



**RUSSIAN  
HELICOPTERS**



**UTILITY HELICOPTER**

# Ka-62



take-off power  
2 x 1,776 hp



maximum speed  
310 km/h



cargo capacity  
2,500 kg



crew  
1-2



MTOW  
6,800 kg



service ceiling  
6,100 m

# General information

The design of the new Ka-62 medium-class utility helicopter embodies the latest achievements in the world's aviation industry.

Ka-62 complies with Russian and international airworthiness requirements (AP-29, CS-29, JAR-OPS3), rules of offshore operations, international standards in reliability, service life, flight safety, comfort conditions, maintenance and serviceability.

## High level of safety

- highly reliable digital engine control system (FADEC)
- crashworthy fuel system
- redundant hydraulic system
- wheel landing gear with increased shock absorbing capability
- protected fan-in-fin tail rotor
- bird-resistant windshield and helicopter structure
- shock-absorbing passenger and crew seats
- reinforced fuselage structure capable of maintaining integrity of assemblies in case of emergency landing
- 30 minutes of operation under oil starvation of transmission assemblies
- continuation of flight after tail rotor failure

## Wide range of operating conditions

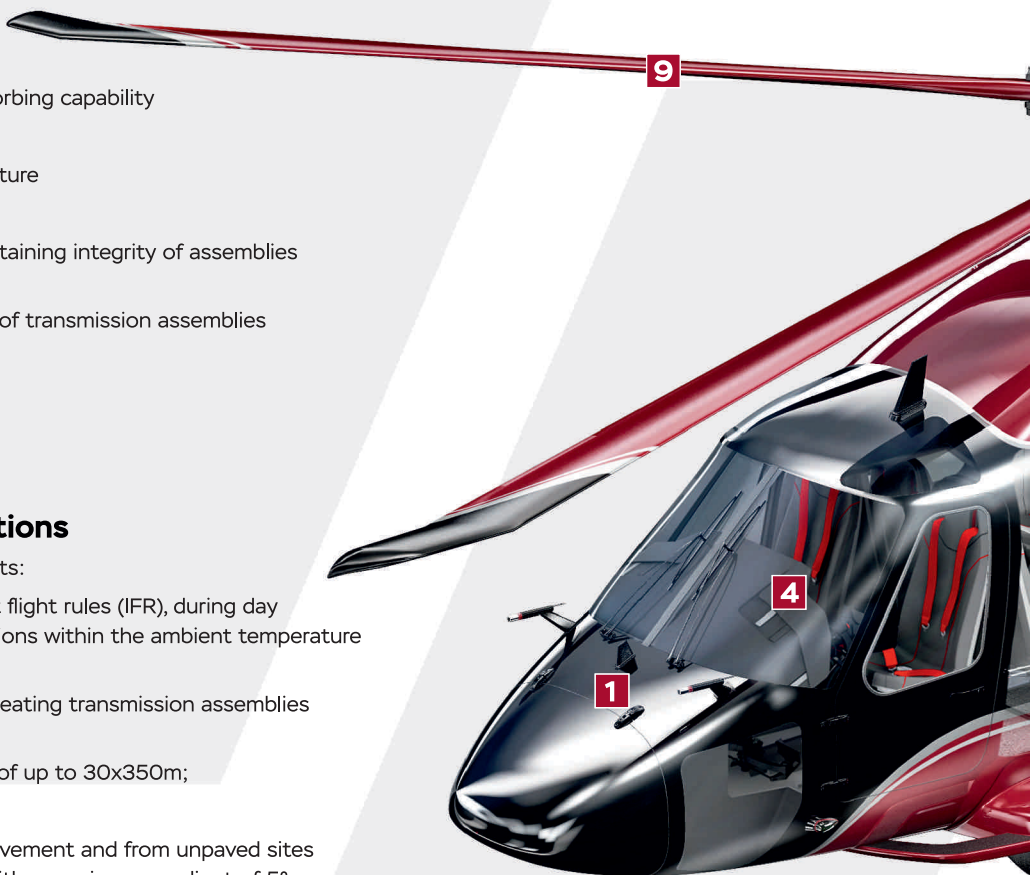
The helicopter is designed for performing flights:

