

ROTOR

JOURNAL



KOREA

All Systems Go

NH90 IN IOC+ CONFIGURATION

First Deliveries

EUROCOPTER IN JAPAN

～日本における航跡と飛躍～



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Eurocopter Reinforces Its Proximity to Customers

By Lutz Bertling, *President and CEO of Eurocopter*

Reinforcing our proximity to customers remains one of our strategic priorities as we believe we can best support your success by being close to you. With this in mind, we are continuing to make investments to best meet your needs. In all the countries in which we are based, our goal is to generate more added value locally and to significantly improve your overall satisfaction. With an increase in resources and a reinforced international presence, Eurocopter will be in a better position to serve you for all of your activities.

Our strategy has become a reality over the years, the latest examples being the creation of Eurocopter UK in 2007, the takeover in 2008 of the German company Motorflug specialized in maintenance, repair and overhaul activities, and the acquired majority shareholding in Helibras, our Brazilian subsidiary. This year, Japan has been our focus for major investments. We have created a subsidiary to handle our commercial and industrial activities in Japan and tasked it with providing you top-notch support for all civil and military missions you perform with Eurocopter helicopters. Through these recent acquisitions, we have become the first foreign company in the aeronautics industry to have an industrial presence in Japan. Our long-term presence in Japan and the strong relationship we have built together over the last forty years has paved the way for continued sustainable growth and development in the country.

These investments are in line with our strategy of international deployment whose objective is to reinforce our presence in all of the key markets for Eurocopter. The success of your missions is our ambition.

A handwritten signature in black ink, appearing to read "Lutz Bertling". The signature is fluid and cursive, written in the bottom right corner of the page.



On a Live Wire

The Canadian operator Hydro One is a renowned specialist in construction, surveillance and maintenance work on very high-voltage power lines. Currently, the AS350 Ecureuil in its B2 and B3 versions compose 75% of their fleet.





Shine a Light

Eurocopter's new laboratory dedicated to lighting systems will allow the Group to test new systems as they arrive on the market and to better integrate them on Eurocopter helicopters. A wide range of systems can now be tested: Navigation lights, instrument panel lighting, night vision goggles (NVGs) and glass cockpit screens are but a few examples.

HIGHLIGHTS

THE 2009 PARIS AIR SHOW

ARTICLE: MONIQUE COLONGES



← JUNE 15

• **Accompanied by** Eurocopter President and CEO **Lutz Bertling** and EADS CEO **Louis Gallois**, the French Prime Minister **François Fillon** visited the Eurocopter static display area, where he took a special interest in the Bluecopter technology demonstrator.

• **An agreement was signed between Eurocopter and ATE**, the South African weapon system manufacturer, covering the design, development, manufacturing and support services for a stand-alone weapon system (SAWS) that could one day be installed on light and medium-weight Eurocopter helicopters.

→ JUNE 16

• Eurocopter's Brazilian subsidiary **Helibras** delivered the first EC145 to a South American customer. The helicopter will be used for VIP transportation.

• **Australian Aerospace and Nexter Systems** signed a 5-year support contract for the turreted guns used by the Australian Army's Tiger ARH fleet.

• **Jens Goennemann**, CEO of Australian Aerospace, and **Jean-François Coutris**, executive vice president of Sagem, signed a 6-year renewable support contract covering maintenance, repair and spare parts for the STRIX observation and sighting system used on the Australian Army's 22 Tigers.



← JUNE 16

• **Eurocopter signed a 10-year research and technology cooperative agreement** with the National Research Council Canada (NRC), covering areas such as manufacturing techniques, flight testing and research to improve environmental protection.

JUNE 16 →

• **Pawan Hans**, India's number one helicopter operator in both the civil and parapublic markets, signed a contract with Eurocopter for three AS350 B3 Ecureuil/AStars. The Indian operator currently operates a fleet of 27 Dauphins – the largest in the world.



↓ JUNE 16

• **Eurocopter and Pegaso** celebrated the 1889 flight hours chalked up by the operator in 2008 with its EC145 (serial number 9095). Based in Ciudad del Carmen, Mexico, Pegaso performs oil and gas missions in the Gulf of Mexico. The company has been operating Eurocopter helicopters for more than 25 years.



↑ JUNE 17

• RTE signed a contract with Eurocopter for four helicopters: Three Ecureuils (two AS350 B2s and one AS350 B3) and one EC135. **Patrick Devedjian**, the French minister in charge of economic recovery, **Philippe Harache**, executive vice president of Eurocopter's Customer department, and **Dominique Maillard**, chairman of RTE, all attended the event.

JUNE 16 →

• **Eurocopter delivered a second EC135** to Koçoğlu Aviation, based in Turkey.

The Turkish operator ordered twelve aircraft in 2008: Ten EC135s, one EC145 and one EC155 through a leasing agreement.

Six of the helicopters have been in service since November 2008.



↓ JUNE 17

• **Eurocopter handed over the keys to an additional EC155 B1 to the Danish operator DanCopter**, which now operates a total of six EC155s. The helicopter was also the 100th EC155 to be delivered and the 900th helicopter in the Dauphin family.



JUNE 17

• Approximately 50 journalists attended a press conference given by Eurocopter President and CEO **Lutz Bertling**.





↑ JUNE 18

• Eurocopter South East Asia delivered the first EC155 B1 to Northern Service Flight Company (NSFC), based in Hanoi, Vietnam. NSFC recently signed a contract for an additional EC155 B1 to be delivered in 2010. The helicopter will be used for search and rescue (SAR) missions.



↑ JUNE 18

• Eurocopter and the German BWB signed, a 24.9-million euro contract for the retrofit of 26 CH53 GS/GE helicopters operated by the German Army. **Rüdiger Wolf**, the state secretary in the Federal Ministry of Defense in Germany, and Eurocopter President and CEO **Lutz Bertling** both attended the event. The first helicopter with its completed retrofit is scheduled for delivery in the beginning of 2010.

JUNE 20 →

• Accompanied by EADS President **Louis Gallois** and Eurocopter President and CEO **Lutz Bertling**, **Nicolas Sarkozy** visited Eurocopter's static display area. They also paid a visit to the EADS display area, where a life-size mock-up of the EC175 was displayed.



Photos: © Eurocopter / P. Penna

OTHER EVENTS

- **THE EC175** was on display for the first time in Europe.
- Flight demonstrations with **THE TIGER** were performed every day at the air show.
- On June 16 and 17, visitors to the air show were wowed by flight demonstrations performed by the naval version of **THE NH90**, the NFH. The helicopter will be delivered to the French Navy in 2010.

→ For the first time, EADS and Eurocopter presented the avant-garde technology **BLUECOPTER**. A joint effort between EADS and Eurocopter, the Bluecopter technology demonstrator is equipped with a high-compression engine especially designed for rotorcraft. It is expected to set new standards in terms of emissions and fuel efficiency, accelerating the progress made toward reaching the objectives set by ACARE and supplementing the European Clean Sky program. The Bluecopter technologies also have potential for other applications, such as for powering drones and auxiliary power units (APUs).

DAUPHIN

FROM MATURITY TO EXCELLENCE

The Dauphin is evolving and giving rise to a new-generation model, with sleeker contours and state-of-the-art avionics: The Dauphin N3+.

ARTICLE: ALEXANDRE MARCHAND

The Dauphin goes about its business in a quiet but effective way: All models taken together (Dauphin N and EC155 families), 48 aircraft were ordered and 38 were delivered in 2008. More than 300 customers from 64 countries are currently operating 900 helicopters from the Dauphin range. The whole fleet totals 4.5 million flight hours and the Dauphin's most renowned operator, the U.S. Coast Guard, has notched up a good quarter of these hours. "The Dauphin is a tremendous success on the market, but it tends to be overshadowed by the new range of aircraft," explains Véronique Jaffé, Dauphin Family Marketing Manager. "The launch of a new-generation model will put this outstanding aircraft back where it belongs—center stage on the commercial scene."

What will the new Dauphin N3+, which will replace the current Dauphin AS365 N3⁽¹⁾, look like?

