



eurocopter
EC175

EC175: Designed for Customers, with Customers.



eurocopter
an EADS Company

thinking without limits

The best medium twin for the next decades.

Designed with our customers, the EC175 sets new standards for all your missions.

Ingeniously optimized.

Extensive end-user advice combined with the latest generation computer aided design and virtual simulation mock-up were essential to the optimization of the EC175. Result? It is the roomiest, safest, most comfortable, easiest to fly, cheapest to maintain, most cost-effective 7-ton robust workhorse in the world.

Our design process allowed for the optimisation of the EC175 design at an early stage rather than at final assembly. There is no better way to approach perfection.

A versatile, fully equipped civil helicopter, the EC175 is capable of fulfilling missions in various segments, such as Oil & Gas, Search and Rescue (SAR), public services, Police, Emergency Medical Services (EMS) and for Corporate or VIP transportation.

And starting with the Oil & Gas mission, crew-changes configuration has been carefully studied and fully optimized, with operators and end-users. The SAR configuration is currently following the same validation process.

Seemingly small outside, surprisingly large inside.

The EC175's wide cabin carries up to 16 passengers. In fact, it is the only 16 pax craft in its class. It provides unrivalled comfort and the highest levels of accessibility and visibility.

The EC175 has the highest useful volume and payload, as well as the highest performance and range in its class. This means it can carry more passengers on more round trips per day, at a lower cost per seat, than any other 7-ton-class helicopter.



16 passengers in Oil & Gas configuration



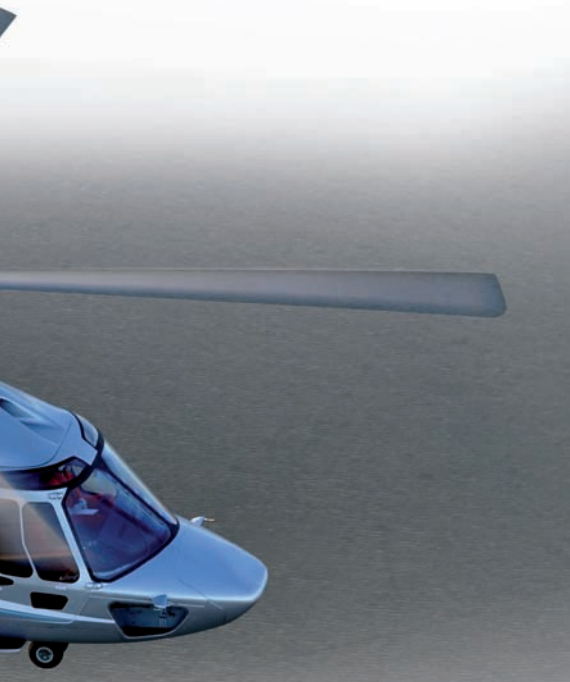
"EC175's first flight on December 4th, 2009"



Extra-wide, sliding, passenger doors



Unrivalled cabin volume



Bigger cabin, greater comfort.

With oil platforms farther and farther out to sea, two hours helicopter rides are now common. Therefore cabin comfort is becoming important as cost per seat already is.

With the biggest cabin of any medium twin, the EC175 offers first-class comfort and ideal seating arrangements with lots of leg room for up to 16 passengers in Oil & Gas configuration. It also has more windows than walls, which ensure panoramic views for all.

The roomy, flat-floored, unobstructed cabin is easily accessible, thanks to extra-large sliding doors on both sides. The easy cabin access can also accommodate the fork-lift loading of bulky cargo.

On track.

The EC175 program has been launched in December 2005, and the first prototype flew, as planned at that time, 4 years later. The development is going on in order to obtain certifications in 2011 and deliveries in 2012.

Two large upward-opening hatches give access to the vast 83 cubic ft / 2.35 m³ luggage compartment. This compartment can also be accessed from the cabin .

The EC175 was designed with the end user in mind, right down to its low vibration and noise levels. Thanks to the five-bladed main rotor, minimized bearing rotor head and superior soundproofing, it offers the quietest, smoothest-riding 16-seat cabin around—a quality long-haul passengers and pilots will appreciate.

Ultimate comfort: cockpit and cabin are individually and automatically air conditioned using automotive quality components.

A cockpit pilots will love.

The EC175's spacious cockpit was designed by pilots for pilots.

Wide, hinged, hydraulically assisted doors provide effortless access and egress. Immense windows offer an exceptionally large field of vision.

The Eurocopter-exclusive, advanced human-machine interface is designed upon helicopter specifics, not just adapted from general aviation.

