

TYPE-CERTIFICATE

DATA SHEET

No. EASA.R.509

for

AW169

Type Certificate Holder

Leonardo S.p.A.

Helicopters

Piazza Monte Grappa, 4

00195 Roma

Italy

For Models: AW169



An agency of the European Union

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SECTION 1: AW169

I. General

1.	Type/ Model	
	1.1 Type	AW169
	1.2 Model	AW169
2.	Airworthiness Category	Large Rotorcraft, Category A and B
3.	Type Certificate Holder	Leonardo S.p.A. Helicopters Piazza Monte Grappa, 4 00195 Roma, Italy
4.	Manufacturer	See Note 2
5.	Type Certification Application Date	9 February 2011
6.	State of Design Authority	EASA
7.	EASA Type Certification Date	15 July 2015

II. Certification Basis

1. Reference Date for determining the applicable requirements

2. Airworthiness Requirements

For Airworthiness and Environmental Protection: 9 February 2011, for OSD elements: 7 October 2014.

CS-29 Amdt. 2, dated 17 November 2008

CS-29 Amdt. 3, dated 11 December 2012 for the following installations and affected areas only:

- Kit Single Rescue Hoist (P/N 6F2591F00111)
- 50 meters Hoist (P/N 6F2591F00211), except for CS 29.337 through CS 29.341, CS 29.571 and CS 29.865(a), (f) of CS-29 Amdt. 6, dated 17 December 2018

CS-29 Amdt. 5, dated 25 June 2018 for the following installations:

- Kit Vibration health monitoring (CS29.1465),
- Kit Additional Markings for CS26,
- Kit Liferaft 3rd Aux Handles. See Note 6.

CS-29 Amdt. 6, dated 17 December 2018 for the following installations and affected areas only:

- Kit Enhanced Performance (P/N 6F0000F00511 or 6F0000F00611), See Note 5.
- Kit Skid Landing Gear System (P/N 6F3200F00511), except for CS 29.563, CS 29.801, CS 29.805(c), CS 29.807(d), CS 29.1411, CS 29.1415, CS 29.1555(d) of CS-29 Amdt. 4, dated 30 November 2016. See Note 5.

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3. Special Conditions

- SC B-03 Automatic Search Modes Certification
- SC E-12 Loss of Oil from Gearboxes Utilising a Pressurised Lubrication System
- SC E-15 Extended Take-Off Power Duration
- SC F-1 'HIRF Protection' in accordance with JAA Interim Policy INT/POL/27&29/1, Issue 3, dated 1 October 2003
- SC F-21 Lithium Battery Installation
- SC F-23 Non-Rechargeable Lithium Battery Installation
- 4. Equivalent Safety Findings
 - ESF D-02 CS 29.813(c) 'Emergency Exit access'
 - ESF D-03 CS 29.807(c)(1) 'Passenger Emergency Exits other than side-of-fuselage'
 - ESF D-04 CS 29.811(d) 'Emergency Exit signs'
 - ESF D-05 CS 29.601, CS 29.603, CS 29.605, CS 29.865, CS 29.1301(d) 'Hoist installation'
 - ESF D-07 CS 29.807(d)(2) 'Ditching Emergency Exits for passengers'
 - ESF E-17 CS 29.923, CS 29.927 'Rotor drive system and control mechanism tests: Endurance and additional tests by test rig'
 - ESF F-16 CS 29.1305, CS 29.1521, CS 29.1549, CS 29.1309(c) 'Power Index indicator'
 - ESF F-18 CS 29.1305, CS 29.1521, CS 29.1549, CS 29.1309(c) 'Standby Attitude indicator power supply'
 - ESF G-01 CS-29 Subpart B, CS 29.1305, CS 29.1309, CS 29.1549 'Engine Training Mode'
 - ESF G-02 CS 29.1545(b)(4) 'Airspeed indicators green arcs'
 - ESF G-03 CS 29.1505(c)(2) 'Never Exceed Speed Power OFF'
- 5. Deviations

