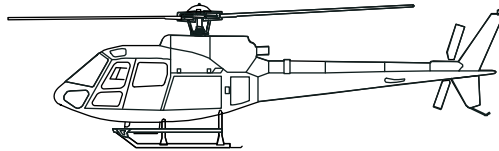




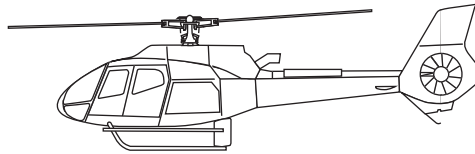
H125M

Technical Data
2016

Civil Version

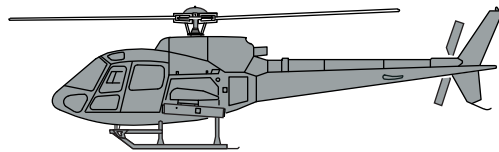


H125



H130

Military Version



H125M

3 Baseline Aircraft Definition

The civil helicopter from which the H125M is the military derivative, meets the certification standards for day and night VFR operations, set by the following airworthiness authorities: EASA, FAA, TCCA, ANAC, CAAC, IAC-AR. This list is not restrictive and the status of approval by other airworthiness authorities must be checked. Additional equipment item may be required by the relevant operational or certification regulation (most of them are available in catalogue).

GENERAL

- The H125M[®] is qualified with a pilot being on the right side
- The baseline aircraft is delivered with right side controls and capabilities for the removable dual controls (LH controls are optional)
- Fuselage comprising the cabin, a rear storage compartment with floor tie-down net, and access door, and two side compartments each with a door hinged and a fairing letting the weapons beams through when fitted
- Reinforced tail boom with stabilizer, anti torque rotor and fin with tail skid
- High skid landing gear with short footsteps (on right side and on left side), capable of taking handling wheels
- Cable cutter system
- Lifting points
- Upper mooring fixtures
- Structural reinforcements with fittings (in the side compartments) for missile weapon installation or axial armament installation
- Single color exterior painting
- Painted logos, blazonries and extensive labels and/or markings
- Anticorrosion treatment with grey polyurethane paint of the engine and transmission deck, lateral holds and tail booms interior
- Internal paint: Black
- Interior signs and markings: available in English

COCKPIT / CABIN

- Cabin floor in light-alloy sheet-metal with tie-down rings, including side firing machine gun reinforcement
- 2 pilot and copilot high-back energy absorbing seats, adjustable in reach, removable, complete with cushions, safety belts and shoulder harnesses
- 2 two-place rear bench-seats, foldable separately, complete with safety belts and cushions
- 2 pilot and copilot jettisonable doors each fitted with a sliding window and with improved side-visibility window
- 1 rear LH sliding door
- 1 rear RH sliding door
- Main frame reinforcement for clear aiming sight
- 2 tinted upper panes
- 1 instrument panel, 1 long console and 1 ceiling panel equipped for night vision goggle use
- 1 ceiling housing the ventilation ducts and controls (ventilation controls, rotor brake and fuel cut-off)
- Cabin heating installation and demisting system
- Ram air ventilation duct
- 1 fire-extinguisher
- 1 Flight Manual: available in English

INSTRUMENTS

- NVG friendly cockpit treatment
- 1 airspeed indicator
- 1 altimeter
- 1 vertical speed indicator
- 1 altitude encoder
- 1 LCD dual RPM tachometer (rotor and free turbine)
- 1 stop watch
- 1 warning panel
- 1 magnetic compass
- 1 heated pitot head
- 1 external side slip indicator
- 1 control box for light and electrical generation
- 1 ICS connection to audio warning issued from VEMD[®]
- Data downloading capability (software and connection wire as option)
- 1 NVG friendly LCD Dual screen Vehicle and Engine Multifunction Display (VEMD) providing the following information:
 - ◆ First Limit Indicator (FLI)
 - ▲ torquemeter
 - ▲ exhaust gas temperature (TOT)
 - ▲ gas generator tachometer (N1)
 - ◆ Engine oil temperature/pressure
 - ◆ Fuel quantity and fuel flow and estimated remaining time to fly
 - ◆ Ammeter and voltmeter
 - ◆ Outside Air Temperature (OAT)
 - ◆ Enhanced usage monitoring functions
 - ▲ IGE/OGE performance calculations
 - ▲ engine cycles counting
 - ▲ engine power check
 - ▲ overlimits display
 - ◆ VEMD and peripheral maintenance information

