

2023 Airbus H130T2

#9351 | T7-LC4



CONTACT

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 **+1 (289) 400-4725**

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**PRELIMINARY
SPECIFICATIONS**

2023 Airbus H130T2

#9351 | T7-LC4



TOTAL HOURS

50 hours since new

ENGINE

Safran Arriel 2D

S/N	TSN	LANDINGS
53870	50	106

HIGHLIGHTS

50 hours since new

Undergoing 24m inspection
@ Airbus Service Ctr

Garmin G500H TXi

Enhanced Aircon

Dual Controls

Located @ Rotortech PBI

AIRBUS H130T2 BASELINE AIRCRAFT

GENERAL

The H130® is certified with a pilot being on the left side

The baseline aircraft is delivered with left side controls and capabilities for the removable dual controls (copilot controls are optional)

Anti-Vibration Control System with 1 controller, actuators and accelerometers

Fuselage comprising 3 luggage holds with floor tie-down nets, the cabin and access doors

Tail boom with stabilizer, Fenestron® type anti torque rotor and tail skid

Tubular skid landing gear, with replaceable skid shoes, with long footsteps (on right and on left side), profiler on rear tube, capable of taking handling wheels

Lifting points

Mooring fixtures

Single color exterior painting

Internal paint: light grey (prevailing colour)

Interior signs and markings: available in either French or English

COCKPIT / CABIN

Cabin floor in light-alloy sheet-metal

1 pilot high-back energy-absorbing seat, longitudinally adjustable, removable, complete with cushions, safety belts and shoulder harnesses

6 passengers high-back energy-absorbing seats, removable, complete with cushions safety belts and shoulder harnesses:

- 2 front right, including for 1 copilot (Longitudinally adjustable, copilot controls are optional)

- 4 rear row

2 cockpit jettisonable hinged doors

- 1 LH front door fitted with a sliding window
- 1 RH front door compatible with 8 seat layout

1 LH rear sliding door

1 RH rear sliding door

Locks on every access to cabin and luggage compartments

Lock on fuel cap

Lateral and upper tinted windows (windscreen excluded)

1 ceiling housing the cabin lighting, 7 air ventilation outlets and controls (rotor brake and fuel cut-off)

Ventilation system available in flight, using ram scoops

Cabin heating

Demisting system for front windscreens

2 pilot document holders

Door map case in LH and RH front doors

Rear bulkhead and lateral rear upholstery

1 fire-extinguisher

1 Flight Manual: available in either French or English

Interior harmony according to definition in force

Spec Updated Apr 11 2025

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AIRBUS H130T2 BASELINE AIRCRAFT

INSTRUMENTS

1 Integrated Flight Display: Primary Flight Display / Navigation Display (PFD/ND):

- Primary flight data display: airspeed, vertical speed, attitude, altitude, T&B, HSI with VOR
- Navigation Display (Nav data, flight plan & High-resolution helicopter dedicated terrain & obstacle database

1 stop watch

1 LCD dual RPM tachometer (rotor and free turbine)

1 warning panel

1 heated pitot head

1 external side slip indicator

1 control box for light and electrical generation

1 ICS connection to audio warning issued from VEMD®

1 cockpit imaging and flight data monitoring device

Standby instruments:

- 1 Electronic Standby Instrument (ESI)
- 1 magnetic compass

1 LCD dual screen Vehicle and Engine Multifunction Display (VEMD) providing the following information:

- First Limit Indicators (FU) - torquemeter, exhaust gas temperature (TOT) & gas generator tachometer (N1)
- Engine oil temperature, pressure
- Fuel quantity
- Fuel flow and estimated remaining time to fly
- Ammeter and voltmeter and battery temperature
- Outside Air Temperature (OAT)
- Enhanced usage monitoring functions - IGE/OGE performance calculations, engine cycle counting, engine power check & overlimit display
- VEMD and peripheral maintenance information
- Data downloading capability (software and connection wire as option)

AVIONICS

1 Emergency Locator Transmitter

1 VHFNOR/LOC/GS

1 VHFNOR/LOC/GS/GPS

1 ICS + passenger interphone

1 transponder (mode S - ADSB-out)

1 avionics master switch

POWER PLANT

1 ARRIEL 2D turbine engine complete with starting, fuel supply and dual channel digital engine control system (FADEC) and 1 back-up fuel control box that automatically controls the engine in case of a total failure of the 2 digital channels of the FADEC

1 crashworthy fuel system including 1 tank of 540 liters (143 US gal.) total capacity

