

H160

The first of the H generation



© A. Pecchi

Updated as of June 2017

Key Features

- The twin-engine H160 brings form and function together in a highly stylized rotorcraft, which integrates as many as 68 different Airbus Helicopters patented technologies in order to provide a step change in customer experience. It is the new benchmark for style, performance, economic competitiveness, maintenance, safety and comfort with a low environmental footprint
- Ambassador of Airbus Helicopters' transformation plan, the H160 is setting new standards in the ways helicopters are being developed, manufactured and supported. To ensure maturity at entry into service, the development process relies on two integration benches called System Helicopter Zero and Dynamic Helicopter Zero alongside 3 prototypes.
- The front and central fuselage will be produced and assembled in Donauwörth, Germany, the blades will be produced in the blade manufacturing centre in Paris-Le-Bourget, the tail boom will be assembled in Albacete, Spain while the dynamic components will be produced in Marignane. The aircraft will be assembled in Marignane with a total industrial lead time of 24 weeks.
- The H160 will implement a paperless multi-support philosophy leveraging digital technologies, enabling quick and accurate information exchange for airworthiness and maintenance, allowing customers to make decisions faster. The H160 is designed to be as simple to maintain as a light twin helicopter with fast and easy accessibility.

Main Missions

The H160 design makes it versatile in answering customers' needs for a wide array of missions:

- Oil & Gas
- Commercial Air Transport (CAT)
- VIP
- Executive
- EMS
- Public Service / Rescue
- Military: On March 3, French Minister of Defence Jean-Yves Le Drian announced that the H160 would serve as the basis for the Hélicoptère Interarmées Léger (HIL, Joint Light Helicopter) programme which

aims at replacing the French Armed Force's diverse fleet (Gazelle, Fennec, Alouette, Panther) starting in 2024.

Key Dates

- March 2015: HAI unveiling of the H160
- 13 June 2015: First flight
- 27 January 2016: First flight of 2nd prototype with Arrano engines
- 2016: Start of the commercialization
- 2019: First deliveries

Technical Specifications

- Maximum take-off weight: 5.5 – 6 tonnes
 - Engine: Safran Helicopter Engines' Arrano
 - Performance
 - Oil & Gas: 1100 kg Payload for a RoA of 120NM in PC1
 - VIP: cruise speed of 150 – 155 kts with an unequalled level of comfort; no anti-vibration devices required
 - Public Services & SAR: HOGE@5000ft, 450NM
 - **Crew Layout**
 - VFR : Single / dual pilot
 - IFR : Single / dual pilot
 - **Passengers**
 - Commercial Air Transport, Oil & Gas : Up to 12 passengers with comfortable seats
 - VIP : Up to 8 passengers
 - Executive : up to 10 passengers (sliding door)
-