A beautifully executed "nose job" has grafted the long nose of the EC155 onto the new aircraft, and the elegant profile is accentuated by the use of tinted glass. Five VIP and four corporate configurations are on offer, with four to



six seats for passengers, who can enjoy personal screens and improved air conditioning. The instrument panel, however, contains the most innovative feature: Like the AS365 N3 Dauphin, the Dauphin N3+ has four multi-function screens plus a four-axis autopilot that is very similar to the one on the EC225. The latest Dauphin also has brand new avionics. The autopilot, which is combined with a mission computer and a Doppler radar navigation system, makes the aircraft much easier to fly, and clears the way for the aircraft to be used in search & rescue (SAR) mode. Two avionics suites are on offer: One based on the Garmin GNS430 system, and the other on the Proline 21 suite. More optional equipment is also available for the new Dauphin N3+ than was previously available for the AS365 N3.

"But the innovation doesn't stop with the aircraft itself," insists Véronique Jaffé. "We have set up a new-generation production line where the assembly cycle has been slashed by 30%. We have also introduced innovative training equipment with a flight simulator that will be available in France beginning in 2011. Another simulator will probably be introduced in Asia."

Excluding optional equipment, the Dauphin N3+ is sold at the same price as the AS365 N3 Dauphin it is replacing. The new helicopter also has the same engines, but its performances and useful load have been improved because its new equipment is lighter. The Dauphin N3+ is expected to receive its certification at the end of 2010. ■

(1) The Panther N3+ will replace the Panther.



SPAIN

NEW HELICOPTER DELIVERY CENTER

On July 16, 2009, Eurocopter in Spain inaugurated its new helicopter delivery center, where both military and civil customers can accept their new helicopters. All new helicopters manufactured in Spain for European customers will be delivered through the center, unless stipulated otherwise in the contract.

The new center has its own hangar furnished with modern equipment and direct access to the flight line, plus meeting rooms and offices that offer customers true VIP comfort.

In early September, a helicopter delivery manager was assigned to the Eurocopter plant in Albacete to make sure that customers receive their helicopters in the best possible conditions and that they are completely satisfied with their new aircraft. ■

HELIBRAS
AT THE LABACE AND INTERSEG

At the Latin American Business Aviation Conference & Exhibition (LABACE), which was held in Sao Paulo, Brazil from August 13 to 15, 2009, Helibras presented the EC155, a helicopter that is particularly well-suited to the exacting demands of the corporate market. Helibras was also on hand from August 25 to 27 at the Interseg 2009 trade fair, where the Eurocopter subsidiary delivered its 500th light helicopter—an AS350 B2 Ecureuil/AStar—to Binho Marques, the governor of the State of Acre. This is the first helicopter to be operated by the State of Acre, which will be using the aircraft for public security and civil defense missions.

Helibras has been manufacturing the Ecureuil/AStar since 1978. The company has a commanding 81% share of the public security market segment in Brazil, and is also the leader in the corporate segment with 46% of the market. ■



RUSSIA
FURTHER COOPERATION WITH UT AIR

On August 27, 2009, Eurocopter and UTair Aviation signed a memorandum of agreement to create a Eurocopter-certified training center for pilots and technicians in Russia. The new center will open its doors in early 2010 in the city of Tiumen. This new agreement marks a new level of engagement between the two companies, which have already been cooperating for several years. Another major project was undertaken in 2008, when Eurocopter and UTair decided to create a Eurocopter-certified maintenance center in Tiumen for the Eurocopter fleet in service in Russia. The new maintenance center will be inaugurated before the end of the year. ■

100,000

The total number of flight hours completed through the end of August by the 32 EC130s flown by the U.S. operator Maverick Helicopters. The company, which specializes in tourist flights, first began operating the EC130 in July 2003.

AGENDA

Over the next few months, Eurocopter and its subsidiaries will be participating in several different air shows and conventions throughout the world.

OCTOBER 5 TO 8, 2009

► LAVEX,
Tripoli (Libya)

OCTOBER 20 TO 22, 2009

► NBAA,
Orlando (United States)

OCTOBER 20 TO 25, 2009

► SEOUL AIRSHOW,
Seoul (South Korea)

NOVEMBER 11 TO 14, 2009

► EXPOMIL,
Bucharest (Romania)

NOVEMBER 15 TO 19, 2009

► DUBAI AIRSHOW,
Dubai (United Arab Emirates)

DECEMBER 1 TO 5, 2009

► LIMA,
Langkawi (Malaysia)

CORRECTION

The testing of active rotor controls was conducted on a BK117 and not on an EC145, as was indicated on page 19 and in the caption on page 20 of Rotor Journal 82.

FAMET

FIRST CHINOOK AND COUGAR DELIVERIES WITH THE ASE SUITE

At the end of September, the first two Chinook and Cougar prototypes modernized by Eurocopter Spain will be delivered to the end customer, the FAMET⁽¹⁾. The helicopters will be delivered with the ASE⁽²⁾ electronic warfare suite. In May 2009, flight tests were performed with the ASE in Huelva, in Southern Spain. Decoys were successfully launched during the test campaign.

The ASE is an electronic warfare and self-protection suite comprising three warning subsystems (missile, laser and radar) and a counter-measure launching system.

This is the first time a system of this type has been installed on a helicopter in Spain. ■

- (1) The Spanish Army Air Mobile Force
(2) Aircraft Survivability Equipment



KASSEL-CALDEN A RECORD REPAIR TIME

On June 4, the German Federal Police received an EC120 from the Eurocopter maintenance center in Kassel-Calden that was repaired in record time. The helicopter was badly damaged in 2008 following an autorotation landing. The German police were impressed with the quality of the repair work and thrilled to have received their helicopter back so quickly. The delivery was made two and a half months ahead of the initially scheduled date! The police now have all six of the EC120s they use for training back in business ahead of schedule. ■

nance center in Kassel-Calden that was repaired in record time. The helicopter was badly damaged in 2008 following an autorotation landing. The German police were impressed with the quality of the repair work and thrilled to have received their helicopter back so quickly. The delivery was made two and a half months ahead of the initially scheduled date! The police now have all six of the EC120s they use for training back in business ahead of schedule. ■

NH90 IN IOC+ CONFIGURATION

FIRST DELIVERIES UNDERWAY

Deliveries of the NH90 in IOC+⁽¹⁾ configuration have begun in Germany and Finland, marking a decisive new milestone in the NH90 program. With the enhanced mission systems now offered by the NH90, customers will be able to use their helicopters for a wider range of missions.

ARTICLE: REGINA LANGE

Germany

The first NH90 in IOC+ configuration was delivered on June 5 to the German Army Aviation School in Buckeburg, and two more followed on June 26 and July 16. A total of eight are slated for delivery. According to an agreement made with the customer, the Bundeswehr's own Quality officers are now responsible for testing all the helicopters by February 2010. "Due to the current planning constraints, it looks unlikely that we'll be able to deliver the first helicopters with Full Operational Capability (FOC)⁽²⁾ immediately after delivery of the last NH90s in IOC+ configuration," comments Lothar Seidl, manager of the German NH90 TTH⁽³⁾ variants at Eurocopter. "Together with the customer, we're now studying the possibility of delivering an additional six NH90s in IOC+ configuration to the Fassberg unit and another six to the German Armed Forces in Holzendorf. Once the first NH90s in FOC configuration have been delivered,

On June 5 in Donauwörth, the first NH90 in the IOC+ configuration was delivered to the German Army Air Corps School in Buckeburg.



all the IOC and IOC+ versions will have to be upgraded to FOC. Our main goal over the months to come is to keep on improving our customer support activities, in particular for spare parts and maintenance."



The first NH90 IOC+ was delivered on August 28 to the Finnish Army Aviation base in Utti. The delivery was made from Halli, home of Patria, the company in charge of assembling the NH90s ordered by Sweden and Finland.

Finland

The first NH90 IOC+ was delivered on August 28 to the Finnish Army Aviation base in Utti, where five NH90s in the IOC configuration are already in service. The delivery was made from Halli, home of Patria, the company in charge of assembling the NH90s ordered by Sweden and Finland. Three more NH90s in IOC+ configuration are slated for delivery before the end of 2009.

The delivery of the first NH90 in FOC configuration, which was initially scheduled for early 2010, has now been pushed back to 2011 due to the qualification of the German variant (TGEA). In the meantime, six additional NH90s in IOC+ configuration will be delivered in 2010 as stipulated in the contract amendment about to be signed by Finland. All the helicopters in the IOC and IOC+ configurations will be upgraded to FOC version according to a retrofit schedule worked out with the customer.

