### KAMOV KA-62 PERFORMANCE

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Take-Off weight (payload in cabin), lb.</td>
<td>14,300</td>
</tr>
<tr>
<td>Vne, Kts.</td>
<td>164</td>
</tr>
<tr>
<td>Cruise Speed, Kts.</td>
<td>154</td>
</tr>
<tr>
<td>Max Rate of Climb, m/s</td>
<td>13.6</td>
</tr>
<tr>
<td>Engines (number, brand)</td>
<td>2 x Ardiden3G</td>
</tr>
<tr>
<td>Take-Off power, hp</td>
<td>2 x 1776</td>
</tr>
<tr>
<td>Payload, lb.</td>
<td>5,500</td>
</tr>
<tr>
<td>Range with Main Fuel Tanks, nm</td>
<td>416</td>
</tr>
<tr>
<td>Range with Main &amp; Auxiliary Fuel Tanks, nm</td>
<td>636</td>
</tr>
<tr>
<td>Crew</td>
<td>1 - 2</td>
</tr>
<tr>
<td>Passengers</td>
<td>Up to 15</td>
</tr>
</tbody>
</table>

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- Compliance with FAR/CS-29 regulations
- Continued take-off at maximum take off weight with OEI
- Structure crashworthiness, crashworthy seats for crew and passengers
- Transportation of 12 – 15 passengers at a distance of 280 – 380 Nm
- IFR flights including icing conditions
- Temperature range -50° to +50°
- Flying over ground and water surface
- External sling system of up to 2,5 tons lifting capacity
- Rescue hoist of 300 kg lifting capacity
- Various optional equipment
- AP-29 Russian Federation Airworthiness Regulations – 4 quarter 2014
  - EASA Airworthiness Regulations – 1 quarter 2017
- Crashworthy fuel system
- Protected tail rotor
- Running landing at 40 kts in case of tail transmission/rotor failure
- Flight continuation with one engine inoperative
- Wheeled landing gear of increased absorption capacity
- Shock-absorbing seats for crew and passengers
- Dual redundancy of all main systems
- Improved structural strength of the fuselage and mounting attachments
- Piloting and navigation within the entire operational envelope as part of a helicopter group or solo flight
- In-flight presentation of flight data and operational status of helicopter systems and units to crew
- Automated control, indication and recording of avionic subsystems and common equipment status on ground and in-flight
The Ardiden 3G of the KA-62 can be maintained in any Authorized Turbomeca Service Center.

- Dual **FADEC** system in a modular 3 stage design
- Simplified Maintenance and exceptionally low fuel burn

### Ardiden 3G Operational Thrust (Hp)

- Emergency 2,5-min OEI: 1914
- Emergency continuous: 1427
- Take Off: 1752
- Max continuous: 1525
- Turbine Weight Lb.: 367
KAMOV KA-62 MISSIONS

- Offshore
- EMS
- Corporate
- Law Enforcement
- VIP
- SAR
- Cargo and passenger transportation
- Patrol and environmental monitoring
- Training
- Military operations

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Fuselage Internal Dimensions

Variants

- PASSENGER (12 seats)
- PASSENGER (16 seats)
- BUSINESS CLASS
Payload in Cabin

Payload Under Slung
**SAR Configuration**

- Emergency Pop Out Floats
- Hand-operated ballonets inflation system
- Life rafts
- Life jackets
- Signal flares

**EMS Configuration**

1. Thermal imaging/TV system
2. Radar
3. Life rafts (3 pcs.)
4. Rescue hoist
5. Utility seats

**Overwater Flight Equipment**
KAMOV KA-62
OPERATIONAL ADVANTAGES

Unique Solutions for the Most Demanding Missions

The Biggest Cabin in its Class

Sufficient Growth Potential for Helicopter Performance

Maintenance Simplicity

Extensive Choice of Optional Equipment

Efficient Performance in Hot & High Environment Operations

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For Additional Information please visit http://www.a-haviation.com or write to intsales@a-haviation.com.

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