



Protect your crew and passengers with UVC disinfection

SPAES has developed UV-CAD, a UVC-based recirculating air cleaning system for air cleaning in aircraft and helicopters, together with a cooperation partner, and has certified it for aviation. By using UV-CAD, the air in the helicopter is cleaned several times per hour and freed from viruses and bacteria such as the SARS-CoV-2. The UV-CAD was developed especially for aircraft and is tested according to aviation standards. The system is currently successfully used by our customers in the search and rescue service. An NVIS approval is offered with.



UV-CAD 1

UV-CAD 1 NVIS

Installation Collective Cover AS 350

To protect the collective pitch adjustment in the daily operation of our customer's AS 350 fleet, SPAES has developed a protective device and approved it for the helicopter type. Due to the operative use and the danger that parts can fall on the collective pitch during the transport of cargo or passengers, the protection has been mounted in such a way that this is prevented. The installation was certified with a Minor Change. The protective device was manufactured in the customer's own Part 145 operation.



New light weight crash recorder for helicopter

SPAES has a sales partnership with HENSOLDT and its subsidiary HENSOLDT AVIONICS. The focus of the partnership is the joint marketing of the new SferiRec Lightweight Crash Recorder from HENSOLDT and the offering of the entire product range from HENSOLDT AVIONICS. The SferiRec LCR is the perfect solution for aircraft to comply with the new EU Regulation 2019/1387. This requires that all helicopters and small and light aircraft with turbine engines above 2.25 tons must carry a flight recorder complying with the ED-155 directive from 2022. An approval for the respective sample is offered by SPAES.





Replacement of USB Charger Airbus H145

Due to the limited charging power of the pre-installed USB charging unit of its Airbus H145 helicopter, SPAES was commissioned by a customer to replace the system. For this, the pre-installed charging system was removed and the necessary wiring and mechanical parts were replaced. The new USB chargers, the new structural parts and the associated cables and small parts were manufactured by SPAES in its own Part 21G Production Organisation and certified with a Form 1. The approval was carried out with a Minor Change at SPAES, the installation was carried out in the customer's own Part 145 Maintenance Organisation.



Cockpit conversion BO 105

On behalf of a customer, SPAES has developed and approved the cockpit conversion of a BO 105. For primary navigation, the Garmin G500 TXi with the two GDU 700 Flight Displays was installed centrally in the pilots' field of view in the instrument console. To further optimize the cockpit, a Garmin GTN 750 COM/ NAV/ GPS was integrated on the pilot side and a GTN 650 on the co-pilot side. In addition, a Garmin GTX 345R transponder for ADS-B out and a GRA 55 radar altimeter were installed and approved. The G500 TXi installation was implemented with the LBA via a major change. The other Garmin systems were approved with Minor Changes of the Part 21J Design Organisation of the SPAES.



New InterCom System GMA 350

SPAES has developed and approved a Garmin GMA 350 InterCom for the renewal of the internal intercom system of a EC 135. For this purpose, the existing installation was expanded and the existing cables removed. Due to the new system, the customer has a wide range of options for connecting different COM systems for operation. Furthermore, music or other voice recordings can be transferred to the headphones via the system. The compact design reduces weight and saves space in the instrument console. The approval was carried out via a Minor Change at SPAES. The installation was carried out via a Part 145 Maintenance Organisation.