“The delivery procedure is quite complicated, and we’re now working with the customer to find ways to simplify it,” explains Yves-Laurent Stockel, program manager for Finland. “The customer first inspects the overall condition of the machine and then conducts ground and flight tests, drawing up comments as he goes along. It is our responsibility to find a solution to each problem that arises, and only when the customer has accepted each and every solution can the process be terminated and the helicopter finally accepted.”

The delivery of the NH90s in the IOC+ configuration marks an

► A NEW FLIGHT SIMULATOR IN HOLZDORF

On June 30, government representatives, members of the German Armed Forces and journalists were all in attendance at the Holzdorf air base for the inauguration of its first NH90 flight simulator. Together with the world’s first NH90 simulator, which has already entered service in Bückeberg, the German air units now have a precious tool at their disposal for practical helicopter training.

important step in the program for Finland, as this configuration will make it possible to perform practically all the missions that were required by the Ministry of Defense of Finland when the program was initially launched.

These NH90s will be officially placed in service and fly their first operational missions in early 2010. Up until now, they have mainly been used for training flights and test campaigns.

Finland’s fleet of NH90s had logged more than 800 flight hours as of August 1st. ■

- (1) Enhanced Initial Operational Capability
- (2) The NH90’s final configuration
- (3) Tactical Transport Helicopter



Eurocopter in Japan

After half a century of close cooperation with Japan, Eurocopter has reinforced its presence in recent months in the empire of the rising sun. *Rotor Journal* spoke with Stéphane Ginoux, president of Eurocopter Japan.

INTERVIEWED BY: YUKI ONODERA



Stéphane Ginoux,
president of
Eurocopter Japan.

What is Eurocopter's position in Japan (e.g. market share, fleet, civil, military, etc.)?

Stéphane Ginoux ▶ Eurocopter Japan has been steadily expanding its presence over the past ten years.

Eurocopter has 55% of the market share in the civil and parapublic sectors, which amounts to 330 of the approximately 660 aircraft in Japan.

In the military sector, our market share remains limited; however, the contracts signed for 3 EC225s for VIP transportation (already in operation) and 15 EC135s (TH-X program) have definitely opened doors for Eurocopter.

How is the Japanese market reacting to the financial crisis?

What are the perspectives for Eurocopter?

S. G. ▶ We have not felt too big of an impact so far. Our helicopters are used quite a bit for public safety missions: these types of missions must be performed even in times of crises. However, we increasingly feel budgetary pressures: customers are asking for the best prices possible and are more concerned by the total operating cost.

Following two recent events — Eurocopter becoming the major shareholder in EuroHeli and the creation of Eurocopter Japan T & E — can you tell us more about the goals being pursued by Eurocopter in Japan?

S. G. ▶ We consider these two acquisitions as one event which has allowed us to become a full-fledged Eurocopter subsidiary and above all, the first foreign aircraft manufacturer with industrial capabilities in the Japanese aeronautic field. This definitely increases our credibility and enables us to offer added-value services to our customers.

Eurocopter Japan T & E will continue to develop its skills and know-how through increased information exchange and thanks to the skilled people who make up Eurocopter's worldwide network. On the commercial side, our sales force will be able to include more services in their offers in order to better meet customers' needs.

What other short-, medium- and long-term initiatives are planned as part of Eurocopter's strategy to become established in Japan?

S. G. ▶ Maintaining our current market share in the civil and parapublic segments is important, and we would also like to enhance our presence in the fields of the maintenance and services.

As far as new developments are concerned, we expect significant growth in the EMS market (referred to as "Doctor Heli" in Japan). Today, 22 aircraft among which more than two third are Eurocopter (EC135s and BK117s) are used for EMS missions.

We also expect corporate and VIP transportation to develop. This segment is currently far from the level one would expect from the world's second largest economy. In August, we delivered the first "L'Hélicoptère par Hermès" in Asia to Mori building. This helicopter will be used to transport passengers between downtown Tokyo and Narita airport.

We would also like to expand our fleet used for security or SAR missions by military forces and parapublic organizations.

Concerning the military market, in the short term we must ensure a smooth entry into service of the first two EC135 T2 (the THX program) to the Japanese Maritime Self Defense Force. It is a good opportunity for us to demonstrate the quality of our local organization—seeing is believing—and prepare for bigger projects. In the mid-term our major objective is to promote the NH90 as the Blackhawk's replacement. Long-term goals include offering the EC135 (for training) to other forces and also other aircraft for anti-submarine warfare (ASW).

As a new activity, harnessing the synergies developed with Eurocopter's network, we are about to set up an EC135 full flight simulator—the first in Asia. It will be at the core of our training activities that we would like to further develop in this zone.

Eurocopter has steadily developed its presence in Japan over the course of some 40 years, and we now have strong relationships with our customers. The recent developments in our implantation reinforce Eurocopter's reputation as a well-established, reliable company in Japan. ■

Leader in the civil and parapublic markets



"WITH THE CREATION OF EUROCOPTER JAPAN, EUROCOPTER HAS GAINED CONSIDERABLE STRENGTH AND INTENDS TO BECOME A MAJOR PLAYER IN THE JAPANESE MARKET, THE LEADER IN THE REGION."

Norbert Ducrot, Senior Vice President for Asia-Pacific and Chairman of the Board of Eurocopter Japan.



▶ THE EUROCOPTER FLEET IN JAPAN

As of the beginning of July 2009, 325 Eurocopter helicopters were in service in Japan for 116 different customers. The fleet comprises 5 EC120s, 91 AS350 Ecureuils, 30 AS355 Ecureuils, 6 EC130s, 53 AS365 Dauphins, 45 EC135s, 58 EC145s/BK117s, 2 EC155s, 19 AS332 Super Pumas, 6 EC225s, 9 SA315 Lamas and 1 SA330 Puma.

The missions performed by the fleet in Japan break down as follows: 44% of the fleet performs aerial work; 20% are used to collect news for television stations; 9% perform police and law enforcement missions; 11% perform passenger transportation missions (including private usage) and another 16% are used to fight fires.

in Japan, Eurocopter has reinforced its local presence over the last months.

Eurocopter and Japan: A Long-Standing Relationship

1960 In December, Nozaki & Co., Ltd officially becomes the OFEMA agent in Japan.

1961 In February, two Alouette IIs are ordered by Mitsuya Taxi Co. (which later became Toho Air Service). In September, the first of the two Alouettes is delivered and reassembled by Shin-Meiwa (currently known as Eurocopter Japan T&E). In October, the Alouette is delivered to the end customer, Mitsuya Air Service.

1977 MBB⁽¹⁾ and KHI sign a cooperation and co-development agreement for the BK117 twin-engine helicopter.

2001 In April, the joint company EuroHeli Corp. is created by Eurocopter, Kawasho (Ex-Nozaki) and Sony.

2003 In April, the president of EuroHeli, Mr. Kohzu, received "la légion d'honneur" from France in honor of long successful contribution for Eurocopter products;

the ceremony is held at the French Embassy in Tokyo.

2004 In March, the first contract is signed with the Japan Ministry of Defense for an EC225 LP in VIP configuration. In total, three EC225LP in VIP configuration are ordered.

2009 In March, a historic contract is signed with the Japan Ministry of Defense as part of the TH-X training program. Two EC135s will be delivered each year over the next eight years, for a final total of fifteen helicopters. In April, Eurocopter Japan and EuroHeli Corp. merge to form a new Eurocopter subsidiary: Eurocopter Japan. In July, Eurocopter Japan T&E is created (*see article, page 22*).

(1) Messerschmitt-Bölkow-Blohm GmbH. The helicopter divisions MBB and Aerospatiale formed Eurocopter in 1992.

EUROCOPTER - KHI

32 Years of Cooperation

After 32 years of close cooperation, Eurocopter and Kawasaki Heavy Industries (KHI) remain a perfect example of what industrial partnerships are all about.

ARTICLE: REGINA LANGE

On February 25, 1977, MBB⁽¹⁾ and KHI signed a joint cooperation and development agreement for a twin-engine helicopter dubbed the BK117. The development costs, development work on components, final assembly and the distribution sectors for the final product were split between the two partners. MBB would handle distribution in Europe, North America, Latin America and Africa, while Kawasaki would be in charge of the Asia-Pacific zone. When launched in 1979, the BK117 was an immediate success, especially in the emergency medical service (EMS) sector. The EC145, which replaced the BK117 in the geographic areas covered by Eurocopter, has also been incredibly successful.

