

Russian Helicopters announces new Ka-226T receives IAC AR certification

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Russian Helicopters (part of State Corporation Rostec) announces that it has received Additional Type Certification from the Interstate Aviation Committee's Aviation Register (IAC AR) for the light multirole Ka-226T helicopter. Receiving additional certification opens up opportunities for the delivery and operation of the basic model of this helicopter.

'Certification of the Ka-226T is the result of the great efforts made by the aircraft designers and producers,' said Russian Helicopters CEO **Alexander Mikheev**. 'I am confident that the Ka-226T will find its niche on the light helicopter market.'

The Ka-226T was developed by Kamov design bureau and is a development in the Ka-26, Ka-126, and Ka-226 light helicopter series. These helicopters were produced by Kumertau Aviation Production Enterprise. Special models of the Ka-226 are in service with the Russian armed forces and are still produced. The Ka-226T will also be produced at Kumertau Aviation Production Enterprise.

The certified model boasts French Turbomeca Arrius 2G1 FADEC engines. This is the first instance of Arrius 2G1 engines being installed on a coaxial helicopter. The Ka-226T is also equipped with new reduction gear and the latest avionics. The design solutions applied in the construction of this helicopter make it safer, reduce its environmental impact, and improve its operational efficiency.

Thanks to the new engines, the helicopter is 20% more powerful, and boasts a significantly greater cruising speed. The Ka-226T is certified under transport category A, which indicates increased flight safety. In emergencies, if an engine fails, the helicopter can continue flying and also land. Its upgraded avionics suite can perform instrument-enabled flights, in which the helicopter's location, position, and flight parameters are determined by on-board equipment.

Outstanding controllability and the latest navigation equipment mean that the Ka-226T is easy to manoeuvre in dense, built-up, urban environments and mountainous areas. The absence of a tail rotor and compact size mean that it can land in small spaces. This helicopter does not need to be stored in a hangar, which is another feature expanding its range of use away from base. During the certification tests, the Ka-226T confirmed that it boasts an excellent main rotor system, and outstanding altitude and manoeuvrability characteristics.

The prototype Ka-226T successfully underwent tests in India during a helicopter tender process that was later withdrawn by the Indian government last year. This helicopter performed flights in India's hot, mountainous areas, and consistently out-performed its western-made competition. During flight tests in the Himalayas, the Ka-226T achieved an altitude of 7,200 metres.

In 2013, the Ka-226T demonstrated its versatility in Kazakhstan. It was rated highly by representatives of the Republic's emergency situations ministry and law enforcement agencies, who tracked the helicopter's flight performance when carrying cargo using an external sling and winch. The Ka-226T also carried out a flight, hover, and landing at 2,500 metres to evacuate the sick and injured. One of the Ka-226T's unique achievements in the light helicopter class is its operational ceiling of 7,500 metres.

Kamov Design Bureau, a Russian Helicopters company, designs and develops unique multirole coaxial helicopters. It is named after the legendary aircraft designer and one of the founders of the country's helicopter industry Nikolai Kamov (1902-1973). It designs, develops, and tests unique multirole coaxial helicopters including the Ka-27/28/29/31, Ka-32A11BC, Ka-52 Alligator, Ka-226(T), and also the latest Ka-62. It also boasts a specialised Aviation Training Centre.

Kumertau Aviation Production Enterprise is a Russian Helicopters company and the largest industrial enterprise in Kumertau, manufacturing high-tech equipment for helicopters and other purposes. Kumertau Aviation Production Enterprise specialises in coaxial rotor system helicopters. It produces all the Ka-27 and Ka-31 models used by the Russian Navy, as well as the civilian multirole Ka-32A11BC and the new Ka-226 and Ka-226T.

Russian Helicopters, (part of State Corporation Rostec), is one of the global leaders in helicopter production and the only helicopter design and production powerhouse in Russia. Russian Helicopters was founded in 2007 and is headquartered in Moscow. The company comprises five helicopter production facilities, two design bureaus, a spare parts production and repair facility, as well as an aftersale service branch responsible for maintenance and repair in Russia and all over the world. Its helicopters are popular among Russian ministries and state authorities (Ministry of Defence, Ministry of Internal Affairs, Emergency Control Ministry), operators (Gazpromavia, UTair), major Russian corporations. In 2014 its IFRS revenues increased 22,8% to RUB 169,8 billion. Deliveries reached 271 helicopters.

State Corporation Rostec is a Russian corporation founded in 2007 for the purpose of promoting the development, production and export of hi-tech civilian and military industry products. It comprises 700 organisations, nine of which have now been formed as holding companies of the military-industrial complex, five of them are involved in civil industries and 22 are directly controlled. Rostec's portfolio includes recognised brands such as Avtovaz, Kamaz, Russian Helicopters, and VSMPO-AVISMA. Rostec's organisations are located in 60 constituent entities of the Russian Federation and supply their products to the markets of more than 70 countries. The revenue of Rostec in 2013 amounted to RUB 1.04 trillion. The tax deductions into the treasuries at all levels exceeded RUB 138 billion.

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