- under visual flight rules (VFR) and instrument flight rules (IFR), during day and night, above land and sea, in icing conditions within the ambient temperature range from  $-50^{\circ}\text{C}$  to  $+50^{\circ}\text{C}$ ;
- at temperatures of up to  $-35^{\circ}\text{C}$  without preheating transmission assemblies and engines;
- in adverse weather with a weather minimum of up to 30x350m;
- in all geographical regions;
- from aerodromes/pads with hard-surfaced pavement and from unpaved sites with a soil density not less than  $4\text{ kgf/cm}^2$ , with a maximum gradient of  $5^{\circ}$ .

## Wide range of helicopter missions

- transportation of passengers, including in the conditions of enhanced comfort;
- internal and external cargo transportation;
- patrolling and environmental monitoring;
- search and rescue;
- emergency medical evacuation;
- flight personnel training;
- offshore operations for oil industry.

One of the main competitive advantages of Ka-62 for operators is its inherent design flexibility which makes it easy to change the transport cabin configuration and create application variants with optional equipment (passenger seats, external load sling, rescue hoist, medical equipment, etc.) both inside the transport cabin and outside the helicopter. Reconfiguration can be performed by an operator or by a service team.





1. Avionics bay
2. Retractable tailwheel landing gear
3. Transmission
4. Bird-resistant windshield
5. Spacious luggage compartment
6. Fan-in-fin multiblade rotor
7. Vertical fin stabilizer
8. Ventral fin
9. Five-blade main rotor
10. Ardiden 3G turbo shaft engines
11. Shock absorbing seats



"Glass cockpit" avionics suite



Fan-in-fin 12-blade tail rotor

# PASSENGER

**Payload up to 15 passengers  
(up to 10 kg of luggage per passenger)**

Wide side sliding doors ensure easy access on board the helicopter.

All versions of Ka-62 feature six push-out windows which can serve as Type IV emergency exits. For baggage transportation, a spacious compartment is available with access from outside the helicopter (starboard and portside).

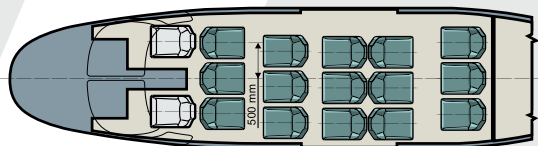
If required, the seats may be removed to refit the helicopter for other application variants.

**Standard layouts:**

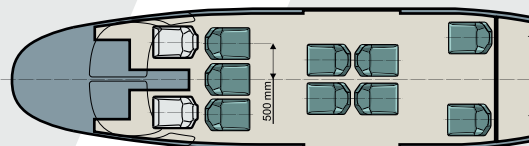
- dense - 15 passengers;
- comfort - 12 passengers;
- enhanced comfort - up to 9 passengers.



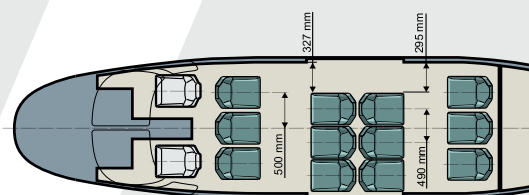
Enhanced comfort cabin variant for 9 pax



Dense arrangement - 15 passengers



Enhanced comfort - up to 9 passengers



Comfort - 12 passengers

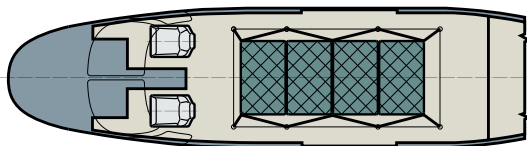
# TRANSPORT

**Internal payload – 2,000 kg  
External payload - 2,500 kg**

Cargoes transported in the transport cabin may be assembled as a package of separate cases, boxes, bags, packages, etc. or barrels. Special devices with mooring points are installed on transport cabin floor to place and fix the cargo.