This industrial cooperation between Germany and Japan was the first of its kind following World War II. Beyond the unprecedented commercial success of its products, the partnership can also be considered a shining example for all industrial cooperation in the years to come. ■

(1) Messerschmitt-Bölkow-Blohm GmbH – the helicopter divisions of MBB and Aerospatiale merged in 1992 to form Eurocopter.



First flight of the BK117 in Japan.



© EADS Corporate Heritage

The partnership between KHI and Eurocopter

INTERVIEW WITH...

Masahiko Yokota, Program Manager (BK117), Contract Administration Department Manufacturing division, Aerospace Company, KHI, and Stéphane Ginoux, CEO of Eurocopter Japan.



Masahiko Yokota



Stéphane Ginoux

How would you qualify KHI's 30-year partnership with Eurocopter?

Masahiko Yokota ► I have a great deal of respect for the German and Japanese employees who have contributed to this program. Our 30-year-long history is proof that our decision to cooperate with Eurocopter (MBB at that time) for the manufacture of civil helicopters was the right choice. KHI is very proud



KHI performs the final assembly of the BK117-C2s (EC145s) sold in the region.

► 10TH ANNIVERSARY OF THE EC145'S MAIDEN FLIGHT

Since it first took to the skies on June 12, 1999, the EC145 has been delivered to 68 customers in 28 different countries. The fleet of 260 helicopters currently in service has logged more than 275,300 flight hours. The EC145 is a multirole helicopter that can carry up to ten passengers in addition to the two pilots. It can be equipped with a wide range of equipment packages that is continuously being expanded and modernized to cover many different types of missions: EMS, Utility, Corporate, Parapublic, Law Enforcement and Oil & Gas.

A contract signed by the US Army in 2006 for 345 EC145s (the LUH-72A Lakota) was one of the crowning achievements of this industrial success story.

The launching of the EC145 Stylence last year also illustrates the helicopter's increasing success in the Corporate segment. The delivery of the 300th EC145 will be celebrated in 2009, after only ten years on the market.

Aside from the BK117 assembly line in Japan, the EC145 currently has two assembly lines—one in the United States and one in Germany—staffed with flexible work teams that are completely interchangeable between the two countries. Manfred Merk, the EC145 program manager at Eurocopter, talks about the program's future goals: "We are currently laying the groundwork to provide support and maintenance services in all the potential markets of the EC145."

The first industrial cooperation agreement was signed on February 25, 1977 between MBB and KHI for the joint development of the BK117.

can be considered a shining example for industrial cooperation in the years to come.

and pleased that together with Eurocopter we have been developing the BK family for 30 years, starting with the basic A, B and C types and then the modern C-2.

It is true that the production rate has varied somewhat in the past. However, I am now happy to say that we are able to maintain the current high production rate, which is the result of our long-standing relationship and cooperation.

Stéphane Ginoux ► I participated in many meetings between KHI and Eurocopter and was impressed by the passion demonstrated by both sides. Of course there were sometimes disagreements, but you could feel that everyone had the common goal of making the partnership a success. In the end, we always managed to understand one another.

What is KHI's strategy for the coming years and what are the next important milestones?

M. Y. ► First of all, it is very important to maintain stable production: KHI expects big sales growth, especially in the EMS market segment in Japan. Secondly, based on feedback from our customers, we need to cooperate to improve the equipment and system. Thirdly: the more helicopters in operation, the more important customer support and supplying systems become. KHI would like to further develop these business activities.

S. G. ► Eurocopter Japan also has very high hopes to develop its sales in a number of market segments in Japan. We think that our aircraft are well suited for all kinds of missions, for both public and private customers

What are the advantages of this cooperation for Eurocopter and KHI?

M. Y. ► Our co-development efforts have been very effective and have resulted in many improvements since the start. It was also very positive that we were able to develop production together, as it can be quite risky when done all alone.

S. G. ► Both companies bringing their know-how and production capabilities to the table. This is true team work.

What types of difficulties were encountered at the beginning of the cooperation?

M. Y. ► Even though basic design concepts are the same, there were some difficulties in communicating specific design and functionality details. Some misunderstandings were also created by communicating in English. However, the co-development project has gone smoothly as a result of our common motivation.

S. G. ► It took certainly guts and a great deal of passion to launch such a program between Europe and Japan. Besides all of the technical aspects, there was also an obvious cultural gap that you can actually still feel from time to time. But once again, we had a common dream and that has remained the most important factor for success. ■

EUROCOPTER JAPAN T & E

Expanding Horizons in Japan

Eurocopter Japan recently acquired 60% of the helicopter division of ANA Aircraft Maintenance Company (ANAM), formerly a fully-owned subsidiary of All Nippon Airways Company, Ltd. (ANA). This new entity, renamed Eurocopter Japan T & E Co., Ltd., has enabled Eurocopter to become the first foreign-affiliated aeronautic company to perform full-fledged industrial activities in Japan.

ARTICLE: PAIGE STANTON

Major goals: To provide value-added services and expand

ANAM was created in 1970 to perform fleet maintenance for ANA, and in 1972, ANAM's helicopter division became a repair station for Sud Aviation⁽¹⁾. Kazunori Matsumoto, Chief Operating Officer at Eurocopter Japan T & E, talks about the company's historical ties with Eurocopter: "Since its beginnings, ANAM has performed maintenance on Eurocopter helicopters, which represent about 92.3% of the total fleet it has worked on thus far—approximately 2,118 helicopters. So it is completely natural for ANAM and Eurocopter to build a closer partnership within the Japanese market. ANAM's activities in Japan have always been in keeping with Eurocopter."

Eurocopter Japan T & E will bring 40 years of skills, experience, technical know-how and customer confidence to the Eurocopter Group, as well as additional maintenance facilities at Osaka International Airport and Tokyo Heliport. Eurocopter Japan T & E's two-fold short to mid-term objective is to become the number one maintenance center in terms of customer satisfaction and to boost its technical support and training skills. "To achieve this goal," said Matsumoto, "it is essential to train our mechanics by sending them to France, Germany and Spain and by receiving mechanics at our site from the three pillars. We are seeking to acquire new skills, just as Eurocopter's maintenance centers in other countries." By establishing a customer support system that combines sales and after-sales support, Eurocopter Japan will be able to offer value-added services to its customers, and consolidate its strengths and capabilities in the maintenance and technical support arena for the benefit of civil and governmental customers in the country. Ambitious long-term goals include manufacturing helicopters under license.

When asked how the workforce feels about the business tie-up, Matsumoto stated that "the management is very proud to become part of Eurocopter, and the employees understand perfectly well that our company will be more stable and promising by becoming a subsidiary of the world's leading helicopter manufacturer.



Since its creation, ANAM has been performing maintenance on Eurocopter helicopters, which represent 92.3% of the fleet it has worked on.

They are pleased that Eurocopter has selected their company to be its partner."

This investment by Eurocopter comes shortly after its acquisition of Euroheli's shares in April, proving once again its commitment to Japan, Asia's largest economic power. Eurocopter currently has a 55% market share in the civil and parapublic sectors in Japan and aims to further promote its range of products to Japanese Self-Defense Forces. Eurocopter also remains open to opportunities for local industrial cooperation in the country. ■

(1) Sud Aviation became SNIAS in 1970, then Aerospatiale in 1984. A merger between Aerospatiale and Deutsche Aerospace in 1992 formed the Eurocopter Group.



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► EMS INVOLVEMENT

From the outset, the focus of Eurocopter's involvement has not only been on providing suitable platforms, but also on supporting the participating organizations and emergency medical institutions, including the Japanese Ministry of Health, Labor and Welfare, as a partner in their work, by organizing HEMS symposiums and forums with the assistance of the European HEMS and Air Ambulance Committee (EHAC).

maintenance and technical support capacities.

“DOCTOR HELI”

Japan's National Air Rescue System

Nearly a decade has passed since a Helicopter Emergency Medical System (HEMS) was established in Japan and the “Doctor Heli” program went into service. Since then, 10 EC135s have been helping to save lives. This is an exemplary success story in a market which still exhibits great growth potential.

