www.airbus.com

SUPPLY SERVICES GROUP

US Main Number:  (972) 772-7371
On-Call Cell:        (972) 679-7052
AOG Number:         (800) 267-8371
AOG Email:          aog.us@airbus.com

Canada AOG Number:  (800) 267-4999

TECHNICAL SUPPORT

US Main Number:  (800) 232-0323
On-Call Cell:      (214) 215-4770
Email: technical.support@airbus.com

Canada Main Number:  (800) 267-4999

TRAINING

Main Number: (972) 641-3498
Email: AHNA.Training@airbus.com

AIRCRAFT SALES

Phone: (972) 641-3662
Dear Valued Customer,

As 2020 begins, I’d like to extend warm greetings on behalf of our President, Romain Trapp, and the entire Airbus Helicopters North America team. We sincerely thank you for your continued business. Our team is continually striving to serve you better. Our mission has and will always be to consistently provide world-class support so you can accomplish your mission efficiently, cost-effectively, and above all, safely.

20/20 is representative of having perfect vision, we are focused each and every day on providing excellent Customer Support and driving the highest levels of customer satisfaction. I’m proud to say that in North America, we are making positive strides.

Our commitment to improving spare parts deliveries hasn’t wavered. In 2019 our on-time delivery rate was 96 percent, including unplanned, rush, and AOG orders. For planned orders, the on-time delivery rate is better than 98 percent. We made more than 116,000 spares shipments from our North America Logistics Centers, and our daily inventory of commercial helicopter spares is roughly $182 million. It is our goal to have the part you need when you need it.

Delivering spare parts is only one function of customer support. We’re investing in our people by training them to troubleshoot and diagnose systems in the new, technologically advanced helicopters that Airbus is bringing to the market, including our latest offering, the H160, which will enter the North American market late this year. We’re also training them how to work better with you to anticipate your needs and to be more proactive.
Airbus is respected for the quality of its technical support team. We provide 24/7/365 support with some of the most experienced and best-trained people in our industry. We continuously work to identify, recruit and train the next generation of managers, tech reps, technicians, and customer support managers that will maintain the high level of customer support you have come to expect in the years to come. For those who desire factory quality support closer to your home base, please know that we continue to invest in our service center network and their personnel.

Finally, we will continue to refine our HCare aftermarket support offerings to better suit your operational needs and budgeting by assisting you in managing and controlling operating costs.

I speak for the entire Airbus Helicopters North America team when I say we appreciate your business and we work every day to ensure your continued success.

Best wishes,

Anthony Baker
Vice President
Customer Support, North America
Phone: (972) 641-3624
Cell: (214) 422-1298
Email: anthony.baker@airbus.com
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Airbus Helicopters North America
Striving to serve you better

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              (972) 641-0000

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AND MANUFACTURING FACILITIES

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Columbus, MS 39701-9663

Canadian Plant
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On-Call Cell:     (972) 679-7052
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TECHNICAL SUPPORT

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Website: www.airbus.com
DISCLAIMER: The information contained in this Directory is for reference purposes only and should only be consulted for the applicable service year listed. Airbus Helicopters reserves the right to update any of the Directory information at any time without notice. Please consult Airbus Helicopters, Inc or the companies identified in this Directory should you require confirmation of the listed information.
Regional Customer Support

The Regional Customer Support Management Team is your single point of contact for AHI when needed and your internal voice.

Customer Support

Airbus Helicopters, Inc. Customer Support Team is committed to providing the best support in the industry.

CSM Email: CSM@eurocopterusa.com
CSM Phone: (800) 232-0323

Materials Support

The Materials Team provides timely support to include processing of AOGs, customer quotes, spares orders, exchanges, repairs and rentals.

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1-844.280.4817
Chris Talton, CSR
Jim Selner, SCNM – (972) 522-5368

Eastern Canada
TBD
<table>
<thead>
<tr>
<th>Customer Support Manager - Northeast</th>
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<tbody>
<tr>
<td>Curtis Green</td>
</tr>
<tr>
<td>Phone: (972) 641-3524</td>
</tr>
<tr>
<td>Cell: (469) 354-2616</td>
</tr>
<tr>
<td>Email: <a href="mailto:curtis.green@airbus.com">curtis.green@airbus.com</a></td>
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<tr>
<td>Jason Verret</td>
</tr>
<tr>
<td>Phone: (972) 522-5422</td>
</tr>
<tr>
<td>Cell: (469) 520-0235</td>
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<tr>
<td>Email: <a href="mailto:jason.verret@airbus.com">jason.verret@airbus.com</a></td>
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<tr>
<td>Jason Spade</td>
</tr>
<tr>
<td>Phone: (972) 522-5425</td>
</tr>
<tr>
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<tr>
<td>Email: <a href="mailto:jason.spade@airbus.com">jason.spade@airbus.com</a></td>
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<tr>
<td>Wayne Powell</td>
</tr>
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<tr>
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<tr>
<td>Email: <a href="mailto:wayne.powell@airbus.com">wayne.powell@airbus.com</a></td>
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<tr>
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</tr>
<tr>
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</tr>
<tr>
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<tr>
<td>Danielle Porterfield</td>
</tr>
<tr>
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<tr>
<td>Amanda Bondar</td>
</tr>
<tr>
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<tr>
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</tr>
<tr>
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<th>Support &amp; Services Manager - Canada</th>
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<tbody>
<tr>
<td>Amanda Bondar</td>
</tr>
<tr>
<td>Phone: (905) 994-2974</td>
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<tr>
<td>Cell: (905) 321-2900</td>
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<tr>
<td>Email: <a href="mailto:amanda.bondar@airbus.com">amanda.bondar@airbus.com</a></td>
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<th>Sr. Director, Customer Support</th>
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<tr>
<td>Brian Reid</td>
</tr>
<tr>
<td>Phone: (972) 641-5246</td>
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<td>Cell: (214) 604-7765</td>
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</tr>
<tr>
<td>Position</td>
</tr>
<tr>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Manager, Customer Support Center</td>
</tr>
<tr>
<td>Supervisor, Customer Support Center</td>
</tr>
<tr>
<td>Customer Support Representative - Canada</td>
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<td>Customer Support Representative - Canada</td>
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<td>Customer Support Coordinator - Canada</td>
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</table>
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Airbus Helicopters’ technical support team is dedicated to providing support in the following areas:

- Technical Support and Product Expertise
- Field Service
- Technical Publications
- Fleet Statistics

Technical Support is always available for immediate response:

Technical Support Phone: (800) 232-0323
technical.support@airbus.com
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<table>
<thead>
<tr>
<th>Model</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
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<tr>
<td>H120, AS350/H125, H130, EC145, H160, AS355</td>
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<td><a href="mailto:armando.a.martinez@airbus.com">armando.a.martinez@airbus.com</a></td>
</tr>
<tr>
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</tr>
<tr>
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<td><a href="mailto:cory.shippen@airbus.com">cory.shippen@airbus.com</a></td>
</tr>
<tr>
<td>AS365, H155, H215, H225</td>
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<td><a href="mailto:ala.ramadan@airbus.com">ala.ramadan@airbus.com</a></td>
</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>H135/EC135, EC145/H145, BO105, BK117</td>
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<td><a href="mailto:john.wintermote@eurocopterusa.com">john.wintermote@eurocopterusa.com</a></td>
</tr>
<tr>
<td>AS366 GA</td>
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</table>
Regional Technical Representatives are located throughout the U.S. and Canada and offer technical assistance as well as assistance with logistics planning.

**Key Account- AS350/H125, H130, EC145**

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TECHNICAL PUBLICATIONS

Technical Publications are essential to the safe and efficient maintenance of Airbus Helicopters products. O.R.I.O.N, Optimized Reader for Internet and Other Network is a navigation tool for interactive electronic documentation. O.R.I.O.N offers optimized navigation allowing quick access to the information through advance search functions, table of contents and libraries, and are provided free of charge with the purchase of a new aircraft.

Manuals on USBs are available for the following aircraft:

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Vendor manuals on USBs are available for the following aircraft:

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<tr>
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Senior Technical Publications Coordinator
Courtney Nguyen
Phone: (972) 641-3681
Email: courtney.nguyen@airbus.com
Airbus Helicopters’ repair and overhaul facilities provide inspection, maintenance and repair services for Airbus Helicopter products. Our team consists of experienced, factory-trained technicians, supported by service engineers and quality assurance technicians. Our repair and overhaul team strives to provide the most comprehensive service and competitive pricing in the industry.
# MRO MANAGEMENT

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Cell</th>
<th>Email</th>
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</thead>
<tbody>
<tr>
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<td>Melanie Bergier</td>
<td>(972) 522-5438</td>
<td>(469) 704-5788</td>
<td><a href="mailto:melanie.bergier@airbus.com">melanie.bergier@airbus.com</a></td>
</tr>
<tr>
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<tr>
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<td>(289) 929-4683</td>
<td><a href="mailto:allan.shewan@airbus.com">allan.shewan@airbus.com</a></td>
</tr>
<tr>
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<td>TBD</td>
<td>(972) 641-3682</td>
<td>(214) 906-0518</td>
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</table>
Airbus Helicopters North America

FLIGHT OPERATIONS

Flight and ground training courses are provided for all current civil/government production Airbus Helicopters’ aircraft, including initial, transition and recurrency training.

Details on scheduling and pricing can be found online at www.airbushelicoptersinc.com.

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<table>
<thead>
<tr>
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<th>E-mail: <a href="mailto:gina.guthrie@airbus.com">gina.guthrie@airbus.com</a></th>
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<thead>
<tr>
<th>Instructor Pilot</th>
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<thead>
<tr>
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<thead>
<tr>
<th>Instructor Pilot</th>
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<table>
<thead>
<tr>
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<table>
<thead>
<tr>
<th>Instructor Pilot</th>
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<tr>
<th>Instructor Pilot</th>
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</table>
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Maintenance and Pilot training courses are provided for all current civil/government production Airbus Helicopters’ aircraft, including initial, transition and recurrency training.

Airbus Helicopters’ maintenance training school offers a variety of courses including: airframe field maintenance, automatic flight control system, field maintenance and general maintenance. For your convenience, off-site training is also available.

Details on scheduling can be found online at https://www.airbus.com/us/en/helicopters/training.

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Airbus Helicopters, Inc. is pleased to offer the following catalog of flight and maintenance training courses.

For full details of courses, please contact your local Airbus Helicopters’ representative or visit our website at: https://www.airbus.com/us/en/helicopters/training.

