

TWIN OTTER SERIES 400 OPTIMIZED SEAPLANE:

THE VIKING 400S

Twin Otter
400S SEAPLANE

PERFORMANCE

The following performance data demonstrates the aircraft's capability in a typical flight profile.

SFAR23 TAKEOFF AND LANDING DISTANCES

Takeoff dist. to 50 ft. (15.2 m) at MTOW:
2,247 ft. (685 m)

Landing dist. from 50 ft. (15.2 m) at MLW:
1,741 ft. (531 m)

ISA + 10 MAXIMUM CRUISE SPEEDS, TAS

2,000 ft.: 153 kt

4,000 ft.: 154 kt

8,000 ft.: 156.5 kt

PAYLOAD RANGE

(incl. an allowance for two pilots.)

Payload for 50 nm range:
3,751 lbs. (1,705 kg.)

Payload for 100 nm range:
3,533 lbs. (1,606 kg.)

Payload for 150 nm range:
3,349 lbs. (1,522 kg.)

Payload for 200 nm range:
3,143 lbs. (1,428 kg.)

Performance Assumptions Used:

- Takeoff distances are based on both engines operating at takeoff power throughout. Takeoff and landing distances assume zero wind and calm water surface at sea level.
- Payload range data is based on the following assumptions:
 - Cruise at max cruise power at 8,000 ft. (2,438 m) for both 150 nm and 200 nm segments, and at 5,000 ft. (1,524 m) for both 50 nm and 100 nm segments.
 - Climb at maximum power and descent at 500 feet/minute.
 - Taxi, takeoff and landing fuel allowance of 25 lbs. (11 kg.).
 - Fuel reserve of 220 lbs. (100 kg.).
 - Fuel consumption based on engine manufacturer's specifications.
- Empty Weight target is under 8,150 lbs. and assumes a standard aircraft fitted with the recommended 17 commuter seats.
- All performance numbers are given at ISA + 10 conditions.

The Viking 400S is specifically designed as an economical seaplane for commercial operations on short to medium flight segments. The standard 19-passenger aircraft is listed at USD \$6.1M¹ and can achieve a breakeven load factor of around 8 passengers under typical operating conditions.²

The aircraft is optimized for quick turnaround between cycles, incorporating a forward opening swing-out door at the aft passenger entrance with direct access through the cabin to the rear baggage compartment for quick loading. A separate avionics-dedicated battery³ also allows the cockpit screens to remain live during short turns.

The standard 400S features the Honeywell "Super-Lite" Apex integrated digital avionics suite. Avionics upgrade options are available.

With the 400S, particular attention has been paid to the prevention of corrosion caused by marine environments. The 400S comes standard with corrosion-resistant packages for the airframe, power plant and fuel system, along with additional drains, seals, and widespread use of corrosion-resistant materials throughout the aircraft.

The aircraft is delivered standard with Pratt and Whitney PT6A-34 engines that incorporate platinum coated CT blades, a configuration commonly used worldwide on commercial Twin Otter seaplanes.

The 400S will be equipped with Seaplane floats that further reduce the aircraft weight when compared to Series 400 Twin Otters configured for complex utility or special missions operation. The overall weight savings allows the standard 400S to carry a 19-passenger load over 130 nautical miles with typical reserves.

NOTES: ¹Price based on 2018 economy for standard configuration aircraft and subject to change without notice upon selection of optional equipment and / or customer specific requirements.

²Breakeven load factor dependent on passenger fares, overhead and other operational considerations – specific operating costs will vary from operator to operator.

³May not be approved in all regions - customer to confirm local regulatory approvals.

VIKING
VERSATILITY THAT WORKS

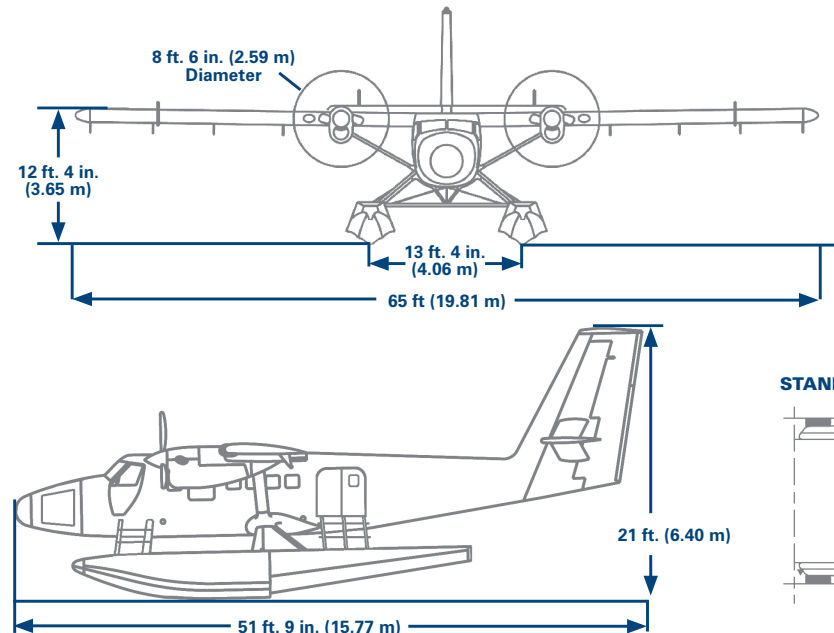
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STANDARD VFR AVIONICS