ARTICLE: REGINA LANGE

In October 1999, the Japanese HEMS organization HEM-Net⁽¹⁾ launched the “Doctor Heli” program on a trial basis in the Japanese provinces of Okayama and Kanagawa. “Two years later the official go-ahead was given for the program, which was unique in North Asia. It was essentially based on the ADAC's model introduced in Germany in 1970,” explains Michael Rudolph, head of market development for public services and EMS. In addition to their primary role of transporting accident victims to hospitals and emergency-response physicians to accident scenes, the “Doctor Helis” are now also increasingly handling secondary transportation to and from specialized clinics and taking part in disaster relief work.

A Reference in Asia

To date, 16 of Japan's 47 provinces have deployed a total of 22 helicopters (including ten EC135s and seven BK117s). “The excellent rear loading capability was crucial in their selection,” emphasize HEM-Net Directors W. Nishikawa and Y.Yamano. The “Doctor Helis” have become an important component of the

Japanese health system: The death rate for accident victims has dropped by 40% and the number of patients saved is twice as high as by road with ambulance transportation. Nevertheless, better coordination is needed between the different authorities and agencies within the rescue service, and additional “Doctor Heli” projects must be implemented in the remaining 31 provinces to make national air rescue and emergency-response treatment more efficient and to ensure optimal provision for the entire population.

“The ‘Doctor Heli’ program is regarded as the benchmark for air rescue, not just in Japan, but throughout North Asia. This zone has great growth potential,” explains Michael Rudolph.

“For 2009, the Japanese government has provided a budget that enables six additional HEMS stations to be set up. If a similar budget is available next year, the 30th station could be inaugurated by the end of 2010,” predict W. Nishikawa and Y.Yamano. ■

(1) Helicopter and Hospital EMS Network (Japan's national HEMS organization)

SUPPORT FOR THE FRENCH GOVERNMENT FLEET

A PRODUCTIVE SYMPOSIUM

A symposium was held by Eurocopter in the South of France on May 26 and 27 to discuss the MCO and RESCO support contracts signed with the French government. It was the opportunity for representatives of the SIMMAD⁽¹⁾, the DGA's Quality Control & Improvement Directorate, and the different branches of the French Armed Forces⁽²⁾ to get together to assess the current situation, share their own experiences and discuss ways to make improvements.

ARTICLE: MONIQUE COLONGES

The MCO (maintenance in operational condition) and RESCO (combat search and rescue) contracts signed by Eurocopter cover technical support, overhaul/repair of assemblies (i.e. transmission systems, blades, equipment packages), delivery of spare parts and the distribution of documentation for all Eurocopter helicopters operated by the French government. Approximately forty employees at Eurocopter work under the direction of Jean-Marie Trabucco at the French Government Platform unit, which is responsible for managing the two contracts. "At the symposium, I was really struck by how eager everyone was to openly discuss the situation and exchange their points of view," said Mr. Trabucco. "We received a great deal of customer feedback." Colonel Christian Rossi of the SIMMAD, which is responsible for in-service helicopter fleet support, fully agrees: "The ability to deliver on the MCO contract depends on sustaining the quality of dialog between the different participants so that we can continue to

improve customer satisfaction. It's about more than just communication: It's above all a question of listening to the customer." Important points discussed at the symposium included respecting commitments, soliciting input from the field, technical support quality, and local presence at the air bases. The participants worked together to define actions to improve contract performance, such as the optimization of spare part planning and in-stock volumes for standard exchanges, and also determined which actions should be given the highest priority. An Overhaul-Repair seminar, following on from the Logistic-Spares seminar held in late April, will offer another opportunity for Eurocopter to meet with SIMMAD representatives and users to assess how effective the implemented actions have been. ■

(1) The French Defense Ministry's integrated in-service support structure for air force equipment

(2) Air Force, Army, Navy, Civil Defense, Flight Test Center, and the French Gendarmerie



► MCO⁽¹⁾ CONTRACT

Signed in December 2007, the five-year MCO contract comprises a firm phase (January 1, 2008 to April 30, 2009) and four conditional phases. This support agreement covers the entire fleet of Eurocopter helicopters (except for the EC135, EC145 and EC725) operated by the French government, or a total of 650 helicopters.

(1) Maintenance in operational condition

► RESCO⁽¹⁾ CONTRACT

This is a four-year contract that became effective in September 2008. It includes a firm phase (October 1, 2008 to April 30, 2009) and four conditional phases. It covers all support work for the 14 EC725s operated by the French Army.

(1) Combat search and rescue

EUROCOPTER UK

Retrofits: Our Core Business

Demand for personalized support services continues to increase, and Eurocopter UK, which has been a forerunner in this area, has allowed the entire Group to benefit from its specialized skills.

ARTICLE: REGINA LANGE



© Eurocopter UK / Geoff Bakewell

THE ENTIRE GROUP CAN BENEFIT FROM THE SPECIALIZED SKILLS THAT EUROCOPTER NOW POSSESSES IN THE UNITED KINGDOM TO PROVIDE CUSTOMERS WITH OPTIMIZED SOLUTIONS ONCE THEIR HELICOPTERS HAVE ENTERED SERVICE.

The United Kingdom long ago developed its own brand of specialized skills in helicopter design, certification and equipment installation. Because of the island country's geographic isolation, its long and storied aeronautics tradition, and the particularly demanding needs of UK markets such as law enforcement, aerial work and VIP, these unique skills had already flourished well before Eurocopter acquired McAlpine Helicopters Ltd.

With McAlpine Helicopters now integrated in the Eurocopter Group, its specialized services have been expanded even further to become the reference in the field. The British authorities are known to be sticklers when it comes to the certification of helicopter systems, which is yet another reason why McAlpine's know-how is so important. Markus Steinke, managing director of Eurocopter UK, sums it up this way: "To put it simply, the British engineers have a knack for finding pragmatic solutions that will satisfy the exacting demands of customers while at

the same time complying with the strictest aeronautics regulations."

By offering customized retrofit programs, Eurocopter is at the leading edge of new helicopter system development. Throughout their expected service life of 30 years, helicopters must constantly adapt to new work methods, new regulations and new technological innovations. Whereas demand for new helicopters is in decline, the need for customized high-tech conversions and overhauls continues to increase.

Beyond the UK

In addition to British customers such as the Metropolitan Police, more and more international operators are also interested in these types of services. A typical example is the EC135 operated by the Polish company Heli Invest. Eurocopter recently equipped the helicopter with a TV/news platform comprising an impressive array of systems including digital radio, cameras, data storage units, and a real-time broadcast relay system with a two-way link. The contract also covered the integration of new components and the EASA certification. In Romania, Eurocopter UK was called on to validate new communication system prototypes and to obtain their certification from the EASA. The company's vast experience in this area proved to be especially useful.

"As these two examples clearly demonstrate, the skills we have developed here in the United Kingdom are available to everybody in the Group," stresses Markus Steinke. "It's all part of our support and services strategy, which is focused on providing the optimal response to all the questions our customers may have after their helicopter enters into service." ■

KOREA

KUH: ALL SYSTEMS GO

The Korean Utility Helicopter (KUH) program has now reached the halfway point after several major milestones were reached this summer. The first flight is expected to take place right on schedule in March 2010.

ARTICLE: ALEXANDRE MARCHAND





Roll-out of the first KUH prototype on July 31, 2009, in Korea.

The Korean Helicopter Program (KHP) was launched by Korean Aerospace Industries (KAI) to develop the KUH, a medium-sized military transport helicopter. KAI is directing the program, while Eurocopter is supplying technical support for the helicopter's development and manufacturing certain subassemblies (i.e. automatic pilots, gearboxes, rotor shafts, etc.).

"Development for the KUH first began in 2006, and the helicopter is scheduled to enter into service in 2012," explains Hubert Mantel, the program director for Eurocopter. "So we are now at the halfway point in the development process, and have reached each milestone right on schedule. The first prototype, which was rolled out on July 31 of this year, is now complete and fully equipped." Seoul attached a great deal of importance to the event, and the Korean President Lee Myung-bak personally attended the rollout.

First Flight of the DTV

Another major event in the program took place this summer: the maiden flight of the Dynamic Test Vehicle (DTV) in Marignane.

"The DTV was presented to the CEO of Eurocopter, Lutz Bertling, last May," continues Mr. Mantel. "It was the completed vehicle, with its General Electric engines, cowlings manufactured by KAI and its Eurocopter dynamic components. The aircraft first underwent ground testing, and then began its flight tests several weeks ahead of schedule. The maiden flight was performed on July 10 the same day we received the flight authorization from the French authorities!"