**Flight Training Courses**

These courses combine classroom instruction with flight instruction. Minimum requirements include FAA-issued Private Pilot Certificate with a Rotorcraft - Helicopter Rating, take-off and landing currency in helicopters, and a valid medical certificate.

**Pilot Initial/Transition Course**

Initial/transition flight training in factory owned helicopters is offered for the following models:

**AS350/H125 Series** - 5 day program includes flight and simulator training
**EC145** - 10 day program includes flight and simulator training

Initial/transition flight training for the following models is conducted in the customer’s helicopter. Pricing will be negotiated based on travel expenses and daily instructor costs.
H120 - 3 days classroom, 3 flight hrs
H130 - 3 days classroom, 3 flight hrs
AS355 Series - 3 days classroom, 4 flight hrs
EC135/H135 IFR - 7 days classroom, 7 flight hrs
H145 - 8 days classroom, 7.5 flight hrs, simulator only course is also available starting mid-2020
BK117 - 4 days classroom, 4 flight hrs
AS365 - 5 days classroom, 5 flight hrs
H155 - 7 days classroom, 7 flight hrs
H215 - 10 days classroom, 10 flight hrs

Pilot Recurrent Course

Recurrency flight training in factory owned helicopters is offered for the following models:

H120 - 1 day classroom, 1.5 flight hrs
AS350/H125 Series - 2 day program includes flight and simulator training
EC145/H145 - 4 day program with either flight in simulator or aircraft

Recurrency flight training for the following models is conducted in the customer’s helicopter. Pricing will be negotiated based on travel expenses and daily instructor costs.

H120 - 1 day classroom, 1.5 flight hrs
H130 - 1.5 day classroom, 1.5 flight hrs
AS355 Series - 1 day classroom, 2 flight hrs
EC135/H135 VFR - 1 day classroom, 1.5 flight hrs
EC135/H135 IFR - 2 days classroom, 2 flight hrs
BK117 - 1 day classroom, 1.5 flight hrs
AS365 - 1 day classroom, 1.5 flight hrs
H155 - 2 days classroom, 2 flight hrs
H215 - 5 days classroom, 3 flight hrs

Inadvertant Instrument Meterological Conditions (IIMC)

To review flight conditions that typically leads to inadvertent IMC conditions. This course emphasizes the identification of circumstances conducive to inadvertent IMC and strategies to abandon continued VFR flight into deteriorating conditions. The discussed strategies will include Aeronautical Decision Making (ADM) skills, weather resource gathering, Single Pilot Resource Management, and IIMC survival techniques.
This course segment is complete when the student can demonstrate an understanding of the conditions that typically lead to inadvertent IMC, describe the basic skills required for and items that assist in recovery from IIMC and unusual attitudes.

The student is exposed to Instrument Meteorological Conditions (IMC) in a controlled environment where they may experience the risks associated with IMC conditions in a non-IFR certified aircraft. The student will be exposed to Marginal VFR (MVFR) conditions while under the hood, as well as actual IIMC. During the students training they will review IIMC procedures, Single Pilot Resource Management skills as well risk management techniques.

**Maintenance Pilot Flight Procedures Course**

Maintenance pilot flight procedures courses are offered in our factory owned aircraft. Successful completion of an approved Pilot Transition course is a pre-requisite for this course.

- **AS350 B2** - 2 days classroom, 1.5 flight hrs
- **AS350 B3/H125** - 2 days classroom, 2 flight hrs
- **EC145/H145** - 2 days classroom, 4 flight hrs

**Pilot Differences Course**

Pilot differences courses are offered in our factory owned aircraft. Successful completion of an approved Pilot Transition course is a pre-requisite for this course.

- **AS350 B2 to B3/H125** - 1 day classroom, 2 flight hrs

Pilot differences courses are also offered in the customer’s aircraft. Successful completion of an approved Pilot Transition course is a pre-requisite for this course.
AS350 B3 to B3 2B1/H125 -
1 day classroom, 2 flight hrs

H125 to H130 -
1 day classroom, 1.5 flight hrs

AS365 N2 to N3 -
1 day classroom, 1.5 flight hrs

EC135/H135 VFR to IFR -
2 days classroom, 2 flight hrs

**NVG Initial Qualification for Commercial Pilots**

This course provides pilots with the basic knowledge on the safe use of night vision goggles. It provides an in-depth study of the human visual system and the theory of Night Vision Goggles, and provides Basic Aircraft Maneuvers - Commercial PTS and NVG Specific.

Minimum requirements include a valid commercial pilot’s certificate, a current Class 2 or better medical certificate, at least 300 total hours of helicopter experience.

**AS350 B2/H125** - 8 hrs classroom, 6 flight hrs

**NVG Refresher**

Requirements for this course are identical to the NVG Initial course listed above.

**AS350 B2/H125** - 4 hrs classroom, 2 flight hrs
**Night Urban Flight and Emergencies**

This course is advanced night training for private or commercial pilots. It covers an in-depth study of the human visual system and provides Basic Aircraft Maneuvers with demonstration of visual problems as well as full emergency procedures at night.

Minimum requirements include a valid private or commercial pilot’s certificate, a current Class 2 or better medical certificate, at least 300 total hours of helicopter experience, and previous attendance at Airbus Helicopters initial training for the aircraft model in question.

