TYPE CERTIFICATE
DATA SHEET

No. EASA.R.006

for
AB139 / AW139

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

For Models: AB139
AW139
TABLE OF CONTENTS

SECTION 1: AB139 / AW139.................................................................................................................................................. 3
   I. General.......................................................................................................................................................... 3
   II. Certification Basis .................................................................................................................................. 3
   III. Technical Characteristics and Operational Limitations ....................................................................... 4
   IV. Operating and Service Instructions ..................................................................................................... 6
   V. Notes...................................................................................................................................................... 7

SECTION 2: OPERATIONAL SUITABILITY DATA (OSD) ............................................................................................... 9
   I. OSD Certification Basis .......................................................................................................................... 9
   II. OSD Elements ..................................................................................................................................... 9

SECTION: ADMINISTRATIVE ......................................................................................................................................... 10
   I. Acronyms and Abbreviations .................................................................................................................. 10
   II. Type Certificate Holder Record .......................................................................................................... 10
   III. Change Record .................................................................................................................................. 10
SECTION 1: AB139 / AW139

AB139 and AW139 are two names for the same product. They identify two batches of aircraft manufactured in conformity with a unique Type Certificate Data Sheet. Refer to Note 2 for applicable Serial Numbers. Where not specifically declared, the content of this document is applicable to both AB139 and AW139.

I. General

1. Type/ Model/ Variant
   1.1 Type AB139 / AW139
   1.2 Models AB139 / AW139 (see Note 2)
   1.3 Variant - - -

2. Airworthiness Category
   Large Rotorcraft – Cat A / B
   See Section IV, item 4 for the required equipment

3. Manufacturer
   Leonardo S.p.A.
   Helicopters
   Piazza Monte Grappa, 4
   00195 Roma, Italy
   (see Note 2)

4. Type Certification Application Date to ENAC
   12 March 1999

5. State of Design Authority
   EASA
   (pre EASA: ENAC, Italy)

6. Type Certificate Date by ENAC
   18 June 2003

7. Type Certificate n° by ENAC
   A415

8. Type Certificate Data Sheet n°
   SO/A415

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

II. Certification Basis

1. Reference Date for determining the applicable requirements
   12 March 1999

2. Airworthiness Requirements
   - JAR 29 Amdt 3, dated 1 April 2002
   - CS-29 Amdt. 4, dated 30 November 2016, for installation and affected areas of kit Dual Cargo Hook
     P/N 4G2592F0011 only (see Note 13)

3. Special Conditions
   - Special Requirement for HIRF in accordance with JAA interim policy and guidance material document
     INT/POL/27&29/1 “Protection from the effects of HIRF”
   - For EPIC phase 5 approval (including SAR modes) Special Condition “Search and Rescue System Approval” applies

4. Exemptions
   none

5. Deviations
   none

6. Equivalent Safety Findings
   - JAR 29.1181 (a)(6) Designated fire zone
   - JAR 29.1309 and 1357 (e) EPIC system
   - JAR 29.1305

7. Requirements elected to comply
   CS 29.1465 Amdt. 3 Vibration health monitoring
8. Environmental Protection Requirements

8.1 Noise Requirements
See TCDSN EASA.R.006

8.2 Emission Requirements

9. Operational Suitability Data (OSD)
See SECTION 2 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
- Report n° 139G0000P005/02 “AW139 – Type Design Definition (4 displays configuration)
- Report n° 139G0000P005/03 “AW139 – Type Design Definition (Long Nose configuration)

2. Description
Main rotor: five blades, fully articulated type
Tail rotor: four blades
Fuselage: conventional configuration
Landing gear: tricycle, retractable
Powerplant: two free turbine turboshaft engines

3. Equipment
Refer to approved RFM for equipment list

4. Dimensions
4.1 Fuselage
Length: 13.53 m (13.73 m for Long Nose)
Width: 2.26 m
Height: 3.72 m

4.2 Main Rotor
Diameter: 13.80 m

4.3 Tail Rotor
Diameter: 2.70 m

5. Engine
5.1 Model
Pratt&Whitney Canada Corp.
2 x Model PW PT6C-67C
Free turbine turboshaft engines provided with EEC with the implementation of P&WC Service Bulletins 41011, 41012R and 41013