The all-glass, 6X8 inch multi-function LCD displays, plus optional central mission display, offer ideal ergonomics and symbolizations that are truly pilot friendly. The common cockpit concept throughout the Eurocopter range greatly simplifies the addition of the EC175 to existing fleets.

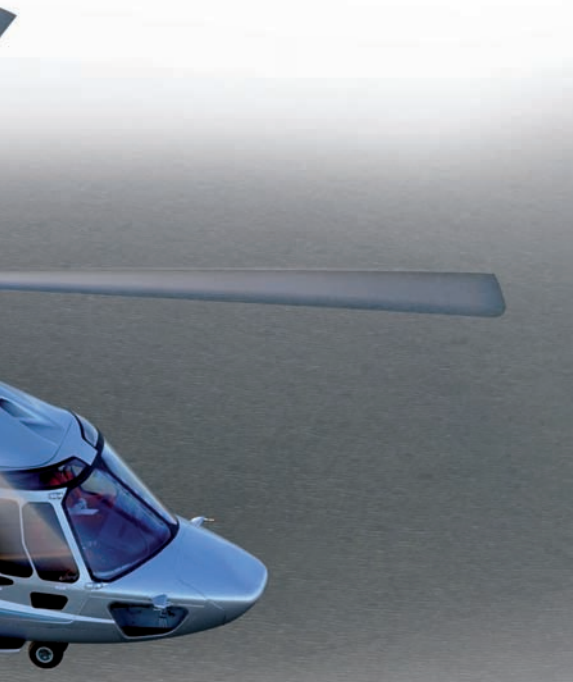
Advanced caution and warning systems have built-in test functions for fault indication and maintenance of all critical systems cautions and warnings, also associated with audio tones.

The EC175's state-of-the-art avionics are derived from the acknowledged EC225. The 4-axis dual duplex autopilot provides unrivalled precision and stability for automatic transitions to hover on ships or on shore. It is linked to the Flight Management System for area navigation and all other upper modes: trans up, trans down, hover, etc. All these pilot-friendly systems, added to the Full Authority Digital Engine Control, substantially reduce pilot workload and enhance pilot precision, even in roughest weather conditions.

Open architecture permits easy connection of navigation sensors. In addition, the vast central console comes completely configured, but still has room for many customizations.



A cockpit designed by pilots for pilots



Versatility.

The EC175 has been designed to make it operational friendly. Therefore it will offer an extreme cabin versatility. Based on the Oil & Gas configuration, customers will be able to quickly reconfigure the cabin in order to perform either the Corporate mission, either the Search and Rescue one. Dedicated SAR and VIP configurations will come next.



A concept of Corporate interior



A concept of SAR configuration

More power.

The EC175 is powered two proven and reliable Pratt & Whitney PT6C engines.

The five-bladed main rotor and three-bladed tail rotor are equipped with blades of a new-generation, profiles and tips. These blades, not only offer a reduction in vibration and noise, but also provide increased lift power and speed.

The Spheriflex® design, minimized bearing rotor head is damage tolerant.

The EC175's brand-new main gearbox has two accessory gearboxes for double redundancy and is capable of a 30 min flight after total loss of oil. De-clutch capability gives Auxiliary Power Unit benefits without the cost and weight of an additional equipment.

The fuel system, under floor, is a four-tank standard configuration carrying more than 600 US gals (2,300 liters). An optional auxiliary fuel tank adds more than 90 US gals (almost 350 liters) for long range missions. With its simple architecture, the fuel system offers ground pressure refuelling capability and is designed for safety.

5 large easy emergency egresses per side



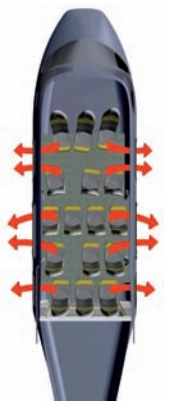
New safety standards.

The EC175 exceeds EASA CS29 crashworthiness requirements. In addition to general fail-safe design and fully redundant systems, emergency egress capacity exceeds EASA Type IV certification requirements. Two wide pilot doors, two extra-wide sliding passenger doors and eight large push-out windows allow 16 passengers and 2 pilots to leave the aircraft in a matter of seconds.

Oversized front and aft emergency floatation devices are permanently "armed" in flight, and can be inflated at high speeds. The EC175 has Sea State 6 capability with a high helicopter waterline.