AVIONICS

- | | |
|---|--|
| <ul style="list-style-type: none"> ● 1 gyro-horizon ● 1 gyro-compass with HSI ● 1 VHF/VOR/LOC/GS/GPS ● 1 transponder (mode S) | <ul style="list-style-type: none"> ● 1 Emergency Locator Transmitter ● 1 ICS + passenger interphone ● 1 radio-altimeter ● 1 avionics master switch |
|---|--|

POWER PLANT

- | | |
|---|---|
| <ul style="list-style-type: none"> ● 1 Turbomeca ARRIEL 2D turbine engine complete with starting, fuel supply and dual channel digital engine control system (FADEC) with back-up control system that automatically controls the engine in case of a total failure of the 2 digital channels of the FADEC ● 1 fuel system including 1 tank of 540 litres (143 US gal.) total capacity | <ul style="list-style-type: none"> ● 1 twist grip on pilot side (for engine reduction in case of tail rotor failure and autorotation training) ● 1 magnetic plug and 1 chip detector ● 1 engine lubrication and oil cooling system ● 1 fire detection system ● 1 air-intake protective grids ● 1 torque-measurement pick-up ● 1 enhanced air particle separator, dynamic type (sand and snow prevention) |
|---|---|

TRANSMISSION SYSTEM

- | | |
|--|---|
| <ul style="list-style-type: none"> ● 1 main gearbox, anti-vibration mounted, with oil sight gauge, chip detector, oil temperature and pressure switches, port for endoscope and self-sealing valve for oil sampling and draining ● 1 main gearbox oil cooling system ● 1 engine to main gearbox coupling shaft ● 1 rotor brake | <ul style="list-style-type: none"> ● 1 main rotor r.p.m. sensor and high and low r.p.m. warning device ● 1 tail drive carried by five anti-friction bearings ● 1 tail gearbox with oil sight gauge, chip detector and port for endoscopic inspection |
|--|---|

ROTORS AND FLIGHT CONTROLS

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|---|--|
| <ul style="list-style-type: none"> ● 1 main rotor with 3 composite-material blades around a STARFLEX® head fitted with spherical thrust bearings ● 1 anti-torque rotor with 2 composite-material blades ● 3 main rotor hydraulic servo units | <ul style="list-style-type: none"> ● 1 tail rotor hydraulic servo unit and load compensation systems ● Dual hydraulic system (for supply of the dual-body servo controls) ● 1 hydraulic ground power receptacle |
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ELECTRICAL INSTALLATION

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|---|---|
| <ul style="list-style-type: none"> ● One 200 A, 28 V DC starter generator ● One 28V DC cabin power outlet ● One 15 A/h cadmium-nickel battery ● 1 ground power receptacle ● 3 position lights (LED) ● 3 formation lights ● 1 flashing anti-collision light (LED) ● 1 RH fixed landing light ● 1 RH landing light dimmable and swiveling in elevation and azimuth | <ul style="list-style-type: none"> ● 2 cabin dome lights ● 1 integrated instrument-panel lighting system ● 1 emergency and reading map light ● 1 dimmable and NVG friendly reading map light on side of central console ● Cockpit breaker panels |
|---|---|

AIRBORNE KIT ¹

- | | |
|--|--|
| <ul style="list-style-type: none"> ● 1 port plug (pitot) ● 2 static port stoppers ● 1 engine air-intake blanking cover ● 1 exhaust pipe blank ● 2 hydraulic ground handling wheels ● 1 cargo net | <ul style="list-style-type: none"> ● 2 upper mooring rings ● 3 main-blade socks and mooring tool ● 1 tail rotor locking device ● 1 lifting ring ● 1 document holder ● 1 airborne kit stowage bag |
|--|--|

¹ Weight not included in baseline aircraft empty weight.



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