5.2 Type Certificate
TCCA TC/TCDS n°: E32
EASA TC/TCDS n°: EASA.IM.E.022
FAA TC/TCDS n°: E00068EN

5.3 Limitations
5.3.1 Installed Engine Limitations

<table>
<thead>
<tr>
<th></th>
<th>Max. TQ [Nm (lb ft)]</th>
<th>Max. ITT [°C]</th>
<th>Max. gas gen. speed [rpm]</th>
<th>Max. output shaft speed [rpm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEI 2 ½ min</td>
<td>542 (400)</td>
<td>835</td>
<td>40 500</td>
<td>21 000 (21 420(1))</td>
</tr>
<tr>
<td>OEI continuous</td>
<td>475 (350)</td>
<td>775</td>
<td>39 100</td>
<td>21 000 (21 420(1))</td>
</tr>
<tr>
<td>TOP (5 min)</td>
<td>373 (275)</td>
<td>775</td>
<td>39 100</td>
<td>21 000 (21 420(1))</td>
</tr>
<tr>
<td>MCP</td>
<td>339 (250)</td>
<td>735</td>
<td>38 200</td>
<td>21 000 (21 420(1))</td>
</tr>
</tbody>
</table>

(1) For Category A take-off and landings below 90 KIAS and for external hoist and cargo hook operations

5.3.2 Transmission Torque Limits

<table>
<thead>
<tr>
<th>Transmission</th>
<th>PWR @ 100% NR [kW (hp)]</th>
<th>TQ [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCP Max Continuous OEI</td>
<td>1 044 (1 400)</td>
<td>140</td>
</tr>
<tr>
<td>OEI 2 ½ min</td>
<td>1 193 (1 600)</td>
<td>160</td>
</tr>
</tbody>
</table>
6. Fluids (Fuel/Oil)

6.1 Fuel
For all temperatures:
Jet A-1, Jet A, JP5, JP8, JP8+100,
GOST 10227 RT, GOST 10227 TS-1

6.2 Oil
For all temperatures:
MIL-PRF-23699F and DOD-PRF-85734 Transmission Oil.
For engine oils, see Engine Maintenance Manual

6.3 Hydraulic Oil
For all temperatures:
MIL-PRF-83282
Alternative for low temperatures MIL-PRF-5606

7. Fluid capacities

7.1 Fuel
Total: 1 588 litres (see Note 11)
Unusable: 20 litres

7.2 Oil
Refer to RFM

7.3 Coolant System Capacity
Refer to RFM

8. Air Speed Limitations

\[ V_{\text{ne}} : 167 \text{ KIAS} \]
\[ V_{\text{ne OEI/PWR OFF}} : 147 \text{ KIAS} \]
See Section 1 of the RFM for variation with altitude and temperature.

9. Rotor Speed Limitations
AEO and OEI Continuous Operation Range: 98-101 %
Power OFF: 95-110 %
For Category A take-off and landings below 90 KIAS and external hoist and cargo hook operations:
AEO and OEI Cautionary Operation Range: 101-103 %
See Section 1 of the RFM for additional limitations.

10. Maximum Operating Altitude and Temperature

10.1 Altitude
20 000 ft (6 096 m) PA or DA whichever comes first
(see Notes 6, 8 and 9)

10.2 Temperature
See Rotorcraft Flight Manual (see Notes 6, 8 and 9).

11. Operating Limitations
VFR/IFR operations in non-icing conditions.
For IFR operations in known icing conditions and limited icing conditions see Notes 8 and 9.
See also RFM.

12. Maximum Mass

12.1 Maximum Mass
6 400 kg (see Note 6)

12.2 Maximum Taxi and Ramp Mass
6 450 kg (see Note 6)

12.3 Maximum Take-Off Mass
6 400 kg (see Note 6)

12.4 Maximum Landing Mass
6 400 kg (see Note 6)

13. Centre of Gravity Range
Refer to RFM

14. Datum
See Maintenance Manual

15. Levelling Means
See Maintenance Manual
16. Minimum Flight Crew

One (1) for VFR day and two (2) for VFR night and IFR.

Two (2) pilots for IFR operations in known icing conditions and limited icing conditions.

See Section IV, item 4 for the required equipment for Single Pilot operations.

For NVG operations, two (2) pilots or one (1) pilot and one (1) crew member are required. Both pilot and crew member must be equipped with NVGs (see Note 7)

17. Maximum Passenger Seating Capacity

fifteen (15)

18. Passenger Emergency Exit

6 (three on each side of the passengers cabin)

4 (two on each side of the passengers cabin), if the kit Cabin Bubble Windows P/N 4G5620F00111 is installed.

