TYPE CERTIFICATE DATA SHEET

No. EASA.R.150

for
EC 175

Type Certificate Holder
Airbus Helicopters

Aéroport International Marseille – Provence
13725 Marignane CEDEX
France

For Model: EC 175 B
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SECTION 1: EC 175 B

I. General

1. Type/ Model/ Variant
   1.1 Type  
   EC 175
   1.2 Model  
   EC 175 B
   1.3 Variant  
   - - -

2. Airworthiness Category  
   Large Rotorcraft, Category A and B

3. Manufacturer  
   Airbus Helicopters
   Aéroport International Marseille – Provence
   13725 Marignane CEDEX, France

4. Type Certification Application Date  
   15 February 2007

5. State of Design Authority  
   EASA

6. Type Certificate Date  
   30 January 2014

II. Certification Basis

1. Reference Date for determining the applicable requirements  
   1 March 2009

2. Airworthiness Requirements  
   CS 29, Amdt. 2 – Large Rotorcraft
   (EASA Decision 2008/010/R);
   CS 29.1309 (a), (b)(2), (c), (d) Amdt. 4
   as interpreted by F-39

3. Special Conditions
   - Extended Take-Off Power Duration (E-01)
   - HIRF Protection (F-01), except for HELIONIX step 3.2
     (MOD 99A05288-00 and 99A05289-00 and 99A05290-00), or later approved
   - SAR Modes Certification (B-02), see Note 8
   - Helicopter Limited Icing Approval (F-32), see Note 9

4. Exemptions
   none

5. Deviations
   ADS-B Out Extended Squitter & EHS Installation with Transponder TDR-94D equipment (F-32), see Note 7

6. Equivalent Safety Findings
   - Fatigue evaluation of structure (C-02)
   - Fire in cargo and baggage compartments (D-04)
   - Main aisle width (D-05)
   - Passenger emergency exits other than side of fuselage (D-06)
   - Ditching emergency exits (D-07)
   - Passenger emergency exit access (D-10)
   - Emergency exit marking (D-12)
   - Fire detector electrical circuit testability in flight (E-07)
   - Cigalhe system: part time display of vehicle parameters (F-03)
   - Independent power source for stand-by attitude indicator (F-04), see Note 14
   - Airspeed and powerplant indicators green arc (G-01)
   - Powerplant instruments marking during Engine training mode (G-03)
   - Hoist Installation (D-14)
   - Green running man emergency exit pictogram (D-15)

7. Requirements elected to comply
   - Noise requirements as defined in II.8.1 below;
   - CS-ACNS, Initial Issue, dated 17 December 2013, Subpart A and D;
   - CS 29.610 Amdt. 4, limited to HELIONIX step 3.2 (MOD 99A05288-00 and 99A05289-00 and 99A05290-00) or later approved
8. Environmental Protection Requirements
8.1 Noise Requirements

ICAO Annex 16, Volume I, Part II, Amdt. 10, Chapter 8
(EASA CS-36, Amdt. 3)

ICAO Annex 16, Volume I, Part II, Amdt. 11B, Chapter 8
(EASA CS-36, Amdt. 4), see Note 15.

For details see TCDSN EASA.R.150.

8.2 Emission Requirements

Fuel venting:
ICAO Annex 16, Volume II, Part II, Chapter 2 (CS-34)

9. Operational Suitability Data (OSD)

see SECTION 2 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Basic Helicopter: TNM000A1517E99/D
Optional installations: TNM000A2544E99/D

2. Description

Large twin-engine passenger transport helicopter
category A and B
Main rotor: Spheriflex, 5 blades
Tail rotor: Spheriflex, 3 blades
Landing gear: tricycle retractable
Powerplant: 2 independent turbines

3. Equipment

As required by compliance with the Certification Basis
and listed in the Type Design Definition documents

4. Dimensions

4.1 Fuselage

Length: 15.68 m
Width: 3.35 m
Height: 4.84 m

4.2 Main Rotor

Diameter: 14.80 m

4.3 Tail Rotor

Diameter: 3.20 m

5. Engine

5.1 Model

Pratt & Whitney Canada
2 x Model PT6C-67E

5.2 Type Certificate

EASA TC/TCDS n°: EASA.IM.E.022
5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Limits

