TYPE CERTIFICATE
DATA SHEET

No. EASA.R.013

for
EH101-500

Type Certificate Holder
Leonardo S.p.a.
Helicopters
Piazza Monte Grappa, 4
00195 Roma - Italy

For Model: EH101-500
EH101-510
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SECTION 1: EH101-500

I. General

1. Type/ Model/ Variant
   1.1 Type
   EH101
   1.2 Model
   EH101-500
   1.3 Variant
   n/a

2. Airworthiness Category
   Large Rotorcraft, Category A

3. Manufacturer
   Leonardo S.p.a.
   Helicopters
   Piazza Monte Grappa, 4
   00195 Roma, Italy

4. Type Certification Application Date
   to ENAC IT: 8 December 1982

5. State of Design Authority
   Ente Nazionale per l’Aviazione Civile (ENAC IT)

6. Type Certificate Date by
   ENAC IT: 24 November 1994

7. Type Certificate n° by
   ENAC IT: A326

8. Type Certificate Data Sheet n° by
   ENAC IT: A326

9. EASA Type Certification Date
   28 September 2003,
   in accordance with CR (EU) 1702/2003, Article 2, 3.,
   (a), (i), 1st bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements
   8 December 1982

2. Airworthiness Requirements
   FAR 29, Amdts. 29-1 to 29-27, including FAR 29.351 at Amdt 30
   Compliance with optional requirement FAR 29.1419 (flight in icing condition) has not been demonstrated
   Compliance with optional requirement FAR 29.801 (ditching) has been demonstrated.

3. Special Conditions
   - HIRF “RAI Special Condition Paper EH 101/002”
   - Lightning “RAI Special Condition Paper EH 101/001

4. Exemptions
   none

5. Deviations
   none

6. Equivalent Safety Findings
   ESF demonstrated for the following requirements:
   FAR 29.779(c), FAR 29.903(b)(1), FAR 29.1141(f)(2),
   FAR 29.1143(a), FAR 29.1303(g)(2),
   FAR 29.1305(a)(7), FAR 29.1305(a)(17),
   FAR 29.1305(a)(20), FAR 29.1555(c)(2),
   FAR 29.1555(d)(2)

7. Requirements elected to comply
   none
8. Environmental Protection Requirements

8.1 Noise Requirements
See TCDSN EASA.R.013

8.2 Emission Requirements
n/a

9. Operational Suitability Data (OSD)
Not required for rotorcraft that are not operated by an EU operator. CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Document EHA 1538

2. Description
   Large tri-engine transport helicopter of conventional configuration with seating provisions for thirty passengers and two pilots.
   Main rotor: five composite blades, fully articulated type
   Tail rotor: four composite blades,
   Fuselage: composite/metal
   Landing gear: tricycle landing gear, retractable
   Powerplant: three turbine engines

3. Equipment
   The equipment prescribed by relevant airworthiness design standards (see the Certification Basis) have to be installed on the helicopter for the issuing of a Certificate of Airworthiness.
   In addition the following is required:
   Rotorcraft Flight Manual EU02X002A, basic issue approved by ENAC IT, and subsequent approved revisions.

4. Dimensions

4.1 Fuselage
   Length: 19.30 m
   Width hull: 4.34 m
   Height (fin): 5.35 m

4.2 Main Rotor
   Diameter: 18.60 m

4.3 Tail Rotor
   Diameter: 4.00 m

5. Engine

5.1 Model
   General Electric Company Aircraft Engines
   3 x Model CT7-6
   Turboshaft engine with DECU (Ref. CID 618776 and CID 618775)

5.2 Type Certificate
   FAA TC/TCDS n°: E8NE
   EASA TC/TCDS n°: EASA.IM.E.010
5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