For detailed information refer to RFM

19. Maximum Baggage/ Cargo Loads

200 kg

Increased Baggage Compartment Load: see Note 5

20. Rotor Blade Control Movement

Main Rotor (collective) +15°24’ ÷ 0°36’

Main Rotor (longitudinal cyclic) back 10° ÷ 16° forward

Main Rotor (lateral cyclic) left 9° ÷ right 9°

Tail Rotor pitch range -10° ÷ +24°

-10° ÷ +25°30’

(see Note 6)

21. Auxiliary Power Unit (APU)

n/a

22. Life-limited Parts

Refer to EASA-approved Chapter 4 of the Maintenance Manual

23. Wheels and Tyres

Nose Landing Gear: 5.00-5 Type: 10PR

Main Landing Gear: 18 x 5.5 Type: 10PR

IV. Operating and Service Instructions

1. Flight Manual

Report n. 139G0290X002 - Rotorcraft Flight Manual (4 display)


Maintenance Planning Information 39-A-AMPI-00-P

Maintenance Publication 39-A-AMP-00-P

3. Service Letters and Service Bulletins


4. Required Equipment

The installation of the following is mandatory for Category A operations:

- Service Bulletin P&W C.B. No. 41020
- Honeywell Primus EPIC s/w P/N MM7030191-004 or later

The installation of the following is mandatory for Single Pilot VFR night operations:

- Traffic Advisory System (TCAS) RFM 139G0290X002, Supplement 25
- Quick Reference Handbook (QRH) -Pub Code 502500033, latest issue
- Map/QRH holder P/N 4G2510F00111, P/N 4G2510F00113, or equivalent.

The installation of the following is mandatory for Single Pilot IFR operations:
V. Notes

1. Cabin Interior and Seating Configurations must be approved when not yet included in the type design (see list in the Rep. 139G9500U001).

2. Manufacturer's eligible serial numbers:
   - S/N 31001 to S/N 31054: AB139 designation, manufactured by Agusta S.p.A. in Italy (*), (**)  
   - S/N 31055 to S/N 31157: AW139 designation, manufactured by Agusta S.p.A. in Italy (*), (**)  
   - S/N 31201 to S/N 31999: AW139 Long Nose Configuration, manufactured by Agusta S.p.A. in Italy under EASA Production Certificate IT.21G.0007 (**)  
   - S/N 41001 to S/N 41023: AW139 designation, manufactured by Agusta S.p.A. in USA (*), (**)  
   - S/N 41201 to 41999: AW139 Long Nose Configuration, manufactured by Agusta Aerospace Corporation (AAC) in USA under FAA Production Certificate PC 120NE (***)

   (*) Already manufactured and not anymore in production.

   (**) Effective on 1 June 2011, the Agusta S.p.A. name was changed into AgustaWestland S.p.A.; 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.

   (****) Effective on 24 August 2006, the Agusta Aerospace Corporation (AAC) name was changed to AgustaWestland Philadelphia Corporation (AWPC).

3. Material WNS-2U as an alternative to 15-5PH is acceptable only on the following landing gear S/Ns and for max 6 400 kg Take-Off and Landing mass and 6 450 kg Ramp Mass:
   - Nose Landing gear P/N 3G3220V00131/33 from S/N 101 to S/N 130
   - Left MLG P/N 3G3210V00131/33 from S/N 101 to S/N 120
   - Right MLG P/N 3G3210V00231/33 from S/N 101 to S/N 120

4. The fuel vented from the injector line at the engine shutdown, is recollected into the main fuel tank, according to the Report n. 139G0000P005 “AW139 – Type Design Configuration”.

5. The installation of the restraint net anchoring system P/N 3G2550F00113 and the restraint net P/N 3G2550F00311 permits the maximum mass to be carried in the baggage compartment to be increased to 300 kg.
   For detailed information, refer to Supplement N° 31 of the Rotorcraft Flight Manual.

6. Operation of the aircraft with MTOM up to 6 800 kg is permitted according to RFM 139G0290X002 Supplement N° 50 if kit P/N 4G0000F0011 is installed. Operation with MTOM up to 7 000 kg is permitted according to RFM 139G0290X002 Supplement No. 90 if kit P/N 4G0000F00311 is installed.
V. Notes

7. Night Vision Goggle Operations are permitted according to RFM 139G0290X002 Supplement N° 60. The aircraft configuration involving internal/external emitting/reflecting equipment approved for use with NVG is described in the Report n. 139G3360A001 “AW139 NVG Compatibility Reference Handbook”. Subsequent modifications and deviations to the NVG helicopter configuration shall be managed in accordance with document 139G3360E001 “AW139 HELICOPTER NVG POLICY”.

