TYPE CERTIFICATE
DATA SHEET

No. EASA.R.510

for
AW189

Type Certificate Holder
Leonardo S.p.A.

Helicopters
Piazza Monte Grappa, 4
00195 Roma
Italy

For Model: AW189
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SECTION 1: AW189

I. General

1. Type/ Model/ Variant
   1.1 Type
   AW189
   1.2 Model
   AW189
   1.3 Variant
   - - -

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
   12 May 2011

6. State of Design Authority
   EASA

7. EASA Type Certification Date
   7 February 2014

II. Certification Basis

1. Reference Date for determining the applicable requirements
   12 May 2011

2. Airworthiness Requirements
   CS-29 Amdt. 2, dated 17 November 2008
   CS-29 Amdt. 3, dated 11 December 2012 for the following installations and affected areas only (see Note 10):
   - Kit Single Rescue Hoist p/n 8G2591F00111
   - Kit Double Rescue Hoist p/n 8G2591F00311
   - Kit Foldable Single Hoist p/n 8G2591F00211
   - Kit Limited Ice Protection System (LIPS) p/n 8G3000F00211 and 8G3000F00212
   - Kit Full Ice Protection System (FIPS) p/n 8G3000F00111 and 8G3000F00311

3. Special Conditions
   - Automatic Search Modes (ASM) certification
   - Extended Take-Off Power Duration (EP, 30 min AEO)
   - Loss of Oil from Gearboxes Utilising a Pressurised Lubrication System
   - ‘HIRF Protection’ in accordance with JAA Interim Policy INT/POL/27&29/1, issue 3, dated 1 October 2003
   - Essential APU Installation in Large Rotorcraft
   - For kit Limited Ice Protection System:
     Special Condition for Limited Icing Clearance
   - Non Rechargeable Lithium Battery Installations

4. Exemptions
   none

5. Deviations
   none

6. Equivalent Safety Findings
   - Passenger access to each Emergency Exit
   - Passenger Emergency Exits – other than Side-Of-Fuselage
   - Emergency Exit Signs
   - Ditching Emergency Exits for Passengers
   - Ferry Flight Configuration
   - Main Aisle Width
   - Hoist Installation
7. Requirements elected to comply

- CS-36 Amdt. 3
- CS-29 Amdt. 5, 29.1465 Vibration Health Monitoring

8. Environmental Protection Requirements

8.1 Noise Requirements

See TCDSN EASA.R.510

8.2 Emission Requirements

Chapter 2 of ICAO Annex 16 Volume II, Amdt. 6, Part II to Chicago Convention (as implemented in CS-34 Amdt. 1)

9. Operational Suitability Data (OSD)

see SECTION 2 below

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

AW Doc. No. 189G0000P002

2. Description

Large twin-engine helicopter, conventional configuration, 5-blade fully articulated main rotor, 4-blade fully articulated tail rotor, retractable tricycle landing gear.

3. Equipment

As per compliance with certification basis and included in Type Design Definition Document

4. Dimensions

4.1 Fuselage

Length: 14.60 m
Width hull: 3.02 m
Height: 4.04 m

4.2 Main Rotor

Diameter: 14.60 m

4.3 Tail Rotor

Diameter: 2.90 m

5. Engine

5.1 Model

General Electric
2 x Model CT7-2E1

5.2 Type Certificate

FAA TC/TCDS: E8NE
EASA TC/TCDS: EASA I.M.E.010

5.3 Limitations

5.3.1 Installed Engine Limits

<table>
<thead>
<tr>
<th>Rating</th>
<th>Max ITT [°C]</th>
<th>Max NG [% (rpm)]</th>
<th>Max NF [% (rpm)]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AEO</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous</td>
<td>942</td>
<td>102.7 (42 843)</td>
<td>104 (20 192)</td>
</tr>
<tr>
<td>Take-off 5 min</td>
<td>968</td>
<td>102.7 (42 843)</td>
<td>- - -</td>
</tr>
<tr>
<td><strong>OEI</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous</td>
<td>968</td>
<td>102.7 (42 843)</td>
<td>104 (20 192)</td>
</tr>
<tr>
<td>2.5 min</td>
<td>1 078</td>
<td>105 (41 905)</td>
<td>- - -</td>
</tr>
</tbody>
</table>

5.3.2 Transmission Torque Limits

<table>
<thead>
<tr>
<th>Rating</th>
<th>Max Torque [%]</th>
<th>Input speed [rpm]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AEO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max continuous</td>
<td>2 x 100</td>
<td>21 420</td>
</tr>
<tr>
<td>30 min</td>
<td>2 x 116(*)</td>
<td></td>
</tr>
<tr>
<td><strong>OEI(</strong>*))</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max continuous</td>
<td>1 x 135</td>
<td></td>
</tr>
<tr>
<td>2.5 min</td>
<td>1 x 164(**)</td>
<td>21 420</td>
</tr>
</tbody>
</table>

(* *) For airspeeds less than 90 KIAS. For airspeeds greater than 90 KIAS refer to RFM.
6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

