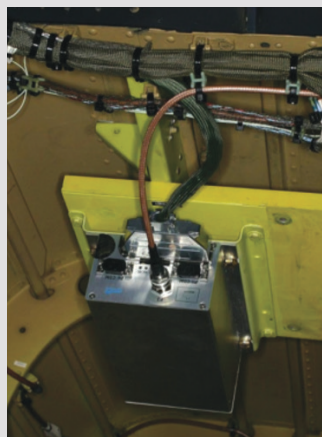
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Military

Boeing CH-47D / Airbus H225, AS332

Iridium Aerophone

Project No. #AHSE-51030



The Iridium Aerophone meets the modern needs of airborne voice communications by providing worldwide telephone coverage where ever you are in the world.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	CH-47D: Dutch Military H225, AS332: EASA Minor
Purpose	Communication
Weight of Kit	5.68 kg (12.5 lbs)
Installation Time	Medium
Annual Maintenance	Every 25 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers Iridium Aerophone installation for helicopters. The system provides airborne voice communication through the Iridium satellite network towards the on ground telephone system. The Iridium satellite phone system consists of 66 (plus spare) satellites in low orbit covering the earth. The design may be adapted to other aircraft types upon request.

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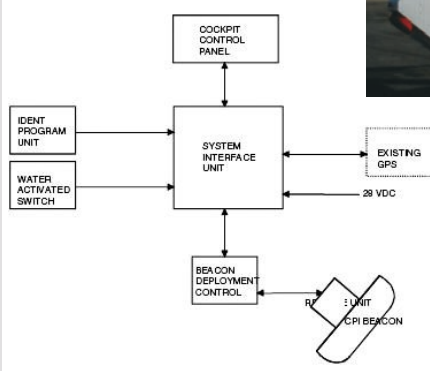
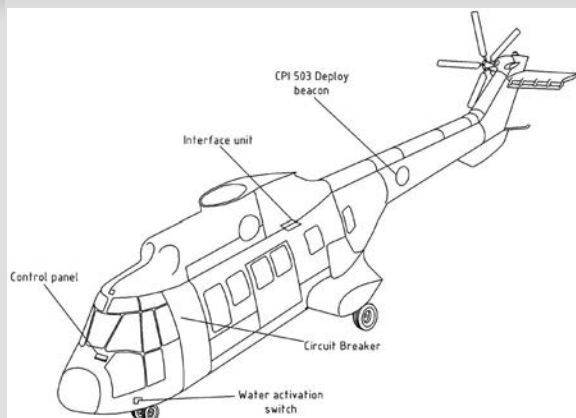
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Bell 214 / Airbus AS332, AS365 / Sikorsky S-61, S-92

Emergency Helicopter Locator

503 Series CPI Project No. #AHSE-51500



The 503 Series CPI (Crash Position Indicator) is an Emergency Helicopter Locator compatible with multiple aircraft models. It can be automatically or manually deployed, and transmits across multiple frequencies. Helps emergency response teams locate you quickly and accurately.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	AS332: EASA R.S.01003 R1 AS365: CAA No 200501100-7/332/KVN S-61, S-92: EASA 2005-4468
Purpose	Emergency Helicopter Locator
Weight of Kit	5.8 kg (12.8 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of a Crash Position Indicator (Deployable ELT) for helicopters. The 503 series CPI from H.R.Smith Group (Techtest) provides distress signals on 121.5 MHz and 406 MHz in accordance with ICAO ANNEX 10 and JAR OPS 3. The beacon can transmit on the airframe or be deployed if activated by G-switch, Water switch or Crew. The design holds EASA STC and is in operation in multiple helicopter types. The design may be adapted to other aircraft types upon request.

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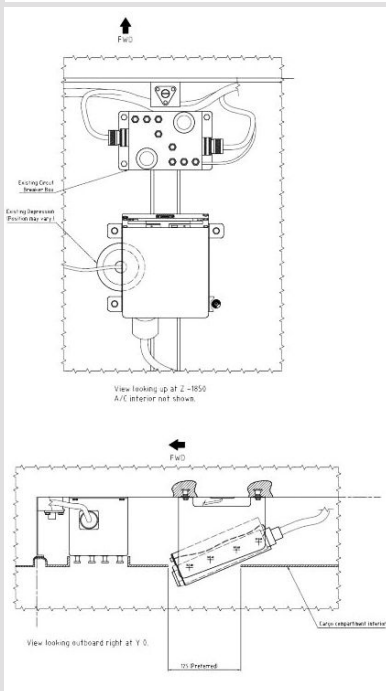
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Oil & Gas

