


Airbus Helicopter H125/AS350

MAXIMUM PILOT VIEW KIT

for perfect visibility



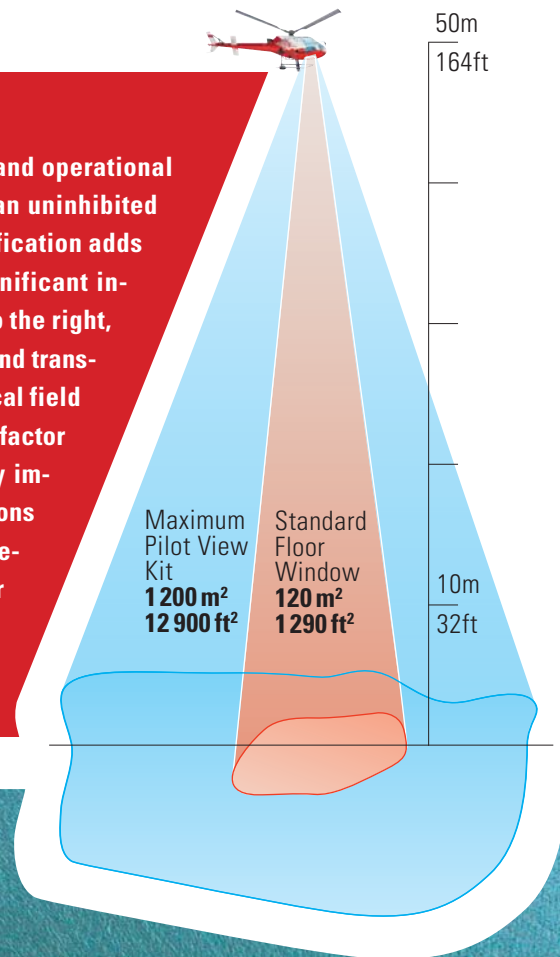
The Maximum Pilot View Kit revolutionizes pilot visibility and operational safety!

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Factor 10 visibility improvement

