



# By your Side













# SAFETY



# HELIONIX®





# HELIONIX®

The Only Human Machine Interface designed by an OEM  
FOR Helicopters



# HELIONIX®

## How does it Help??







# HELIONIX® - Most innovative display concept

Navigation

Height & Altitude

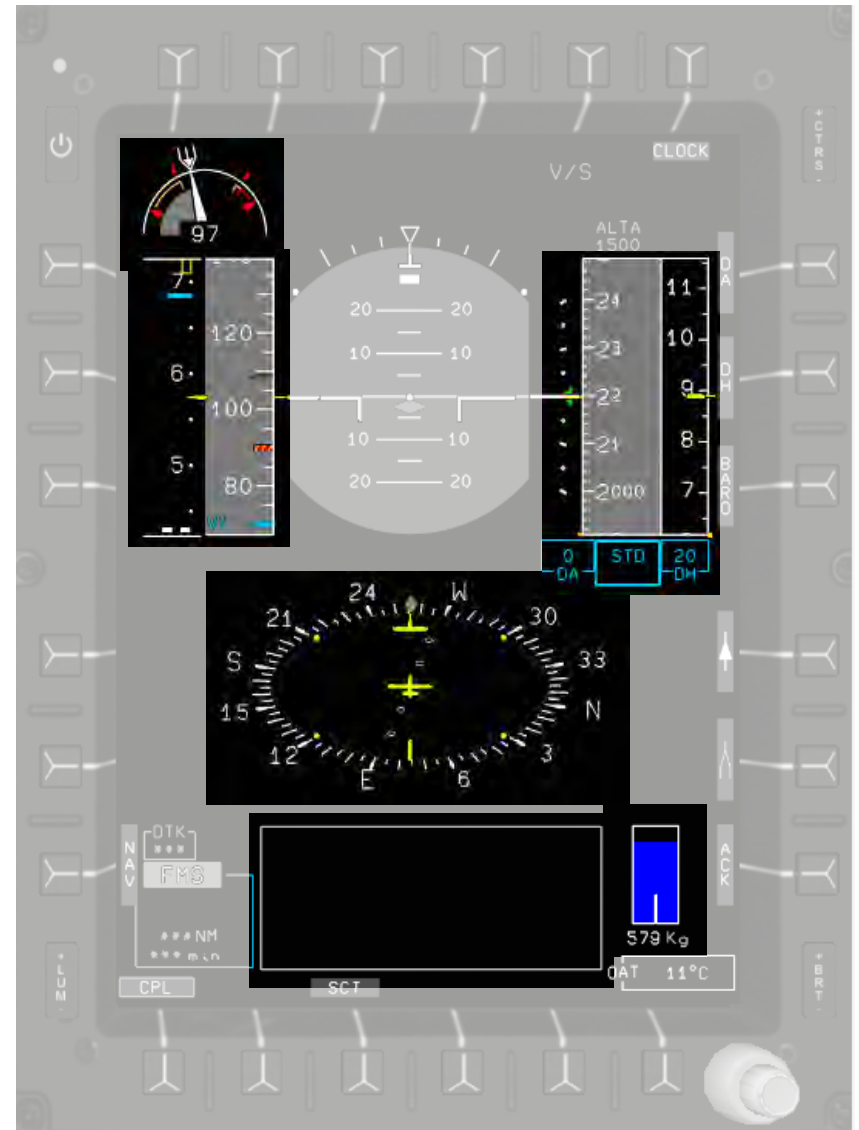
Fuel

Caution and Warning display

Rotor Speed, Mast Moment

OEI Power management

Power & Collective Pitch Management  
(FLI)





# Safety: Innovative crew alerting system

Enhanced Safety by reduction of pilot's surveillance workload



FUEL 1	LOW
DOORS	
NR SENSOR	
PWR UP TST OK	

- Clear messages
- Priority order display
- Alert filtering
- Alert gathering
- Pre-alerting messages

- Red alarms
- Amber alarms
- Advisory  
(pre-thresholds & feedbacks)
- Equipment status  
(hoist, L/G light.....)