8. Operation in Known Ice Condition is permitted according to RFM 139G0290X002 Supplement 71 if kit Ice Protection System P/N 4G3000F00211 is installed. The aircraft configuration approved for use in icing condition is described in the Report 139G3000A001 “AW139 Icing Compatibility Reference Handbook”.

9. Operation in Limited Icing Condition is permitted according to RFM 139G0290X002 Supplement 76 if kit Limited Icing Protection System P/N 4G3000F00111 is installed. The aircraft configuration approved for use in limited icing condition is described in the Report 139G3000A001 “AW139 Icing Compatibility Reference Handbook”.

10. EMI incompatibility for all optional equipment included in the RFM 139G0290X002 is detailed in the document 139G9850A001 “AW139 EMI Compatibility Reference Handbook”.

11. For the Auxiliary Fuel Tank (RFM Supplement 15) and for the Longitudinal Fuel Tank (RFM Supplement 65) the total fuel is 2 088 litres. The unusable does not change with respect to the basic configuration.

12. PEDs sensitive equipment, which are under the responsibility of the TC Holder and are declared as NON-PED tolerant, or have PED tolerance limitations are reported in the document 139G9850A002 “AW139 NON-PED TOLERANT REFERENCE HANDBOOK”.

13. Kit Dual Cargo Hook P/N 4G2592F00111
For this design change the CS-29 Amdt.4, dated 30 November 2016, is applicable for the following requirements:
- CS 29.143 Controllability and Manoeuvrability,
- CS 29.571 Fatigue Tolerance Evaluation of Metallic Structure,
- CS 29.610(d)(4) Lightning and Static Electricity Protection,
- CS 29.865 External Loads,
- CS 29.1316 Electrical and electronic System lightning protection,
- CS 29.1317 High-Intensity Radiated Fields (HIRF) Protection,
- Appendix A A29.4 Airworthiness Limitations Section,
- Appendix E HIRF Environments and Equipment HIRF Test Levels.

* * *
SECTION 2: 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

Grandfathering date: 17 February 2014

I.2 MMEL - Certification Basis

JAR-MMEL/MEL Section 1, Amdt. 1, dated 1 August 2005

I.3 Flight Crew Data - Certification Basis

JAA/TCCA/FAA Common Procedures Document for conducting operational evaluation boards, dated 10 June 2004

EASA OEB – administrative and guidance procedures, dated 11 January 2010

I.4 SIM Data - Certification Basis

reserved

I.5 Maintenance Certifying Staff Data - Certification Basis

reserved

II. OSD Elements

II.1 MMEL

139G0270Q008 Rev. G, dated 30-Nov-2012, or later EASA approved revisions.

II.2 Flight Crew Data

139G0000N027 Rev. A, dated 14 Dec-2015, or later EASA approved revisions

II.3 SIM Data

reserved

II.4 Maintenance Certifying Staff Data

reserved
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEO</td>
<td>All Engines Operative</td>
</tr>
<tr>
<td>AW</td>
<td>AgustaWestland S.p.A.</td>
</tr>
<tr>
<td>CS</td>
<td>Certification Specification</td>
</tr>
<tr>
<td>DA</td>
<td>Density Altitude</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>HIRF</td>
<td>High Intensity Radiated Fields</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>JAA</td>
<td>Joint Aviation Authorities</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Air Speed</td>
</tr>
<tr>
<td>LH</td>
<td>Left Hand</td>
</tr>
<tr>
<td>MCP</td>
<td>Maximum Continuous Power</td>
</tr>
<tr>
<td>MLG</td>
<td>Main Landing Gear</td>
</tr>
<tr>
<td>MMEL</td>
<td>Master Minimum Equipment List</td>
</tr>
<tr>
<td>NLG</td>
<td>Nose Landing Gear</td>
</tr>
<tr>
<td>No.</td>
<td>Number</td>
</tr>
<tr>
<td>NVG</td>
<td>Night Vision Goggle</td>
</tr>
<tr>
<td>OEI</td>
<td>One Engine Inoperative</td>
</tr>
<tr>
<td>OSD</td>
<td>Operational Suitability Data</td>
</tr>
<tr>
<td>PA</td>
<td>Pressure Altitude</td>
</tr>
<tr>
<td>PWR</td>
<td>Power</td>
</tr>
<tr>
<td>RFM</td>
<td>Rotorcraft Flight Manual</td>
</tr>
<tr>
<td>RH</td>
<td>Right Hand</td>
</tr>
<tr>
<td>S/N</td>
<td>Serial Number</td>
</tr>
<tr>
<td>SIM</td>
<td>Simulator</td>
</tr>
<tr>
<td>TCCA</td>
<td>Transport Canada</td>
</tr>
<tr>
<td>TCH</td>
<td>Type Certificate Holder</td>
</tr>
<tr>
<td>TOP</td>
<td>Take-off Power</td>
</tr>
<tr>
<td>TQ</td>
<td>Torque</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VNE</td>
<td>Never Exceed Speed</td>
</tr>
<tr>
<td>VPWR OFF</td>
<td>Power-off Speed (Autorotation)</td>
</tr>
</tbody>
</table>

