



UTILITY HELICOPTER

MI-171A2



Crew: 2



Weight of cargo
on the external sling:
5 000 kg



Contingency power:
2 700 hp



Flight range
with main fuel
tanks 800 km



Max speed: 280 km/h



MTOW cat. A:
13 000 kg

MI-171A2

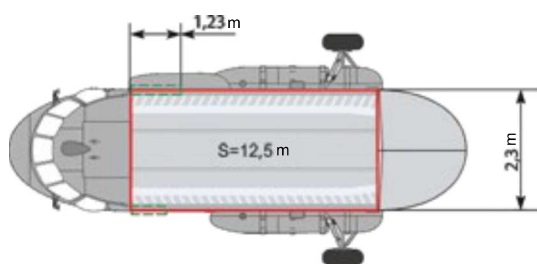
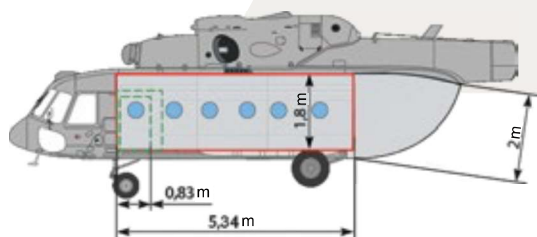
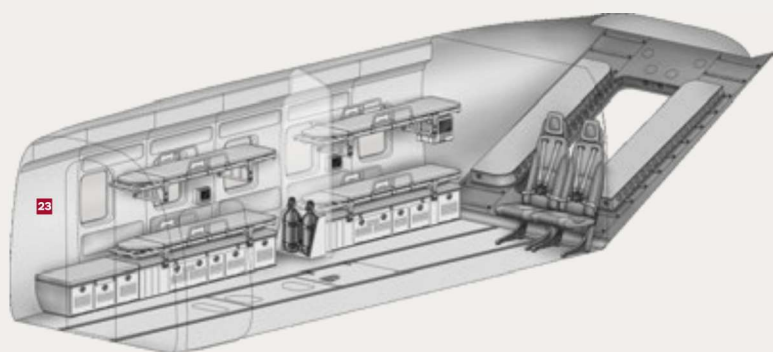
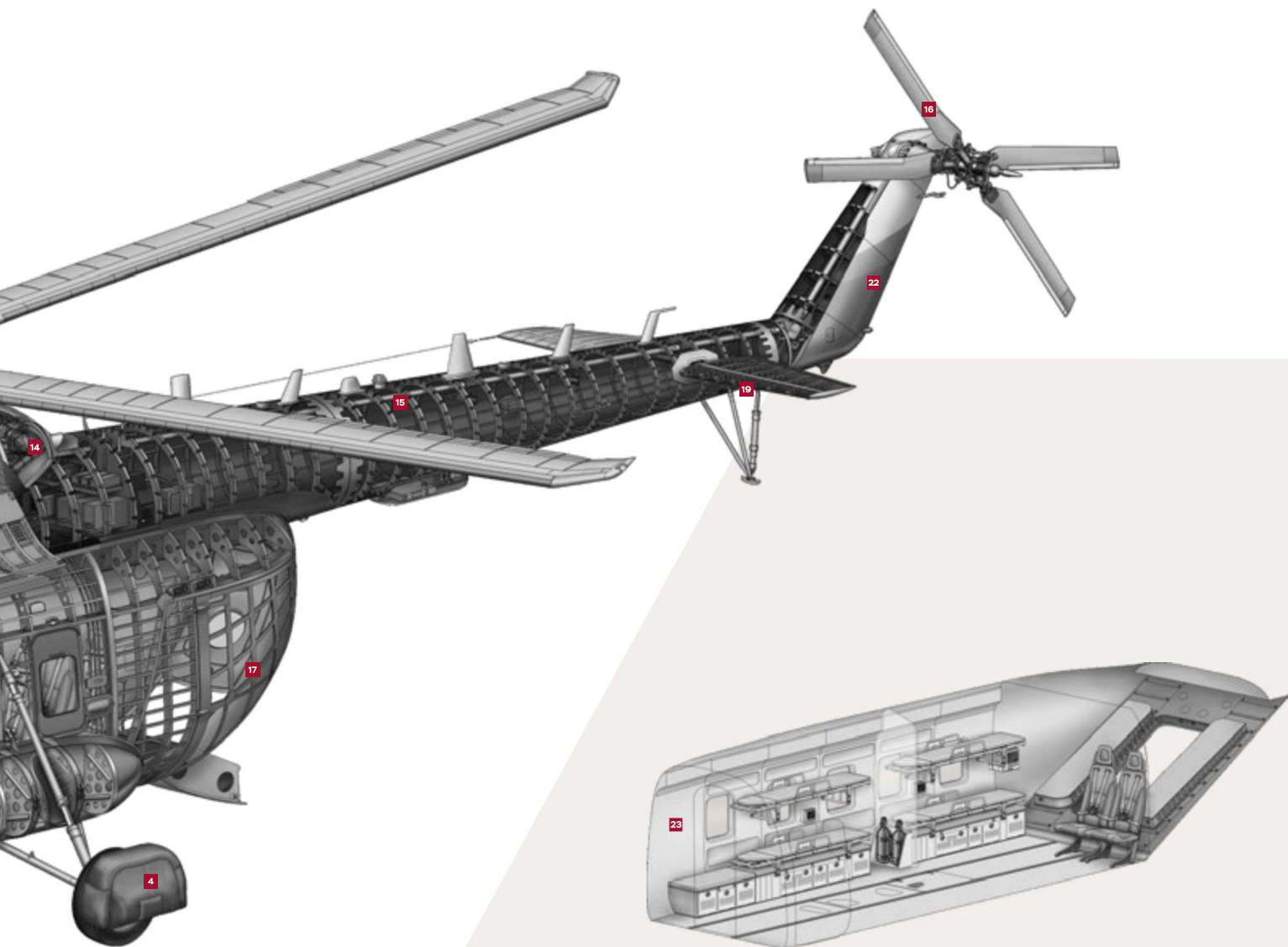