**Initial qualification:**

**AS350/H125 series** - 4 hrs classroom, 2 flight hrs

Refresher training (the Night Urban Flight and Emergencies Initial course is a pre-requisite):

**AS350/H125 series** - 2 hrs classroom, 2 flight hrs
Airframe Field Maintenance Courses

These courses utilize classroom instruction and/or shop demonstrations to train the student to a point where he or she will be able to demonstrate an understanding of the fundamental operations and skills necessary to maintain the aircraft in an airworthy condition. Acceptance into the courses is based on the requirement that the student possess the basic experience and skill levels of one of the following: certification as an airframe mechanic/engineer with one year practical experience as a rated aircraft mechanic/engineer; one year of experience as an active mechanic/engineer on helicopters; or three years general experience as a commercial or military aircraft mechanic/engineer.

Airbus Helicopters offers on-site maintenance courses for the following aircraft: H120, AS350 Series (B2, B3), H125, EC130, H130, EC135, H135, EC145, BK117, BO105, H145, AS365 and H155, BO105/BK117 Rotor head inspection.

Field Maintenance Course - 10 days / 60 hrs - 15 days / 90 hrs - 20 days / 120 hrs
Refresher training - 5 days / 30 hrs

Initial Familiarization - 15 days / 90 hrs
Refresher training - 7 days / 42 hrs

Differences courses are offered for the following models:

AS350 B2 to B3 / H125 - 4 days
AS350 B3 / H125 to EC130 / H130 - 4 days
AS365 N2 to N3 - 2 days
H155 B to B1 - 1 day
EC130 B4 to H130 - 2 days
AS350 B3 to H125 - 2 days
Avionics Maintenance Courses

Avionics Systems

Instruction will cover VHF comms, ADF navigation, VOR navigation, transponder, DME, GPS navigation, radar altimeter, DC power generation and distribution, AC power, pitot-static, warning unit, Central Panel Display System (CPDS), engine indication, main gearbox indication, fuel distribution, Flight Control Display System (FCDS) and Automatic Flight Control System (AFCS).

**EC135 System** - 15 days/ 90 hrs  
**H135 System** - 15 days/ 90 hrs  
**EC145 System** - 15 days/ 90 hrs  
**H145 System** - 15 days/ 90 hrs

**FCDS/AFCS Systems**

Provides an overview of the autopilot and flight control display system, plus the interaction between these two systems.

**Synthetic Learning**

Airbus Helicopters offers Helisim EC135 simulator training in an FAA Level 6 certified full-motion system with 6 degrees of freedom, a visual system with a 150° by 80° field of vision, and a database that includes detailed airports, helipads, and realistic 3-D moving models.
**Initial Training** -
42 hrs of ground instruction, 10 hrs in FTD

**Recurrent Training** -
12 hrs of ground instruction, up to 4 hrs in FTD

The EC135 simulator is also convertible to an EC145 Flight Simulation Training Device.

**AS350 / H125 Training:** Airbus Helicopter’s FAA Level B certified AS350 simulator is a full-motion, multi-mission trainer. It will cover a wide spectrum of training missions for Airborne Law Enforcement, Air Medical Services and other AS350 / H125 operators.

The AS350 simulator’s design features include not only a mission-ready NVG cockpit but also a full cabin in order to accommodate Airborne Law Enforcement and Air Medical Services crew missions. Pilot instrumentation includes full avionics with autopilot, in addition to a complete Law Enforcement mission suite for a Tactical Flight Officer (TFO). Airbus Helicopters takes flight simulation to a new level with flight training and mission training capabilities that cannot otherwise be performed in training aircraft.

The simulators are also available for dry-lease. Operators’ instructor pilots will be asked to complete a training course on the Instructor Operating Station (IOS).
Manage company Safety Management System (SMS)

- Continued Operational Safety.
- Pre-flight risk assessment for all flights
- Flight data monitoring & flight tracking
- Manage Aviation Safety to include training and the use of safety equipment.

Fleet/Customer Safety and Outreach

- Safety symposia, publications, & videos
- Product safety improvement initiatives
- Aviation safety presentations in conjunction with FAA FAAST Team.

Participation and chair Industry Committees and Working Groups for;

Regulatory coordination – rulemaking, policy, and guidance

- AHS, GAMA, IHST, ISASI
  Accident investigation – U.S. & Canada
- Support to FAA, NTSB, and AH/AHD
- TSI & NTSB Accident Investigation Course
- Litigation support

US Accident Reporting: (214) 605-9365
Canada Accident Reporting: (800) 267-4999
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Airbus Helicopters is the number one producer of turbine helicopters both worldwide and in the U.S. civil market.

Airbus Helicopters’ objective is to ensure that its aircraft continue to meet the needs of operators, and to bring to fruition the advanced technology helicopter programs that will define tomorrow’s global marketplace. For more details on Airbus Helicopters’ Bluecopter R&D initiative, please visit www.bluecopter.com.
## 2019 Worldwide Fleet Distribution

<table>
<thead>
<tr>
<th>Type of Helicopter</th>
<th>Number of Helicopters</th>
<th>Flight Hours in 2019</th>
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<td>SA360 / SA361</td>
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At Airbus Helicopters, we renamed the majority of our products in 2015 to stay in line with our own renaming. We are continuing in this mission to provide you, the customer, with a coherent and easy-to-understand product range. Our teams are working to make the company reach the level of excellence that our customers expect, and to make Airbus Helicopters the benchmark for excellence in the Helicopter Industry.