The DTV makes use of the basic Super Puma platform to integrate the dynamic assemblies developed by Eurocopter for the KUH. The aircraft was completed right on schedule and without overrunning budget costs. "We had to work with a reduced team," says Mr. Mantel, "but we were very united behind our goal."

The next step for the program will be the maiden flight of the KUH, scheduled for March 2010. Eurocopter is also mustering its troops to prepare for the manufacturing of several hundred dynamic assemblies. Approximately a dozen additional Eurocopter employees will also be sent on assignment to Korea to provide support for the helicopter manufacturing. Over the long term, plans are being studied to create a joint venture to place the KUH on the market outside Korea. But that's not all: The possibility of developing a Korean Attack Helicopter (KAH), based on the KUH and optimized for attack missions, may also be on the horizon. ■





EUROCOPTER PRODUCT RANGE

Flying the World Over



The Eurocopter range continues to expand its presence throughout the world: Chile, Vietnam, Poland and Qatar were just a few of the destinations for new deliveries over the past few months.

ARTICLE: MONIQUE COLONGES



← The first **ECUREUIL AS355 NP** in **BELARUS** was delivered in May 2009 for law enforcement missions.



↗ The first **EC120** in **ARGENTINA** was delivered in June 2009 and the first EC130 in August 2009, both to private operators.



← The first **EC225** in **VIETNAM** was delivered in August 2009 to Southern Service Flight Company. The new helicopter will be used for passenger transport in the oil and gas sector, search and rescue operations (SAR) and emergency medical services (EMS).



⬆️ The first **EC145** in **CHILE** was delivered in December 2008 to a private operator.



The first **EC155** in **EASTERN EUROPE** was delivered in May 2009 to a private operator. ⬇️



The first **EC135** in **POLAND** was delivered in September 2009 to the Lotnicze Pogotowie Ratunkowe air ambulance service, which is overseen by the Polish Ministry of Health. A total of 23 EC135s will be delivered to the organization by the end of 2010, and will be used for SAR and EMS missions.



⬆️ The first **EC155** in **QATAR** was delivered in July 2009 to a private operator.



The first **EC130** in **CROATIA** was delivered in June 2009 to a private operator. ⬆️

CHINA

Eurocopter China: Business is Booming!

Eurocopter China has been experiencing sensational growth, with revenues doubling on average each year. The numbers speak for themselves: Three million euros in 2007, six million in 2008, and a target figure of more than fifteen million in 2009.

ARTICLE: MONIQUE COLONGES

Eurocopter China's tremendous success was perfectly illustrated in mid-July when the first two Eurocopter helicopters sold directly by the subsidiary were delivered in China. One AS350 B3 Ecureuil was delivered to South Electricity Power Grid China (SEPGC), and the second

to Allyway/CGAC, which placed an order in June 2008 for five AS350 B3s. This is the first time that an Ecureuil has been introduced on Chinese soil. The new helicopters will be used for maintenance work on high-voltage power lines.

In mid-May, the Guangzhou Police signed a contract for an EC225—the first ever to be sold in China, and the first EC225 in the world to be operated by a law enforcement agency. It is scheduled for delivery in September 2010. Before making the purchase, the Guangzhou Police paid a visit to the maintenance center COHC GAMEC (General Aviation Maintenance & Engineering Co., Ltd) to perform an inspection on an EC135 with the assistance of technicians from Eurocopter South East Asia and the Shanghai Public Security Bureau. The EC135 passed the inspection with flying colors. Just a month earlier, the bureau had officially inaugurated its own

helicopter squadron (two EC135s and one EC155) at a ceremony attended by the mayor of Shanghai.

Eurocopter China has also been very busy in the service sector. In early June, the subsidiary opened a branch in Hong Kong near Eurocopter's Customer Service Center Asia-Pacific, which was inaugurated on February 18, 2009, and the Group's logistics platform. Eurocopter China has also qualified two technicians to perform maintenance on the EC120 in order to expand its technical support capacity.

Eurocopter and Airbus are also very close to reaching a partnership agreement covering logistics activities for the distribution of spare parts in China. Through this service contract, the CAS/Airbus Customer Services structure will be responsible for importing helicopter spare parts to China. As these events illustrate, Eurocopter is clearly committed to improving customer satisfaction in China. ■

▶ ANOTHER CONTRACT WITH THE MOT

On August 26, 2009, Eurocopter signed a contract with China's Ministry Of Transport (MOT) for the purchase of two additional EC225s. The agreement includes an option on four more helicopters to be exercised before the end of 2011. The two helicopters are slated for delivery in 2011, and will be operated by China Rescue & Salvage (CRS), which performs emergency services under the direction of the MOT. They will join the current CRS fleet of ten helicopters and two airplanes.



▶ COHC GAMEC

In early July, Eurocopter upped its stake to 34% in COHC GAMEC (General Aviation Maintenance & Engineering Co., Ltd) after purchasing the shares held by Bristow. The new entity, a long-standing maintenance center for Eurocopter helicopters in China, now has three shareholders: COHC, Eurocopter and SAMWELL.

TIGER

THE NEW ENGINE TAKES FLIGHT



The MTR390 “Enhanced” engine to be installed on the Tiger HAD⁽¹⁾ has successfully completed its initial flight tests.

ARTICLE: ALEXANDRE MARCHAND

The HAD version of the Tiger is increasing its multirole capabilities—and increasing its power as well, with the installation of the MTR390 “Enhanced” (MTR390-E) engine. Developed specifically for the Tiger by the MTRI⁽²⁾ consortium, the MTR390-E offers a takeoff rating with 14% more power compared with the MTR390-2C currently installed on the Tiger HAP, UHT and ARH helicopters. The new engines will also boost the helicopter’s maximum takeoff weight to 6.6 metric tons.

“The dynamic assemblies of the Tiger were designed to handle the increased power,” explains Gérard Cuadrado, chief engineer of the Tiger program. “It was also decided that no changes would be made to the helicopter’s interfaces or its external dimensions. But approximately half of the MTR390-E parts have been modified from the -2C version to obtain the additional power.”

Very Satisfying Results

Following the completion of a major work program by the Tiger Prototypes department, the Tiger PS-01 fitted with two MTR390-E prototypes underwent a month of ground tests with the rotor turning. Then on June 30, the Tiger product flight crew, Pilot Fabrice Bonne and Flight Engineer Laurent Palcy, flew the helicopter for the first time.

Mr. Cuadrado talked about the flight: “The crew performed a hover flight for a little over thirty minutes to check the thermal and vibration levels, and also to verify the mechanical loads on the power plant’s critical parts. We obtained excellent results, and the flight tests will now continue through mid-2010 so we can obtain the qualification and certification for the new engine.”

The new power plant generates more power, but also more heat, which meant that its operating environment (structure, cowlings, tail boom, etc.) needed to be modified. The final configuration of the Tiger HAD, featuring its new heat shields, was tested during the summer of 2009 and its definition was frozen. The development work on the engine itself continued throughout the summer.

Once the development tests have been completed, the new engines will be installed on the Tiger HADE 01⁽³⁾. This initial prototype, which is currently equipped with the -2C engines, is being used to finalize the new weapon system. All 64 of the Tiger HAD helicopters on order (40 for France and 24 for Spain) will be equipped with the MTR390-E. Some of the Tigre UHT helicopters ordered by Germany may also be equipped with the new engines. ■

(1) Support and suppression helicopter

(2) The Spanish engine manufacturer ITP signed an industrial agreement to participate in the MTR consortium.

(3) The Spanish version of the Tiger HAD



American Eurocopter Turns 40

On July 10, 2009, American Eurocopter (AEC) celebrated 40 years of leadership and growth in the United States with an “All-American” celebration commemorating its achievements since 1969. Festivities included static displays, sky divers and aerial demonstrations of Eurocopter’s historic models as well as its technologically advanced product line.