JET A, JET A1, JP5, JP8, JP8+100, No. 3 Jet Fuel
(for code no. specification and more details refer to approved RFM)

6.2 Oil

Transmissions: AeroShell Turbo Oil 555 (DoD-L-85734).
No different specification or brand allowed.
Engine: Ref. to GE Operating Instructions
No. GEK112766
APU: MIL-PRF-23699, MIL-PRF-7808
Hydraulics: MIL-PRF-83282,
MIL-PRF-5606 (as alternative)

6.3 Additives

Kathon FP 1.5, MIL-DTL-27686, MIL-DTL-85470,
MIL-I-25017, Biobor JF

6.4 Coolant

R134a

7. Fluid capacities

7.1 Fuel

<table>
<thead>
<tr>
<th></th>
<th>Total usable [litres (kg(*)]]</th>
<th>Unusable [litres (kg(*)]]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two main fuel tanks (LH and RH)</td>
<td>1 303 (1 042)</td>
<td>24 (19)</td>
</tr>
<tr>
<td>Two main fuel tanks (LH and RH) plus Auxiliary Central Tank</td>
<td>1 825 (1 460)</td>
<td>30 (24)</td>
</tr>
<tr>
<td>Two main fuel tanks (LH and RH) plus Forward Tanks plus Auxiliary Central Tank</td>
<td>2 063 (1 650)</td>
<td>34 (27)</td>
</tr>
<tr>
<td>Extended Range (see Note 5) Two main fuel tanks (LH and RH) Plus under belly tanks</td>
<td>2 569 (2 055)</td>
<td>9 (7)</td>
</tr>
</tbody>
</table>

(*) Considering a medium density between different fuels of 0.8 kg/litre

7.2 Oil

<table>
<thead>
<tr>
<th></th>
<th>Quantity [litres (kg)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine (each)</td>
<td>min 3.6 (3.59) - max 5.5 (5.49)</td>
</tr>
<tr>
<td>Main gearbox (min/max)</td>
<td>min 21.5 (21.46) - max 27 (26.95)</td>
</tr>
<tr>
<td></td>
<td>(24.5 + 2.5 for oil cooler, oil ducts and filter)</td>
</tr>
<tr>
<td>Intermediate gearbox</td>
<td>1.22 (1.22)</td>
</tr>
<tr>
<td>Tail gearbox</td>
<td>1.87 (1.87)</td>
</tr>
<tr>
<td>Hydraulic (per each Power Control Module)</td>
<td>3.20 (2.72)</td>
</tr>
</tbody>
</table>

7.3 Coolant System Capacity

2.9 kg

8. Air Speed Limitations

\[ V_{NE \text{ Power On AEO}} \]
\[ 169 \text{ KIAS} \]
\[ V_{NE \text{ Power On OEI}} \]
\[ 139 \text{ KIAS} \]
\[ V_{NE \text{ Power Off}} \]
\[ 120 \text{ KIAS} \]

For reduction of the \( V_{NE} \) with altitude, OAT and weight, refer to approved RFM.
9. Rotor Speed Limitations

<table>
<thead>
<tr>
<th>Condition</th>
<th>[rpm]</th>
<th>[%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Continuous</td>
<td>284.75</td>
<td>100.0</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>296.14</td>
<td>104.0</td>
</tr>
<tr>
<td>Minimum Cautionary</td>
<td>256.28</td>
<td>90.0</td>
</tr>
<tr>
<td>Minimum Continuous</td>
<td>284.75</td>
<td>100.0</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>296.14</td>
<td>104.0</td>
</tr>
<tr>
<td>Minimum Continuous</td>
<td>256.28</td>
<td>95.0</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>313.23</td>
<td>110.0</td>
</tr>
</tbody>
</table>

Refer to approved RFM for additional rotor speed limitations

10. Maximum Operating Altitude and Temperature

10.1 Altitude
Maximum operating altitude 10 000 ft PA/DA (whichever occurs first)
Maximum Take-off and Landing altitude 8 000 ft PA/DA (whichever occurs first).

10.2 Temperature
-40°C ÷ +55°C (ISA+40°C)
For variation of temperature limitations with altitude refer to approved RFM and applicable supplement

11. Operating Limitations
- VFR day and night and IFR operations in non-icing conditions.
- Flight into known IMC condition is prohibited for single pilot operations in IFR.
- Flight in limited icing condition is permitted only when the kit Limited Ice Protection System p/n 8G3000F00211, or p/n 8G3000F00212 is installed.
- Flight into known icing condition is permitted only when the kit Full Ice Protection System p/n 8G3000F00111 or p/n 8G3000F00311 is installed.

12. Maximum Mass
Take-off and landing: 8 300 kg (see Note 4)
Taxi and Towing: 8 350 kg (see Note 4)

13. Centre of Gravity Range
Refer to approved RFM

14. Datum
Longitudinal:
The datum plane (STA 0) is located at 2 830 mm forward to the front jack point
On the ‘Extended Range’ configuration (see Note 5) the longitudinal datum line (STA 0) is located at 3 009 mm forward to the front jack point.
Lateral:
The datum plane (B.L. 0) is located at ±275 mm inboard of LH/RH front jack points.