Mi-171A2 medium utility helicopter combines unique experience of Mi-8/17 type helicopters operation and the latest technical solutions. It embodies the highest level of reliability, safety and comfort. Mi-171A2 has been developed in close cooperation with helicopter operators and sets new standards for medium class helicopters.

Mi-171A2 provides ample opportunities for your business and confidence that the mission will be performed in any conditions.

APPLICATIONS

- ⌞ **Transportation of passengers** - comfort and safety above land and sea
- ⌞ **Transportation of cargoes** inside the cabin and on the external sling
- ⌞ **Search and rescue operations** - round-the clock in all weather conditions
- ⌞ **Offshore** - flights to offshore drilling rigs
- ⌞ **Emergency medical service** - medical module with a possibility of medical assistance during flight
- ⌞ **Medical evacuation** - up to 12 casualties accompanied by a medical attendant
- ⌞ **Firefighting** - transportation of up to 5000 l of water / fire-fighting crew, equipment
- ⌞ **Patrolling** - wide range of mission equipment



- 1 Round-the-clock surveillance system
- 2 Velocity vector sensor of air data system
- 3 Energy-absorbing pilots seats
- 4 Emergency floatation system
- 5 Cable cutters
- 6 Energy-absorbing passenger seats
- 7 Ramp door
- 8 KBO-17 «Glass cockpit» Integrated flight control and navigation suite
- 9 Convertible cargo/passenger cabin
- 10 VK-2500PS-03 engines with FADEC system
- 11 Main gearbox
- 12 Modified swashplate
- 13 Composite main rotor blades
- 14 SAFIR APU (start-up altitude up to 6000 m)
- 15 Reinforced transmission
- 16 X-shaped tail rotor
- 17 Cargo doors
- 18 Air-conditioning and heating system
- 19 Modified stabilizer
- 20 Fuel tank
- 21 Engine Air Particle Separator of enhanced capacity
- 22 Modified tail pylon
- 23 Medical module