ARTICLE: PAIGE STANTON

Among a crowd of over a thousand guests, including government officials, customers and the company’s workforce, the President and CEO of the Eurocopter Group, Lutz Bertling, praised the leading role AEC has played in the global aerospace industry: “The initial seed that was planted has grown and changed over the years into a company that is the leading provider of helicopters in the US, including the law enforcement and emergency medical services sectors. And today, military customers are increasingly turning to us to meet their requirements.” Marc Paganini, the President and CEO of AEC, added that the company’s achievements are the results



of “what is possible when the best of American aerospace and its exceptional workforce is paired with innovation, technology, energy and opportunity that is prevalent throughout the global



aerospace community.” Founded in 1969, AEC has grown from a mere 43 employees into one of the most successful helicopter companies in the US with approximately 750 employees. AEC’s growth, driven by the American spirit of enterprise, has been accompanied by significant expansion of its facilities in Grand Prairie and the creation of a major manufacturing and assembly line facility in Mississippi. The company intends to continue its expansion, announcing the inauguration of a new Customer Service Center on the morning of the celebration (see *inset*). AEC has been the market share leader in the American rotorcraft industry for the last nine years. This success reflects the company’s development as well as its strong organization, product design and planning. The company is the US arm of the Eurocopter Group and is also a subsidiary of EADS North America.

Two key US government operators on hand at the anniversary



► CUSTOMER SUPPORT AND SERVICE AT THE TOP OF THE INDUSTRY

American Eurocopter proudly announced the opening of a Customer Service and Fleet Operations Center (CSFC) at its site in Grand Prairie on July 10. This is the third customer support center that has been opened by the Eurocopter Group within the last 20 months, the first two being opened in Europe (France) and Asia (Hong Kong). The CSFC is just one of the more visible efforts that American Eurocopter and Eurocopter have been making to achieve their stated goal of providing customers with the best service and support in the industry: it is designed to not only enhance the company's ability to support its local customers, but it will also be linked in to the existing centers to ensure that customers have access to the logistics and technical support capabilities of Eurocopter and its 14,000 global employees.

© AEC

celebration, the US Army and the US Customers and Border Protection (CBP), praised American Eurocopter and its helicopters for excelling in their mission duties. The CBP operates approximately 67 AS350s and 18 EC120s. Colonel Steve Pitotti, CBP's Executive Director of Test, Training, Safety and Standards, stated that "every hour of every day, American Eurocopter aircraft are defending our border, and we are very pleased with them. We find these aircraft to be very powerful, reliable, fast and quiet." Another satisfied customer: The US Army, who selected the UH-72A Light Utility Helicopter (LUH) in 2007; they have received 72 of the 345 ordered to date. Rusty Weiger, the Deputy Program Executive Officer for US Army Aviation, pointed out that "the UH-72A [program] has accomplished what few—if any other—

major programs have achieved: staying on price and schedule this far into the project." He went on to add that the LUH's success demonstrates AEC and EADS North America's "dedication to the mission of delivering this product on time, every time, training our pilots and maintenance crews, fielding the aircraft and supporting the equipment in both the active Army and National Guard." After 40 years of providing quality helicopters, support and services to federal, state government and private operators, Paganini looks to the future with optimism: "American Eurocopter's employees, proven products, growing markets and full-spectrum quality will keep the company at the forefront of the US rotorcraft industry for decades to come." ■

A Bit of History: American Eurocopter's Growth over the Decades

- | | | |
|--|--|---|
| <p>1969 Aerospatiale and LTV Aerospace found Vought Helicopter, Inc. (VHI) in Texas. 17 Alouette IIs and IIIs in operation in the US and Canada. Number of employees: 43.</p> <p>1970 VHI sells 43 helicopters. Number of employees: 83.</p> <p>1972 VHI moves to Grand Prairie, Texas. VHI sells 60 helicopters.</p> <p>1974 VHI is renamed Vought Helicopter Corporation.</p> <p>1976 Vought Helicopter Corporation is renamed Aerospatiale Helicopter Corporation. Number of employees: 110.</p> | <p>1980 Grand Prairie facility opens. First year of 100+ deliveries.</p> <p>1981 Number of employees: 720.</p> <p>1984 First delivery of the 100 HH-65 ordered by the US Coast Guard.</p> <p>1987 Company delivers its 1,000th helicopter.</p> <p>1992 Merger forms the Eurocopter Group and American Eurocopter.</p> <p>2004 New manufacturing facility opens in Columbus, Mississippi.</p> | <p>2006 US Army selects the EC145 (UH-72A) for LUH requirement.</p> <p>2007 New 81,000 square feet warehouse to anchor the global supply chain.</p> <p>2008 New training facility opens with a full motion simulator. Company delivers 135 commercial helicopters and 35 UH-72As to the US Army.</p> <p>2009 New Customer Service and Fleet Operations Center opens. Total deliveries to date: more than 2,500 helicopters. Number of employees: 750.</p> |
|--|--|---|



FRENCH GENDARMERIE

The EC135 Earns its Stripes

The new EC135 entering into service for the French Gendarmerie boasts an impressive array of specialized law enforcement equipment.

ARTICLE: ALEXANDRE MARCHAND

A total of twelve EC135s have been ordered by the French Gendarmerie. The first was delivered in April 2009, and the last delivery is slated for February 2010. It wasn't long after joining the Gendarmerie's air support units (the FAG) that the helicopters were given a place of honor at the traditional July 14th military parade in Paris, where two EC135s performed a flyover in formation with an EC145.

Lieutenant Colonel Jean-Paul Bloy, officer in charge of the EC135 program at the Gendarmerie, talked about the new helicopter's role: "The EC135s will be based in major metropolitan areas, and will be used mainly for law enforcement missions. They will be helping out the EC145s that we acquired to replace the last Alouette IIIs for sea and mountain rescues and for transporting our rapid intervention teams." Police forces in Austria, Bavaria and the

Netherlands already count on the services of the EC135, but it is with the French Gendarmerie that the new-generation twin-engine helicopter will show its full potential for law enforcement missions in Europe.

Eurocopter Program Director André Merk fully agrees: "The EC135 operated by the French Gendarmerie is without a doubt the best-equipped machine in its category. The array of onboard equipment it possesses makes it a true airborne law enforcement platform. This helicopter will be the reference for our other customers." Each of the twelve helicopters will be equipped with a rescue hoist, a fixed arm for rappelling, a searchlight, emergency flotation gear and sand filters. Even more importantly, each new EC135 will also have a Wescam imaging turret with a real-time air-to-ground image transmission system. The French Gendarmerie has also ordered

a mobile relay system to be installed in a control van, seven portable systems for operational units and nine portable tactical workstations. Each of the workstations will work in tandem with a specific helicopter during a mission.

"The flight crew will have simultaneous access to the images provided by the Wescam system and to digital maps," explained Lt. Col. Bloy. "We now have a program in place to install an additional equipment package on the EC135—a second screen for an operator in the rear seat of the helicopter who will have simultaneous access to the Wescam images, the digital maps and the Rubis system for encrypted data exchange."

Over time, the Gendarmerie plans on acquiring a total of 37 EC135s to replace the fleet of 37 Ecureuils that have been in service for approximately thirty years now. ■

DANCOPTER

MAKING DOUBLE HISTORY

At the 48th Paris Air Show, Eurocopter handed over a 6th EC155 B1 to DanCopter's CEO Nils Skeby, making double history: The hand-over marked both the 100th EC155 delivery and the 900th Dauphin helicopter family delivery.

ARTICLE: PAIGE STANTON

Over the years, DanCopter has proven to be a loyal Eurocopter customer: Not only the EC155 B1 fleet leader in terms of flight hours achieved, it is also one of the EC175 launch customers, with currently two on order. The Danish helicopter operator provides services to oil companies in the North Sea, such as Hess, Dong Energy, Maersk and Shell. "We've been operating the EC155 for the last six years with a lot of success," explained Skeby. "Both our engineers and pilots agree that this is a safe, steady and reliable helicopter, requiring minimal maintenance." The EC155 is the latest addition to the Dauphin family. A twin-engine, long-range helicopter, its complete equipment package is tailored to oil & gas operators' needs. Boasting the

latest technological innovations, the EC155 is one of the most reliable and modern helicopters on the market today.

Skeby summarized DanCopter's criteria when choosing a helicopter: "At DanCopter, we look for safety, reliability and high-quality support from our supplier. We feel that the EC155 is the right helicopter for us, and we are very satisfied with our collaboration with Eurocopter." When asked about the difficulties faced in their daily offshore activities, Skeby responded: "One of the most challenging aspects of our business is to perform daily services for our customers while still managing to fit in maintenance. Today's customers are demanding, so we need helicopters that provide us with enough flexibility to find the right balance

between customer demands and maintenance tasks."

