

1. Round-the-clock survey system
2. KBO-17-1 "Glass cockpit" Integrated Flight and Navigation System
3. Pilot energy-attenuating seats
4. Velocity vector sensor of air data system
5. Cable shears
6. Air conditioner and heater
7. Reinforced floor of the fuselage
8. Entrance stairs
9. Self-sealing fuel tanks
10. Passenger energy attenuating seats
11. High-performance dust protection devices
12. VK-2500PS-03 engines with FADEC system
13. Transformable cargo and passenger cabin with improved heat and sound insulation
14. Main gear box
15. Modified swash plate
16. High-performance vibration damper
17. Composite main rotor blades with modified airfoil
18. Duplicated hydraulic system
19. SAFIR APU
20. Enlarged emergency hatches
21. Emergency floatation system
22. Cargo doors with central hatch
23. Reinforced transmission
24. Lighting equipment based on LED emitters
25. Upgraded stabilizer
26. Modernized tail pylon
27. X-shaped tail rotor with composite blades



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Specifications and performance are valid on day of printing and subjects to change by manufacturer without prior notice. Graphics can include equipment that is not provided in basic configuration and requires further information.

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MULTI-PURPOSE HELICOPTER Mi-171A2

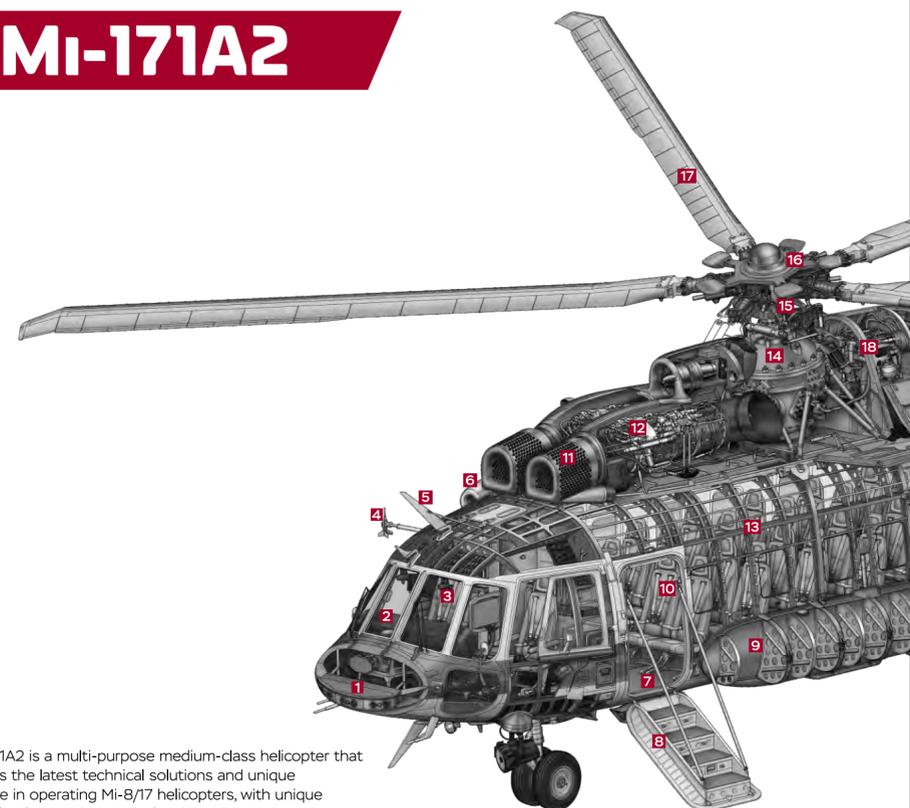
- High-performance flight characteristics
- Compliance with the requirements of aviation rules AP-29
- Operation without overhauls
- «Glass cockpit»
- Transformable cabin
- Powerful power plant

Mi-171A2

The Mi-171A2 is a multi-purpose medium-class helicopter that represents the latest technical solutions and unique experience in operating Mi-8/17 helicopters, with unique functionality for a wide range of tasks. Due to the applied technical solutions, the helicopter provides unsurpassed flight characteristics and high economic indicators. The Mi-171A2 is the highest level of reliability, safety and comfort, setting new standards for medium - class helicopters.

HELICOPTER MISSIONS

- **Passenger transportation** - comfortable and safe flight over land and water
- **Cargo transportation** - inside the cabin and external load
- **Search and rescue operations** - around the clock in all weather conditions
- **Emergency medical care** - evacuation and provision of intensive care treatment on board of the helicopter
- **Fire fighting** - water dropping to flame base using a helibucket
- **Area patrolling** - surveillance using a wide range of special equipment



PASSENGER VERSION

24 seats

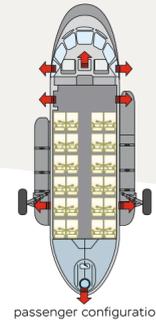
for transporting passengers on energy-attenuating seats