none

6.	Envi	Environmental Protection Requirements			
	6.1	Noise Requirements	See TCDSN EASA.R.509		
	6.2	Emission Requirements	Chapter 2 of ICAO Annex 16 Volume II, Amdt. 6, Part II to Chicago Convention (as implemented in CS-34 Initial Issue)		
7.	Ope	rational Suitability Data (OSD)	(For OSD elements see SECTION 2 below)		
	7.1	Master Minimum Equipment List (MMEL)	Certification Specifications and Guidance Material for Master Minimum Equipment List, CS-MMEL, initial issue, dated 31 January 2014		
	7.2	Flight Crew Data (FCD)	Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data, CS-FCD, initial issue, dated 31 January 2014		
	7.3	Simulator Data (SIMD)	Special Condition NPA 2013-17 (CS-SIMD), dated 27 August 2013 applicable up to Core Avionics Phase 6.0.		
			Certification Specifications for Operational Suitability Data (OSD) Simulator Data, CS-SIMD, initial issue, dated 02 December 2014 applicable from Core Avionics Phase 7.0 onwards.		



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III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	Doc. No. 169F0272N002		
2.	Description	Large twin-engine helicopter, conventional configuration 5-blade fully articulated main rotor fitted with inter-blac dampers, 3-blade fully articulated tail rotor, retractable tricycle landing gear or skid landing gear		onfiguration, th inter-blade retractable
3.	Equipment	As per compliance with certification basis and include Type Design Definition Document		nd included in
4.	Dimensions			
	4.1 Fuselage	Length:	with Short Radome: with Long Radome:	12.19 m 12.33 m
		Width:	hull: horizontal stabilizer horizontal stabilizer 'moustache'	2.15 m 3.21 m 3.28 m
		Height:	with wheeled landing gear: with skid landing gear:	3.88 m 3.62 m
	4.2 Main Rotor	Diamete	r:	12.12 m
	4.3 Tail Rotor	Diamete	r:	2.40 m
5.	Engine			
	5.1 Model	Pratt & V 2 x Mode	Vhitney Canada el PW210A	
		or, 2 x Mode Performa	el PW210A1 (helicopters with Kit Er ance installed), see Note 5	nhanced
	5.2 Type Certificate	TCCA TC, EASA TC,	/TCDS: E-36 /TCDS: EASA IM.E.126	
	5.3 Limitations	In accoro Installati	lance with PW210A Pratt & Whitne on Manual (Ref. to 30L2374)	ey Canada

5.3.1 Installed Engine Limits

PW210A

	Rating	Max Torque [% (Nm)]	Max ITT [°C]	Max NG [% (rpm)]	Max NF [% (rpm)]
	Continuous	118.6 (395.9)	868	96.5 (49 200)	
AEO	Take-off 5 min	125 0 (420 2)	020	08 2 (50 100)	107 (28 120)
	Take-off 30 min ^(*)	125.9 (420.3)	930	98.2 (50 100)	
	Continuous	148.3 (494.9)	941	98.9 (50 430)	107 (28 120)
UEI	2.5 min	174.7 (583.0)	1 020	100.7 (51 360)	107 (28 120)

(*) if Core Avionics SW phase 4.0 P/N 6F4600A00114, or later, is installed.

PW210A1 (helicopters with Kit Enhanced Performance installed, see also Note 5)

Rating		Max Torque [% (Nm)]	Max ITT [°C]	Max NG [% (rpm)]	Max NF [% (rpm)]
	Continuous	118.6 (395.9)	868	96.5 (49 200)	
AEO	Take-off 5 min	125 0 (420 2)	027	08 2 (50 100)	107 (28 120)
	Take-off 30 min	125.9 (420.5)	957	98.2 (50 100)	
OEI	Continuous	148.3 (494.9)	937	98.8 (50 400)	107 (28 120)
	2.5 min	185 (618.3)	1 020	100.7 (51 360)	107 (28 120)



5.3.2 **Transmission Torque Limits**

PW210A

	Rating	Max Torque [% (Nm)]	Input speed [rpm]	Input power [hp]
	Max continuous 2 x 100 (334)			1 350 (675 x 2)
AEO	5 min	2 ~ 111 /271)	14 400	1 500 (750 x 2)
	30 min ^(*)	2 X III (371)		1 500 (750 x 2)
	Max continuous	140 (470)	14 400	950
OEI	2.5 min	174 (583)	14 400	1 180

(*) if Core Avionics SW phase 4.0 P/N 6F4600A00114, or later, is installed.