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<tr>
<th>TRADE &amp; FAMILY NAMES*</th>
<th>PREVIOUS DESIGNATIONS</th>
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<td>EC725</td>
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</table>

*These names will remain unchanged, no matter the technical evolution

**The AS365 N3+, AS565 MBe, Tiger, NH90 and all earlier designations of our product range remain unchanged and represent our historical reputation

H120

Seating 1+4
Empty Weight 2,207 lbs
Useful Load 1,574 lbs
Max Gross Wt (int/ext) 3,781/3,968 lbs
Engine Type 1 TM Arrius 2F
Take-Off Power 504 shp
Usable Fuel (std tanks) 107 gal
V.N.E. 150 kts
Fast Cruise 120 kts
Hover O.G.E./I.G.E. 7,600/9,250 ft
Max Range (std tanks) 383 nm
Max Endurance (std tanks) 4.3 hrs

*Data shown for Max Gross Weight Performance
### AS350 B2

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<td>Empty Weight</td>
<td>2,707 lbs</td>
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<td>Useful Load</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
<td>4,960/5,512 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>1 TM Arriel 1D1</td>
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<tr>
<td>Take-Off Power</td>
<td>732 shp</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>143 gal</td>
</tr>
<tr>
<td>V.N.E.</td>
<td>155 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>133 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>7,550/9,850 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>360 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>4.4 hrs</td>
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*Data shown for Max Gross Weight Performance*

### H125

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<td>Useful Load</td>
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<td>Max Gross Wt (int/ext)</td>
<td>5,225/6,172 lbs</td>
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<td>Engine Type</td>
<td>Arriel 2D</td>
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<td>Take-Off Power</td>
<td>847 shp</td>
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<td>Usable Fuel (std tanks)</td>
<td>143 gal</td>
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<tr>
<td>V.N.E.</td>
<td>155 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>133 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>9,450/11,650 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>336 nm</td>
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<td>Max Endurance (std tanks)</td>
<td>4.3 hrs</td>
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### H130

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<td>Useful Load</td>
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<td>Take-Off Power</td>
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<td>142 gal</td>
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<td>V.N.E.</td>
<td>155 kts</td>
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<tr>
<td>Fast Cruise</td>
<td>128 kts</td>
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<td>Hover O.G.E./I.G.E.</td>
<td>9,700/11,250 ft</td>
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<td>333 nm</td>
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<td>Max Endurance (std tanks)</td>
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*Data shown for Max Gross Weight Performance*

### H135 (P3/T3)

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<td>Empty Weight</td>
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<td>Useful Load</td>
<td>3,124 lbs</td>
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<td>6,570/6,570 lbs</td>
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<td>2 TM Arrius 2B2 Plus</td>
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<td>Take-Off Power</td>
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<td>140 kts</td>
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<td>7,200/13,250 ft</td>
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*Data shown for Max Gross Weight Performance*
# EC145 (C2e)

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<td>2,530/9,600 ft</td>
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<td>Max Range (std tanks)</td>
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# H145

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*Data shown for Max Gross Weight Performance*
### AS365 N3+

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<td>3,740/8,230 ft</td>
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<td>943 shp/eng</td>
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*Data shown for Max Gross Weight Performance*
### H160

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<td>460 nm</td>
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<td>4.5 hrs</td>
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### H175

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<td>175 kts</td>
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<tr>
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</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>5,432/10,528 ft</td>
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<td>Max Range (std tanks)</td>
<td>590 nm</td>
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<td>Max Endurance (std tanks)</td>
<td>5.7 hrs</td>
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*Data shown for Max Gross Weight Performance*
### Airbus Helicopters Products

#### H225

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<td>Useful Load</td>
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<td>2 TM Makila 2A1</td>
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<td>Take-Off Power</td>
<td>2,101 shp</td>
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<td>Usable Fuel (std tanks)</td>
<td>684 gal</td>
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<tr>
<td>V.N.E.</td>
<td>175 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>142 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>2,600/6,350 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>452 nm</td>
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<td>Max Endurance (std tanks)</td>
<td>4.1 hrs</td>
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#### H215

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<tr>
<td>Empty Weight</td>
<td>10,060 lbs</td>
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<td>Useful Load</td>
<td>8,900 lbs</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
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</tr>
<tr>
<td>Engine Type</td>
<td>2 TM Makila 1A1</td>
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<tr>
<td>Take-Off Power</td>
<td>1,819 shp</td>
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<td>Usable Fuel (std tanks)</td>
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<td>V.N.E.</td>
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<tr>
<td>Fast Cruise</td>
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</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>7,546/10,663 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>346 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>3.3 hrs</td>
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*Data shown for Max Gross Weight Performance*
## SA318C Alouette

<table>
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<th>Feature</th>
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<tbody>
<tr>
<td>Seating</td>
<td>1+4</td>
</tr>
<tr>
<td>Empty Weight</td>
<td>1,990 lbs</td>
</tr>
<tr>
<td>Useful Load</td>
<td>1,660 lbs</td>
</tr>
<tr>
<td>Max Gross Wt (int/ext)</td>
<td>3,650/3,650 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>1 TM Astazou II</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>523 shp</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>149 gal</td>
</tr>
<tr>
<td>V.N.E.</td>
<td>110 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>97 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>2,950/5,160 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>374 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>5.3 hrs</td>
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## SA341G Gazelle