<table>
<thead>
<tr>
<th></th>
<th>Output shaft speed Nf [%] (rpm)</th>
<th>Gas producer speed Ng [rpm] [%]</th>
<th>Temperature TIT [°C] [°F]</th>
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<tbody>
<tr>
<td>AEO-MCP</td>
<td>102.5 (20 974)</td>
<td>101.6 (45 415)</td>
<td>899 (1 650)</td>
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<tr>
<td>AEO TO 5 min</td>
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<td>102.6 (45 862)</td>
<td>948 (1 738)</td>
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<td>102.5 (20 974)</td>
<td>102.6 (45 862)</td>
<td>948 (1 738)</td>
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<tr>
<td>OEI Rating 2.5 min</td>
<td>102.5 (20 974)</td>
<td>103 (46 041)</td>
<td>964 (1 767)</td>
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</tbody>
</table>

5.3.2 Other Engine and Transmission Torque Limits

- AEO max. TO TQ 106 % (5 175 shp)
- AEO max. MC TQ 100 % (4 884 shp)
- OEI max. MC TQ 112 % (3 640 shp)
- OEI 2.5 m rating TQ 118 % (3 840 shp)

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Avjet type fuels conforming to:
- ASTM D1655, Type A, A-1; or,
- ASTM D1655, Type B
Fuel system icing inhibitor see approved RFM

6.2 Oil

Refer to approved RFM

6.3 Additives

Refer to approved RFM

7. Fluid capacities

7.1 Fuel

Tank capacity: 4 155 litres
in four tanks of each 1 059 litres at STA 5 375, STA 6 375, STA 7 375, STA 8 375 respectively
Usable fuel: see Note 2.

7.2 Oil

Engines: 6.2 litres per each engine, two tanks at STA 8 404, one at STA 9 702
APU: 3 litres at STA 10 045
MGB: 50 litres at STA 8 140
AGB: 6.9 litres STA 6 778
IGB: 3 litres at STA 18 712
TGB: 3.5 litres at STA 19 345
Undrainable oil: see Note 2

7.3 Coolant System Capacity
n/a

8. Air Speed Limitations

Max. VNE 167 KIAS
For reduction of the VNE with altitude, OAT and weight, see approved RFM
9. Rotor Speed Limitations

Power on:
- Max. continuous operation range: 98 - 101%
- TKOF/LDG range: 101 - 103%

Power off:
- PWR off range: 95 – 110%
- Minimum: 98%

Rotor speed warnings:
- Low speed PWR on: 98%
- High speed PWR on: 105%
- Low speed PWR off: 95%
- High speed PWR off: 110%
- High speed transient PWR off: 117%

10. Maximum Operating Altitude and Temperature

10.1 Altitude
- TKOF/LDG: Refer to approved RFM
- En route: 9 960 ft (3 038 m)

10.2 Temperature
- Refer to approved RFM

11. Operating Limitations
- Refer to approved RFM

12. Maximum Mass
- Maximum: 14 290 kg
- Taxi and ramp: 14 290 kg
- TKOF: 14 290 kg
- LDG: 14 290 kg

13. Centre of Gravity Range
- Refer to approved RFM

14. Datum
- Longitudinal:
  - The datum plane STA 0 is located 3 385 mm forward of the front jack point.
- Lateral:
  - The datum plane STA 0 is ±1 400 mm inboard of each main jack point and coincides with the rotorcraft longitudinal plane of symmetry.

15. Levelling Means
- Plumb line from ceiling reference point to index plate on floor of passenger cabin

16. Minimum Flight Crew
- 2 (two) pilots

17. Maximum Passenger Seating Capacity
- 30 (thirty) passengers

18. Passenger Emergency Exit
- 6 (six), 3 (three) on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads
- n/a

20. Rotor Blade Control Movement
- For rigging information refer to the EH101 Maintenance Manual Document EC02P002J

21. Auxiliary Power Unit (APU)
- One APU Sundstrand model T-62T40C7EH, P/N 4502316 with ESU P/N 4502145
- Note:
  - CAA Validation 9/80/ARS 500/C01/1-A of FAA TSO C-77(a)
22. Life-limited Parts

Information about life limited parts, mandatory inspections as well as time between overhaul (TBO’s) are contained in the Document Continued Airworthiness Limitations Manual N° ED02P211J.