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>Type Certificate Holder</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) – Italy</td>
<td></td>
</tr>
<tr>
<td>AgustaWestland S.p.A.</td>
<td>1 June 2011 - 30 July 2014</td>
</tr>
<tr>
<td>Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) – Italy</td>
<td></td>
</tr>
<tr>
<td>AgustaWestland S.p.A.</td>
<td>1 August 2014 - 31 December 2015</td>
</tr>
<tr>
<td>Piazza Monte Grappa, 4, 00195 Roma – Italy</td>
<td></td>
</tr>
<tr>
<td>Helicopter Division - Piazza Monte Grappa, 4, 00195 Roma – Italy</td>
<td></td>
</tr>
<tr>
<td>Helicopters - Piazza Monte Grappa, 4, 00195 Roma – Italy</td>
<td></td>
</tr>
</tbody>
</table>

III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 1</td>
<td>14 Feb 2005</td>
<td>Initial TCDS issued by EASA</td>
<td>EASA.R.006 first issue dated 14 February 2005</td>
</tr>
<tr>
<td>Issue 2</td>
<td>---</td>
<td>Change Record reported in the List of effective pages in the first page of the earlier EASA TCDS format. Please refer to individual TCDS issues in which changes are solely marked by a vertical bar.</td>
<td>---</td>
</tr>
<tr>
<td>Issue 3</td>
<td>23 Jun 2005</td>
<td>as above</td>
<td>---</td>
</tr>
<tr>
<td>Issue 4</td>
<td>---</td>
<td>as above</td>
<td>---</td>
</tr>
<tr>
<td>Issue 5</td>
<td>9 Dec 2005</td>
<td>as above</td>
<td>---</td>
</tr>
<tr>
<td>Issue 6</td>
<td>19 Jun 2006</td>
<td>as above</td>
<td>---</td>
</tr>
<tr>
<td>Issue</td>
<td>Date</td>
<td>Changes</td>
<td>TC issue</td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Issue 7</td>
<td>22 Aug 2006</td>
<td>as above</td>
<td>Re-issued 22 August 2006</td>
</tr>
<tr>
<td>Issue 8</td>
<td>14 Mar 2007</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 9</td>
<td>9 Jul 2007</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 10</td>
<td>31 Oct 2007</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 11</td>
<td>20 Aug 2008</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 12</td>
<td>9 Mar 2009</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 13</td>
<td>3 Sep 2009</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 14</td>
<td>4 May 2010</td>
<td>as above</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 16</td>
<td>15 Jul 2015</td>
<td>Changes not marked</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 17</td>
<td>17 Dec 2015</td>
<td>TCH company address change; introduction of Section 2 and Section 3 for OSD elements; updated TCDS format.</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 20</td>
<td>9 Apr 2018</td>
<td>Production Organisation certificate number added to V.2., and other minor editorial changes.</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 21</td>
<td>5 Nov 2018</td>
<td>II.2. amended by: Kit Dual Cargo Hook P/N 4G2592F00111 (ref. CRI A-01 HEC)</td>
<td>- - -</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Notes V.12 and V.13 added;</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Minor editorial changes.</td>
<td></td>
</tr>
<tr>
<td>Issue 22</td>
<td>8 Jan 2019</td>
<td>II.2., 3., 6.: references to CRI removed;</td>
<td>- - -</td>
</tr>
<tr>
<td></td>
<td></td>
<td>II.7.: Compliance with CS 29.1465 added</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>II.8.: Text condensed, direct reference to TCDSN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Minor editorial changes.</td>
<td></td>
</tr>
</tbody>
</table>

- end of file -