



**Compagnie Aérienne Internationale**

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## **NEW AGUSTA 109 SP**

**From New manufacture**



**C.A.I.** Siège Social - 114 bis rue Michel Ange 75016 PARIS France

RCS Paris - SIRET 794 830 653 00018 - APE 4614Z **Tel : +33-1-3956 1438 FAX : +33-1-3956 5763**



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**2012 - AW109SP GrandNew**

**(Brand New - Ready For Delivery)**

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## STANDARD EQUIPMENT

- Active Noise Reduction (ANR) headsets (pilot and co-pilot) - Baggage compartment lights
- Crash-resistant co-pilot seat, fore and aft adjustable, with lap belts and headrest - Crew open door actuators
- First aid kit - Fuel drain electrical valves - Internal structural provisions for utility equipment - Portable fire extinguisher
- Shoulder harness with inertial reels (pilot and co-pilot) - Tail boom strake

## SINGLE PILOT DUAL CONTROLS IFR AVIONIC PACKAGE

- Pilot flight/navigation EFIS (2 displays) with embedded FMS
- Synthetic Vision (SVS), HTAWS (Helicopter Terrain Awareness and Warning System)
  - Slip indicator and Remote Bug Panel (RBP)
- In lieu of basic Pilot flight/navigation EFIS (1 display) with slip indicator and Remote Bug Panel (RBP)
  - Co-pilot flight/navigation EFIS (2 displays) with embedded FMS - Synthetic Vision (SVS)
- HTAWS (Helicopter Terrain Awareness and Warning System), slip indicator and Remote Bug Panel (RBP)
  - Reversionary Control Panel (RCP) - EFIS pilot/co-pilot navigation synchronization switch (FMS data)
- Electronic Standby Instrument System (ESIS) - Second Radio Management System (RMS) RTU-4210 Collins
  - Second VHF/AM VHF-4000E Collins - VOR/ILS/ADF NAV-4000 Collins - DME DME-4000 Collins
- Radio altimeter ALT-4000 Collins - Second Attitude Heading Reference System (AHRS) - Second Air Data Unit (ADU)
- Pilot GPS/SBAS Chelton interfaced to EFIS/FMS - Co-pilot GPS/SBAS Chelton interfaced to EFIS/FMS
  - Digital Audio Control System (DACS) NAT additional cockpit panel - Second electronic clock
  - 4-axis dual duplex digital AFCS with integrated Flight Director - Second magnetic compass indicator
  - ELT C406-N HM Artex (with Navigation Interface Module embedded) - Dual controls

## INTERIOR

- Air conditioning ECS (Environment Control System) - Primer finished cabin walls - VIP Interior-6 places
  - Super Silent soundproofing - Leatherette covered liners - Cabin double layer acrylic windows
  - All seats crash-resistant covered with leather or fabric/leather
- 3 aft facing seats (central bench) with see-through modification and with foldable armrest and glass holder
  - 3 fwd facing seats (aft bench) with foldable armrest and glass holder
  - 4-point shoulder harness with inertial reels and safety belts for all passenger seats
  - Reading lights, advisory lights, floor courtesy lights - Leather bellows on flight controls
- Cabin loudspeakers – Heasset ANR type (Qty 6) – Customized finishing from VIP available selections

## ADDITIONAL EQUIPMENT

- Airframe hourmeter - Baggage compartment extension (2.3 m) - Engine compartment fire extinguishers (Qty 2)
  - Fuel cap with key-lock - Pulsed chip detectors (in lieu of quick disconnecting chip detectors)
- Reinforced windshield (pilot and co-pilot) - Retractable/rotating landing light (nose mounted)
  - Rotor brake - Windshield wipers (pilot and co-pilot) with wiper switch on cyclic grips
  - Electrically operated passenger step - Engine washing provisions (qty. 2)
  - Sliding windows on pilot and co-pilot cockpit door window
- 213 USgal crash resistant extended fuel system – Traffic Avoidance System TAS-620 Avydrine
  - Weather Radar RDR 2000 Bendix/King – Cocpit Central Monitor 8.4" for digital map
  - Euroavionics Euronav digital map interfaced to FMS (presented in 8.4" display)
  - Pilot and co-pilot console tray including 12 VDC outlet – Emergency floats provision
- Curtains in cocpit on upper windows – High-intensity strobe lights on horizontal stabilizer

**Specification and photos are not contractual and are subject to verification upon inspection**

PLEASE NOTE: AIRCRAFT SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION. WE DO NOT ACCEPT ANY LIABILITY FOR AIRCRAFT DEFECTS, HISTORY OR TECHNICAL RECORD ERRORS. IT IS THE BUYERS RESPONSIBILITY TO INDEPENDENTLY VERIFY THE AIRCRAF AND COMPONENT HISTORY.

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