23. Wheels and Tyres

- 1 x nose LG with 2 wheels type 418-43
- 2 x main LG with each 1 wheel type 418-64

See Maintenance Manual ED02P211J

IV. Operating and Service Instructions

1. Flight Manual

Rotorcraft Flight Manual EU02X002A, basic issue approved by ENAC IT, and subsequent approved revisions.


EC02P002J


n/a


n/a

5. Illustrated Parts Catalogue

EC02P026J

6. Miscellaneous Manuals

n/a

7. Service Letters and Service Bulletins

As published by Finmeccanica and predecessors

8. Required Equipment

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis), must be installed in the helicopter for certification.

In addition any aircraft must be equipped with a copy of the applicable, approved RFM EU02X002A.

V. Notes (EH101-500 only)

1. Manufacturer's eligible serial numbers:

s/n 50007, 50009

2. At the time of the first issue of the Standard Certificate of Airworthiness, each rotorcraft must be provided with the document “Appendix A to the Rotorcraft Flight Manual – Weight and Balance Chart” identifying the empty weight and associated centre of gravity position inclusive of the list of installed equipment.

For the determination of the empty weight and associated centre of gravity engine oil, hydraulic fluids, lubricating gear boxes oil must be included for a total of 84.9 litres. A total of 63.7 kg of unusable fuel at STA 7 259 mm should also be included.

***
SECTION 2: EH101-510

I. General

1. Type/ Model/ Variant
   1.1 Type          EH101
   1.2 Model         EH101-510
   1.3 Variant       n/a

2. Airworthiness Category          Large Rotorcraft, Category A

                                 Helicopters
                                 Piazza Monte Grappa, 4
                                 00195 Roma, Italy

4. Type Certification Application Date to ENAC IT: 30 August 1995

5. State of Design Authority       Ente Nazionale per l'Aviazione Civile (ENAC IT)

6. Type Certificate Date by        ENAC IT: 15 September 1998

7. Type Certificate n° by          ENAC IT: A326

8. Type Certificate Data Sheet n° by ENAC IT: SO/A326

9. EASA Type Certification Date    28 September 2003,
                                 in accordance with CR (EU) 1702/2003, Article 2, 3.,
                                 (a), (i), 1st bullet.

II. Certification Basis

1. Reference Date for determining the applicable requirements 30 August 1995,

2. Airworthiness Requirements

   JAR-29 Large Rotorcraft, issued 5 November 1993,
   minus the following paragraphs replaced as detailed below:
   JAR 29.561 replaced by Additional Condition AC1 issue 3,
   JAR 29.563 replaced by Additional Condition AC2 issue 2,
   JAR 29.571 replaced by FAR 29.571 at Amdt. 27,
   JAR 29.785 and 29.787 replaced by Additional Condition AC3 issue 1,
   JAR 29.901(b)(1)(i) replaced by FAR 29.901(b)(1)(i) at Amdt. 27,
   JAR 29.901(c) replaced by FAR 29.901(c) at Amdt. 27,
   JAR 29.952 replaced by Additional Condition AC4 issue 2,
   JAR 29.1019 (a)(2) replaced by FAR 29.1019 (a)(2) at Amdt. 27.

   For External Cargo Loads Optional Equipment see Note 4.

3. Special Conditions
   - EH101-011 for HIRF
   - EH101-013 for Indirect Effects of Lightning
   - “Yaw manoeuvres and reliability of yaw limiter”
     (see CRI C-4)
   See Note 4 for Optional Equipment Special Condition
4. Reversions and Exemptions

4.1 Reversions
Reversion to the original EH101-500 Certification Basis (FAR 29, Amdt. 27) has been granted for paragraphs JAR 29.571, JAR 29.901(b)(1)(i), JAR 29.901(c) and JAR 29.1019(a)(2).