PW210A1 (helicopters with Kit Enhanced Performance installed, see also Note 5)

	Rating	Max Torque [% (Nm)]	Input speed [rpm]	Input power [hp]
	Max continuous	2 x 100 (334)		1 350 (675 x 2)
AEO	5 min	2 × 122 (407)	14 400	1 650 (825 x 2)
	30 min	2 X 122 (407)		1 650 (825 x 2)
	Max continuous	148 (493)	14 400	1000
UEI	2.5 min	185 (618)	14 400	1 250

6. Fluids

6.1 Fuel

6.2 Oil

JET A, JET A1, JP8, JP8+100, No. 3 Jet Fuel (for code no. specification and more details refer to approved RFM)

Transmissions:	AeroShell Turbo Oil 555 (DoD-L-85734).
	No different specification or brand allowed.
Engine:	Refer to approved RFM
Hydraulics:	MIL-PRF-83282,
	MIL-PRF-87257 (as alternative)

Refer to approved RFM

R134a

6.4 Coolant 7. Fluid capacities

6.3 Additives

7.1 Fuel

7.2 Oil

	Total capacity [litres (kg ^(*))]	Unusable [litres (kg ^(*))]
Two main fuel tanks (LH and RH)	1 130 (904)	20 (16)

(*) Fuel mass defined assuming a standard fuel density of 0.8 kg/litre

	Quantity [litres (kg ^(*))]
Engine (each)	min 5.25 (4.948) - max 5.78 (5.448)
Main gearbox (min/max)	min 17.00 (16.968) - max 19.00 (18.964) (16.80 + 2.20 for oil cooler, oil ducts and filter)
Intermediate gearbox	0.77(0.768)
Tail gearbox	1.10 (1.098)
Hydraulic (per each Power Control Module)	1.30 (1.1)

(*) Oil mass at 80°C



9.

7.3 Coolant System Capacity

8. Air Speed Limitations

Rotor Speed Limitations

2.1 kg

VNE Power On AEO:	165 KIAS
$V_{NE Power On AEO}^{(*)}$:	160 KIAS
V_{NE} Power On AEO $^{(**)}$:	152 KIAS
VNE Power On OEI:	135 KIAS
VNE Power Off:	125 KIAS

For reduction of the V_{NE} with density altitude (HP/OAT), refer to approved RFM.

(*) if Core Avionics SW Phase 6.0, or later is installed

(**) if Kit Skid Landing Gear System is installed

Power On AEO ^(*)			
Condition	[rpm]	[%]	
Minimum Continuous Maximum Continuous	317.56 354.72	96.0 103.0	
Pow	ver On OEI		
Condition	[rpm]	[%]	
Minimum Cautionary	304.05	90.0	
Minimum Continuous	341.21	101.0	
Maximum Continuous	354.72	105.0	
Power Off			
Condition	[rpm]	[%]	
Minimum Continuous	304.05	90.0	
Maximum Continuous	371.61	110.0	

(*) Maximum and minimum continuous values of the flight envelope. AVSR provides a governing of the rotor speed at different values depending on airspeed (TAS/IAS^(**)) and density altitude. As the NR datum is variable, NR green band is variable as well (±2% across the datum value).