5.3.1.1 All Engines Operative (AEO) limits

<table>
<thead>
<tr>
<th></th>
<th>N1 [% (rpm)]</th>
<th>TOT [°C]</th>
<th>TQ [%]</th>
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</thead>
<tbody>
<tr>
<td>Max Transient PWR (20 sec)</td>
<td>105.4 (39 500)</td>
<td>820</td>
<td>only allowed up to $V_y$ 2 x 110</td>
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<tr>
<td>Max TOP (5 min)</td>
<td>104.6 (39 200)</td>
<td>815</td>
<td>only allowed up to $V_y$ 2 x 100</td>
</tr>
<tr>
<td>MCP (unlimited)</td>
<td>102.7 (38 500)</td>
<td>775</td>
<td>2 x 93.2</td>
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<tr>
<td>Extended PWR (30 min continuous, 50 min cumulated/flight)</td>
<td>104.6 (39 200)</td>
<td>815</td>
<td>2 x 100</td>
</tr>
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</table>

5.3.1.2 One Engine Inoperative (OEI) limits

<table>
<thead>
<tr>
<th></th>
<th>N1 [% (rpm)]</th>
<th>TOT [°C]</th>
<th>TQ [%]</th>
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<tr>
<td>Overshoot</td>
<td>---</td>
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<td>165.7</td>
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<tr>
<td>OEI HI (30 sec)</td>
<td>111 (41 600)</td>
<td>915</td>
<td>153.4</td>
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<tr>
<td>OEI LO (2 min)</td>
<td>108 (40 500)</td>
<td>865</td>
<td>136.4</td>
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<td>OEI CT (unlimited)</td>
<td>105.4 (39 500)</td>
<td>820</td>
<td>119.3</td>
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5.3.1.3 Other Engine limits: Refer to approved RFM

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

<table>
<thead>
<tr>
<th>Types of fuel</th>
<th>NATO Code</th>
<th>USA</th>
<th>Specifications UK</th>
<th>France</th>
<th>Other</th>
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<tr>
<td>Kerosene-50 (AVTUR FSII)</td>
<td>F34</td>
<td>MIL-DTL 83133</td>
<td>DEF.STAN. 91-87</td>
<td>DCSEA 134</td>
<td>STANAG 3747</td>
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<td>JP-8 (-45°C&lt;Tp &lt;+55°C)</td>
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<td>Kerosene 50 (AVTUR)</td>
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<td>ASTM-D-1655</td>
<td>DEF.STAN. 91-91</td>
<td>DCSEA 134</td>
<td>STANAG 3747 / GOST R 52050-2006</td>
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<td>JET-A1 (-45°C&lt;Tp &lt;+55°C)</td>
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<td>MIL-DTL 83133</td>
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<tr>
<td>High Flash Point (AVCAT FSII)</td>
<td>F44</td>
<td>MIL-DTL 5624</td>
<td>DEF.STAN. 91-86</td>
<td>DCSEA 144</td>
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<td>JP-5 (-45°C&lt;Tp &lt;+55°C)</td>
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</table>

Note: For alternative authorized fuel and authorised additives refer to approved RFM

6.2 Oil

6.2.1 Engine lubricants

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<th>Types of oil</th>
<th>NATO Code</th>
<th>Specifications</th>
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</thead>
<tbody>
<tr>
<td>Synthetic 3 cSt oils (restricted use)</td>
<td>- -</td>
<td>MIL-PRF-7808L Type I (3cSt)</td>
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<tr>
<td>Average synthetic 5 cSt</td>
<td>0-156</td>
<td>MIL-PRF-23699F Type II (5cSt)</td>
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<td>Normal</td>
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Note: For further details refer to approved RFM
6.2.2 MGB, IGB and TGB lubricants

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<th>Types of oil</th>
<th>Conditions</th>
<th>Specifications</th>
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<tr>
<td>NATO O-155 mineral oil, 8 cSt</td>
<td>OAT &gt; -20°C</td>
<td>MIL.L 6086.D</td>
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<td></td>
<td></td>
<td>DTD 581 C</td>
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<td></td>
<td></td>
<td>OEP .70</td>
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<td></td>
<td></td>
<td>Foaming index</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20-0 ml max at 93°C</td>
</tr>
<tr>
<td>NATO O-155 mineral oil, 8 cSt</td>
<td>OAT &gt; -25°C</td>
<td>MIL.L 6086.D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DTD 581 C</td>
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<td>Foaming index</td>
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<tr>
<td></td>
<td></td>
<td>20-0 ml max at 93°C</td>
</tr>
</tbody>
</table>

