SUPER PUMA
(Civil Version)

H215 short airframe

H215

H225

COUGAR
(Military Version)

H215M

H225M
# Baseline Aircraft Definition

## GENERAL
- Crashworthy design fuselage including cockpit and cabin
- Monocoque tail boom with tail rotor protection and stabilizer
- Polyurethane white paint and Dinol AV30 re-inforced anti-corrosive treatment
- Front part of the tail boom arranged as a luggage compartment
- Fuselage upper part used as transmission deck
- Fuselage lower part fitted with the floatation gear and the crashworthy installation (tanks)
- Engine cowlings serving as a work platform when in the open position
- Provisions for external pod fuel tanks
- High energy absorption, retractable, tricycle landing gear with trailing-arm main landing gear and casting nose wheel unit
- Footsteps for climbing to the transmission deck, the cockpit and the cabin
- Built-in jacking and towing points
- Provisions for attaching gripping points
- Interior paint: light beige
- Exterior paint: the fuselage is painted following customer paint scheme (gloss or dull polyurethane finish); the landing gears are grey and unless otherwise specified, the optional equipments keep their original colors.

## COCKPIT
- 2 pilot and copilot seats adjustable in height and fore-and- aft, complete with safety belts and extensible shoulder harnesses
- 1 third crew man jump-seat with extensible safety belt.
- Dual flight control
- Steadyin rods at pilot station
- Engine controls
- Master cut-off switches
- Rotor brake control
- Landing gear control
- Differential wheel brakes at pilot and copilot stations
- 2 map cases on pilot and copilot doors
- 1 Flight Manual
- 1 hand fire extinguisher
- De-iced pilot and copilot windshield panes with wiper
- 2 windshield panel demisting diffusers
- 2 adjustable heating and ventilation outlets on the ceiling
- 2 diffusers at floor level
- Manual cock for selective pane demisting
- 2 jettisonable doors with door-stops
- Access to cabin with partitioning curtain
- Lightweight Aircraft Recording System

## INSTRUMENTS
- 4 multifunction 6") x 8") landscape LCD displays
- 2 display and autopilot control panels
- 1 Integrated Standby Instrument System (ISIS) for airspeed, altimeter and gyro-horizon back-up display
- 1 redundant Vehicle Monitoring System (VMS) with one redundant Aircraft Management Computer (AMC) and two 4") x 5") LCD displays
- 2 stop watches
- 2 triple tachometers
- 1 stand-by magnetic compass
- 1 warning panel
- 1 fuel circuit control and monitoring panel
- 1 AC/DC control box
- 1 engine starting panel
- 2 iapps Helitab IOS
- 1 landing gear position control and monitoring panel
- 3 heated pilot heads and 3 static vents
- 1 ventilation/heating system control panel
- Instruments units available in English units (Altimeter in feet and Airspeed indicator in kts)
- 1 digital intercommunication system - 3 control panels
- 1 VOR/ILS/ADF/MKR receiver
- 1 VOR/ILS/MKR receiver
- 1 DME receiver (twin channel)
- 1 transponder (with S mode)
- 1 Emergency Locator Transmitter
- 1 radio altimeter
- 1 Flight Management System
- 1 GPS

## CABIN
- Floor fitted with 15 cargo tie-down rings, capable of accommodating various types of seat and cabin additional fuel tanks available on option
- 2 jettisonable sliding plug doors
- 12 jettisonable windows (including 4 in the sliding doors) for emergency exit
- 1 removable rear panel with jettisonable window
- 1 hand fire extinguisher, 1 axe and anti-smoke equipment
- Soundproofing upholstery (light beige padded cloth)
- Heating and ventilation (12 upper outlets adjustable for direction and flow, plus 4 lower bottoms adjustable for flow) with evacuation of stale air (2 outlets)
- Fittings for ambulance equipment, fixed parts 6 stretchers
- Floor hatch for cargo sling pole
- Stowage space for airborne kit

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The data set forth in this document are general in nature and for information purposes only. For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

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### POWER PLANT
- 2 Turbomeca MAKILA 1A1 1,400 kW (1,877 shp) turbine engines in two separate groups with own starting, feeding, lubricating, cooling and governing systems
- 1 fuel system of 2,043 litres (548 US gal.) usable capacity comprising 6 tanks, arranged in 2 groups, 4 booster pumps, 1 transfer pump and a low/high fuel level warning system. The pipes are of the crashworthy type
- Provisions for ferrying, central auxiliary and external tanks
- 2 engine bay fire-detection systems
- 1 two-cylinder selective fire-extinguishing system
- 2 engine chip detectors
- Engine air intakes protected against icing by grids and heating mats on the air intake stub frames
- 1 engine flushing device without removal of cowlings
- N.G. limiter for training

### TRANSMISSION SYSTEM
- 1 main gearbox (MGB) on flexible mountings with chip detector with fuzz burner, oil sight gauge, oil temperature and pressure sensors and torquemeter pick-ups 2 lubrication pumps and independant circuits
- 1 intermediate gearbox with magnetic plug, oil sight gauge and temperature sensor
- 1 tail gearbox (TGB) with magnetic plug, oil sight gauge and temperature sensor
- 1 MGB oil cooling system
- 1 rotor brake
- 2 MGB bay fire detection circuits

### ROTORS AND FLIGHT CONTROLS
- 1 main rotor with 4 composite-material blades equipped with gust and droop stops
- 1 anti-torque rotor with 5 composite-material blades
- 1 flying control system, fitted with 4 dual-body servo-units (3 on the cyclic and collective pitch channels and 1 on the anti-torque rotor pitch control channel) with 2 chambers per body
- 1 dual/duplex digital autopilot associated with 2 flight data computers and back-up capabilities

### ELECTRICAL INSTALLATION
- 2 alternators (20/30 kVA, 115V/200 V, 400 Hz)
- 1 cadmium-nickel battery (43 amp.-hr)
- 2 transformer-rectifiers (150 amp.)
- 1 standby battery
- 1 cockpit lighting system including:
  - green pedestal and overhead panel lighting
  - integrated instrument panel lighting
  - white general lighting
  - 1 white extension light
  - 2 white map lights
- 1 cabin lighting system made up of two-lighting strips, plus sign: “Emergency Exit
- 6 receptacles for ancillaries (28 V, 15 amp.)
- 1 receptacle for ancillaries (28 V, 25 amp.)
- 2 external power receptacles (AC and DC)
- 1 landing light (600 W)
- 3 position lights
- 1 anti-collision light

### HYDRAULIC GENERATION
- 2 independent hydraulic systems:
  - the LH system feeds one of the servo-unit bodies, the autopilot, the landing gear control, the rotor brake and wheel brakes
  - the RH system feeds the other body of the servo-units
- 1 DC auxiliary electropump on stand-by for the LH system and for supplying sufficient hydraulic pressure for movement of the controls on the ground before starting in high winds
- 1 stand-by electropump for complete lowering of the landing gear
- Hydraulic ground couplings

### AIRBORNE KIT
- 1 data case
- 3 jacking ball-joints
- Main blade tie-down
- Tail rotor blade lock
- Fuel bleed line
- 1 stowing bag for the airborne kit

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^1 Weight not included in baseline aircraft empty weight.