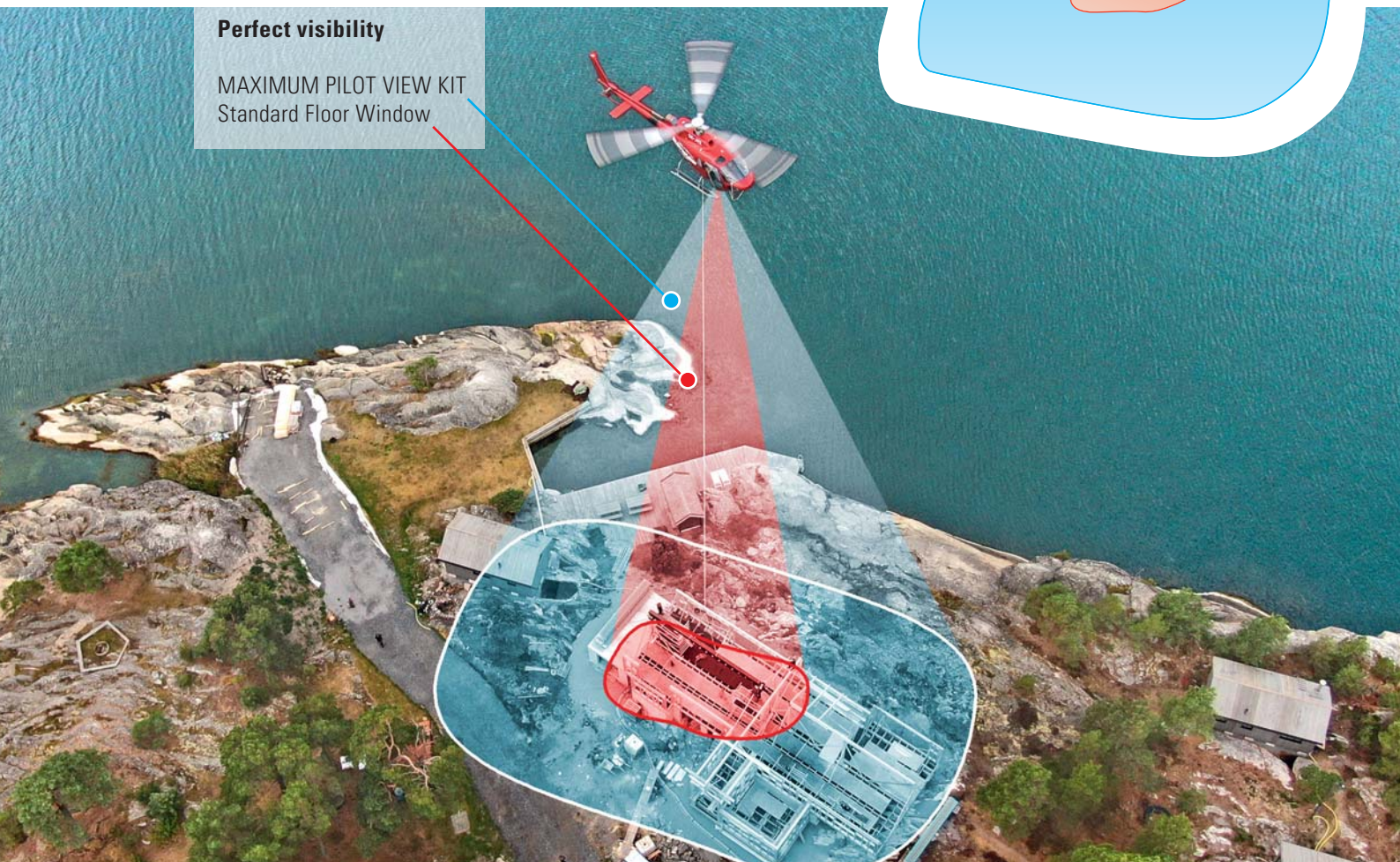
KEY FACTS

The **MAXIMUM PILOT VIEW KIT** revolutionizes pilot visibility and operational safety via a completely new design, providing the pilot with an uninhibited field of view below and to the RH side of the aircraft. The modification adds a new single piece bubble door to the aircraft, offering a significant increase in lateral visibility, and pilot headroom when leaning to the right, even when wearing a helmet. A large lower viewing aperture and transparent fuselage window fairing significantly increases the vertical field of view forward, aft and directly underneath the aircraft by a factor of ten, compared to existing solutions. The MPVK dramatically improves the capability and safety to perform demanding operations such as sling loading, fire-fighting, SAR/EMS, confined area operations, aerial survey, seismic, law enforcement and any other tasks performed in close proximity to terrain, obstacles and ground crews or when operating at remote landing sites.



Perfect visibility

MAXIMUM PILOT VIEW KIT
Standard Floor Window



Increased performance. More safety, more success – made in Switzerland



H125 / AS350 «ECUREUIL»/«SQUIRREL» IS TO DATE THE MOST SUCCESSFUL SINGLE ENGINE, MULTI-PURPOSE HELICOPTER

- «Ecureuil/Squirrel» has the best performance in its class
- However, pilot visibility is insufficient; and pilot head space is limited – critical factors during demanding operations
- Known visibility improvements do not resolve the restricted pilot view to a satisfying level and to a high professional standard

THE MAXIMUM PILOT VIEW KIT INCREASES THE PILOT'S VERTICAL VIEW BY FACTOR 10

- «Lama-like» view in the «Ecureuil»/«Squirrel»: Unrestricted pilot view to all mission sectors
- Better view allows for safer operation in bad weather conditions
- Pilot comfort is substantially higher

ADVANTAGES ARE SIGNIFICANT

- Improved operational safety
- Improved efficiency – higher operator and customer satisfaction
- Less pilot fatigue





COSTS ARE COMPELLING

- Investment being paid back within 500 flight hours (assuming 10 % efficiency increase)
- Investment will retain its value and being paid back when selling the helicopter
- Possible reduction of insurance rate of 15% on «comprehensive cover» due to increased safety

PROBLEM

Pilot visibility is a key factor during demanding helicopter operations (sling operation, law enforcement, military and other). The standard field of view in the H125/AS350 is insufficient for such operations.