Airbus AS332, AS365, H155 / Sikorsky S-76, S-92

Flight Data Monitoring

FDM with SSQAR Project No. #AHSE-54900



Monitoring flight data is essential in order to ensure efficiencies and maintain safety. This piece of equipment can meet this need effectively.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	EASA Minor
Purpose	Flight Data Trend Monitoring
Weight of Kit	1.7 kg (3.7lbs)
Installation Time	Medium
Annual Maintenance	Every 10 years
Works well with other Mod	Any
Other Info	Call For Quotation

Description of modification

Heli-One offers Flight Data monitoring installation for helicopters. The system (FDM) uses a Solid State Quick Access Recorder (SSQAR) for recording flight data in parallel with the existing Flight Data Recorder. The data is directly recorded onto a removable PCMCIA card for easy access after each flight. The data can be used in a company database for analysis of trends and correction to procedures. The main interface with existing data stream is via the Harvard Bi-phase (ARINC 717) serial data line being output by the Flight Data Recorder for verification purposes. The safety of this recording has already been assessed in other projects. Any short or disturbance cannot affect either the recorded signal in the Flight Data Recorder or flight operations. The design may be adapted to other aircraft types upon request.

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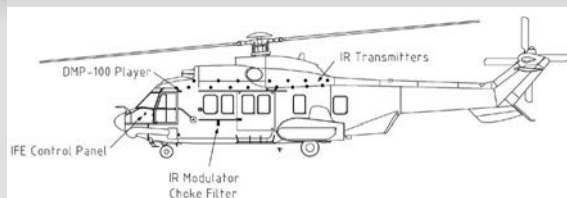
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AugustaWestland 139 / Airbus AS332, H225

In-Flight Entertainment

SIHS-2000NG IFE Project No. #AHSE-55251



Infrared technology now means your passengers can enjoy music through their headsets without the need for cables. Increasing passenger comfort, the system operates independently of the aircraft.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	139: EASA Minor AS332: CAA No 200107372-4/332/KVN H225: EASA Minor
Purpose	Entertainment
Weight of Kit	7 kg (15.4 lbs)
Installation Time	Medium
Annual Maintenance	Every 10,000 Flight Hours
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers SIHS-2000NG IFE installation for helicopters. The SIHS 2000NG is a cordless infrared means of communication, designed for fixed and rotary wing aircraft with the purpose of providing passenger headsets' with music. The system operates independently of the aircraft and PA amplifier, PA amplifier failure will not hinder the satisfactory operation of the SIHS 2000NG. The design may be adapted to other aircraft types upon request.

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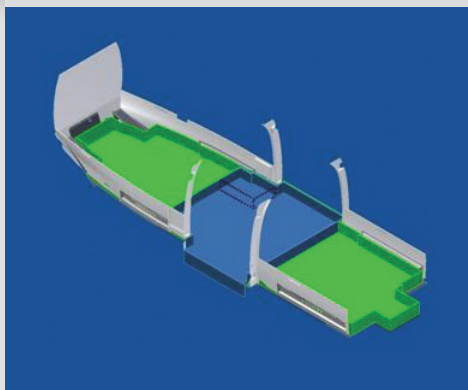
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Leonardo AW139 / Airbus H225 / Sikorsky S-61 Sea Tray

Project No. #AHSE-55400



For SAR and EMS operations in wet conditions, a protective covering for the aircraft floor and lower interior is imperative. This Sea Tray installation allows protection against vast quantities of water, as well as easy post-mission flushing and cleaning.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	EASA Minor
Purpose	Protective Covering
Weight of Kit	36 kg (79.2 lbs)
Installation Time	Medium
Annual Maintenance	Several
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

A rapid and easy change of roles is a prime requirement for many operators, especially for the ambulance and SAR configurations. In the SAR role it is very likely that significant quantities of water could be introduced into the cabin. This would be via the starboard door (when opened for winching), the winchman, and any rescued persons during wet operations. It is therefore necessary to cover the floor and some part of the lower interior for protection. In addition, this protective covering permits easy flushing and cleaning of the cabin following a mission. The design may be adapted to other aircraft types upon request.