<table>
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<tr>
<th>Feature</th>
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<tbody>
<tr>
<td>Seating</td>
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<tr>
<td>Empty Weight</td>
<td>2,112 lbs</td>
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<tr>
<td>Useful Load</td>
<td>1,858 lbs</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
<td>3,970/3,970 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>1 TM Astazou IIA</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>592 shp</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>120 gal</td>
</tr>
<tr>
<td>V.N.E.</td>
<td>167 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>142 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>7,215/9,185 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>415 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>4.6 hrs</td>
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*Data shown for Max Gross Weight Performance*
### SA315B Lama

<table>
<thead>
<tr>
<th>Seating</th>
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<tbody>
<tr>
<td>Empty Weight</td>
<td>2,266 lbs</td>
</tr>
<tr>
<td>Useful Load</td>
<td>2,034 lbs</td>
</tr>
<tr>
<td>Max Gross Wt (int/ext)</td>
<td>4,300/5,070 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>1 TM Artouste IIIB</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>858 shp</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>152 gal</td>
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<tr>
<td>V.N.E.</td>
<td>113 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>103 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>15,100/16,565 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>278 nm</td>
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<tr>
<td>Max Endurance (std tanks)</td>
<td>3.3 hrs</td>
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### BO105 CBS

<table>
<thead>
<tr>
<th>Seating</th>
<th>1+4/5</th>
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<tbody>
<tr>
<td>Empty Weight</td>
<td>2,910 lbs</td>
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<tr>
<td>Useful Load</td>
<td>2,601 lbs</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
<td>5,511/5,511 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>2 Allison 250-C20B</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>420 shp</td>
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<tr>
<td>Usable Fuel (std tanks)</td>
<td>151 gal</td>
</tr>
<tr>
<td>V.N.E.</td>
<td>135 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>131 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>5,400/8,000 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>305 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>3.5 hrs</td>
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*Data shown for Max Gross Weight Performance*
### AS355 NP

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<tr>
<th>Seating</th>
<th>1+5/6</th>
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<tbody>
<tr>
<td>Empty Weight</td>
<td>3,313 lbs</td>
</tr>
<tr>
<td>Useful Load</td>
<td>2,419 lbs</td>
</tr>
<tr>
<td>Max Gross Wt (int/ext)</td>
<td>5,732/6,172 lbs</td>
</tr>
<tr>
<td>Engine Type</td>
<td>2 TM Arrius 1A1</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>460 shp/eng</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>193 gal</td>
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<tr>
<td>V.N.E.</td>
<td>150 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>120 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>7,080/8,450 ft</td>
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<tr>
<td>Max Range (std tanks)</td>
<td>395 nm</td>
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<tr>
<td>Max Endurance (std tanks)</td>
<td>4.6 hrs</td>
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### BK117 B-1

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<tr>
<th>Seating</th>
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<tr>
<td>Empty Weight</td>
<td>3,596 lbs</td>
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<tr>
<td>Useful Load</td>
<td>3,459 lbs</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
<td>7,055/7,055 lbs</td>
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<tr>
<td>Engine Type</td>
<td>2 HW LTS101-750B1</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>684 shp/eng</td>
</tr>
<tr>
<td>Usable Fuel (std tanks)</td>
<td>184 gal</td>
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<tr>
<td>V.N.E.</td>
<td>150 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>134 kts</td>
</tr>
<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>7,500/9,600 ft</td>
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<tr>
<td>Max Range (std tanks)</td>
<td>297 nm</td>
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<tr>
<td>Max Endurance (std tanks)</td>
<td>3.0 hrs</td>
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*Data shown for Max Gross Weight Performance*
**SA330J Puma**

<table>
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<th>Specification</th>
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<tr>
<td>Seating</td>
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<tr>
<td>Empty Weight</td>
<td>8,358 lbs</td>
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<tr>
<td>Useful Load</td>
<td>7,957 lbs</td>
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<tr>
<td>Max Gross Wt (int/ext)</td>
<td>16,315/16,315 lbs</td>
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<tr>
<td>Engine Type</td>
<td>2 TM Turmo IV C</td>
</tr>
<tr>
<td>Take-Off Power</td>
<td>1,494 shp/eng</td>
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<tr>
<td>Usable Fuel (std tanks)</td>
<td>408 gal</td>
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<tr>
<td>V.N.E.</td>
<td>142 kts</td>
</tr>
<tr>
<td>Fast Cruise</td>
<td>139 kts</td>
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<tr>
<td>Hover O.G.E./I.G.E.</td>
<td>5,580/7,545 ft</td>
</tr>
<tr>
<td>Max Range (std tanks)</td>
<td>297 nm</td>
</tr>
<tr>
<td>Max Endurance (std tanks)</td>
<td>3.1 hrs</td>
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</table>

*Data shown for Max Gross Weight Performance*
Airbus Helicopters has an expansive network of factory-owned and independent Service Centers across North America, ready to meet your needs.

Airbus Helicopters’ Service Centers maintain a current FAA Repair Station certificate and are qualified to perform maintenance and structural repair in accordance with Airbus Helicopters’ guidelines.