Voice messages  
+ or unique tone

+ Gong



Keep safe even looking outside  
Fast and intuitive failure assessment

# On demand information

- Unique built-in test capacity
- Automatic reconfiguration by the system (Manual still possible)
- Easy decision process



Better failures understanding and management +  
automatic reconfiguration for enhanced flight safety



### Standard Upper Modes

- Altitude Hold (ALT)
- Heading Select and Hold (HDG)
- Air speed Select and Hold (IAS)
- Vertical Speed Select and Hold (VS)
- Altitude Acquisition (ALT.A)
- Go-Around (GA)

### Navigation and Approach Upper Modes

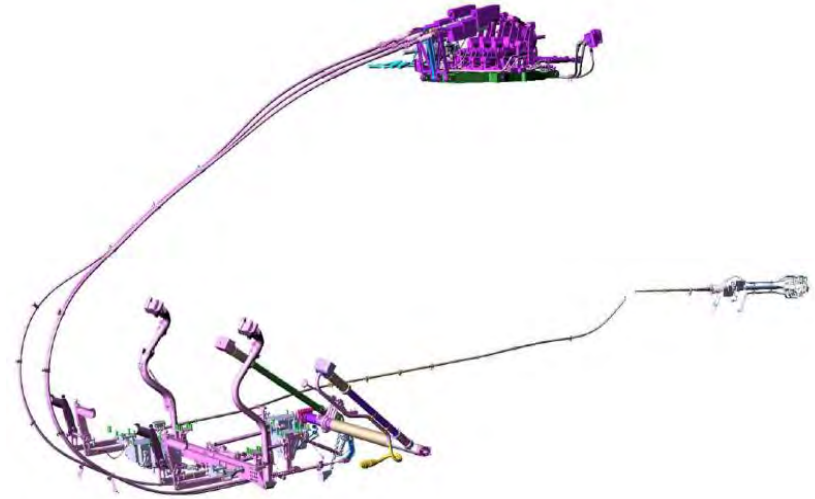
- Localizer (LOC) and Glide Slope (GS)
- VOR Navigation (VOR)
- En-Route Navigation (NAV)
- FMS-coupled lateral/directional guidance for en-route navigation

### GPS-based Upper Modes

- Track Angle Select and Hold (TRK)
- Flight Path Angle Select and Hold (FPA)

### 4-axis AFCS Capabilities

- Radio Height Select and Hold (CRHT)
- Combination of vertical upper modes (ALT, ALT.A, VS, FPA, GS) with IAS mode
- Automatic power management to respect engine power limitations
- Preservation of vertical upper modes down to low speed
- Extension of carefree handling features (auto level-off and fly-up at all speeds)



**FLIGHT ENVELOPE PROTECTION**

### HTAWS

- To prevent from Terrain or Obstacle collision
- Ground proximity warnings
- Prioritized by Helionix



### EUROSAT MOVING MAP

TCAS

HUMS

### Synthetic Vision System

### ELECTRONIC FLIGHT BAG

- Electronic Check lists
- Electronic Manuals
- Chart viewer (airports, taxiways, instrument approach)





# Rig'N Fly automatic rig approach

Simply the best helicopter offshore automation in the world.

Highest automation

Safest

Optimised Rig database

Approach flexibility

Low height protection

Day/night height setting

AIS

Offset or Direct approach

Situation awareness

Just one clic to the decision point where  
Landing via Ground speed mode + Alt protection  
or automatic Go Around

Possible rerouting or  
hold in case of conflict  
during approach

UNIQUE

 **AIRBUS**  
HELICOPTERS

# RIG'N FLY concept

## Keep It Simple

1/ Select the RIG from O/S DB



Check / tune default optimized parameters



2/ Let H/C fly



2 actions to build & fly the path!