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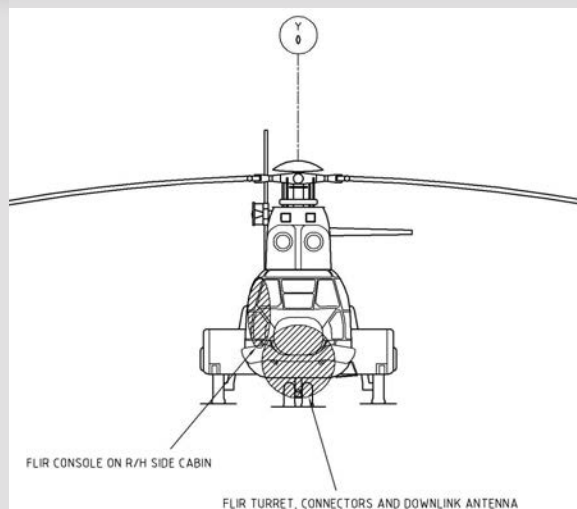
Sikorsky

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Airbus AS332, H225 / Sikorsky S-61

Search and Rescue

FLIR Ultra Force II EP thermal imaging system Project No. #AHSE-56275



Forward-Looking Infrared camera systems are used by diverse operators for a multiplicity of purposes. From law enforcement missions tracking unusual heat signals to Search and Rescue missions in the dark – FLIR cameras provide a step-change in capability.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	EASA Minor
Purpose	Search and Rescue
Weight of Kit	92.7 kg (203.9 lbs)
Installation Time	Medium
Annual Maintenance	Several
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Heli-One offers installation of FLIR Ultra Force II EP in AS332 and H225 FLIR Ultra Force II EP thermal imaging systems. These consist of an IR camera and a CCD daylight camera with 18 x zoom. A spotter scope can give 0.4° field of view. Options like laser range finder, laser illuminator and laser pointer can be offered, as well as synchronization with searchlight or radar. The camera is qualified to MIL-STD. Associated equipment like Console, LED display, digital recorder and video downlink is offered. The design may be adapted to other aircraft types upon request.

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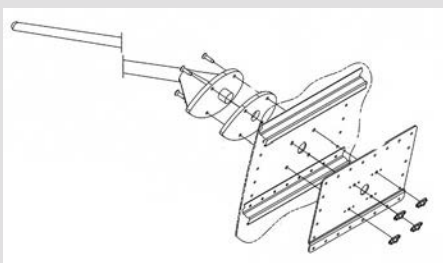
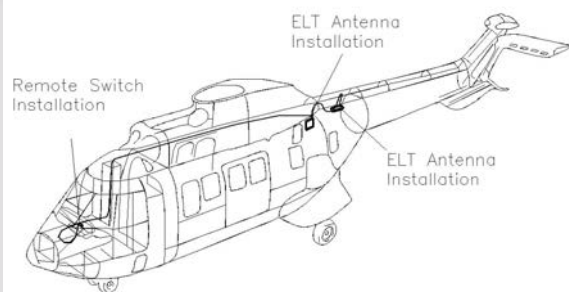
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Bell 212, 412, 412 EP / Airbus AS332L/L1/M1, AS532U2 Emergency Locator Transmitter

Artex C406-N HM ELT System Project No. #CHB212-25-051 / #CHA332-25-017



The Artex C406-N is an Emergency Helicopter Locator compatible with multiple aircraft models for increased crew and passenger safety. Transmits the location of the helicopter in distress across multiple frequencies. Essential for operators working in remote and harsh environments.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	Swedish Military
Purpose	Emergency Location Transmitter
Weight of Kit	2.2 kg (4.8 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with oher Mod	Any
Other Info	Call for Quotation

Description of modification

The ARTEX C406-N HM ELT System is a three frequency ELT that transmits on 121.5 MHz, 243 MHz and 406 MHz and meets the COSPAS/SARSAT 406 MHz requirements for worldwide satellite coverage. The ELT is used to transmit a standard swept tone signal on the international distress frequencies of 121.5 and 243.0 MHz and digital message on frequency of 406.028 MHz. The digital message includes aircraft ID and aircraft current position data (latitude and longitude). The remote switch panel provides a means for the pilot to manually activate the ELT, turn off accidental transmissions, and visually alert the pilot when the ELT is transmitting. The ELT can be activated (start transmission) automatically by built-in G-switches in case of an emergency. The buzzer is intended to help rescue crews locate the ELT on the aircraft when it is transmitting.

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All models Custom Paint Drawings

Project No. #ATA 11



When your aircraft needs custom paintwork, Heli-One provides a range of painting facilities to help meet your individual requirements.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	N/A
Purpose	Custom Paint Drawings
Weight of Kit	Not applicable
Installation Time	Call for Quote
Annual Maintenance	N/A
Works well with other Mod	N/A
Other Info	Call for Quotation

Description of modification

Heli-One can design regulatory compliant paint drawings for any helicopter. In addition, our painting facilities are fully capable of implementing these paint schemes. The pictures opposite show some of the paint schemes we have implemented for S-61, S-76, B212 and AS332.