(**) IAS if Core Avionics SW Phase 6.0, or later is installed Refer to approved RFM for additional rotor speed limitations

Maximum Operating Altitude and Temperature
 10.1 Altitude

Maximum Flight, Take-off and Landing altitude:

- Helicopters with wheeled landing gear:

- for operation at gross mass	
up to 4 600 kg:	15 000 ft ^(*)
- for operation at gross mass	
above 4 600 kg and	
- without Kit Enhanced	
Performance installed:	10 000 ft ^(*)
- with Kit Enhanced	
Performance installed:	15 000 ft ^(*)

(*) altitude in PA/DA (whichever occurs first)

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	10.2 Temperature	-40°C ÷ +50°C (ISA+35°C) -40°C ÷ +50°C (ISA+35°C) for Cat A operations For variation of temperature limitations with altitude refer to approved RFM.	
11.	Operating Limitations	VFR day and night and IFR operations in non-icing conditions	
12.	Maximum Mass	Helicopters with wheeled landing gear and: - without Kit P/N 6F0000F00211 installed: - Take-off and landing: 4 600 kg - Taxi and Towing: 4 650 kg - with Kit P/N 6F0000F00211 installed: - Take-off and landing: 4 800 kg - Taxi and Towing: 4 850 kg Helicopters with Kit Skid Landing Gear System installed: - Take-off and landing: 4 800 kg	
13.	Centre of Gravity Range	Refer to approved RFM	
14.	Datum	 Longitudinal: The datum plane (STA 0) is located forward to the front jack point: at 3 528 mm for helicopters with wheeled landing gear; at 3 383 mm for helicopters with Kit Skid Landing Gear System installed. Lateral: The datum plane (B.L. 0) is located at ±225 mm inboard of LH/RH front jack points. 	
15.	Levelling Means	Plumb line from ceiling reference point to index plate on floor of baggage compartment; clinometer.	
16.	Minimum Flight Crew	One (1) pilot for VFR day and night and IFR.	
		For NVG operations, two (2) pilots or one (1) pilot and one (1) crew member required. Both pilot and crew member must be equipped with NVGs (see Note 3).	
17.	Maximum Passenger Seating Capacity	10 Passengers in the passenger cabin + 1 Passenger in the cockpit in case of one pilot flight crew. Refer to approved RFM for passenger cabin configurations.	
18.	Passenger Emergency Exit	2 on each side of the passenger cabin 1 on each side of the passenger cabin, if the kit Sliding Aft Passenger Windows P/N 6F5630F00411 is installed.	
19.	Maximum Baggage/ Cargo Loads	250 kg located in the baggage/cargo compartment	
20.	Rotor Blade Control Movement	For rigging information, refer to Maintenance Manual	
21.	Auxiliary Power Unit (APU)	none	
22.	Life-limited Parts	Refer to the Airworthiness Limitation Section (ALS) of the Maintenance Manual	
23.	Wheels and Tyres	MLG wheel assembly with 18x5.5 tubeless tyres NLG wheel assembly with 5x5.5 tubeless tyres	



IV. Operating and Service Instructions

1.	Flight Manual	For helicopters with wheeled landing gear without Kit Enhanced Performance installed: Doc. No. 169F0290X001, initial issue, dated 8 July 2015, EASA approved 15 July 2015, or later approved revisions.
		For helicopters with wheeled landing gear with Kit Enhanced Performance installed: Doc. No. 169F0290X012, initial issue, dated 21 December 2021, EASA approved 22 December 2021, or later approved revisions.
		For helicopters with Kit Skid Landing Gear System installed: Doc. No. 169F0290X011, initial issue, dated 5 October 2022, EASA approved 10 October 2022, or later approved revisions.
2.	Maintenance Manual	'AW169 Maintenance Planning Information'
		Doc. No. 69-A-AMPI-00-P, EASA accepted 15 July 2015, or later revisions, including:
		 Chapter 4 ALS, EASA approved dated 15 July 2015, or later approved revisions; Chapter 5 with Scheduled Maintenance Requirements
		'Maintenance Review Board Report AW169 Helicopter' Doc. No. 169F0000M005
		'AW169 Maintenance Publication' Doc. No. 69-A-AMP-00-X
		'AW169 Material Data Information' Doc. No. 69-A-AMDI-00-X
		'AW169 Corrosion Control Publication' Doc. No. 69-A-ACCP-00-X
		'AW169 Fault Isolation Publication' Doc. No. 69-A-AFIP-00-X
		'AW169 Wiring Data Publication' Doc. No. 69-A-AWDP-00-X
3.	Structural Repair Manual	'AW169 Structural Repair Publication' Doc. No. 69-A-ASRP-00-X
		'AW169 Component Repair and Overhaul Publication' Doc. No. 69-A-CR&OP-00-X
4.	Weight and Balance Manual	Refer to the Section 6 of the RFM
5.	Illustrated Parts Catalogue	'AW169 Illustrated Tool and Equipment Publication' Doc. No. 69-A-ITEP-00-X
		'AW169 Illustrated Part Data' Doc. No. 69-A-IPD-00-X
6.	Service Letters and Service Bulletins	As published by AgustaWestland, Finmeccanica or Leonardo
7.	Required equipment	As per compliance with certification basis and included in Type Design Definition standard. Refer to approved REM and MMEL
		Refer to EASA approved RFMS for other approved mandatory and optional equipment.