800 km

maximal flying distance with main fuel tanks

8 spots

for passenger evacuation



passenger configuration



passenger energy-attenuating seats



coat room and baggage compartment



air conditioner / heater

CARGO

4,000 kg

cargo cabin capacity

5,000 kg

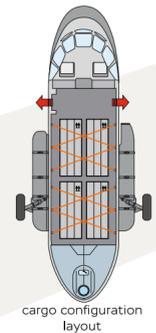
external load

26,6 m³

transport cabin dimension

13,500 kg

maximum takeoff weight with external load



cargo configuration layout



spacious cargo compartment



cargo doors with a central hatch



right widened door

SEARCH AND RESCUE VERSION

24 hours

performing rescue operations at any time of the day

2 spots

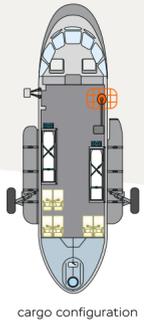
to transport victims on medical modules

5,5 hours

of continuous flight for area surveillance

136 and 272 kg

hoisting power



cargo configuration layout



medical modules



searchlight



rescue hoists

FIREFIGHTING VERSION

from 3 to 5 t

helibucket capacity

13,9 m/s

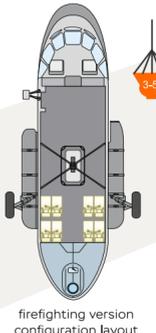
climb capability

180 km/h

airspeed with helibucket

24 seats

for transportation of fire brigades and service personnel



firefighting version configuration layout



helibucket



loud speaker



transportation of special vehicles

DESIGN

MODERNIZED ROTOR SYSTEM AND TRANSMISSION

- Improved altitude and climate characteristics
- Increased maximum and cruising speed
- Increased external load capacity
- Increased main rotor lift
- Enhanced directional control stability
- Enhanced ability to withstand crosswind
- Longer lifetime of the main rotor and tail rotor blades, swash plate assembly, main rotor hub, main gearbox and transmission

IMPROVED FUSELAGE

- Reduction of aerodynamic drag
- Possibility of quick cabin transformation from passenger to cargo version / vice versa
- Possibility to quickly install additional equipment (winches, external sling, medical modules, etc.)
- Reinforced fittings for securing cargo
- Enhanced strength of the fuselage floor

MODERN FLIGHT AND NAVIGATION SUITE

- Safe flight with manual, automatic, combined methods of control
- Reduction of the crew to two members and considerable decrease of pilot workload
- Better stability and control
- Enhanced situational awareness of the crew
- Day-and-night external environment surveillance
- Continuous on-board monitoring of the technical condition of helicopter systems

POWERFUL POWER PLANT

- Increased power for cruising, rated and emergency flight modes
- Horizontal flight and continued take-off with one engine running for 60 minutes
- Improved engine protection against sand and dust
- Maintaining engine speed in automatic mode in different flight modes
- Antisurge control

OPERATION

WIDE RANGE OF OPERATING CONDITIONS

- Operation at temperatures from -50 to +50°C
- Hangar-free storage
- Flights at any time of the day according to instrument and visual flight rules
- Flights in any weather conditions
- Flights over high mountain areas
- Flights over water surface
- Flights at adverse weather conditions including icing

OPERATION AND MAINTENANCE SYSTEM

- Maintenance without overhauls
- Decreased number of scheduled works
- Decreased maintenance burden
- Rapid diagnostics and troubleshooting using modern test and control equipment
- Fault prediction
- Longer lifetime of limited list of components and aggregates
- Operational and technical documentation in electronic interactive form in accordance with the ASD S1000D standard (AECMA S1000D)

SAFETY

FLIGHT AND NAVIGATION EQUIPMENT

- New generation digital autopilot with backup function
- Ground Proximity Warning System
- Anticollision system
- Integrated backup instruments
- Weather navigation radar station
- Round-the-clock surveillance system
- Integrated electronic display and alarm system
- General helicopter equipment control system
- VOR/ILS/GPS/GLONASS/GALILEO integrated systems
- Automatic landing approach, hovering and flight in accordance with ICAO standards

SYSTEMS AND EQUIPMENT

- VK-2500PS-03 engines with FADEC system and increased power in emergency mode
- Fuel system without service tank with separate fuel supply to the engines
- Dual main helicopter systems
- Energy attenuating passenger and pilot seats
- Cable shears
- Helicopter Ditching System
- Collective and personal safety equipment

FLIGHT PERFORMANCES

WEIGHT DATA

Maximum take-off weight when transporting passengers, kg 13,000

Maximum take-off weight when transporting cargoes, kg 13,500

Normal take-off weight, kg 11,600

Number of passengers, persons 24

Crew members, persons 2

Number of injured carried in medical modules, persons 2

Payload, kg:
inside cargo cabin 4,000
on the external sling 5,000

ENGINES 2xVK-2500PS-03

Engine power, h.p. 2 x 2,400

Engine power at emergency mode, h.p. 2,700

FLIGHT PERFORMANCE

Maximum speed, km/h 280

Cruise speed, km/h 250

Service ceiling, m 6,000

Hover ceiling, m 3,980

Rate-of-climb with maximum take-off weight, m/s 13,9

Permissible temperature range from -50 to +50°C

Flying range, km:
with main fuel tanks 800
with one auxiliary fuel tank 1,060