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Jim Selner
Phone: (972) 522-5368
Fax: (469) 416-0031
E-mail: james.selner@airbus.com
### Airbus Helicopters Authorized Service Center Guide (US)

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<tr>
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<th>H120</th>
<th>Alouette</th>
<th>EC120/EC130</th>
<th>AS355</th>
<th>BO105</th>
<th>H135/EC135</th>
<th>BK117</th>
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### Authorized Service Centers (US)

<table>
<thead>
<tr>
<th>Company</th>
<th>Maintenance</th>
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<td>Rotortech Services Inc.</td>
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<td>Sterling Helicopter</td>
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<td>Thoroughbread Aviation</td>
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<tr>
<td>Trans Aero Ltd.</td>
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<td>Uniflight</td>
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<tr>
<td>Uniflight West Penn</td>
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- Blue: Maintenance
- Dark Blue: Maintenance & Overhaul
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<tbody>
<tr>
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<td>Heli-One, ULC</td>
<td>O/I Level Maintenance, I+ Level, D Level</td>
</tr>
<tr>
<td>Hellwelders Canada Limited</td>
<td>O/I Level Maintenance, I+ Level, D Level</td>
</tr>
<tr>
<td>Mirabel Heli Support</td>
<td>O/I Level Maintenance, I+ Level</td>
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<tr>
<td>StandardAero</td>
<td>O/I Level Maintenance, I+ Level, D Level</td>
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<tr>
<td>Airbus Helicopters Authorized</td>
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<td>Authorized Maintenance Center Guide (CAN)</td>
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**Authorized Service Centers (US):**

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- Hellwelders Canada Limited
- Mirabel Heli Support
- StandardAero
- Maintenance & Overhaul
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Chief Insp: Ty Smith

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H135/EC135, EC145/H145

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EC145/H145, BK117, AS365,
H155
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H135/EC135, BK117,
EC145/H145, AS365
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Dir Sales: Deanna Jarrett
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President: Phillip G. DiFiore

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EC135/H135, AS365

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SA316B
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Maintenance: H120, AS350/H125, EC130/H130

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E-mail: scott.thanisch@chcheli.com
Website: www.chcheli.com
D.O.M.: Gordon Scott Thanisch
D Level Maintenance: AS350/H125, AS355, EC130/H130

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Website: www.heliwelders.com
Executive V.P. Sales: Eric Hicks
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AS355, H120, H135, H145
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D Level: AS350/H125, AS355, EC130/H130
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2820 Chemin Belanger #600
Mirabel, QC J7J2N8
Phone: (450) 476-1111
President: Patrice Chaput
Email: patrice.chaput@mirabelhelisupport.com
Maintenance: EC120, AS350/H125, AS355, EC130/H130, EC135/H135

StandardAero
4551 Agar Avenue
Richmond, British Columbia V7B 1A4
Phone: (604) 514-0388
E-mail: gary.leskiw@standardaero.com
Website: www.standardaero.com
Com. Contr. / Cust. Support: Gary Leskiw
I+ Level Maintenance: AS350/H125, AS355, EC130/H130, AS332/H215, EC135/H135
The following facilities perform repair/overhaul for engines of the listed manufacturer. This is a partial listing and does not constitute specific authorization from Airbus Helicopters or its affiliates. Inquiries regarding authorization to perform repairs/overhauls and locations of other repair/overhaul facilities should be made directly to the manufacturer.
SAFRAN HELICOPTER ENGINES - USA
2709 N. Forum Drive
Grand Prairie, TX 75052
Turbomeca Arrius 1 & 2, Arriel 1 & 2, Makila
Phone: (972) 606-7600
(800) 662-6322
Fax: (972) 606-7692

SAFRAN HELICOPTER ENGINES - CANADA
11800 Helen - Bristol
Mirabel, Quebec J7N 3G8
Turbomeca Arrius, Arriel 1 & 2
Phone: (450) 476-2550
Fax: (450) 476-1449
Email: customerservice@turbomeca.ca

PRATT & WHITNEY CANADA CORP.
1000 Marie-Victorin (05DK1)
Longueuil, Quebec
Canada J4G 1A1
P&WC PW200
Phone: (450) 468-7730
Fax: (450) 468-7807
24-hour Help Desk: (800) 268-8000
Email: customerhelpdesk@pwc.ca

PRATT & WHITNEY ENGINE SERVICES INC.
8440 Tradeport Dr., Suite 105
Orlando, FL 32827
P&WC PW200
Phone: (407) 438-2291
Fax: (407) 812-1404
Email: customerhelpdesk@pwc.ca

HONEYWELL AEROSPACE
TECHNICAL SERVICE
1944 E. Sky Harbor Ave.
Phoenix, AZ 85034
Honeywell LTS 101
Phone: (800) 601-3099
Fax: (602) 365-3343
Email: aerotech@honeywell.com

ROLLS-ROYCE CORP.
Speed Code R01B
P.O. Box 420
Indianapolis, IN 46206-0420
Rolls-Royce 250 Series
Phone: (317) 230-2000
Fax: (317) 230-4020
Email: model250custsupp@rolls-royce.com
Airbus Helicopters North America

MEXICO, S.A. DE C.V.

Address
AHMSA – Airbus Helicopters Mexico, S.A. de C.V.
Hangar 1, Zona G
Aeropuerto Internacional de la Ciudad de Mexico
15620 Mexico, D.F.

Main Phone: (52) 55 5716 7555
Main Fax: (52) 55 5716 7524
Website: www.airbus.com.mx

AHMPQ - Airbus Helicopters Mexico -Queretaro,
S.A. de C.V.
Carretera Estatal 200 Queretaro-Tequisquiapan Km. 24+120 -3 Municipio Colon,
76270 Queretaro, Qro.