4.2 Exemptions
none

5. Deviations
none

6. Equivalent Safety Findings
ESF demonstrated for the following requirements:
JAR 29.351, JAR 29.613, JAR 29.779(c), JAR 29.807(b), JAR 29.903(b)(1), JAR 29.1141(f)(2), JAR 29.1143(a), JAR 29.1303(g)(2),
JAR 29.1305(a)(8), JAR 29.1305(a)(18), JAR 29.1305(a)(21), JAR 29.1555(c)(2), JAR 29.1555(d)(2)

7. Requirements elected to comply
none

8. Environmental Protection Requirements

8.1 Noise Requirements
See TCDSN EASA.R.013

8.2 Emission Requirements
n/a

9. Operational Suitability Data (OSD)
Not required for rotorcraft that are not operated by an EU operator. CR (EU) 748/2012, as amended by CR (EU) 69/2014 does not require OSD elements for this model (see Article 7a, 1.).

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
Document EC00X007J
“EH101-510 Variant Type Design Definition”

2. Description
Large tri-engine transport helicopter of conventional configuration with seating provisions for thirty passengers and two pilots.
Main rotor: five composite blades, fully articulated type
Tail rotor: four composite blades,
Fuselage: composite/metal
Landing gear: tricycle landing gear, retractable
Powerplant: three turbine engines

The EH101-510 is a derivative model of EH101-500

3. Equipment
The equipment prescribed by relevant airworthiness design standards (see the Certification Basis) have to be installed on the helicopter for the issuing of a Certificate of Airworthiness.
In addition the following is required:
Rotorcraft Flight Manual EU02X501A, Issue 1 approved by ENAC IT, and subsequent approved revisions.
4. Dimensions

4.1 Fuselage
- Length: 19.30 m
- Width hull: 4.34 m
- Height (fin): 5.35 m

4.2 Main Rotor
- Diameter: 18.60 m

4.3 Tail Rotor
- Diameter: 4.00 m

5. Engine

5.1 Model
- General Electric Company Aircraft Engines
- 3 x Model CT7-6A
- Turboshaft engine with DECU 5123T05P04

5.2 Type Certificate
- FAA TC/TCDS n°: E8NE
- EASA TC/TCDS n°: EASA.IM.E.010

5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

<table>
<thead>
<tr>
<th>Output shaft speed</th>
<th>Gas producer speed</th>
<th>Temperature TIT [°C] [°F]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>loaded Nf [%] [rpm]</td>
<td>unloaded Nf [%] [rpm]</td>
</tr>
<tr>
<td>AEO-MCP</td>
<td>105 (21 486)</td>
<td>107 (21 895)</td>
</tr>
<tr>
<td>AEO TO 5 min</td>
<td>105 (21 486)</td>
<td>107 (21 895)</td>
</tr>
<tr>
<td>OEI-MCP</td>
<td>105 (21 486)</td>
<td>107 (21 895)</td>
</tr>
<tr>
<td>OEI Rating 2.5 min</td>
<td>105 (21 486)</td>
<td>- - -</td>
</tr>
</tbody>
</table>

5.3.2 Other Engine and Transmission Torque Limits

- AEO max. TO TQ 106 % (5 304 shp at 102 % NR)
- AEO max. MC TQ 100 % (4 982 shp at 102 % NR)
- OEI max. MC TQ 112 % (3 713 shp at 102 % NR)
- OEI 2.5 m rating TQ 125 % (4 149 shp at 102 % NR)

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel
- Avjet type fuels conforming to:
  - ASTM D1655, Type A, A-1; or,
  - ASTM D1655, Type B
- Fuel system icing inhibitor see approved RFM

6.2 Oil
- Refer to approved RFM

6.3 Additives
- Refer to approved RFM

7. Fluid capacities

7.1 Fuel
- Tank capacity: 4 930 litres (total):
  - Tank 1: 1 000 litres at STA 8 375,
  - Tank 2: 1 000 litres at STA 7 375,
  - Tank 3: 965 litres at STA 6 375,
  - Tank 4: 965 litres at STA 5 375,
  - Tank 5: 1 000 litres at STA 10 875.
- Usable fuel: refer to approved RFM
- Unusable fuel: see Note 2.
7.2 Oil