**Cargo transportation equipment (in cabin):**

- set of equipment for cargo lashing in transport cabin;
- cargo retention net.

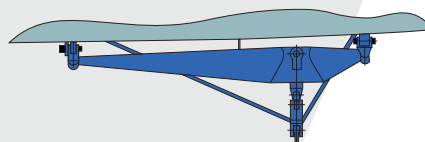


Scheme of cargo accommodation and mooring on the floor of transport cabin



Layout of cargo and equipment attachment points on the floor

External cargo sling consists of a removable part attached to the airframe's load-bearing elements and removable cable sling with electromagnetic locks for tactical or emergency cargo release (drop).

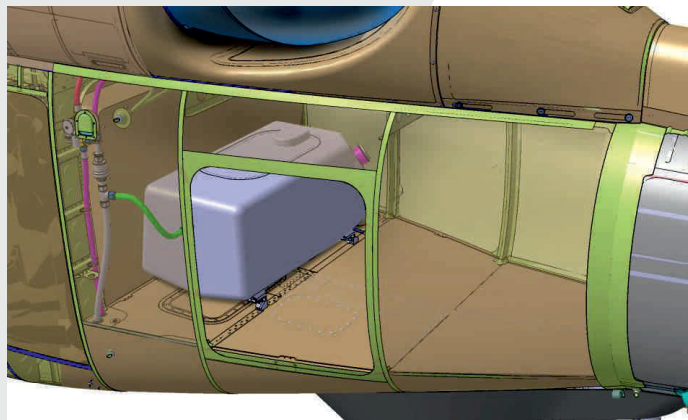


External sling

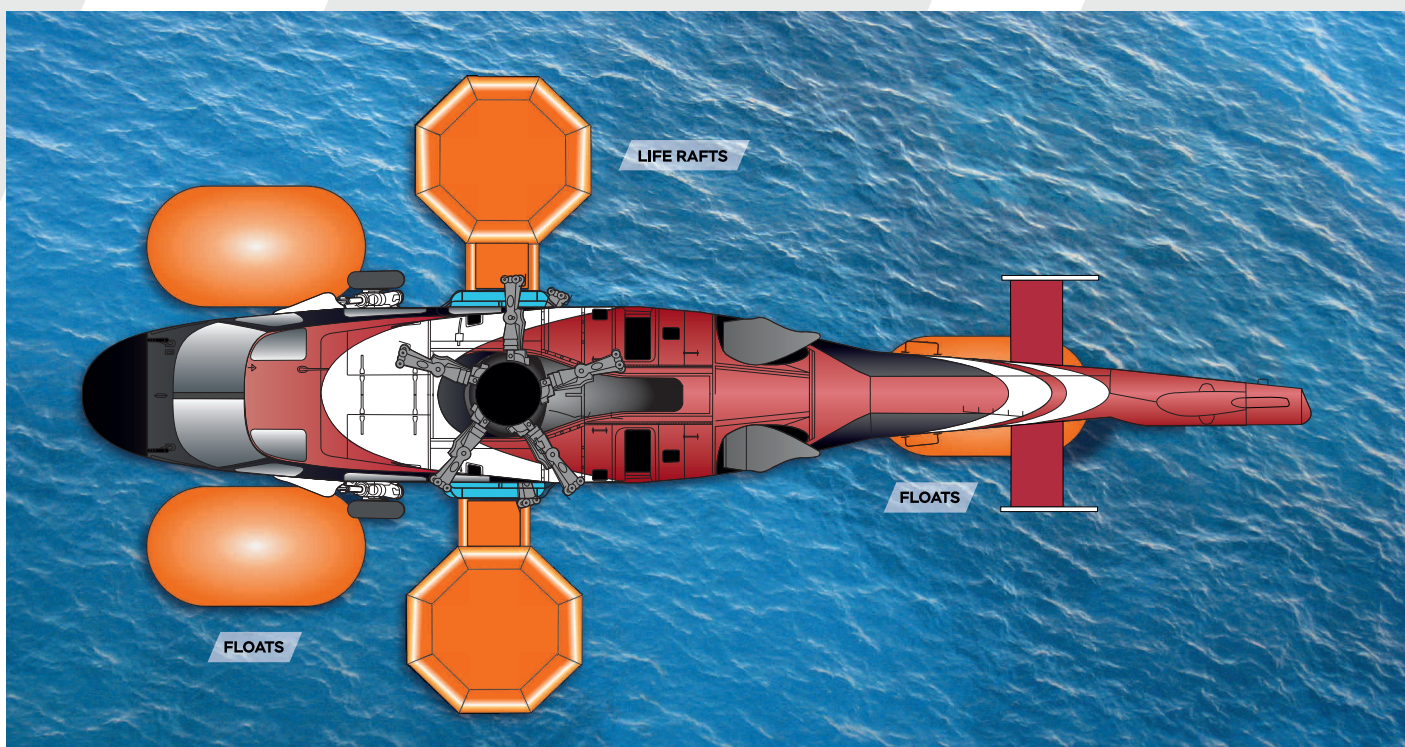
# OFFSHORE

Special version of helicopter designed for flights above water surface. The provision is made for the installation of additional equipment ensuring operating conditions over vast water areas:

- emergency ditching system with automatic and manual control (includes floats and externally located rafts);
- auxiliary fuel tank (optionally located in luggage compartment);
- high-intensity flashing light;
- automatically jettisonable emergency locator transmitter with in-built GPS/GLONASS;
