GE AVIATION'S H85-200 ENGINE CERTIFIED FOR L 410 NG

News / Business aviation, Manufacturer

GE Aviation has received EASA type certification for its H85-200 engine on Aircraft Industries' L 410 NG commuter aircraft.

The H85-200 turboprop engine, rated at 850 SHP, features an advanced reduction gearbox which lowers maximum propeller speed from 2,080 RMP to 1,950 RMP, resulting in external and internal noise reduction. The engine allows a maximal cruise speed increase up to 225 knots.

The unique configuration of GE Aviation H-Series engines simplifies maintenance by eliminating the need for recurrent fuel nozzle maintenance and periodic hot section inspections. With the standard auto start and limiting unit for ground operations along with linear throttle response, the GE H85-200 eases pilot workload and enhances engine value and operability.

"We are pleased to introduce more power and lower noise signature from new reduced 1950 RPM speed gearbox on GE H85 engine for the commuter segment," said Giovanni Spitale, President & Managing Executive of GE Aviation's Business & General Aviation Turboprops. "We continue to invest in maintaining ability and reliability of H-Series engines

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and in enhancing the lifecycle cost of ownership."

The L 410 has gradually evolved since the type's first flight in 1969. The all-metal, high-wing, turboprop is utilized in a wide range of climates - from the desert heat of Africa to the hot and high-altitude conditions in Latin America and the freezing cold of Russian winters - and in a range of roles including commuter, cargo, VIP transport, medevac and skydiving. Short take-off (STOL) capability, rugged structure, ability to operate in rough conditions ranging from -50°C (-58°F) to +50°C (122°F) and on unpaved strips contributes to its extensive use in more than 50 countries worldwide.

The L 410 NG, which celebrated its rollout and conducted its maiden flight in July 2015, inherited the best of L 410 family aircraft and offers improved flight parameters, operational characteristics and the latest avionics from Garmin. Thanks to a new wing structure, with an integral fuel tank and almost doubled fuel capacity, the L 410 NG enables significantly longer maximum range (2750

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KM/1387 NM) and endurance (10.5 hours) and this will, therefore, be an ideal platform for the Maritime Patrol and Surveillance version. Besides the wing and H85-200 engine, other major enhancements to the aircraft include greater payload (2150kg/4784 lbs.), cockpit and passenger cabin and increased service life.

With more than 1200 L 410-s produced, Aircraft Industries believes the L 410 NG will soon be flying in all continents in the next few years.

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