PASSENGER CONFIGURATION / VIP CABIN

2



Crew

up to 14



VIP passenger seats

13 000 kg

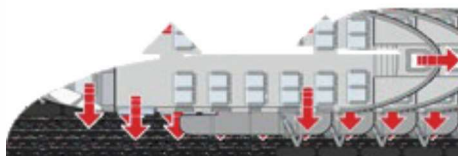


MTOW cat. A and B

20



Energy-absorbing seats



Passenger cabin layout scheme



VIP cabin layout scheme

CARGO CONFIGURATION

5 000 kg



Transportation of cargoes
on the external sling

4 000 kg



Transportation of cargoes
inside the cabin

13 500 kg



Maximum take-off weight
with cargo on the external
sling



Cargo cabin layout scheme

OFFSHORE CONFIGURATION

800 km →

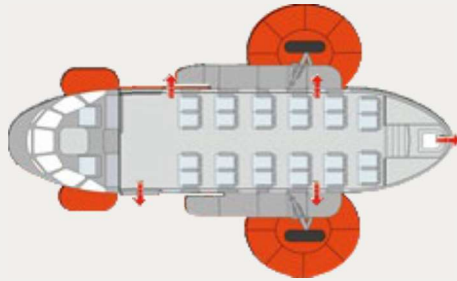
Max 'ight range with main fuel tanks

1 000 km →

Max 'ight range with an auxiliary fuel tank

6 000 m ↑

Service ceiling



Layout scheme of offshore con' guration with activated emergency ' oation system

SEARCH AND RESCUE CONFIGURATION

260 km/h ↻

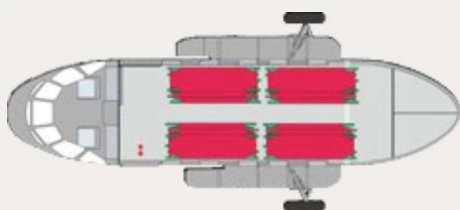
Cruise speed

280 km/h ↻

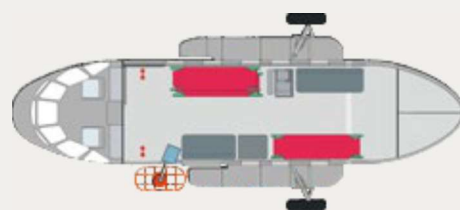
Max 'ight speed

-50 ...+50

Operating temperatures range



MEDEVAC con' guration layout scheme



Rescue con' guration layout scheme

DESIGN

ENHANCED SAFETY LEVEL

- Shock absorbing seats for passengers and crew
- Cable cutters
- Emergency flotation system
- Obstacle warning system
- Ground proximity warning system
- Health and usage monitoring system
- Self-sealing tanks, without service fuel tank



Fischer pilot seats



Cable cutters

MODIFIED FUSELAGE

- Capability of prompt conversion from transport to passenger configuration and back
- Two sliding doors with easily removable footrests
- Possibility to install ramp with hatch
- Reinforced cargo deck
- Rust-resistant flooring with passive ventilation
- Maximum storage capacity of cargo cabin in the class
- Improved pressurization
- Enhanced thermal and sound insulation
- Modernized stabilizer



Modernized stabilizer



Self-sealing fuel tanks of enhanced capacity

INTEGRATED FLIGHT CONTROL AND NAVIGATION SYSTEM WITH OPEN ARCHITECTURE

- Glass cockpit
- Navigation computer panel
- Digital autopilot
- GPS/GLONASS
- VOR/ILS
- Weather radar
- DME
- Transponder
- Attitude and heading reference system
- Doppler velocity sensor
- Ergonomic cockpit
- IFR and VFR flight
- Round-the-clock surveillance system
- Automatic direction finder

Modern avionics of Mi-171A2 helicopter incorporated in KBO-17 suite ensures efficient VFR and IFR helicopter piloting day and night under different weather conditions.

IMPROVED SYSTEMS

- Digital engine control system
- Fuel system without service tank with split fuel supply to engines
- Hydraulic system with dual-chamber boosters
- Te'lon hoses of hydraulic, pneumatic, oil and fuel systems
- Power supply system of enhanced power capacity with overload protection and built-in check
- Lighting equipment on the basis of LED lights



KBO-17 glass cockpit



Round-the-clock surveillance system KOS-17

HIGH-CAPACITY POWERPLANT

- VK-2500PS-03 engines (emergency rating- 2 700 hp) with electronic engine control system
- Auxiliary power unit (APU) with start-up altitude up to 6 000 m
- Engine Air Particle Separator (EAPS) of enhanced capacity



VK-2500PS-03 engines



PALL engine air particle separator

UPGRADED ROTOR SYSTEM AND TRANSMISSION

- Composite main rotor blades
- Swashplate with reduced number of lubricating points
- Main gearbox suitable for 30 minutes dry run
- Reinforced transmission
- X-shaped tail rotor



Composite main rotor blades



X-shaped tail rotor

OPERATION AND MAINTENANCE SYSTEM

Improved aggregates with high service life make it possible to reduce costs for the helicopter maintenance and life cycle cost on the whole. Integrated monitoring and diagnostic system provides complete information about the status of the main systems and aggregates of the helicopter. Introduction of NASKD-200 type integrated means of ground check and its mobile variant for checking operations reduce the duration of the helicopter periodic maintenance, making it possible to perform search of failures and certain types of maintenance procedures when operating from sites isolated from the main servicing point.

- No fuselage scheduled overhaul
- Extended service life
- Reduced maintenance labor input
- Ground automatic monitoring system
- MR blades tracking automatic checking system
- Interactive operational and technical documentation (ASD 1000 standard)

WIDE RANGE OF OPERATING CONDITIONS

Mi-171A2 helicopter is intended for operation under various conditions - be it heat or cold, rain or snow, mountains or desert, sea or land. The helicopter can easily operate even in tough and extreme operating conditions. When other helicopters are grounded - Mi-171A2 operates.

Significantly retained equipment and GSE of Mi-171A2 ensures easy combination of operators' aircraft fleet with Mi-8/17/171 type helicopters at their disposal.

- Round-the clock operation
- IFR and VFR flights
- Various climatic conditions
- All latitudes
- IFR weather conditions
- Icing conditions
- Marine environment

SPECIAL EQUIPMENT (OPTIONS)



Medical module



Loudspeaker



Googrich hoist for 136 kg



Search floodlight



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