Note: For further details refer to approved RFM

6.2.3 Hydraulic fluids

MIL-H-83282C or MIL-PRF-83282D (NATO code H-537) only

6.3 Additives

n/a

7. Fluid capacities

7.1 Fuel

Standard fuel tank
Fuel tank total capacity: 2 616 litres
Unusable fuel: 17.7 litres

7.2 Oil

Engine (each): 8.0 litres
MGB: 21.0 litres
IGB: 1.0 litre
TGB: 1.5 litres
Hydraulic:
Main supply I: 5.0 litres
Main supply II: 9.0 litres

7.3 Coolant System Capacity

n/a

8. Air Speed Limitations

\[ V_{NE \ PWR \ On} \]
from -1 500 ft Hp to 3 000 ft Hp: 175 KIAS
For reduction of \( V_{NE} \) with altitude, refer to approved RFM.

\[ V_{NE \ PWR \ Off} \]
\( V_{NE \ PWR \ On} - 40 \) KIAS
Refer to approved RFM for other speed limitations.

9. Rotor Speed Limitations

Power on [rpm (%)]:
Maximum 298.5 (107)
Reference 279.0 (100)
Minimum continuous 265.2 (95)
Minimum transient AEO and OEI 231.7 (83)

Power off [rpm (%)]:
Maximum transient (20 s) 326.7 (117)
Maximum continuous 307.1 (110)
Minimum continuous 244.3 (87.5)
Minimum transient 231.7 (83)

10. Maximum Operating Altitude and Temperature

10.1 Altitude

For TKOF/LDG:
Category A: from -1 500 ft Hp up to +13 000 ft Hσ
Category B: from -1 500 ft Hp up to +13 000 ft Hσ
For flight:
from -1 500 ft Hp to +15 000 ft Hσ

10.2 Temperature

From -40°C to ISA+40°C limited to OAT +50°C
For variation of Temperature limitations with altitude, refer to approved RFM and applicable Supplements.
11. Operating Limitations
VFR day and night
IFR
Falling and blowing snow (see Note 10)
Limited icing conditions (see Note 11)

12. Maximum Mass
Max gross mass in-flight: 7,500 kg
Max gross mass on-ground: 7,550 kg
Max gross mass in-flight: 7,800 kg, see Note 12
Max gross mass on-ground: 7,850 kg, see Note 12

13. Centre of Gravity Range
Refer to approved RFM [Section 2.2] and applicable Supplements (as for Extended Aft Centre of Gravity Envelope and Hoist Installation).

14. Datum
Longitudinal:
The datum plane (STA 0) is located at 7,000 mm forward of main rotor centre line
Lateral:
Fuselage symmetry plane

15. Levelling Means
Levelling reference marking on upper deck on LH side near to frame 4 MGB

16. Minimum Flight Crew
VFR: 1 pilot (right seat)
IFR: 2 pilots, or,
1 pilot under conditions and limitations included in the Supplement 6 of the RFM (specific to aircraft equipped with MOD 99A05684-00)

17. Maximum Passenger Seating Capacity
Up to 18
See approved RFM for approved seating configuration

18. Passenger Emergency Exit
Basic and Public Services (PS) internal arrangements:
10 exits, of which are -
4 exits on each side of the passenger cabin
1 exit on each side of the cockpit
VIP internal arrangements as defined in the approved EC 175 RFM SUP.57: 6 exits, of which are -
2 exits on each side of the passenger cabin,
1 exit on each side of the cockpit.

19. Maximum Baggage/ Cargo Loads
Cargo floor max load: 300 kg
Cargo floor max unit load: 160 kg/m²
See approved RFM for complementary limitations and specific loading conditions.

20. Rotor Blade Control Movement
For rigging information refer to Maintenance Manual

21. Auxiliary Power Unit (APU)
n/a

22. Life-limited Parts
See approved ALS Chapter 04 of the Maintenance Servicing Manual

23. Wheels and Tyres

<table>
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<tr>
<th></th>
<th>Wheels</th>
<th>Tyres</th>
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<tbody>
<tr>
<td>nose</td>
<td>C 20525 000</td>
<td>15x6.00-6</td>
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<tr>
<td>main</td>
<td>C 20147 200</td>
<td>615 x 225-10</td>
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</table>

IV. Operating and Service Instructions

1. Flight Manual
- EC 175 B Flight Manual, Normal Revision 0, date code 14-03, approved by EASA on 30 January 2014, or subsequent approved issues;
- EC 175 B Flight Manual for aircraft equipped with the