Main Phone: (52) (442) 256 2600
General Manager
Ricardo Capilla
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Cell: (52) (1) 55 3697 7400
E-mail: ricardo.capilla@airbus.com

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Erick Perez
Phone: (52) 55 5716 7555 ext. 747550
Cell: (52) 55 3232 4021
E-mail: erick.perez@airbus.com

Technical Support Manager
Latin American Hub Support Engineering
Oscar Valencia
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Cell: (52) (1) 55 5433 3701
E-mail: oscar.valencia@airbus.com

After Hours Technical Support
Phone: (52) 55 4766 8477
E-mail: technicalsupport.mx@airbus.com

LOGISTICS SUPPORT

Manager Logistics
Ivan Corona
Phone: (52) 55 5716 7538
Phone: (52) 55 5716 7555 ext. 747538
Cell: (52) 55 5454 3907
E-mail: ivan.corona@airbus.com
MEASUREMENT CONVERSIONS

<table>
<thead>
<tr>
<th>Unit Conversion</th>
<th>SI Unit Conversion</th>
</tr>
</thead>
<tbody>
<tr>
<td>in. x 25.4 = mm</td>
<td>mm x 0.03937 = in.</td>
</tr>
<tr>
<td>ft. x 0.305 = Meter</td>
<td>Meter x 3.282 = ft.</td>
</tr>
<tr>
<td>mi x 0.87 = nm</td>
<td>nm x 1.15 = mi</td>
</tr>
<tr>
<td>mi x 0.621 = km</td>
<td>km x 1.6 = mi</td>
</tr>
<tr>
<td>cu. ft. x 2.8317 = cu Meter</td>
<td>cu Meter x 0.35315 = cu. ft.</td>
</tr>
<tr>
<td>ft. lb x 1.356 = Newton Meter</td>
<td>Newton Meter x 0.7375 = ft.lb</td>
</tr>
<tr>
<td>in. lb x 0.112984 = Newt. Mtr</td>
<td>Newton Mtr x 0.850 = in.lb</td>
</tr>
<tr>
<td>ft. lb x 0.136 = MdaN</td>
<td>MdaN x 7.375 = ft lb</td>
</tr>
<tr>
<td>in. lb x 0.0113 = MdaN</td>
<td>MdaN x 88.508 = in. lb</td>
</tr>
<tr>
<td>lb x 0.044442 = Newton</td>
<td>Newton x 0.2248 = lb</td>
</tr>
<tr>
<td>lb x 0.4444 = daN</td>
<td>daN x 2.2481 = lb</td>
</tr>
<tr>
<td>PSI x 0.069 = Bar</td>
<td>Bar x 14.51 = PSI</td>
</tr>
<tr>
<td>Knots x 1.852 = KPH</td>
<td>KPH x 0.54 = Knots</td>
</tr>
<tr>
<td>gal. x 3.782 = Liters</td>
<td>Liters x 0.2642 = gal.</td>
</tr>
<tr>
<td>qt x 0.94635 = Liters</td>
<td>Liters x 1.0567 = qt.</td>
</tr>
<tr>
<td>pt x 0.47317 = Liters</td>
<td>Liters x 2.1134 = pt.</td>
</tr>
<tr>
<td>fl. oz x 29.57 = Milliliters</td>
<td>Milliliters x 0.03 = fl. oz</td>
</tr>
<tr>
<td>oz. x 28.35 = Grams</td>
<td>Grams x 0.03528 = oz.</td>
</tr>
<tr>
<td>lb x 0.4536 = Kilograms</td>
<td>Kilograms x 2.205 = lb</td>
</tr>
<tr>
<td>(F -32) x 0.555 = C</td>
<td>(C x 1.8) + 32 = F</td>
</tr>
</tbody>
</table>

NOISE LEVELS

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Flyover</th>
<th>Takeoff</th>
<th>Approach</th>
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</thead>
<tbody>
<tr>
<td>EC120</td>
<td>78.7</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>AS350 B2/B3</td>
<td>87.6/87.3</td>
<td>89.8/89.7</td>
<td>91.4/91.3</td>
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<tr>
<td>EC130 B4</td>
<td>84.3</td>
<td>85.5</td>
<td>90.5</td>
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<tr>
<td>EC130 T2</td>
<td>81.1</td>
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<tr>
<td>AS355 NP</td>
<td>86.4</td>
<td>89.0</td>
<td>93.1</td>
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<tr>
<td>EC135 P2e/T2e</td>
<td>84.1/85.8</td>
<td>88.4/87.8</td>
<td>92.7/94.9</td>
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<tr>
<td>EC145 T1</td>
<td>87.2</td>
<td>87.9</td>
<td>91.3</td>
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<tr>
<td>EC145 T2</td>
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<td>91.0</td>
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<tr>
<td>AS365 N3</td>
<td>90.5</td>
<td>93.0</td>
<td>96.1</td>
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<td>EC155 B1</td>
<td>89.0</td>
<td>92.2</td>
<td>95.7</td>
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<tr>
<td>EC225</td>
<td>93.5</td>
<td>95.6</td>
<td>98.9</td>
</tr>
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*All values in EPNdB except EC120 (dB SEL)*