

TWIN OTTER SERIES 400 OPTIMIZED SEAPLANE:

# THE VIKING 400S

*Twin Otter*  
400S SEAPLANE



The Viking 400S is specifically designed as an economical seaplane for commercial operations on short to medium flight segments. The standard S model 19-passenger aircraft configuration provides weight savings of 396 lbs. compared to the Series 400 aircraft on floats.

The aircraft is optimized for quick turn-around incorporating a forward opening swing-out door at the aft passenger entrance with direct access through the cabin to the rear baggage compartment, eliminating the risk of baggage falling into the water. A separate avionics-dedicated battery allows the cockpit screens to remain live during short turns. Breakeven load factor of 8 passengers is achievable under typical operating conditions.<sup>1</sup>

The standard 400S features the Honeywell "Super-Lite" Apex integrated digital avionics suite with a guaranteed cost per flight hour that will shock competitors.

Particular attention has been paid to minimize the impact of corrosion throughout the aircraft including improved protection for the airframe and fuel system along with additional drains, seals, and widespread use of corrosion-resistant materials. The standard aircraft is equipped with PT6A-34 engines that incorporate platinum coated blades for further corrosion protection.

## PERFORMANCE

*The following performance data demonstrates the aircraft's capability in a typical flight profile. Please see Technical Specifications brochure for more details.*

### SFAR23 TAKEOFF AND LANDING DISTANCES

Takeoff dist. to 50 ft. (15.2 m) at MTOW: 2,257 ft. (688 m)

Landing dist. from 50 ft. (15.2 m) at MLW: 1,793 ft. (546 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:

3,628 lbs. (1,646 kg.)

Payload for 100 nm range:

3,421 lbs. (1,552 kg.)

Payload for 150 nm range:

3,237 lbs. (1,468 kg.)

### INCREASED GROSS WEIGHT OPTION (IGW)

*For operators seeking a higher payload capability, the 400S has an optional increased maximum take-off weight (MTOW) of 13,375 lbs. (6,067 kg.). This additional 875 lbs. (397 kg.) allows for a 19-passenger payload up to 250 nm range.*

### PAYLOAD RANGE WITH IGW (incl. an allowance for two pilots.)

Payload for 150 nm range: 4,108 lbs. (1,863 kg.)

Payload for 200 nm range: 3,900 lbs. (1,769 kg.)

Payload for 250 nm range: 3,690 lbs. (1,674 kg.)

*NOTES: All data is approximate and subject to change without notice.*

*<sup>1</sup>Breakeven load factor dependent on passenger fares, overhead and other operational considerations – specific operating costs will vary from operator to operator.*

**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
- Right 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

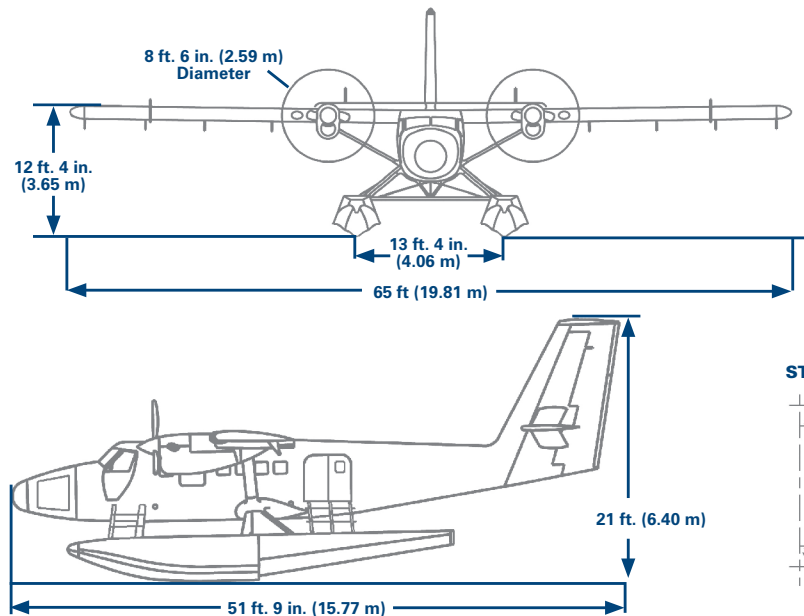
- Two fuel filling positions, eight tanks
- Fuel pumps
- Hinged fuel caps
- Digital fuel quantity indicating system
- Fuel low level warning
- Boost pump low pressure warning
- Fuel flow indication
- Fuel heater
- Fuel cross feed indicating system
- Fuel System Water Operation Package:
  - Modifications 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

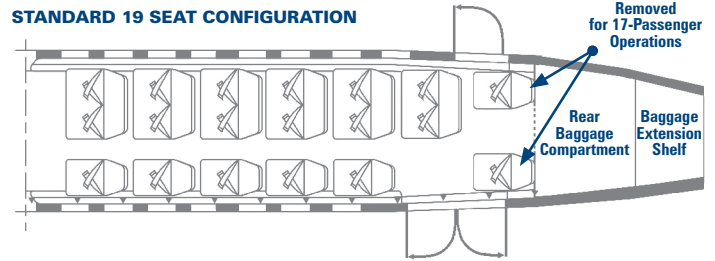
- Air vents in aft cabin and cockpit windows
- Cockpit & cabin fresh air distribution

## 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 Systems (TCAS I and TCASII)
- Air Conditioning
- Increased Gross Weight (IGW) Modification<sup>2</sup>

Note: Please reference separate 400S Seaplane Options Guide document for complete list and descriptions of options available.  
<sup>2</sup>IGW requires the installation of the slow speed awareness package.