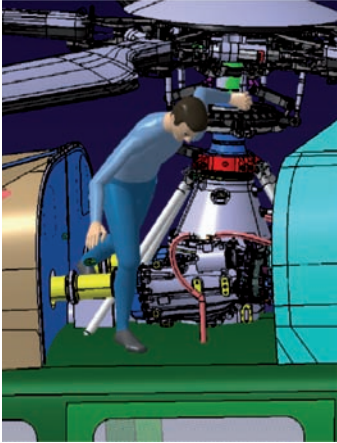
Two oversized 12 to 18-pax life rafts can be easily released by passengers or crew.

All emergency evacuation features and scenarios have been designed and validated by Oil & Gas industry safety advisors, operators and pilots.



Easy egress for 16 pax and 2 pilots





**Designed
for easy
maintenance**

Operator-designed maintenance concept.

Customer advice and a logistic support analysis based on most advanced standards showed that a new maintenance approach for the EC175 would provide significant economic savings.

The benefits were achieved, first through a reduction of maintenance workload and costs, by reducing the number of maintenance tasks and their frequency.

And secondly, by improving reliability of the different systems.

The EC175 is a major step in terms of development process and technical integration, with the use of a DMU (Digital Mock Up). This DMU is a virtual helicopter, fully represented in 3D, used as a common basis for all the designers. In addition, this DMU provides outstanding information to generate the documentation and prepare the maintenance operations.

Result? Increased availability, reliability and safety. With an inevitable decrease in maintenance costs.

Application of "MSG-3" methodology to the elaboration of the Master Servicing Manual led to suppression of the usual "after-last-flight" visit, reduced frequency of the Technical Inspection, and complete suppression of the Major Inspection.

The Pratt & Whitney PT6C engines are renowned for excellent Time Between Overhaul (5,000 hours). The Spheriflex® design rotor head requires only "On-Condition" maintenance.

The rugged but simple airframe has a metallic structure made essentially of extremely light but rigid aluminum alloy. Maritime corrosion treated, it is easy to maintain and easy to repair.

Eurocopter offers a comprehensive array of repair and overhaul services to ensure maximum availability with fully controlled costs. Services range from basic OEM repair to comprehensive Parst-By-the-Hour and Oil & Gas Availability Program (OGAP).

No detail escapes Eurocopter.

A variety of training devices can be made available at initial delivery. These can include totally portable, computer- and Web-based training; avionic and part task trainers; light training devices (in effect, small control-panel simulators); full flight simulators; and actual training aircraft.

Not only is the new EC175 a superb technical success, but also offers excellent service support and training. Eurocopter does everything possible to make sure that the EC175 is a user-friendly helicopter at its customer's service .

The number one leader in the helicopter industry.

With 55% of all worldwide civil and parapublic helicopter deliveries, Eurocopter is world leader in the design, manufacture and maintenance of rotary-wing aircraft.

We owe our success to our clients, of course, and to five simple precepts:

First, safety. Safety has always been, and will always be, the top priority for Eurocopter.

Second, we work hard to understand your needs. Our mission is to provide helicopters tailor-made and fully equipped to suit your specific requirements.

Third, Eurocopter sells and supports the broadest range of helicopters offered by any manufacturer. We can fulfill any conceivable mission, whether it is law enforcement, Emergency Medical Services, personnel or cargo transport to offshore Oil & Gas platforms in any weather, or ferrying corporate officers and VIPs in the utmost comfort.

Fourth, meeting our clients' demands during more than 69 million flight-hours has driven our R&D engineers to an impressive number of technological firsts in order to make our helicopters safer, lighter, quieter, more durable, as well as easier and more economical to operate and maintain.

And fifth, Eurocopter is equipped to give you the individual attention, service and support you require. We have over 16,500 employees in 142 countries (more than any other manufacturer) serving our 2,800 clients and their 10,700-odd helicopters currently flying. The right help is always there when you need it, from component repair and overhaul services to parts and spares-support and training programs.

Created in 1992 from the merger of two existing helicopter manufacturers, Eurocopter is today a wholly owned subsidiary of EADS, the European Aeronautic, Defence and Space Company, one of the two largest aerospace groups in the world. Which is a sixth reason for doing business with Eurocopter – you can count on us to be around for a very long time.



eurocopter
an EADS Company



www.eurocopter.com

EC175 04 02 10E. Designed by Eurocopter - Photos: Patrick Penna - Jérôme Deulin - Eric Raz - Céline Simon Paoli.
eurocopter, Thinking without limits, EC175 - Spheriflex are trademarks of the Eurocopter Group. Corporate Communications Department.
Eurocopter reserves the right to make configuration and data changes at any time without notice.
The facts and figures contained in this document and expressed in good faith do not constitute any offer or contract with Eurocopter.



Printed on PEFC certified paper originating from sustainable forests.