- Honeywell Apex® “Super-Lite” integrated avionics suite including:
 - Left and right Primary Flight Displays (PFD) and PFD controllers
 - Upper and lower center Multi-Function Displays (MFD) with controller and keyboard
 - Flight director panel
 - Flight Management System (FMS)
 - Air Data Attitude Heading Reference System (ADAHRS)
 - Dual audio panel
 - Single GPS
 - Single Mode S transponder
 - Dual magnetometer
 - Dual multi-mode digital radios
 - Single Distance Measuring Equipment (DME)
 - Single Radar Altimeter (RA)
- Emergency Locator Transmitter (ELT)
- Electronic Standby Instrument System (ESIS)
- Cockpit Voice Recorder (CVR)

POWER PLANT

- PT6A-34 engines
- Water Operation Package:
 - Modifications have been incorporated throughout the power plant to optimize the aircraft for water operations, including (but not limited to) incorporation of platinum coated CT blades, and installation of stainless steel engine control cables.*
- Hartzell three blade propellers with pitch latches



LANDING GEAR

- Seaplane floats
 - Note: aircraft is delivered on standard wheel gear provided on loan from Viking (floats shipped separately).

INTERIOR

- 19 or recommended 17-passenger seats
- Cargo net at Stn 332
- Internal access to baggage bay through rear cabin
- Forward opening rear swing-out door on LHS for ease of passenger and baggage loading
- RHS rear door for alternate passenger loading, & emergency exit
- Forward left & right hand side emergency exits

LED LIGHTING

- Flight compartment lights
- Cargo and service compartment lights
- Position lights
- Anti-collision lights
- Landing lights
- Pulse landing light system

HYDRAULIC SYSTEM

- Wing flaps

ENGINE FIRE DETECTION

- Fire detecting
- Fire extinguishing

AIRFRAME

- Roof access steps
- Rear baggage compartment
- Exterior Paint
- Water Operation Package:
 - Modifications have been incorporated throughout the airframe to optimize the aircraft for water operations, including (but not limited to) application of corrosion prevention primer, hydraulic bay door seal upgrade, and installation of stainless steel flight control cables.*
- Fuselage float reinforcements
- Removal of external aft baggage door

FUEL SYSTEM

- Two fuel filling positions, eight tanks
- Fuel pumps
- Hinged fuel caps
- Digital fuel quantity indicating system
- Fuel low level warning
- Boost pump low pressure warning
- Fuel flow indication
- Fuel heater
- Fuel cross feed indicating system
- Fuel System Water Operation Package:
 - Modifications have been incorporated throughout the fuel system to optimize the aircraft for water operations, including (but not limited to) incorporation of additional water drain valves, fuel control unit purge valve, additional fuel galley sealing, boost pump corrosion upgrade, and improved corrosion resistant fuel lines.*

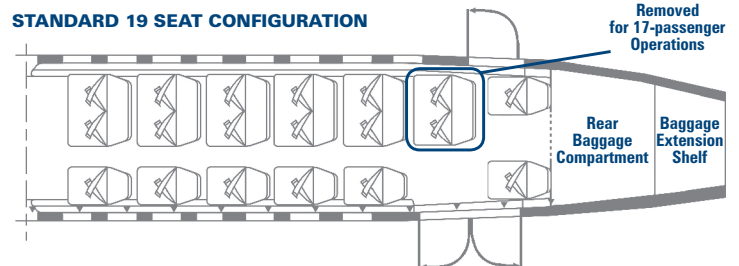
VENTILATION

- Air vents in aft cabin and cockpit windows
- Cockpit & cabin fresh air distribution

ELECTRICAL

- 28 volt DC
- Main battery re-located in nose compartment
- Forward external power receptacle
- Second avionics-dedicated battery in forward avionics bay
- Two 14V DC convenience outlets in flight compartment

STANDARD 19 SEAT CONFIGURATION



OPTIONAL EQUIPMENT

- Flight Data Recorder (FDR)
- Custom paint schemes
- Second GPS
- Cabin and cockpit bleed air heating system
- Passenger life vest provisions
- Coin mat flooring
- Traffic Collision and Avoidance System (TCAS I)
- Traffic Collision and Avoidance System (TCAS II)
- Air Conditioning