V. Notes

- Manufacturer's eligible serial numbers: 69006 and subsequent for helicopters with wheeled landing gear; 72001 and subsequent for helicopters with Kit Skid Landing Gear System installed
- 2. Manufacturer:
 - AgustaWestland S.p.A. in Italy^(*)

Issue 4, dated 5 April 2022

(*) Effective on 1 January 2016, AgustaWestland S.p.A. ownership was transferred to Finmeccanica S.p.A.; Effective on 28 July 2016, Finmeccanica S.p.A. name was changed into Leonardo S.p.A.

3. NVG Operations:

Night Vision Goggle Operations are permitted according to RFMS No. 16. The aircraft configuration involving internal/external emitting/reflecting equipment approved for use with NVG is described in the Report No. 169F3360A001 'AW169 NVG Compatibility Reference Handbook'. Subsequent modifications and deviations to the NVG helicopter configuration shall be managed in accordance with document 169F3360E001 'AW169 Helicopter NVG Policy'.

- 4. Installation of the TSS-4100 system, P/N 6F0630A03113, has been demonstrated compliant with Certification Specifications for Airborne Communications Navigation and Surveillance, CS-ACNS initial issue, dated 17 December 2013; Installation of relevant components of Kit Skid Landing Gear System has been demonstrated compliant with Certification Specifications for Airborne Communications Navigation and Surveillance, CS-ACNS
- 5. Kit Enhanced Performance is optional for helicopters with wheeled landing gear and is integral part of the basic configuration of helicopters with Kit Skid Landing Gear installed.
- Kit Additional Markings for CS26, Kit Liferaft 3rd Aux Handles.
 For the above-mentioned kits, CS-29 Amdt. 5, dated 14 June 2018, is applicable for the following requirements:
 - CS 29.805 (c) Underwater emergency exits for flight crew
 - CS 29.807 (d) Underwater emergency exits for passengers
 - CS 29.809 (c) Emergency Exit Arrangement
 - CS 29.811 Emergency exit marking
 - CS 29.1415 (b), (c) Ditching equipment
 - CS 29.1541 General
 - CS 29.1555 (d)(2) Control markings
 - CS 29.1561 (a), (c) Safety equipment
 - CS 29.1587 (c) Performance information

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SECTION 2: OPERATIONAL SUITABILITY DATA (OSD)

The OSD elements listed below are approved by the European Union Aviation Safety Agency as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) No 69/2014.

OSD Elements

1. MMEL

AW169 Master Minimum Equipment List - MMEL, Doc.169F0270Q003, Rev. A dated 16 July 2015, EASA approved on 21 July 2015, or later approved revisions

2. Flight Crew Data

AW169 Operational Suitability data – Flight Crew, Doc. 169F0061N005 AW169, issue A dated 10 July 2015, EASA approved on 21 July 2015, or later approved revisions.

3. SIM Data

For Type Certificate Holder:

AW169 FTD Validation Data Roadmap doc. THSS-169F1920U014, issue B, dated 7 May 2015, EASA approved on 19 January 2016, or later approved revisions.

AW169 FTD Flight Test Results Report doc. THSS-169F1920N004, issue A, dated 7 May 2015, EASA approved on 19 January 2016, or later approved revisions.