### Just RIG...

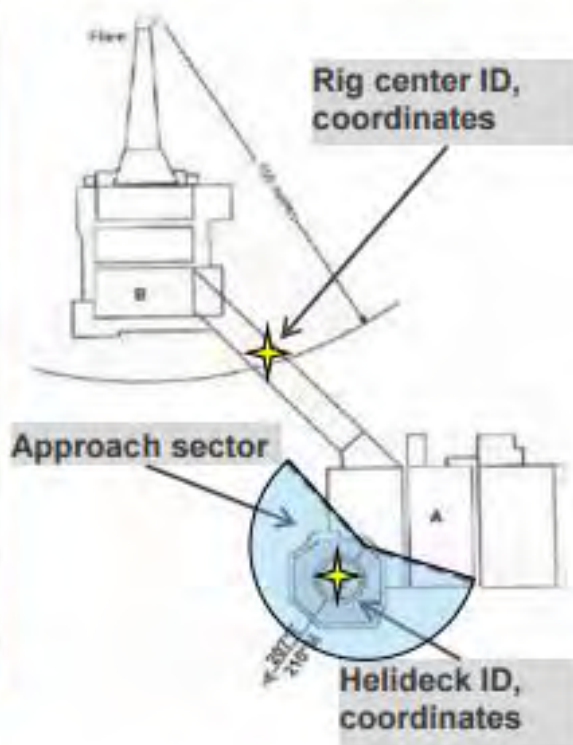
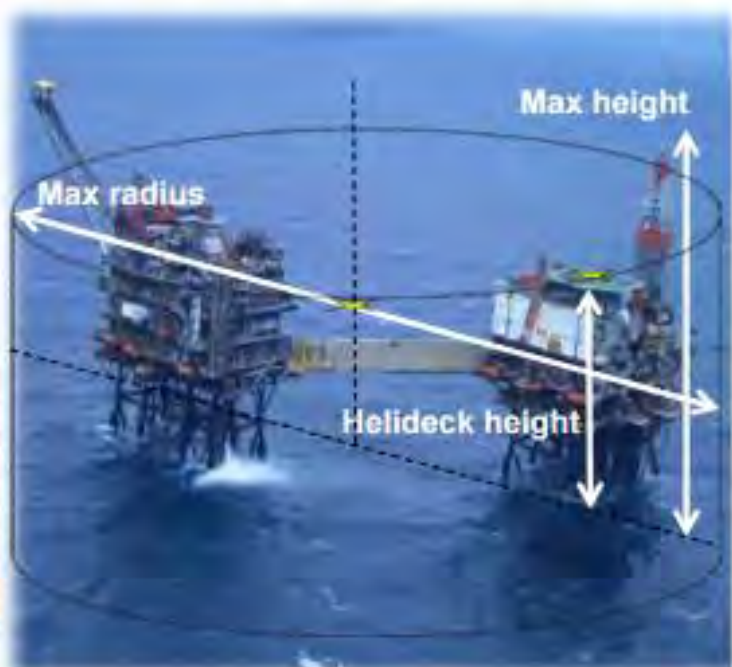
### ... 'N FLY!

Safe Operations same procedural steps as for a standard airport approach





# RIG'N FLY Default optimized approach parameters



Off shore database :

System computes default optimized approach parameters:

- **Course** : within **wind** with respect to **approach sector**
- **MDA** function of **deck height** and **DAY/NIGHT** predicted arrival

To approach moving O/S installations not storable in O/S DB (FPSO, FSO) AIS must be used.









# BREAKTHROUGH DESIGN ...

**Full composite airframe**

**New canted Fenestron®**

**Blue Edge® Blades**



**Biplane Stabilizer™**

**Electrical landing gear™**

**New generation  
turboshaft engine**

***Incorporating 68 dedicated patents***

# Performance

125 NM RoA, with 12 pax, ISA+20, reserves included, CAT A, PC1

Cruise Speed 160Kts

Fuel Tank: 1400l (12% increase compared to H155)

Cabin surface: 5,90 m<sup>2</sup> (15% increase compared to H155)

Cabin Volume: 7.80 m<sup>3</sup> ( 17% increase compared to H155)





*THANK YOU FOR YOUR ATTENTION,*

*ANY QUESTIONS?*