- Airworthiness Limitations as EC 175 Maintenance Servicing Manual, Chapter 04, edition 2014.01.08, Rev. 000, approved by EASA on 30 January 2014, or subsequent approved issues
- Maintenance Servicing Manual EC 175 and Aircraft Maintenance Manual EC 175 as published by Airbus Helicopters


Structural Repair Manual EC 175, as published by Airbus Helicopters


Section 6 of Complementary Flight Manual EC 175, as published by Airbus Helicopters

5. Illustrated Parts Catalogue

Illustrated Parts Catalogue EC 175, as published by Airbus Helicopters

6. Service Letters and Service Bulletins

Service Letters and Service Bulletins EC 175, as published by Airbus Helicopters

7. Required Equipment

As per compliance with Certification Basis and in accordance with the Type Design Definition. Refer to approved Flight Manual and MMEL.

V. Notes

1. Manufacturer’s eligible serial numbers:
s/n 5002, and subsequent.

2. Cabin interior and seating configurations must be approved, if differing from the Type Design Definition.

3. The certified “optional” installations are each approved independently of the basic helicopter and an approved RFM Supplement is associated to each optional installation if necessary.

4. The EC 175 B is certified as Category A rotorcraft with operating limitations as defined in the relevant approved RFM Supplement.

5. The EC 175 B is certified for Ditching with the optional installations and operating procedures as defined in the relevant approved Flight Manual Supplement.

6. Designation: “H175” is the trade name for helicopters of Type Certificate “EC 175 B”

7. Deviation (F-32) “ADS-B Out Extended Squitter & EHS Installation with Transponder TDR-94D equipment” (as per F-32) is only applicable to EC 175 B aircraft equipped with Modifications No. 99A03906-00-M-ECP and 99A03907-00-M-ECP.

8. Special Condition (B-02) “System Search and Rescue (SAR) modes certification” (as per B-02) is only applicable to EC 175 B aircraft featured with Automatic Flight Control System SAR modes as defined in the approved RFM SUP.5.

9. Special Condition F-30 “Helicopter Limited Icing Approval” (as per F-30) is only applicable to EC 175 B aircraft configured as defined in the approved EC 175 RFM SUP.4.

10. The EC 175 B is certified for flight in falling and blowing snow according to the limitations and conditions as defined in the approved RFM SUP.80.

11. The EC 175 B is certified for flight in limited icing conditions according to the limitations and conditions as defined in the approved EC 175 RFM SUP.4.
12. Max gross mass in-flight 7,800 kg, and max gross mass on-ground 7,850 kg are only applicable to EC 175 B rotorcraft equipped with Helionix Step 2+ (Mod. 99A04792-00-M-ECP, or 99A04793-00-M-ECP), or later EASA-approved versions and Avionics Primary Configuration File (PCF) set to 7,850 kg. Operations in Cold Weather conditions (from -15 °C down to -40 °C), Category A operations from Ground Helipads (as per RFM SUP. 1) and in the Extended Aft CG Flight Envelope (as per RFM SUP. 2) are limited to 7,500 kg. Category A operations from Elevated Helipads (as per RFM SUP. 1) are limited to 7,600 kg.

13. removed


15. Elect-to-comply applicable to Engine Air Particle Separator (EAPS) certification and any later new change affecting noise demonstration.

* * *
SECTION 2: OPERATIONAL SUITABILITY DATA (OSD)


I. OSD Certification Basis

I.1 Reference Date for determining the applicable OSD requirements
13 February 2014, Ref. EC 175 ORI 4, Issue 2

I.2 MMEL - Certification Basis
Elected to comply to: CS-MMEL, Initial Issue

I.3 Flight Crew Data - Certification Basis
Elected to comply to: CS-FCD, Initial Issue

II. OSD Elements

II.1 MMEL

Master Minimum Equipment List EC 175 B, Normal Revision 0, Date-code 14-30, or later EASA-approved revisions

Master Minimum Equipment List EC 175 B for aircraft equipped with the modification 99A03550-00-M-ECP or 99A04155-00-M-ECP (“STP2” variant), Normal Revision 0, Date-code 16-04, or later EASA-approved revisions

Master Minimum Equipment List EC 175 B, Normal Revision 0 Issue 2, Date-code 18-22, or later EASA-approved revisions

II.2 Flight Crew Data

Flight Crew Data for EC 175, Normal Revision 0, dated 24 September 2015, or later EASA-approved revisions

