

PROVEN UTILITY, WORLDWIDE

AW109LUH





AW109^{LUH}

PERFORMING WORLDWIDE

A wide range of mission equipment and armament makes the AW109LUH a true multi-role Light Utility Helicopter capable of satisfying a broad range of military requirements and missions including:

- Patrol and Reconnaissance
- Escort / Area suppression
- Troop Transport
- Light Attack / Anti-tank
- Liaison and Command
- Medical Evacuation





MISSION EQUIPMENT FOR MULTI-ROLE CAPABILITY

A wide range of mission equipment is available to configure the AW109LUH to meet specific mission requirements such as:

- Reinforced Pilot / Co-pilot windshield
- Wire strike protection system
- Bleed air heater
- Environmental control unit
- One or two longitudinal stretchers
- Cargo platform (500 kg / m²)
- Single or dual external cargo hook (1,000 kg / 500 kg)
- Rescue hoist (272 kg)
- Snow skis
- Slump protection pads
- Emergency floats
- Engine air particle separator

- Engine fire extinguisher
- Closed circuit refuelling system
- SX-16 high intensity search light
- External loudspeaker system
- FLIR / TV sensors
- Sonobuoy dispenser

INTERNAL ARMAMENT

- Door gunner post 12.7 mm machine gun
- Two pintle-mounted 7.62 mm machine guns

EXTERNAL ARMAMENT

- 12,7 mm machine gun pod (250 or 400 rounds)
- Combined 12,7 mm gun pod / 3 tubes 2.75 in rocket launcher
- 7.62 mm machine gun pod
- 2.75 in rocket launcher available in 7 or 12 tubes

SUPERIOR PERFORMANCE

The AW109LUH, equipped with two powerful Turbomeca Arrius 2K2 engines with FADEC, features superior performance in any operational environment /condition from hot and high up to single engine operation thanks to the high power margin availability.

Agility, manoeuvrability, plus excellent handling and flight qualities, make the AW109LUH the best selling helicopter in the light twin-engine class able to satisfy the requirements of today's modern armed forces for a light high performance multi-role utility helicopter.

MAXIMUM SURVIVABILITY AND SAFETY

A range of design features contribute to increased safety of both the aircraft and its subsystems:

- Duplication and separation of all the main systems (hydraulic, electric, and fuel)
- Main gear box with 30-min run dry capability
- Airframe structure (boat, roof, beams) and main rotor system ballistic tolerant to single 7.62 or 12,7 mm bullet hits
- Crashworthy fuel system
- Self sealing fuel tanks
- Pilot / Co-pilot armoured seats
- Chaff & Flare dispenser
- Radar warning
- Laser warning
- Missile approach warning system.

REDUCED PILOT WORKLOAD

The AW109LUH helicopter avionics suite, based on state-of-the-art technology and high levels of integration, features an ergonomically designed instrument panel with 3 main LCMFDs fully capable of IFR / IMC operation and NVG compatible.

Com/Nav system includes VHF-UHF/AM-FM radio, HF/SSB radio, ADF, DME, GPS, AHRS, IFF, Radar altimeter and ELT.

The advanced avionic package integrates the 4-axis digital AFCS with Flight Management System, GPS, Doppler Velocity Sensor, Digital Map Generator and Stormscope to increase situational awareness and to reduce pilot workload.



AIR TRANSPORTABILITY

C-130 transportability is assured by removing the main rotor blades and the lower vertical tail fin only.

WORLDWIDE SUPPORT

The AW109LUH benefits from an extensive global network of customer representatives, technicians and engineers, complemented by repairs, overhaul and spares facilities around the world. Various training devices and Full Level-D flight simulators are available to enhance pilot training and maximise safety.





AW109LUH CHARACTERISTICS

Dimensions

| | | |
|---------------------|---------|------------|
| Length | 13.04 m | 42 ft 9 in |
| Main rotor diameter | 10.83 m | 35 ft 6 in |

Engine Rating (2 x Turbomeca Arrius 2K2)

| | | |
|-------------------------------|------------|-------------|
| Take off power (5 min) | 2 x 533 kW | 2 x 714 shp |
| OEI Max contingency (2.5 min) | 590 kW | 791 shp |

Transmission Rating

| | | |
|---------------------|--------|---------|
| Take off (5 min) | 671 kW | 900 shp |
| OEI max contingency | 477 kW | 640 shp |

Fuel Capacity

| | | |
|--------------------|-------|-----------|
| 3-cell fuel system | 608 l | 160 USgal |
| 4-cell fuel system | 716 l | 190 USgal |
| 5-cell fuel system | 881 l | 233 USgal |

Weight (MTOW)

| | | |
|--|----------|----------|
| Max Gross Weight (int. loads) | 3,000 kg | 6,614 lb |
| Alternative All Up Weight (int. loads) | 3,175 kg | 7,000 lb |
| Max Gross Weight (sling loads) | 3,200 kg | 7,055 lb |
| Baseline Empty Weight | 1,980 kg | 4,365 lb |

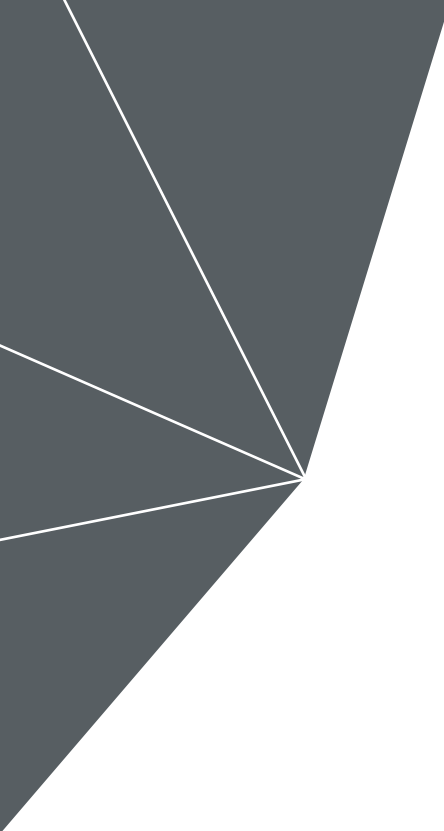
Seating

| | |
|------------------|---------------|
| Crew / Passenger | 1 / 2 - 7 / 6 |
|------------------|---------------|

Performance (ISA, 3000 kg / 6614 lb)

| | | |
|----------------------------------|------------|--------------|
| VNE (SL) | 311 Km/h | 168 kt |
| Cruise Speed (SL) | 283 Km/h | 153 kt |
| Rate of Climb (SL) | 8.5 m/s | 1,680 ft/min |
| Hovering IGE | 5,334 m | 17,500 ft |
| Hovering OGE | 3,505 m | 11,500 ft |
| Service Ceiling | > 6,096 m | > 20,000 ft |
| OEI max service ceiling | 3,688 m | 12,100 ft |
| Maximum range ⁽¹⁾ | 926 km | 500 nm |
| Maximum endurance ⁽¹⁾ | 4 h 46 min | |

⁽¹⁾ with 233 USgal, no reserve, @ 5,000 ft



Visit
agustawestland.com



You can also
follow us on:

