MULTIPURPOSE HELICOPTER
Ka-226
The Ka-226 basic version complies with the requirements of the Russian AP-29 Certification Basis, equivalent to the FAR-29, and has Type Certificate No. CT 225-KA-226.
APPLICATIONS OF THE HELICOPTER
HELICOPTER MAIN DESIGN FEATURES

Modular airframe design:

- utility platform with interchangeable modules
- coaxial rotor configuration with three bladed main rotors
- absence of tail rotor
### TRANSPORTATION / CARGO MODULE

**Dimensions:**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
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<tbody>
<tr>
<td>Length</td>
<td>7’ 8” (2.35 m)</td>
</tr>
<tr>
<td>Width</td>
<td>5’ (1.54 m)</td>
</tr>
<tr>
<td>Height</td>
<td>4’ 7” (1.4 m)</td>
</tr>
<tr>
<td>Floor length</td>
<td>5’ 11” (1.8 m)</td>
</tr>
<tr>
<td>Floor width</td>
<td>4’ 5” (1.34 m)</td>
</tr>
<tr>
<td>Volume</td>
<td>190 cu. ft (5.4 cu.m)</td>
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</tbody>
</table>
LANDING ON RESTRICTED AREA

FROM 130 ft (40 m) HEIGHT
OPERATION IN MOUNTAINS

TAKE OFF FROM GROUND AT 9840 ft (3000 m)
LANDING WITH MOUNTAINEERING EQUIPMENT
MEDICAL MODULE

▪ Transportation of medical personnel
▪ Transportation of medical patients and evacuation of survivors to hospital including reanimation of board
SEARCH & RESCUE MODULE

- Search for survivors.
- Delivery of rescue teams with all required equipment to the area of their operations.
- Evacuation of survivors.
PATROL & LAW ENFORCEMENT HELICOPTER

- Patrolling of territories.
- Transportation of service personnel.
- Delivery of task groups to site by landing or rapelling.

To make a patrol & law enforcement missions the helicopter can be equipped with FLIR and radio data transmission system.
PAYLOAD/RANGE DIAGRAMM
(MTOW = 7930 lb (3600 kg))

ISA,
Flight at 1640 ft (500 m)
Fuel reserve for 10 min flight

MTOW = 8580 lb (3800 kg)
Payload at the external sling

MTOW = 7930 lb (3600 kg)
Auxiliary fuel tanks full

MTOW = 7495 lb (3400 kg)

PAYLOAD, kg

Range, km
Flight-navigation package КБО-226АГ.01

- Multifunctional LED display system
- Attitude and heading reference system
- Helicopter computation system
- DME control panel
- Radio altimeter
- Air data computer system
- Transponder
- Automatic radio altimeter
- Marker receiver
- Satellite navigation system
- Weather radar
- Automatic control system
- Data conditioning unit
- Aircraft clock
- Airspeed indicator
- Pressure altimeter
- Rate-of-climb indicator
- Gyro horizon (2 sets)
- Compass-indicator
- Pitot-static tube
- Pitot-static tube heating monitor
- Stagnation temperature sensor
- Switching and protection unit

Helicopter airborne avionics provides for:
- visual flights, restricted visual flights, instrument flights under simple and complicated weather conditions,
- manual control within whole flight envelope from takeoff up to landing,
- automatic stabilization of helicopter angle attitude,
- stabilization of specified pressure altitude
- manual and automatic control of selected heading capture
- approach to landing on landing site, including ship-borne run way of 60x800 m minimum size.
HELICOPTER PERFORMANCE

SAFETY FLIGHTS OVER THE SEA

- For safety of the flights over the sea Ka-226 helicopter is equipped with emergency flotation devices
SCHEMES OF BLADES FOLDING

“ALL BACKWARD” scheme

“TWO FORWARD _ FOUR BACKWARD” scheme
THE KA-226T HELICOPTER