Engines: 6.2 litres per each engine, two tanks at STA 8 404, one at STA 9 702

APU: 2.8 litres at STA 9 912

MGB: 62 litres at STA 8 140

AGB: 7 litres STA 6 819

IGB: 3 litres at STA 18 712

TGB: 3.5 litres at STA 19 395

Undrainable oil: see Note 2

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

Max. V_{NE} 150 KIAS

For reduction of the V_{NE} with altitude, OAT and weight, see approved RFM

9. Rotor Speed Limitations

Power on:

Continuous operation range 100 - 103 % (210 - 216.3 rpm)

Maximum 103 % (216.3 rpm)

Minimum 101 % (210 rpm)

Power off:

Continuous operation range 100 - 105 % (210 – 220.5 rpm)

Maximum 110 % (231 rpm)

Minimum ..95 % (199.5 rpm)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

TKOF/LDG: 12 500 ft (3 825 m)

En route: 15 000 ft (4 572 m) PA or DA, whichever is reached first

10.2 Temperature

ISA +35 °C (or 50 °C below MSL)

11. Operating Limitations

Refer to approved RFM

12. Maximum Mass

Maximum: 14 600 kg

Taxi and ramp: 14 700 kg

TKOF/LDG: 14 600 kg

13. Centre of Gravity Range

Refer to approved RFM

14. Datum

Longitudinal:

The datum plane STA 0 is located 3 385 mm forward of the front jack point.

Lateral:

The datum plane STA 0 is ±1 400 mm inboard of each main jack point and coincides with the rotorcraft longitudinal plane of symmetry.

15. Levelling Means

Plumb line from ceiling reference point to index plate on floor of passenger cabin

16. Minimum Flight Crew

2 (two) pilots

17. Maximum Passenger Seating Capacity

30 (thirty) passengers
18. Passenger Emergency Exit: 6 (six), 3 (three) on each side of the passenger cabin

19. Maximum Baggage/Cargo Loads: n/a


22. Life-limited Parts: See Periodic Inspection Manual EU02XS21 Part IV

23. Wheels and Tyres: - 1 x nose LG with 2 wheels type 418-43
- 2 x main LG with each 1 wheel type 418-64
See Maintenance Manual EC02P020J

IV. Operating and Service Instructions


Periodic Inspection Manual: EU02X521

3. Structural Repair Manual: n/a

4. Weight and Balance Manual: n/a

5. Illustrated Parts Catalogue: EC02P026J

6. Miscellaneous Manuals: n/a

7. Service Letters and Service Bulletins: As published by Finmeccanica and predecessors

8. Required Equipment: The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis), must be installed in the helicopter for certification. In addition any aircraft must be equipped with a copy of the applicable, approved RFM EU2X501A (see Note 2).

V. Notes (EH101-510 only)

1. Manufacturer’s eligible serial numbers: s/n 510-001, 510-002 and subsequent.

2. At the time of the first issue of the Standard Certificate of Airworthiness, each rotorcraft must be provided with the document “Appendix A to the Rotorcraft Flight Manual – Weight and Balance Chart” identifying the empty weight and associated centre of gravity position inclusive of the list of installed equipment.

For the determination of the empty weight and associated centre of gravity engine oil, hydraulic fluids, lubricating gear boxes oil must be included.

The unusable fuel to be included in the determination of the empty weight is as follows:
6.5 kg at STA 8 385
6.5 kg at STA 7 375
6.5 kg at STA 6 375
V. Notes (EH101-510 only)

2.5 kg at STA 5375
2.5 kg at STA 10 875

3. Emergency Avionic System (FDR / CVR / ADELT):
The Emergency Avionic System is not fully compliant with JAR OPS rules (refer to CRI F-3)

4. Optional equipment:
For Rescue Hoist Installation and External Cargo Load Installation, compliance has been shown with ENAC Special Condition D-1 (see CRI D-R-1)