AW169 FFS Validation Data Roadmap doc. 169F1920U001, issue A, dated 19 May 2016, EASA approved on 13 December 2016, or later approved revisions.

AW169 FFS Level D Flight Test Results Report doc. 169F1920N001, issue A, dated 25 May 2016, EASA approved on 13 December 2016, or later approved revisions.



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AEO	All Engines Operative	OAT	Outside Air Temperature	
Amdt.	Amendment	OEI	One Engine Inoperative	
AW	AgustaWestland	OSD	Operational Suitability Data	
B.L.	Butt Line	P/N	Part number	
CRI	Certification Review Item	PA	Pressure altitude	
CS	Certification Specification	RFM	Rotorcraft Flight Manual	
DA	Density altitude	RFMS	Rotorcraft Flight Manual Supplement	
Doc.	Document	RH	Right Hand	
HIRF	High Intensity Radiated Fields	STA	Station	
IFR	Instrument Flight Rules	TCCA	Transport Canada Civil Aviation	
ISA	International Standard Atmosphere	TC	Type Certificate	
JAA	Joint Aviation Authorities	TCDS	Type Certificate Data Sheet	
LH	Left Hand	TCDSN	Type Certificate Data Sheet Noise	
MLG	Main Landing Gear	тсн	Type Certificate Holder	
NLG	Nose Landing Gear	ТОР	Take-off Power	
No.	Number	VFR	Visual Flight Rules	
NVG	Night Vision Goggle	V _{NE}	Never Exceed Speed	

II. Type Certificate Holder Record

Type Certificate Holder	Period
AgustaWestland S.p.A Piazza Monte Grappa, 4, 00195 Roma, Italy	From 15 July 2015 until 31 December 2015
Finmeccanica S.p.A. Helicopter Division, Piazza Monte Grappa, 4, 00195 Roma, Italy	From 1 January 2016 until 14 July 2016
Leonardo S.p.A. Helicopters, Piazza Monte Grappa, 4, 00195 Roma, Italy	since 15 July 2016

III. Change Record

Issue	Date	Changes	TC issue
lssue 1	15 Jul 2015	Initial issue of EASA TCDS	Initial Issue, 15 July 2015
Issue 2	21 Jul 2015	AW legal office moved to Rome; OSD approvals for MMEL and FCD	
Issue 3	13 Jan 2016	TCH company name changed and ownership transferred to Finmeccanica S.p.A.	Re-issued 13 January 2016
Issue 4	19 Jan 2016	OSD SIM added	



Issue	Date	Changes	TC issue
Issue 5	4 Aug 2016	TCH company name changed from Finmeccanica S.p.A. to Leonardo S.p.A; Kit Single Rescue Hoist, Kit 10 Seats Internal Arrangement, and Kit Sliding Aft Passenger Windows introduced	Re-issued 4 August 2016
Issue 6	18 Jan 2017	Introduction of ESF to CS 29.807 (d)(2) – "Ditching Emergency Exits for Passengers"; Take-off and landing altitude envelope extended; Introduction of Kit increased Gross Weight 4 800 kg; OSD SIM extended to FFS level D	
lssue 7	4 Oct 2017	Certification Basis: references to CRI are removed; Environmental Protection Requirements are condensed and make direct reference to TCDSN for Noise Requirements; maximum take-off and landing altitude changed for gross mass above 4 600 kg; introduction of clinometer as admissible levelling means; other minor corrections included	
lssue 8	30 Jan 2018	Introduction of Special Condition "Non Rechargeable Lithium Battery Installation"; introduction of China No. 3 Jet Fuel	
Issue 9	19 Dec 2018	II.3: Special Condition Extended TOP Duration added;II.7.: CS 29.1465 Amdt. 5 added;III.5.3: 'Extended TOP 30 min' added	
Issue 10	22 Dec 2020	II.3.,6.: SC/ESF references updated;II.6.: ESF 'Never Exceed Speed – Power OFF' introducedII.7.: Elect to comply for 50 m hoist kit P/N 6F2591F00211III.8.: V_{NE} added (see Core Avionics SW)III.9.: IAS added (see Core Avionics SW)IV.2.: AMPI initial release clarifiedIII.4.1., IV.1. V.3.: Correction of typos	
lssue 11	21 Jul 2021	SECTION 1: II.2-II.7: adapted to TCDS format policy; SECTION 2: OSD I.1-I.5: moved to SECTION 1, II.7.; SIM Data for STC 10076972 added to 3.	
lssue 12	2 Nov 2021	STC 10076972 removed, for its certification related information please refer to ' <u>List of EASA STC</u> '; SECTION 1: II.7.3 and SECTION 2, 3.: reference removed	
Issue 13	12 Jan 2022	 II.4: ESF 'Rotor drive system and control mechanism tests: Endurance and additional tests by test rig' introduced II.2 CS-29 Amdt. 6 for Kit Enhanced Performance introduced III.5.1 Engine Model PW210A1 introduced III.5.3.1 Installed Engine Limitations for PW210A1 introduced III.5.3.2 Transmission Torque Limits for PW210A1 introduced III.10.1 max operating Altitude for MTOM above 4600kg introduced for Kit Enhanced Performance introduced IV.1 Flight Manual for Kit Enhanced Performance introduced V. Note for CS-ANCS for Installation XZY introduced 	



