



EC135P2+ / P2i in HEMS configuration

SP/DP IFR

NVIS Certified

A/C TT 6454 FH / 18338 cycles (as per 5/9-22)

Registration LN-OON, Serial number 1033

Operated and based in Norway and Denmark

Fully covered by PbH and FMP contracts

- Components and spare parts available for sale
- MTOW enhanced at 2950 kg
- MEGHAS Dual Flight Control Display System
- Tactical radio provisions
- Dual cargo hook system

- Aerolite Medical interior
- Flightcell DZMx cellular and Iridium satellite system, with GPS tracking solution
- Flightcell external WIFI router
- GSM/4G Medi-link antenna system and power, outlets in FWD cabin (16VDC 5A)
- ACP51 audio panel in cabin
- 3rd Tetra antenna with connection in center console for loose equipment
- Dart Bearpaws
- Dart skidtube and wearplates
- Moving map EuroNav 7, with Iridium SAT, GSM / UMTS, and FLARM module
- Flarm traffic system
- IPAD holders for pilot and copilot

Please contact us for further information, status sheets and pictures:

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Customized options configuration

Airbus Helicopters extra options from 2012

- EC135 P2+ with MTOW-enhanced at 2950 kg
- Engine fire extinguishing system
- Center console
- Instrument panel ext. on copilot side
- Map cases on instrument panel glare shield, copilot door, pilot door and center console
- Copilot flight controls (detachable parts)
- Bleed air heating system with add. air outlets in cargo compartment
- Battery (40 Ah, 24 VDC) ULM (Saft) instead of standard battery
- Alternating Current (AC), 50 VA
- Starter/generator (2 x 200 A, 28V DC) instead of standard generator
- Reinforced rear landing gear crosstube
- Dual Landing & search light (400 W/200 W)– NVG
- Fixed landing light
- White strobe lights
- Emergency Locator Transmitter (ELT) incl. NAV option C406N HM (Artex)
- Standard cockpit, cabin and cargo compartment – NVG, with separation curtain for cockpit/ cabin
- Night Vision Imaging System (NVIS) certification, basic
- Enhanced exterior painting instead of standard painting
- Tinted sunshades for cockpit windshield roof section
- Clam-shell doors with window, one-hand latching and ext. opening fastner
- Sliding door max position, LH and RH
- Jettisonable cockpit doors
- Dual cargo hook system
- Cable cutter system (WSP)
- Rotor brake system
- Fuel management system (fuel flow meters)
- Accelerometers for track and balance system VMSII (Chadwick Helmuth)
- Engine cowling heat protection, compressor wash kit
- Windshield wiper system

- Height adjustable pilot and copilot seat instead of standard seats
- Extra multifunction handle on main gearbox cowling LH & RH
- Emergency lights incl. boarding step illuminations
- Emergency hammer

Avionic Package dual pilot IFR

- MEGHAS dual (2xSMD45 / 1xSMD68) Flight Control Display System (FCDS)
- FCDS/DAFCS GPS selection switch for GNS430AW (Garmin)
- GPS/NAV/COM GNS430AW (Garmin), pilot and copilot w/COM 16w
- Digital Audio Control System (NAT), incl. AMU 50, ACP53 pilot and copilot.
- Transponder incl. Mode-S GTX330 - NVG (Garmin)
- Distance Measuring Equipment DME-4000 (Rockwell Collins)
- Marker beacon receiver and lights KR21(Honeywell) - NVG
- Radar altimeter KRA 405B (Honeywell)
- Dual Attitude and Heading Reference System (AHRS) & magnetometer
- Dual pitot static system
- 3-axis Automatic Flight Control System (DAFCS)
- Tactical radio system VHF-FM maritime freq. (NAT) NTX138E (radio) w/ TH250C (ctrl-pnl) and UT12-000 (tone decoder FM)
- Tactical radio, Cobham dual Tetra radio system with dual control head in cockpit and cabin (Provision only, no radio's delivered)
- Wireless intercom system (Axnes), Polycon
- Search and rescue weather radar RDR-1600 (Telephonics) Interfaced to EuroNav 7 and FCDS
- Traffic Advisory System TAS620 (Avidyne)



Standard helicopter definition

Basic instrumentation:

- Central Panel Display System (CPDS), consisting of:
 - Caution Advisory Display (CAD) with indication of:
 - Caution and advisory information
 - Fuel quantity indication
- Vehicle and Engine Multifunction Display (VEMD) with indication of:
 - Torque
 - Engine parameters N1-RPM, oil pressure, oil temperature, Turbine Outlet temperature (TOT), engine/ FA DEC rep EEC failure and parameter code message\$, self diagnoses
 - First Limit Indicator (FLI) for TQ, TOT, N1
 - Main transmission parameters (oil pressure, oil temperature)
 - Dual ammeter (generator)
 - Ammeter (battery)
 - Dual voltmeter
 - Outside Air Temperature (OAT)
 - Automatic in-flight power check
 - Parameters of optional equipment (e.g. internal long range fuel tank)
- Clock (2")
- Magnetic compass
- Engine cycle counter (on flight report page)
- Triple (rotor and engines) RPM-indicator (2")
- Back-up instruments: (single pilot)"
 - Airspeed indicator (2")
 - Altimeter (2")
- Warning unit:
 - Engine fire warning w/fuel emergency shut-off
 - Warning lights
 - Aural warning
- Main switch panel:
 - DC power control
 - Full Authority Digital Engine Control (FADEC)
- Pilot static system with electrical heated pilot tube, pilot side
- Static pressure crossover system
- Air Dala Computer (ADC)

Power plant:

- Two Pratt & Whitney PW206B2 turbine engines
- These two engines are equipped with:
 - Fire detectors
 - Full Authority Digital Engine Control (FADEC)
 - Chip detectors with quick-disconnect plugs
 - Overspeed protection system
 - Twin-engine OEI-training mode
 - Oil cooling and lubricating system with thermostatic valve
 - Crash resistant fuel system with a flexible bladder-type
 - fuel main tank and supply tank (split into two sections)
 - Automatically controlled variable rotor speed system
 - Fuel tank filler flap, lockable

Transmission system:

- Flat-shaped main gearbox with two stages
- Chip detector system with quick-disconnect plug (main gearbox)
- Redundant oil cooling and lubrication system
- Main gearbox attachment with Anti-Resonance Isolation System (ARIS)
- Free wheel assemblies in the engine input drives
- Tail rotor drive shaft
- Tail rotor gearbox with splash lubrication and oil level sight gauge
- Chip detector system with quick-disconnect plug (tail rotor gearbox)

Rotor and Flight controls:

- Bearingless Main Rotor system (BMR), consisting of:
 - Rotor head / mast in one piece
 - Four fiber-reinforced composite main rotor blades with anti-erosion strips, control cuff, elastomeric lead-lag dampers and special blade tip painting
- Main rotor control system with dual hydraulic boost system
- Electrical trim system (cyclic)
- Basic provisions for an easy integration of a track and balance system
- Fenestron®-type tail rotor with ten metal blades (asymmetric blade spacing) and stator
- Tail rotor gearbox cover
- Tail rotor control system with flex ball cable and single hydraulic booster
- Yaw-SAS (Stability Augmentation System)
- Mast moment system