- emergency cabin lighting Heel.



Auxiliary fuel tank



Emergency flotation system

# EMS



The use of EMS aviation considerably reduces time for medical personnel's arrival to an accident site even in hard-to-reach or faraway areas.

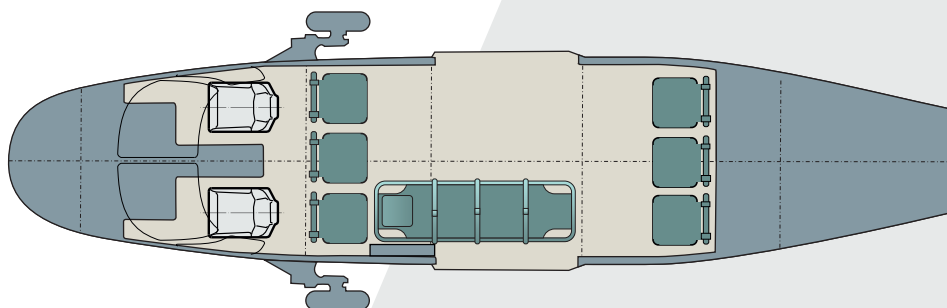
EMS helicopters feature higher speed as compared with automobile transport and need less time to arrive to the site since they do not depend on traffic, which makes them indispensable when literally every second counts.

Ka-62 helicopter is able to accelerate to 310 km/h which is one of the best performances among EMS rotorcraft.

Operator can convert the transport cabin by installing medical equipment in various configuration and medical personnel transportation equipment at the standard passenger seat attachment points.

The composition of cabin equipment in EMS configuration depends on the performed mission and is determined by a customer.

## EMS configuration:



Capable to perform emergency transportation of up to 4 patients on stretchers attended by medical personnel (1 medical module)