1 twist grip on pilot side (for engine reduction in case of tail rotor failure and autorotation training)

1 magnetic plug and 1 chip detector

1 engine lubrication and oil cooling system

1 fire detection system

1 air-intake protection grids

1 torque-measurement pick-up

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AIRBUS H130T2 BASELINE AIRCRAFT

TRANSMISSION SYSTEM

1 main gearbox, anti-vibration mounted, with oil sight gauge, chip detector, oil temperature and pressure switches, port for endoscope and self-sealing valve for oil

sampling and draining

1 main gearbox oil cooling system

1 engine to main gearbox coupling shaft

1 rotor brake

1 main rotor r.p.m. sensor and high and low r.p.m. warning device

1 Supercritical Rear Drive System

1 tail gearbox with oil sight gauge, chip detector and port for endoscopy inspection

ROTORS AND FLIGHT CONTROLS

1 main rotor with 3 composite-material blades around a Starflex® head fitted with spherical thrust bearings

1 anti-torque rotor (Fenestron) with 10 asymmetrical blades, integrated in vertical fin

3 main rotor hydraulic servo units (duplex servos)

Integrated back-up control valve on each body of each duplex servo

HYDRAULIC GENERATION

2 independent hydraulic systems feeding the duplex servos

ELECTRICAL INSTALLATION

One 150 A, 28 VDC starter-generator

One 28 V OC cabin power outlet

One 15 A.h cadmium-nickel battery

1 ground power receptacle

3 position lights (LED)

1 flashing anti-collision light (LED)

2 fixed landing lights

2 cabin light sets, each with 2 reading lights for 2 rear passengers and 1 dome light

1 integrated instrument panel lighting system

Integrated lighting in central console

1 reading map light on upper canopy strut for pilot

1 cockpit breaker panel

1 USB charging dual-outlet (L/H side instrument panel)

1 tablet holder (L/H side instrument panel)

AIRBORNE KIT 1

1 pitot head cover

2 static port stoppers

1 engine air-intake blanking cover

1 front air-intake blanking cover

1 fuel tank bleeding

1 exhaust pipe blank

2 hydraulic ground handling bogies

1 cargo net and rope

1 lifting ring

2 upper mooring rings

3 main-blade socks and pole

1 document holder

1 airborne kit stowage bag

3 ballast plates

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TECHNICAL CONFIGURATION

COMPONENTS

H130 Baseline Aircraft (130 T2 22.100.01 E)
Includes VFR day and night avionics equipment

Emergency locator transmitter - Kannad INTEGRA AP-H
2 frequencies: 121.5 MHz (VHF), 406 MHz (COSPASSARSAT)

VHF/VOR/LOC/GS - Garmin GNC 255A

Intercom system (ICS) - Garmin GMA 350H
Includes the passenger interphone function - ICS compatible with High level / High impedance headsets.

Transponder (mode S) - Garmin GTX 335R - ADS-B out

VHF/VOR/LOC/GS/GPS - Garmin GTN 650Xi
This equipment is delivered with the original NORTH ATLANTIC map. For any other region, specify it in the contract. Subscription for updates to be made by the buyer.

Avionics display system Garmin G500H TXi
including:

- *Display - PFD LH Unit,*
- *Air Data, Attitude and Heading Reference System unit (ADAHRS)*
- *Magnetometer unit*
- *Outside Air Temperature probe*

This equipment is delivered with the original NORTH ATLANTIC map. For any other region, specify it in the contract. Subscription for updates to be made by the buyer.

GENERAL EQUIPMENT

Tinted windows for front windscreens

Sun protected upper windows

Dual controls

Enhanced Air conditioning system

Starter-generator Skurka 200A, instead of Skurka 150A in baseline
Recommended for frequent engine startings (>3 cycles per flight hour) or in case of multiple high energy consuming optionals

AVIONICS

ICS installation compatible with Bose headset
Includes ICS stereo jacks: in addition to the standard jacks for pilot and copilot and in replacement of the standard jacks for passengers. Provides electrical supply for the use of Bose headset without battery pack.

Radio altimeter Thales AHV1600, remote controlled
Displayed on glass-cockpit Garmin G500H TXi - May be a mandatory equipment, required by local airworthiness authorities or operational regulation.

Lightweight Data Recorder (LDR)
It may be a mandatory equipment, required by local airworthiness authorities or operational regulations. Especially, it is required by EASA OPS for operations CAT and SPO from 5 September 2022.

7x Bose headset
High level / High impedance headset

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