BASELINE AIRCRAFT DEFINITION

GENERAL

- The *EC120 B*® is certified with a pilot being on the right or left side
- The baseline aircraft is delivered with right side controls and fixed parts of the removable dual controls (the removable parts of removable dual controls are optional)
- Fuselage comprising the cabin and the luggage hold with several accesses possibilities (one right rear lateral hinged cargo and one rear access cargo door) and floor tie-down net
- Tail boom with stabilizer, *FENESTRON*® type anti torque rotor, and tail skid
- Tubular skid landing gear, with replaceable skid shoes, with long footsteps (on right and on left side), profiler on rear tube, capable of taking handling wheels
- Lifting points
- Mooring fixtures
- External paint: fuselage painted in 1 to 3 colours according to standard paint schemes. Unless modified by optional item, the main rotor head and tail rotor covers are painted in grey, the skid landing gear in dark grey and the *FENESTRON*® duct in light grey
- Internal paint:
  - light grey: (prevailing colour)
  - black: (flight controls, glare shield, central console, upper controls quadrant, ...)
- Interior signs and markings: available in either French or English

CABIN

- Cabin floor in light-alloy sheet-metal
- 2 pilot and copilot high-back energy absorbing seats, adjustable in reach, removable, complete with cushions, safety belts and shoulder harnesses
- 1 three place energy absorbing rear bench seat quickly removable with cushions, safety belts with shoulder harnesses
- 2 pilot and copilot jettisonable doors fitted with a sliding window and a deflector
  - 1 RH large front door
  - 1 LH front door
- 1 RH rear fixed panel
- 1 LH rear sliding door
- Locks on every access to cabin and luggage compartments
- Locks on fuel cap
- Lateral and upper tinted windows (windscreen excluded)
- 1 communication panel quickly removable between cabin and cargo compartment
- 1 ceiling housing the ventilation/demisting/heating ducts and controls (fuel shut-off valve, rotor brake controls and cabin lighting circuit)
- Cabin ventilation system
- Cabin heating
- Demisting system for front windscreens
- 1 removable plug on cabin ceiling duct (ram air ventilation and heating in summer configuration)
- 2 pilot document holders
- 1 fire-extinguisher
- 1 Flight Manual: available either in French or English
- Interior harmony according to definition in force

INSTRUMENTS

- 1 airspeed indicator
- 1 altimeter
- 1 vertical speed indicator
- 1 rotor and free turbine tachometer dual indicator
- 1 clock
- 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*®
- 1 LCD Dual screen Vehicle and Engine Multifunction Display (*VEMD*®) providing the following information:
  - First limitation indicators (FLI)
    - torquemeter
    - exhaust gas temperature (T4)
    - gas generator tachometer (Ng, delta Ng)
  - Engine oil temperature/pressure
  - Fuel quantity
  - Fuel flow and estimated remaining time to fly (option fuel flow meter needed)
  - Ammeter, voltmeter and battery temperature
  - Outside Air Temperature (OAT)
  - Enhanced usage monitoring functions
    - IGE/OGE performance calculations
    - engine cycle counting
    - engine power check
    - overlimits display
  - *VEMD*® and peripheral maintenance information
  - Data downloading capability (software and connection wire as option)

AVIONICS

- 1 avionics master switch
- 1 gyro-horizon
- 1 gyro-compass with
- 1 horizontal Situation Indicator
- 1 turn and bank indicator
- 1 VHF/AM
- 1 VHF/VOR/LOC/GS/GPS
- 1 transponder (mode A + C)
- 1 altitude encoder
- 1 Emergency Locator Transmitter
- 1 ICS + passenger interphone

POWER PLANT

- 1 TURBOMECA ARRIUS 2F 376 kW (511 ch – 504 shp) turbine engine complete with starting, fuel supply and governing systems
- 1 fuel system including 2 tanks with a total fuel capacity of 416 liters (107 US Gal)
- 1 twist throttle with starter button incorporated in collective lever
- 2 chip detectors
- 1 engine lubrication and oil cooling system
- 1 fire detection system
- 1 torque-measurement pick-up

TRANSMISSION SYSTEM

- 1 main gearbox with oil sight gauge, electrical chip detector, oil temperature and pressure switches, ports for boroscope, self-sealing valve for oil sampling and draining
- 1 engine to main gearbox coupling shaft
- 1 rotor brake
- 1 main rotor high and low r.p.m. warning device
- 1 rear tail drive with low maintenance level
- 1 tail gearbox with oil sight gauge, chip detector and port for boroscopic inspection

ROTORS AND FLIGHT CONTROLS

- 1 main rotor with 3 composite-material around a *SPHERIFLEX*® titanium rotor head
- 1 anti-torque rotor (*FENESTRON*®) with 8 asymmetrical blades, integrated in vertical fin
- 3 main rotor hydraulic servo units

ELECTRICAL INSTALLATION

- One 150 A, 28 VDC starter-generator
- One 15 A.h cadmium-nickel battery
- 1 ground power receptacle
- 3 position lights (LED)
- 1 flashing anti-collision light (LED)
- 1 fixed landing light
- 1 dome light for passengers
- Integrated instrument panel lighting system
- Integrated lighting in central console
- 2 swivelling emergency and reading map lights for pilot and copilot
- 1 cockpit breaker panel
- 1 cargo circuit breaker panel

AIRBORNE KIT (*)

- 1 pitot head cover
- 2 static port stoppers
- 1 engine exhaust pipe cover
- 1 air intake plug (over cabin)
- 2 ground handling wheels
- 2 mooring rings
- 3 main-blade socks
- 1 document holder
- 1 airborne kit storage bag

(*) (weight not included in standard aircraft empty weight)