5. Major Change NDC 101-0000-0002 (EASA.R.C.01843), approved on 11 July 2008:
"New Fully Articulated Tail Rotor installation P/N EA6402D501-011" consists of a new articulated tail rotor assembly P/N EA6422D501-045 which can be installed as alternate configuration in substitution of the originally certified tail rotor P/N EC6400D501, with no impacts on the already approved limitations and performances.
The tail rotor modification does not imply an acoustic change.
For this change the original Certification Basis of EH101-510 Model has been retained except that CS 29.571 (first Issue ED Decision 2003/16/RM 14/11/2003) replaces FAR 29.571 Amdt. 27 as elected to comply by the TC holder.

6. deleted (see SECTION: ADMINISTRATIVE, II.)

* * *
SECTION 3: OPERATIONAL SUITABILITY DATA (OSD)

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

I. OSD Certification Basis
I.1 Reference Date for determining the applicable OSD requirements
reserved
I.2 MMEL - Certification Basis
reserved
I.3 Flight Crew Data - Certification Basis
reserved
I.4 SIM Data - Certification Basis
reserved
I.5 Maintenance Certifying Staff Data - Certification Basis
reserved
I.6 Cabin Crew Data - Certification Basis
reserved

II. OSD Elements
II.1 MMEL
reserved
II.2 Flight Crew Data
reserved
II.3 SIM Data
reserved
II.4 Maintenance Certifying Staff Data
reserved
II.6 Cabin Crew Data
reserved
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

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<tr>
<th>Acronym</th>
<th>Description</th>
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<td>AEO</td>
<td>All Engines Operative</td>
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<tr>
<td>Amdt.</td>
<td>Amendment</td>
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<tr>
<td>C.G.</td>
<td>Centre of Gravity</td>
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<td>CAA</td>
<td>Civil Aviation Authority</td>
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<td>CAA UK</td>
<td>CAA Britain</td>
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<td>CR</td>
<td>(European) Commission Regulation</td>
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<tr>
<td>DA</td>
<td>Density Altitude</td>
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<td>ENAC</td>
<td>Ente Nazionale per l’Aviazione Civile</td>
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<tr>
<td>KIAS</td>
<td>Knots Indicated Air Speed</td>
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<td>LDG</td>
<td>Landing</td>
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<td>LG</td>
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<td>Maximum Continuous Power</td>
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II. Type Certificate Holder Record

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<th>Period</th>
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<td>E.H. INDUSTRIES LTD</td>
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<tr>
<td>500 Chiswick High Road; London W4 5AG – United Kingdom</td>
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<td>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy</td>
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<td>AgustaWestland S.p.A.</td>
<td>1 June 2011 - 30 July 2014</td>
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<tr>
<td>Via Giovanni Agusta, 520; 21017 Cascina Costa di Samarate (VA) – Italy</td>
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<tr>
<td>Piazza Monte Grappa, 4; 00195 Roma - Italy</td>
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<td>Helicopter Division - Piazza Monte Grappa, 4; 00195 Roma - Italy</td>
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<td>Helicopters - Piazza Monte Grappa, 4; 00195 Roma - Italy</td>
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## III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
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<tbody>
<tr>
<td>Issue 1</td>
<td>13 Sep 2006</td>
<td>Initial EASA Issue; transfer of RAI/ENAC TCDS SO/A 140 into EASA format</td>
<td>Initial ENAC Issue 24 November 1994 Initial EASA Issue 13 September 2006</td>
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<tr>
<td>Issue 2</td>
<td>8 Apr 2010</td>
<td>As per TCDS</td>
<td>Re-issued 23 January 2012</td>
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<tr>
<td>Issue 3</td>
<td>23 Jan 2012</td>
<td>Change of TC holder name from Agusta S.p.A. to AgustaWestland S.p.A.</td>
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<tr>
<td>Issue 4</td>
<td>23 Mar 2016</td>
<td>Change of TC holder ownership to Finmeccanica S.p.A.; TCDS reformatted to include OSD reference</td>
<td>Re-issued 23 March 2016</td>
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