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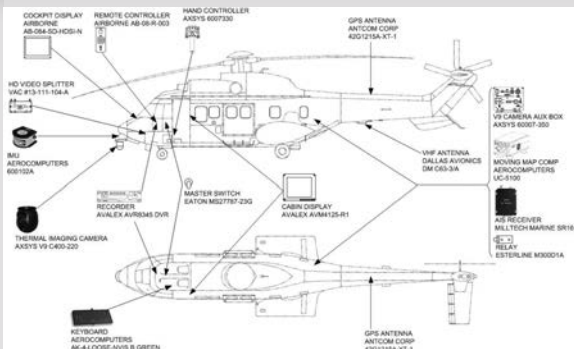
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AS332L, AS332L1

Camera and Aerocomputers Moving Map

Axsys V9 Project No. #CHA332-25-040



Axsys V9 is equipped with innovative infrared and HD daylight sensors to capture high-intensity target signatures day and night. Integrated with Aerocomputers UC-5100 tactical digital mapping system and rugged HD cockpit & cabin displays, the new system is an efficient, economical and powerful solution ideal for wide-area surveillance and remote monitoring missions.

Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada STC, SH12-27 FAA STC, SR03144NY
Purpose	Camera and Moving Map System
Weight of Kit	47.01 kg (103.64 lbs)
Installation Time	High
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This modification is designed to meet the needs of Law Enforcement, public safety, military clients for aerial surveillance and remote monitoring missions. The full installation includes several components and can be tailored to satisfy customer's specific requirements. The key systems/components for complete installation include one Axsys V9 airborne camera system, one UC-5100 tactical mapping system, two displays (one in cockpit and one in cabin), one inertial measurement unit, one digital video recorder, one GPS antenna, and one VHF automatic identification system (monitor maritime VHF band). All panel lighting, indicators and displays are Night Vision Goggle (NVG) compatible.

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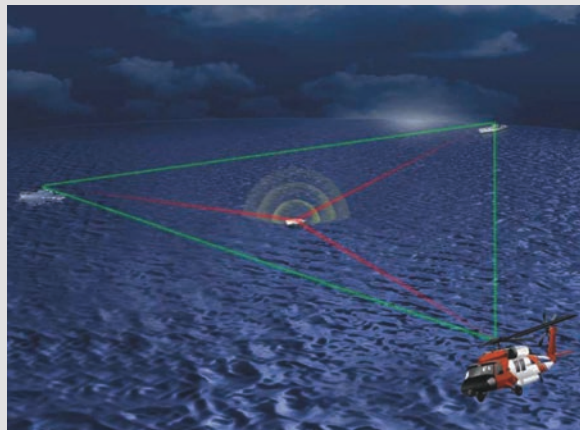
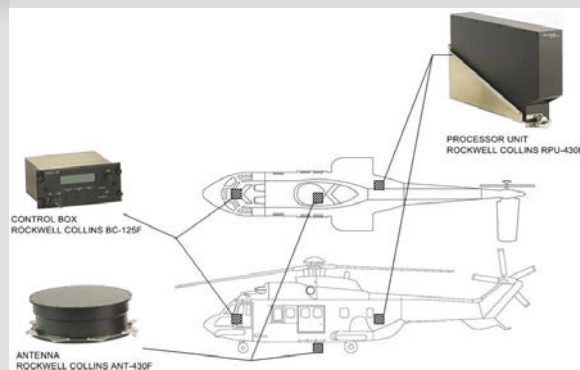
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AS332L, AS332L1 Tactical Direction Finder

Rockwell Collins DF-430F Project No. #CHA332-34-028



The Rockwell Collins DF-430F direction finder system is designed for Tactical Direction Finder (DF) missions in the 30-400 MHz frequency range regardless of the type of signal (AM, FM, PM, etc.); and Search and Rescue (SAR) missions on 121.5 MHz, 243MHz, Cospas/Sarsat (406.025 MHz) beacon. It is also capable of receiving Argos beacon as well as maritime channels in the 156-174 MHz range.

Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada STC, SH12-24 FAA STC, SR03145NY
Purpose	Radio Direction Finding
Weight of Kit	8.76 kg (19.31 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

Alongside its outstanding civilian SAR capabilities, the DF-430F can also fulfil a number of key military roles including tactical DF missions, anti-submarine and maritime patrol missions. The DF-430F is a stand-alone system and its integration into aircraft has minimum disturbance to existing on-board systems. The key components installed by this modification are one ANT-430F DF antenna, one RPU-430F receiver processor unit and one BC-125F control unit. In addition, the DF-430F also has universal interface ability which allows it to integrate with existing aircraft platforms by MIL-STD-1553B or Arinc429 buses.