COMPROMISE

The known visibility improvement solutions (floor window, door removal, external mirror, bubble door) have major disadvantages:

- No permanent view to the load at sling operation
- Consequently loss of efficiency (increased cycle time)
- Safety issues, specifically in bad weather operations
- Dependency on ground crew (radio contact) at pick-up and drop-off
- Pilot fatigue

SOLUTION

MAXIMUM PILOT VIEW KIT provides unrestricted pilot view to the most important mission sectors (right side up, vertical down) by:

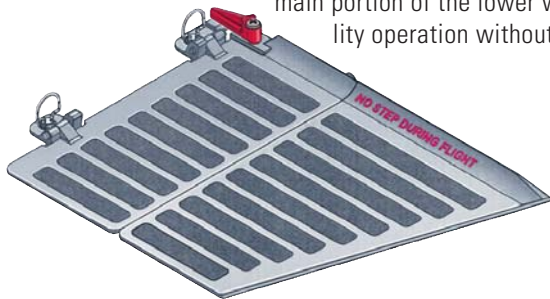
- Enlarging cabin floor window to 350 % of existing floor window
- Adding a new full carbon bubble door, thus providing more space for the pilot's head and uninterrupted view by a huge, single piece window
- Maximizing visibility from vertical down to the upper door frame without almost any obstructions
- Providing 25 mm (1.0 in) more head (helmet) space at the upper door frame
- Comes with fresh air / defogging sliding window and a foldable step-in board



Folding Step-In Board

Folding Step-In Board for Maximum Pilot View Kit

The EASA STC limitation describes, that no passengers may be carried without having the panel, covering the floor window, installed. For operational reason a foldable Step-In Board has then been developed. The board is folded in stow position, operated by pilot. The board covers the rear third of the lower window if deployed. This enables a quick change from passenger flights (by still having the main portion of the lower window open) to any utility operation without passengers on board.




Sliding Window

Sliding Window for Maximum Pilot View Kit

Used as an emergency device in case of window fogging in humid condition and fresh air in hot meteorological conditions. The position is set at a right angle to the pilot head. This position provides undisturbed visibility forward of the main door.



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Additional Information

FLIGHT WITH LOWER MPVK – WINDOW REMOVED

If no window is mounted between the pilot eyes and the environment great advantages are resulting in situations like:

- Hot cockpit-temperature in fire-fighting missions or during extended hover flights
- Low sun; where vertical vision appears as a «black hole» through a window
- Rain; where the Pilot vision is massively impaired due to moving raindrops on the window

The lower window can be quickly removed by the crew and stowed in the LH side cargo compartment. **This feature is**

a great improvement and a never experienced advantage in helicopter history for many specialized operations.

DE-MODIFICATION KIT

The De-Modification Kit is available to revert the rotorcraft to a standard AS350/H125.

APPROVALS, INSTALLATION & MAINTENANCE

- The modification is EASA, FAA, TCCA, DGAC Mexico, ANAC Brazil & CAAC China approved (further approvals and detailed status of the STC are found on the webpage)
- The modification kit is delivered with an CAA form 1, applicable to H125/AS350 versions B2/B3 and H125
- Certification requirements for the installation is found on the webpage and may vary with reference to conditions of the national authority
- Swiss Rotor Services offers a mobile team and/or instructor to install the MPVK
- List of partners for Distribution, Installation and Service & Support is found on the webpage
- Installation effort will require approximately 90 to 140 manhours – depending on MOD status and configuration of helicopter
- No out of phase maintenance for MPVK is required



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