***
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

<table>
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<tr>
<th>Acronym</th>
<th>Full Form</th>
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<tbody>
<tr>
<td>AEO</td>
<td>All Engines Operative</td>
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<tr>
<td>AMC</td>
<td>Aircraft Management Computer</td>
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<tr>
<td>C.G.</td>
<td>Centre of Gravity</td>
</tr>
<tr>
<td>CGx</td>
<td>Centre of Gravity on the x-axis</td>
</tr>
<tr>
<td>CGy</td>
<td>Centre of Gravity on the y-axis</td>
</tr>
<tr>
<td>CS</td>
<td>Certification Specification</td>
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<tr>
<td>cSt</td>
<td>Centistoke</td>
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<tr>
<td>Dev</td>
<td>Deviation</td>
</tr>
<tr>
<td>DMAU</td>
<td>Digital Monitoring Acquisition Unit</td>
</tr>
<tr>
<td>ESF</td>
<td>Equivalent Safety Finding</td>
</tr>
<tr>
<td>Hp</td>
<td>Pressure altitude</td>
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<td>Hσ</td>
<td>Density Altitude</td>
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<tr>
<td>HUMS</td>
<td>Health and Usage Monitoring System</td>
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<td>FCD</td>
<td>Flight Crew Data</td>
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<tr>
<td>HIRF</td>
<td>High Intensity Radiated Field</td>
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<tr>
<td>IFR</td>
<td>Instrumental Flight Rules</td>
</tr>
<tr>
<td>ISA</td>
<td>Internat. Standard Atmosphere</td>
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<td>KIAS</td>
<td>Knots Indicated Air Speed</td>
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<td>LDG</td>
<td>Landing</td>
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<td>LH</td>
<td>Left Hand</td>
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<td>Max</td>
<td>Maximum</td>
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<tr>
<td>MCP</td>
<td>Maximum Continuous Power</td>
</tr>
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<td>MFD</td>
<td>Multi-Functional Display</td>
</tr>
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<td>min</td>
<td>Minute</td>
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<td>MMEL</td>
<td>Master Minimum Equipment List</td>
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<td>Outside Engine Inoperative</td>
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<td>One Engine Inoperative</td>
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<td>OSD</td>
<td>Operational Suitability Data</td>
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<td>PS</td>
<td>Public Services</td>
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<td>PWR</td>
<td>Power</td>
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<td>RFM</td>
<td>Rotorcraft Flight Manual</td>
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<td>Top</td>
<td>Take-off Power</td>
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<td>Visual Flight Rules</td>
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<td>VNE</td>
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II. Type Certificate Holder Record

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<td>Airbus Helicopters</td>
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<tr>
<td>Aéroport International Marseille – Provence</td>
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<td>13725 Marignane CEDEX, France</td>
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III. Change Record

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<th>Date</th>
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<th>TC Issue</th>
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<tr>
<td>Issue</td>
<td>5 Feb 2014</td>
<td>Initial issue, Operating Temperature and Altitude extension; aft longitudinal C.G. limits extension; RFM for Helionix Step 2/2R configurations; Operational Suitability Data added; Trade name added.</td>
<td>Initial Issue, 30 January 2014</td>
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<td>Issue</td>
<td>18 Dec 2015</td>
<td>SAR Modes; Limited Icing; Falling and blowing snow; Extended MTOW 7.8 t; ADS-B Out Extended Squitter &amp; EHS Installation with Transponder TDR-94D equipment; Hoist Installation; VIP internal arrangements; Operational Suitability Data update.</td>
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<td>Issue</td>
<td>23 Apr 2018</td>
<td>Notes: Note 12: update, Notes 13 to 15: new</td>
<td>- - -</td>
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<tr>
<td>Issue</td>
<td>Date</td>
<td>Changes</td>
<td>TC issue</td>
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- EC 175 B MMEL, NR 0 Issue 2 | - - -    |
| Issue 6 | 23 Jan 2019 | - II.7.: CS 29.1465 Amdt. 5 added;  
- II. Certification Basis: references to SC/ESF/dev updated; Environmental Protection Requirements condensed, direct reference to TCDSN | - - -    |
| Issue 7 | 16 May 2019 | Removal of temporary deviation on fuel system crash resistance with optional cargo sling and its associated Note 13. | - - -    |
| Issue 8 | 14 Feb 2020 | - II.7.: CS 29.610, 29.1309 (a), (b)(2), (c), (d), 29.1316, 29.1317 and Appendix E at Amdt. 4 added.  
- II.16.: Introduction of the ‘Single Pilot IFR’ type of operations. References to SC/ESF/Dev updated. | - - -    |

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