

SEAT SLIDER

AS350 Crashworthy & Non-Crashworthy



ABOUT US

With a focus on increasing operational safety Oceania Aviation's Part 145 manufacturing division, Airborne Systems, have produced a crashworthy and non-crashworthy seat slider.

Our seat slider has been meticulously designed to increase the safety of external load operations while maintaining normal aircraft control. Allowing the pilot to adjust the right hand seat up to 100mm outboard, vision of the underslung load is greatly increased thereby improving the safety of the operation.

The seat slider installation is compatible with both standard and energy absorbing seats and includes extensions to the collective control and right hand pedal allowing normal flight function as per the flight manual.

Key Features

- Three Preset Seat Locations With Maximum Outboard Extension of 100mm
- Improved Pilot Visibility When Performing External Load Operations
- Compatible With Both Standard & Energy Absorbing Seat (Non-Crashworthy & Crashworthy)
- Increased Operational Safety
- Compatible With Onboard Systems Hydraulic Cargo Hook

Certifications

- New Zealand: NZCAA STC.OAL.005

Talk to us about what countries accept our role equipment.

SPECIFICATIONS

Approved Aircraft Models

Airbus H125 Series (AS350 B2, B3 & B3e)

System Components

- Sliding Rails
- Seat Shift Plate
- Retaining Pin
- Collective Extension
- RH Pedal Extension

Limitations

Adjustments made prior to flight only.
No dual pilot operations allowed when seat in configuration 2 & 3.

Seat Positions

Configuration 1: 0mm Outboard
Configuration 2: 70mm Outboard
Configuration 3: 100mm Outboard

Approved Configurations

Configuration	0mm	70mm	100mm
1	✓		
2		✓	
3			✓

Flight Performance

Seat slider has no impact on the aircrafts flight performance. As per aircraft flight manual.

Installation

AS350B. BA & B2 Non-Crashworthy installation is a 3 hour process requiring no special tooling.
AS350 B2, B3 & B3e Crashworthy installation is a 5 hour process requiring no special tooling.
Both versions are bolt in conversions with no cutting or removal of the original aircraft structure.



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