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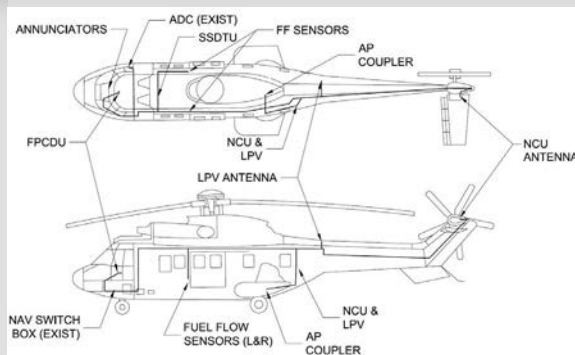
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AS332L, AS332L1 Flight Management System

Universal UNS-1Fw Project No. #CHA332-34-026



Universal Avionics 1Fw FMS has WAAS/SBAS capability and supports the next generation of Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM). The UNS-1Fw incorporates extensive input/output ports for advanced system integration on aircraft and provides numerous functions such as flight planning, navigation management, frequency management, RNP/RNAV, LNAV/VNAV/LPV, SID/STAR and fuel management.

Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada STC, SH12-21 FAA STC, SR03137NY
Purpose	Flight Management
Weight of Kit	10.10 kg (22.27 lbs)
Installation Time	High
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

UNS-1Fw FMS is a fully integrated navigation and flight management system installed to provide pilots with centralized control of the aircraft navigation sensors, lateral and vertical flight guidance and steering, fuel management, database management and flight planning. This modification installs a single WAAS FMS with Localizer Performance with Vertical Guidance (LPV) monitor in order to meet the integrity goals for precision approach types. LPV monitor has its own GPS/WAAS sensor which is wired and configured as a second GPS sensor with the single FMS. The key components installed on the aircraft are two GPS antenna, one FMS Navigation Control Unit (NCU), one LPV monitor, one Flight Panel Control Display Unit (FPCDU), one Solid State Data Transfer Unit (SSDTU) and eight annunciators. Depending on aircraft configurations, extra components may be needed to satisfy requirements of the new FMS integration.

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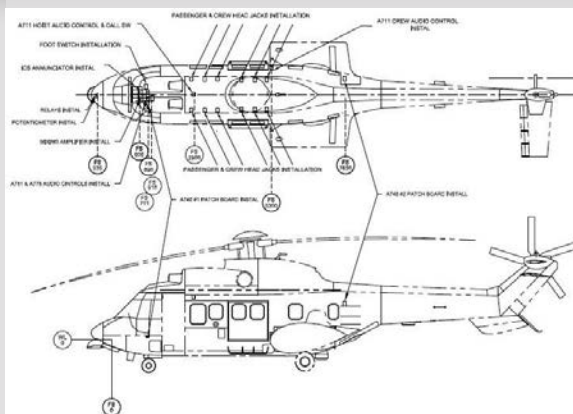
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Technisonic ICS Project No. #CHA332-23-018



Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada STC, SH12-30 FAA STC, SRO3139NY
Purpose	Communications
Weight of Kit	5.36 kg (11.82 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

The system includes: two patch boards (A740); four main control panels (A711); two expansion panels (A775); and cabin isolate switches.

A main control panel provides six communications transceivers, PA amplifier, additional push button audio input selector switches that allow selection of any or all supported transceivers and NAV aids. The expansion panel has six input controls. The installation has identical pilot and co-pilot main audio panels and expansion panels. In the cabin there are two more identical audio panels for crew chief, observer and dedicated headset jacks. One cabin ICS has an external switch for calling attention to the cabin when the cockpit ICS are isolated from the cabin.

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AS332L, AS332L1 Loud Hailer

Powersonix Loud Hailer Project No. #CHA332-25-045



The Loud Hailer system is a public address system for communications between the flight crew and a person on the ground.

Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada STC, SH12-26 FAA STC, SR03141NY
Purpose	Search and Rescue/Law Enforcement
Weight of Kit	19.17 kg (42.26 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This system is intended to deliver amplified messages and sounds outside the aircraft through the helicopter PA system. This system consists of two major components: Controller (A790 Technisonic) and Amplified Speaker System (PSAIR22+ Powersonix). The controller is installed in the cockpits' center console and interfaced with the existing intercom system. The speaker assembly is installed in the left wheel well, forward fairing area with a 50 degree downward angle.