In terms of services, DanCopter has found the flexibility and an added layer of security it requires through its parts-by-the hour (PBH) contract. "There is just no other way to go," asserted Skeby. "With this contract, we are



sure to have the spare parts we need, when we need them. And Eurocopter's 24-hour response time ensures reliability, consistency and flexibility."

Skeby is optimistic about the future of DanCopter's continued relationship with Eurocopter. Faced with an ever-changing market and fluctuating oil prices, DanCopter expects Eurocopter to remain at the forefront of technology in terms of safety and reliability, and impatiently awaits the arrival of the EC175 onto the market. "We think the EC175 will be a huge success, because once again, it embodies what we are looking for: a steady, reliable, innovative helicopter." ■

SERVICIOS AÉREOS LOS ANDES

The High Altitude Specialist

To successfully complete missions at over 4,000 meters altitude and in temperatures of over 20°C, you have to have quality staff and machines that you know you can count on.

With its two AS350 B3 Ecureuil/AStars, the operator Los Andes has proven time and again that it has what it takes.

ARTICLE: BELÉN MORANT

Performing aerial work for oil & gas production and transportation companies in Peru is no simple matter. For the operator Los Andes, which flies two AS350 B3 Ecureuil/AStars in the Andes Mountains, operating in difficult conditions is a daily affair. The company's pilots often

have to take off at high altitudes and in hot weather—"high and hot" conditions that are typical of the equatorial region. "The Ecureuil is a light helicopter that offers high power and cutting-edge technology, which means we can fly in excellent conditions and in complete confidence," says

Walton Mery Pinto, CEO of Los Andes. "Not every helicopter is capable of flying over the Andes, but for the AS350 B3 it's no problem. No other helicopter on the market offers more efficient output at high altitudes." Los Andes is so satisfied with its AS350 B3 that the company recently placed an order for a third machine, which is slated for delivery in early 2010.

A large part of Peru is covered by tropical forests, where the relative humidity is approximately 95% and the temperature often climbs above 25°C. Air transportation activity has risen sharply in Peru in recent years, and the fleet of helicopters owned by private companies has increased threefold. "The time is ripe to consolidate our activities," comments Carlos Augusto Dammert, a senior executive at Los Andes. "We want to strengthen our position in other sectors so that we can perform both passenger and cargo transportation missions." After four years of cooperation with Eurocopter Chile, the management team at Los Andes is quick to express their satisfaction. Its pilots and technicians have completed ab initio and recurrent training courses at Eurocopter Chile and in the United States. "There still may be a few rough spots to smooth out, but the quality of Eurocopter's services has drastically improved over the last few years," says Mr. Pinto. ■





HYDRO ONE

60 YEARS OF PIONEERING SPIRIT

Hydro One, Canada's oldest established helicopter operator and the first to perform aerial work, celebrated its 60th anniversary in June.

ARTICLE: RÉGIS NOYÉ

Based in Lake Simcoe, Ontario, near Barrie, Hydro One is a leading specialist in construction, surveillance and maintenance for very high-voltage power lines.

The company was founded in 1949, when the capacity of the helicopter (back then a Bell 47B) to perform power line inspections was first assessed. The initial operations were such a resounding technical and commercial success that the new company decided to buy and operate a fleet entirely dedicated to this activity. The helicopter represented an enormous leap in progress: Previously, patrols had been made using dog- or horse-drawn sleds, depending on the season!

"In the purest Canadian tradition, we've

always been driven by a pioneering spirit, and Eurocopter has played a huge role in making our innovations a success," explains John Bosomworth, chief pilot at Hydro One.

When heavy floods swept through the area in 1954 following a tornado, the company once again distinguished itself for the rescue operations it performed. In 1959, Hydro One then became only the second Canadian operator to fly turbine-powered helicopters: Alouette IIs that were used for aerial spraying. Later on, Hydro One was one of the first companies to begin operating twin-engine aircraft, including an AS332 C Super Puma, which the company used to perform hoisting operations directly over power lines and pylons—

carrying 500,000 volts of power! Power line maintenance is now conducted from a platform attached to the right-hand side of a single-engine helicopter.

Hydro One operated a total of 41 helicopters before finally opting for Eurocopter aircraft and, in particular, the AS350 AStar in 1992. Three-quarters of Hydro One's fleet is now AStars: Six B2 and B3 versions that achieve 900 flight hours per year. John Bosomworth signs off: "Because of its overall performances, especially its high speed and excellent lifting capacity, the AS350 AStar is the driving force behind all our activities."

Hydro One currently surveys a total of 150,000 km of power lines throughout the province of Ontario—power lines that the company played a major role in erecting. ■

A SPECTACULAR RESCUE IN GREENLAND

A Super Puma and its Norwegian operator Airlift made headlines last June when they performed an extraordinary rescue mission in Greenland. *Rotor* pays homage to the seasoned flight crew, who knew just when to take a well-calculated risk.

ARTICLE: RÉGIS NOYÉ

A distress call from Greenland was transferred to the Governor of Svalbard⁽¹⁾ by the Joint Rescue Coordination Centre of North Norway: A cross-country skier had developed a case of acute appendicitis and was in danger of dying if help did not arrive immediately.

But Airlift's rescue teams were faced with a serious problem: The victim could not move and was separated from the rescue base in Longyearbyen by more than 600 nautical miles (nm) of mostly sea and ice. The range of the helicopter available for the mission—an AS332 C Super Puma LIMSAR—was less than 250 nm due to its onboard equipment. To make matters worse, the only refueling point along the way was 60 nm away in Ny-Alesund, the westernmost point of Svalbard.

"There were two key factors for the mission: available fuel and weather conditions," explained SAR Commander on Duty Arne Martin Lie, who was also the pilot for the rescue mission. A resolute flight crew that refused to give in to fatigue was another determining factor. It took Airlift's team nearly twelve hours, from 9 p.m. to 9 a.m., to complete the mission, "with a good meal under our belts and a bite to eat during the flight".

The only solution was to bring onboard five 200-liter containers of fuel to supplement the 1,700 liters in the standard fuel tanks and the 400 liters in the auxiliary tank so that the crew could do its own refueling. The Super Puma also had to carry four passengers in addition to the flight crew: two technicians and two medics.

The fighting spirit of the rescue team was vindicated by the weather conditions, which were favorable for the most part. "We were still concerned because the helicopter we normally fly, which is equipped with a deicing system, was on the ground for maintenance," added Arne Martin Lie. "The helicopter we used for the mission had no such system."

The mission was broken down into three legs. During the flight out—a 390 nm journey to reach Station North, a base camp and the initial target for lost explorers—the helicopter stopped along the way to refuel in Ny Alesund. "Two hours and twenty minutes later, before we reached the point of no return over the sea, we finally had a good view of Greenland under blue skies and we knew that we would be able to complete the leg," recalled Hermod Lund, the co-pilot for the mission. After refueling from the containers loaded in the cabin at Station North, the crew set off for the rescue itself and came back, totaling 420 nm.

Mr. Lie continued: "It was on the way back to Longyearbyen that the weather soured on us. We were above the sea, about 80 nautical miles from Ny Alesund, when we had to climb to 9,000 feet to avoid a cloudbank that could have caused icing problems. Luckily for us, the view at that altitude was completely clear and we caught a great tailwind of around 50 knots. We were able to fly straight back home, covering a distance of 388 nm!" The flight crew was thus able to reduce to a minimum the time it took for the victim to receive care in Longyearbyen.

It is hardly surprising that the flight crew is extremely proud of their feat. It was the first time that they had flown such a distance, and it was their first time to Greenland. Mr. Lie talked about his experience: "We were extremely excited about this mission. Besides the enormous amount of confidence we had in our helicopter, we were also bolstered by many favorable factors. At this time of year, we have daylight 24 hours a day at these latitudes. We were also in permanent contact with our base via satellite telephone. Another important factor was that we have been working together for such a long time. It was just great to see that the whole system worked without a hitch!" ■

(1) Svalbard is a small group of Norwegian islands that were granted special status in a treaty signed in 1925. Through a contract signed with the company Airlift, the Governor of Svalbard can call on two helicopters—one AS332 L1 Super Puma AWSAR and one AS365 N2 Dauphin LIMSAR—based at Longyearbyen airport for SAR missions.





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