# FLIGHT PERFORMANCE

## WEIGHT AND DIMENSION PARAMETERS

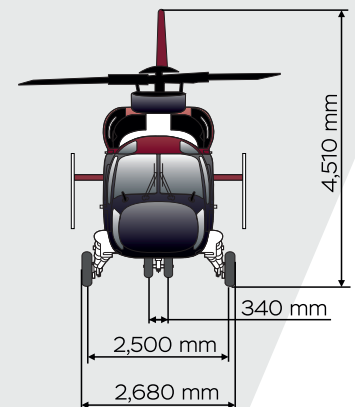
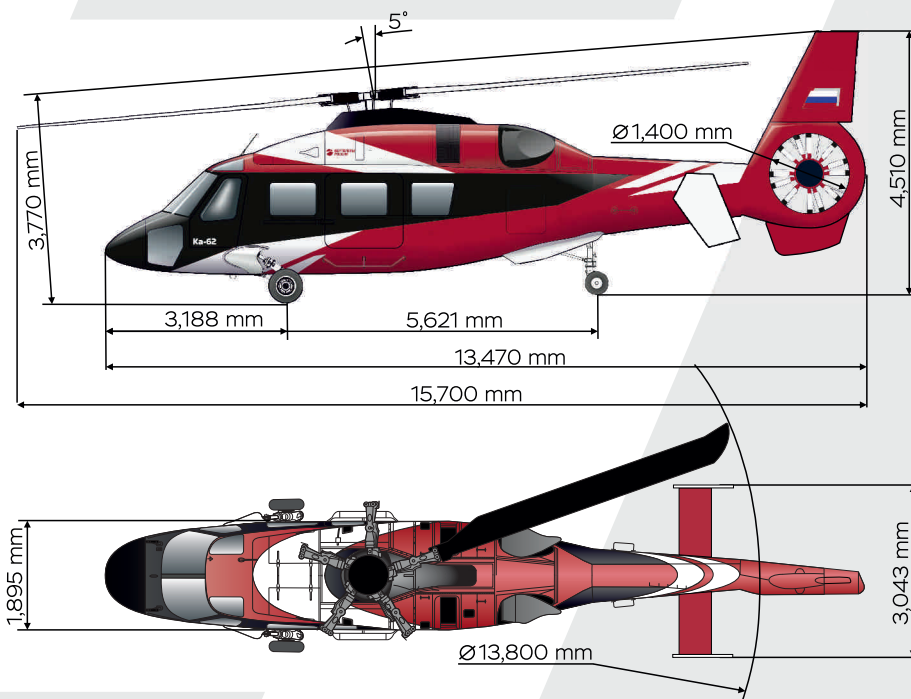
Normal take-off weight, kg	6,500
MTOW, kg	6,800

## ENGINES (2 x Ardiden 3G equipped with dual channel Full Authority Digital Engine Control (FADEC))

	hp	kW
Take-off rating (5 min)	2 x 1,776	2 x 1,306
Maximum continuous rating (unlimited)	2 x 1,546	2 x 1,137
Power with OEI (2.5 min)	1 x 1,940	1 x 1,427
Continuous power with OEI	1 x 1,776	1 x 1,306
Continuous take-off power (30 min)	2 x 1,776	2 x 1,306

## FLIGHT PERFORMANCE (ISA)

	normal take-off weight	max take-off weight
Service ceiling, m	6,100	5,500
Hover ceiling (OGE), m	3,200	2,740
VNE, km/h	310	300
Cargo capacity at the external sling, kg		2,500
Cruise speed at max continuous rating, km/h	290	285
Rate of climb, m/s	14	12
Max flight range (barometric altitude 500 m, Vmax, standard fuel, no reserve, main fuel tanks full), km		700
Flight range with 1,000 kg payload (20-minute fuel reserve), km		580
Flight range with 2,000 kg payload (20-minute fuel reserve), km		100
Max endurance (barometric altitude 500 m, Vecon, no fuel reserve, main fuel tanks full), h	4	3.7



Scan the QR code with your gadget to learn more about the new utility Ka-62 helicopter





**RUSSIAN  
HELICOPTERS**

**“Russian Helicopters” JSC  
115054 Russia, Moscow,  
1 Bolshaya Pionerskaya st.**

**Tel.: +7 495 627 55 45  
Fax: +7 495 663 22 10**

**[www.rhc.aero](http://www.rhc.aero)  
[info@rhc.aero](mailto:info@rhc.aero)**

Technical and operational performance data is listed as of the time of publishing and can be amended by the manufacturer without any prior notice. Illustrations may depict equipment that is not a part of basic configuration.

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