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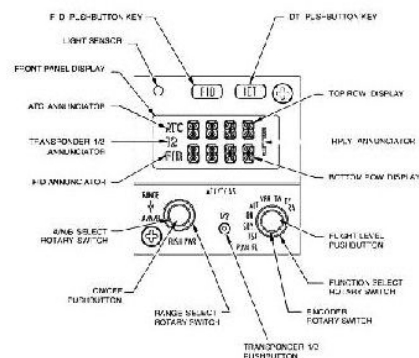
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AS332L1 Mode S Transponder

Honeywell MST-67A Transponder Project No. #CHA332-34-011



PS-578A Transponder Control Head



The Honeywell MST-67A Mode S Transponder is a replacement for a Mode C Transponder.

Modification details

Rotorcraft Model	AS332L1
Approvals	FAA Field Approval
Purpose	Airspace Requirements
Weight of Kit	5.63 kg (12.41 lbs)
Installation Time	Low
Annual Maintenance	Low
Works well with other Mod	Any air traffic advisory or collision avoidance system
Other Info	Call for Quotation

Description of modification

A Mode S Transponder is necessary in many airspaces and wherever ADS-B regulations are in force. All over the world operators are discovering that their older Mode C Transponders need to be replaced with Mode S due to an aircraft movement or new regulations. Heli-One offers the MST-67A Mode S Transponder as a retrofit in the AS332. In addition to the MST-67A this modification installs the PS-578A control head, a new DMNI antenna and a Sandia SAC 7-35 Airdata computer. Interfacing to existing aircraft systems is included (pitot-statics, DME coupler etc).

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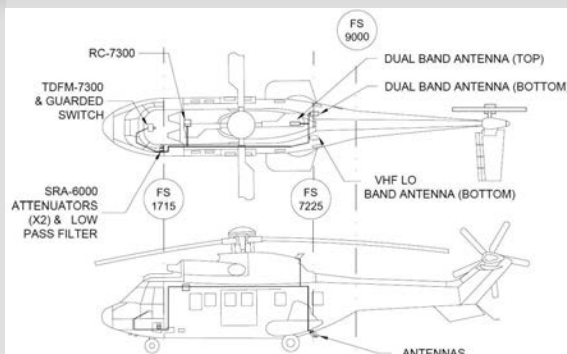
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AS332L, AS332L1 Transceiver

Technisonic TDFM-7300 Transceiver and Remote Control Project No. #CHA332-23-017



The TDFM-730 Transceiver is an airborne multi-band radio capable of operation in analog, digital and trunking systems.

Modification details

Rotorcraft Model	AS332L, AS332L1
Approvals	Canada SH12-22 FAA STC, SR03146NY
Purpose	Communication
Weight of Kit	7.54 kg (16.62 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	
Other Info	Call for Quotation

Description of modification

This design installs the Technisonic TDFM-7300 Multiband Airborne FM Radio System. The system includes a TDFM-7300 Transceiver with multiple RF modules, a display with front panel controls, an RC-7300 Remote Control, three Antennas, associated connectors, two UHF attenuators, a low pass filter, a guarded attenuator power supply switch and wiring. The transceiver supports 5 band operation. Furthermore, two or more of the same bands (except for VHF Lo) are possible. The following five Type II modules are used: one VHF Lo Band (30 to 50 Mhz); two VHF Hi Band (136 to 174 Mhz); and two UHF Hi Band (450 to 520 Mhz).

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AS332L

Utility Interior with LED Lighting

Soft Shell Interior Kit Project No. #CHA332-25-037



This kit replaces the typical hard interior trim with quilted blanket style lightweight items. All lights are replaced with low profile LED units.

Modification details

Rotorcraft Model	AS332L
Approvals	Canada STC, SH12-8
Purpose	Weight, Power Saving and Improved Access
Weight of Kit	30 kg (66.12 lbs)
Installation Time	High
Annual Maintenance	Low
Works well with other Mod	Presently designed for a cabin with a rear bulkhead. Can be adapted if needed.
Other Info	Call for Quotation

Description of modification

This modification removes any hard panels, all brackets, speakers, lights and window reveals. Considerable weight is removed and interior volume is increased. New smaller speakers are recessed higher into ceiling. Downwash lights, emergency lights, exit and ordinance signs are replaced with LED lights which are both brighter and consume less power. New window reveals are installed. Design meets all Part 29 requirements including flammability and egress related design standards.