Issue	Date	Changes	TC issue
Issue 14	Date 22 Dec 2022	ChangesSection 1:II.2: CS-29 Amdt. 6 for Kit Skid Landing Gear Systemintroduced, Airworthiness Requirements specificationrewordedII.3: SC "Automatic Search Modes Certification"introducedII.6. & 7.: Editorial changesIII.2.: Description amendedIII.4.1: Dimensions updated after Kit Skid Landing GearSystem and Long Radome CertificationIII.5.1 & 5.3 & 14.: Kit Skid Landing Gear SystemintroducedIII.5.3.2: Typo in PW210A1 Rating correctedIII.8: VNE Power AEO with Kit Skid Landing Gear SystemintroducedIII.10.1: All altitude limitations reformatted, MaximumTake-Off and Landing Altitude with Kit Skid LandingGear System introducedIII.17: Rewording of the Maximum Passenger SeatingCapacity to remove references to certified cabinconfigurations.IV.1: Skid RFM 169F0290X011 introducedV.1: Skid Serial Numbers introducedV.1: Skid Serial Numbers introducedV.4. Note updated after Kit Skid Landing Gear SystemCertificationSection 2:2.: Document reference added3.: Document reference corrected	TC issue
i	1	Point 4. deleted	



Issue	Date	Changes	TC issue
Issue 15	28 May 2025	Section 1: II.2: CS-29 Amdt. 5 for Kit Additional Markings for CS26	
		and kit Liferaft 3rd Aux Handles introduced.	
		Airworthiness Requirements specification for Kit	
		Vibration health monitoring (CS29.1465) reworded.	
		II.7.3.: OSD-SIMD Certification Basis updated to clarify	
		the applicable Core Avionics Phases. OSD CS-SIMD	
		Certification introduced for Core Avionics Phase 7.0	
		onward.	
		III.7.2: Editorial changes.	
		III.10.1: All altitude limitations reformatted, Maximum	
		Flight Take-Off and Landing Altitude with Kit Skid	
		Landing Gear System updated, now aligned to wheeled	
		Landing System ones.	
		II.10.2: Editorial change.	
		III.20, IV.4 & IV.7: RFM references corrected.	
		V.3: For NVG Operation RFM Reference corrected.	
		V.6: Note 6 introduced to detail applicable CS-29	
		Amdt. 5 requirements for Kit Additional Markings for	
		CS26 and Kit Liferaft 3rd Aux Handles.	
		Section 2:	
		1: Editorial changes.	
		1, 2 & 3: LH DOA privileges for OSD Constituents	
		approval introduced. Removed reference to EASA	
		approved revisions.	
		Section Administrative:	
		I: Acronyms and Abbreviations updated.	

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