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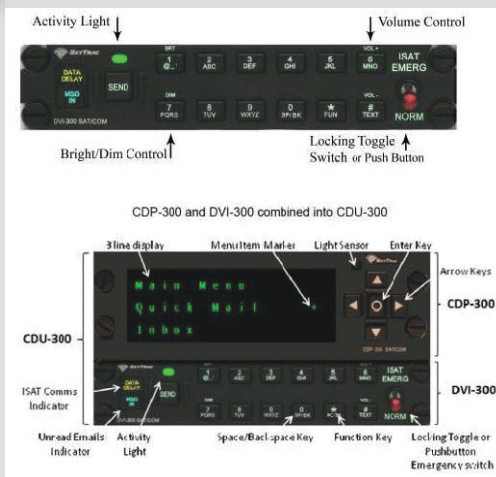
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Airbus AS332L, AS332L1 / Sikorsky S-76A/C

Flight Following and Satellite Communications

SkyTrac ISAT-200 Project No. #CHA332-23-016 / #CHS76-34-045



The SkyTrac ISAT-200 system provides automatic flight following services, text messaging and hands free satellite voice communication directly through the aircraft intercom system.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	SH12-20 FAA STC, SR03110NY / Canada STC Owned by Skytrac
Purpose	Flight Following and Satellite Communications
Weight of Kit	4.0 kg (8.8 lbs)
Installation Time	Medium
Annual Maintenance	Low
Works well with other Mod	Any
Other Info	Call for Quotation

Description of modification

This installation includes the ISAT-200 system mounted on a tail boom shelf (or any other convenient location). It includes any of several cockpit control heads for dialling or text messaging. It includes a dual purpose antenna (GPS and satellite phone) installation. It is interfaced with the aircraft's ICS. Multiple standard or custom aircraft utilization reports can be arranged through SkyTrac's web based service and the aircraft's movement can be tracked in real-time on Google Earth.

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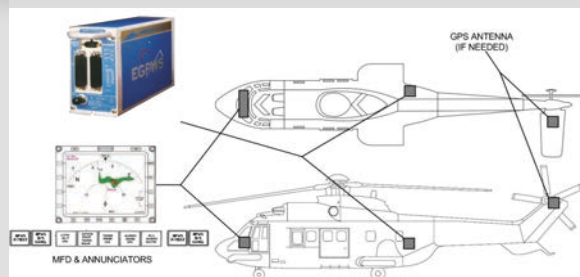
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Airbus AS332L, AS332L1 / Sikorsky S-76A/C

Enhanced Ground Proximity Warning System

Honeywell Mark XXII EGPWS Project No. #CHA332-34-027 / #H1C-S76-34-0042



Honeywell Mark XXII EGPWS is specifically configured for the dynamic factors of rotary-wing performance, which prevents Controlled Flight Into Terrain (CFIT) accidents by providing pilots with enhanced situational awareness.

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	SH12-25 FAA STC, SR03142NY / Canada STC
Purpose	Helicopter Terrain Awareness and Warning System (HTAWS)
Weight of Kit	3.1 kg (6.85 lbs) additional components may be needed depending on aircraft configuration
Installation Time	High
Annual Maintenance	Low
Works Well With Other Mod	Needs EFIS or Color Radar Display
Other Info	Call for Quotation

Description of modification

This modification is a fully-featured Helicopter Terrain Awareness and Warning System (HTAWS) with FAA TSO-C151b Class A and TSO-C194 approvals. The enhanced features include extensive worldwide terrain and obstacle database, look-ahead algorithms, internal GPS card, HD terrain imagery and multiple operation modes. In the event of exceeding boundaries of any alerting envelope, the EGPWS provides the flight crew with aural alert messages, visual annunciations and terrain displays, which interface with aircraft audio system, annunciators and EFIS or MFD. Multiple muting options are available for operators who regularly conduct low level operations. Depending on aircraft configurations, the EGPWS system can obtain aircraft position information either from its internal GPS system (a new GPS antenna required) or from an existing GPS system.

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Airbus AS332L/L1

Electronic Flight Information System Upgrade



Heli-One installs the Electronic Flight Information System (EFIS) upgrade for the Airbus AS332L/L1 based on Universal Avionics EFI-890H - a well proven system with wide interface capabilities. This upgrade modernizes the cockpit display by increasing operational capability as well as enhancing crew safety & awareness.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	EASA STC, TCCA STC
Purpose	Modernises display and expands operational capability
Weight of Kit	3.1 kg (6.85 lbs) additional components may be needed depending on aircraft configuration
Installation Time	High
Annual Maintenance	Low
Works Well With Other Mod	Flight Management System Upgrade
Other Info	Call for Quotation

Description of modification

This flight information display upgrade replaces analogue systems with two 8.9" digital 'smart' displays, increasing operational capability, reducing issues with aging instruments, and eliminating the costs of replacing or maintaining older analogue displays. The EFI-890H Advanced Displays are capable of customization to show all primary flight information in a pilot-friendly, intuitive interface, enhancing safety, improving situational awareness and reducing pilot workload. The dual screen installation allows for special mission equipment integration, such as synthetic vision with 3D terrain awareness. Combined with the upgraded FMS, this cutting-edge and mission-specific navigation and control panel upgrade adds long-term value to aircraft.

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Airbus AS332L/L1

Flight Management System Upgrade



Heli-One offers a dual Flight Management System (FMS) upgrade for the Airbus AS332 platform. This upgrade uses the latest Satellite-Based Augmentation System (SBAS) technology, including GPS and LPV approach. The FMS includes a Multi-Mission Management System (MMMS) which allows the pilot to fly predefined patterns.

Modification details

Rotorcraft Model	AS332L/L1
Approvals	EASA STC, TCCA STC
Purpose	Improves situation awareness, pilot and crew workload, enhances safety
Weight of Kit	3.1 kg (6.85 lbs) additional components may be needed depending on aircraft configuration
Installation Time	High
Annual Maintenance	Low
Works Well With Other Mod	Flight Management System Upgrade
Other Info	Call for Quotation

Description of modification

The FMS has a dual configuration and uses the latest Satellite-Based Augmentation System (SBAS) technology, including GPS and Localizer Performance with Vertical Guidance (LPV) approach. The installed FMS also includes a Multi-Mission Management System (MMMS), allowing pilots to fly any one of six predefined search patterns. The FMS can be fully coupled to the autopilot system to realize auto-fly in all flight phases. With this upgrade, pilots and crews have access to a wider range of flight management tools and additional automation features, ultimately reducing pilot and crew workload. The state-of-the-art GPS and LPV functionality enhance situational awareness and safety, while the MMMS maximizes mission performance with multiple patterns which can be accessed instantaneously.

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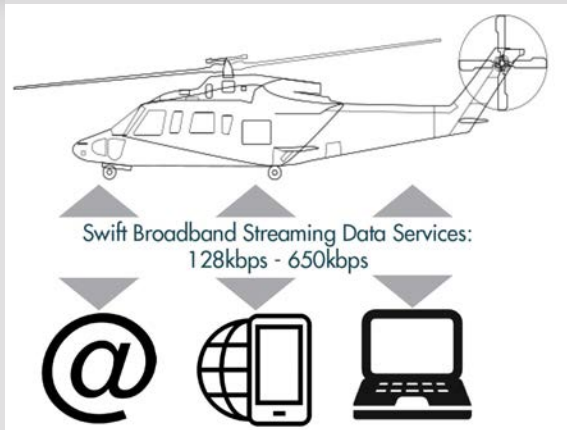
Airbus

Sikorsky

Bell

Various Models Aspire 200 SATCOM

Honeywell



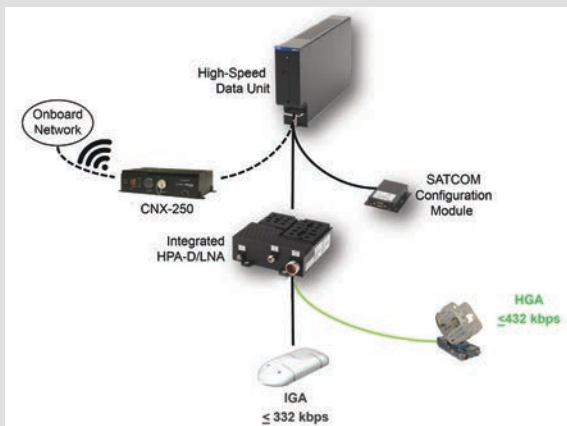
The Aspire 200 SATCOM system for helicopters gives crew and passengers dependable, reliable, high-speed data connectivity. This system is compatible with all helicopter types and operates on the Inmarsat 4 satellite network giving users worldwide coverage

Modification details

Rotorcraft Model	Various Aircraft Models
Approvals	EASA & FAA (Honeywell)
Purpose	High-speed data connectivity
Weight of Kit	## kg
Annual Maintenance	Low
Works Well With Other Mod	TBD
Other Info	Call for Quotation

Description of modification

The Aspire 200 SATCOM system for helicopters gives crew and passengers dependable, reliable, high-speed data connectivity. The interleaver waveform delivers error-free high-speed worldwide connectivity. This system is compatible with all helicopter types and operates on the Inmarsat 4 satellite network giving users worldwide coverage.


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