15. Levelling Means
Plumb line from ceiling reference point to index plate on floor of passenger cabin; digital clinometer.
16. Minimum Flight Crew

One (1) for VFR day and two (2) for VFR night and IFR. Single pilot VFR night and IFR operations are allowed under conditions and limitations included in the Supplement 3 of the RFM.

For Category A operations, two (2) pilots required if take-off and landing is to be carried out from the left seat.

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).

For operations in limited icing conditions, two (2) pilots required.

17. Maximum Passenger Seating Capacity

19

18. Passenger Emergency Exit

10; 1 for pilot, 1 for co-pilot,
4 on each side of the passenger cabin

19. Maximum Baggage/ Cargo Loads

300 kg located in the baggage/cargo compartment (see Note 9)

20. Rotor Blade Control Movement

For rigging information, refer to Maintenance Manual

21. Auxiliary Power Unit (APU)

Safran Power Units (former: Microturbo)
1 x Model e-APU60 model 342,
ETSO approval: EASA.21O.10045083

22. Life-limited Parts

Refer to the Airworthiness Limitation Section (ALS) of the Maintenance Manual

23. Wheels and Tyres

MLG wheel assembly with 24x7.7 tubeless tyres
NLG wheel assembly with 14.5x5.5 tubeless tyres

IV. Operating and Service Instructions

1. Flight Manual

Doc. No. 189G0290X002,
approved 31 January 2014, or later approved revision


“AW189 Maintenance Planning Information”
Doc. No. 89-A-AMPI-00-P (includes Chapter 4 ALS approved on 5 February 2014, or later approved revision and Chapter 5 with Scheduled Maintenance Requirements)

“Maintenance Review Board Report for AW189 Helicopter”
Doc. No. 189G0000M006

“AW189 Maintenance Publication”
Doc. No. 89-A-AMP-00-X

“AW189 Material Data Information”
Doc. No. 89-A-AMDI-00-X

“AW189 Corrosion Control Publication”
Doc. No. 89-A-ACCP-00-X

“AW189 Fault Isolation Publication”
Doc. No. 89-A-AFIP-00-X

“AW189 Wiring Data Publication”
Doc. No. 89-A-AWDP-00-X

Component Maintenance Manual as applicable


“AW189 Structural Repair Publication”
Doc. No. 89-A-ASRP-00-X

“AW189 Component Repair and Overhaul Publication”

Refer to the Section 6 of the RFM and applicable supplements

5. Illustrated Parts Catalogue

“AW189 Illustrated Tool and Equipment Publication”
Doc. No. 89-A-ITEP-00-X
“AW189 Illustrated Part Data”
Doc. No. 89-A-IPD-00-X

6. Service Letters and Service Bulletins

As published by AgustaWestland, Finmeccanica or Leonardo

7. Required equipment

The installation of the following is mandatory for IFR/VFR night Single Pilot Operations (see Supplement 3 of the RFM):
- Quick Reference Handbook (QRH)
  Doc. No. 189G0290X003, latest issue.
- Map/QRH holder p/n 8G2510F00211, or equivalent approved.
- Traffic Advisory System TCAS II (see RFM Supplement 8).

The installation of the following is mandatory for Ditching Operations (see RFM Supplement 6):
- Life rafts (life rafts p/n 8G2560F00511 have been approved for use by AW. The use of other life raft installations must be in accordance with CS/FAR 29 and must be approved)
- Survival type Emergency Locator Transmitter
- Life preservers (the following life preservers installations have been approved by AW:
  8G2560F00611, 8G2560F00711, 8G2560F00811. Different life preserver installations must be in accordance with CS/FAR 29 and must be approved).

The installation of the following is mandatory for Night Vision Goggles Operations (see RFM Supplement 14):
- Aviator’s Night Vision Goggles as specified in 189G3360A001 “AW189 NVG Compatibility Reference Handbook”
- Helmet with NVG mount suitable for NVG Model being used.
- Cockpit/Cabin physical separation device as defined in 189G3360A001 “AW189 NVG Compatibility Reference Handbook”.

The installation of the following is mandatory for operations in limited icing condition:
- Kit Limited Ice Protection System p/n 8G3000F00211 (see RFM Supplement 38 or 48, according to the relevant aircraft configuration)
- Kit Limited Ice Protection System p/n 8G3000F00212 (see RFM Supplement 45 or 50, according to the relevant aircraft configuration)

The installation of the following is mandatory for operations in known icing condition:
- Kit Full Ice Protection System p/n 8G3000F00111 or p/n*8G3000F00311
The aircraft configuration approved for use in limited or full known icing condition is described in the Report 189G3000A001 “AW189 Icing Compatibility Reference Handbook”.

Refer to EASA approved RFM and related supplements for other approved mandatory and optional equipment.

Refer to Kit Compatibility Handbook 189G0000A002 for incompatibilities and restrictions between optional equipment.

AW189 Software Configuration is managed within the Software Handbook 189G0000X007.

PED-sensitive equipment, which is under the responsibility of the TC Holder and is declared as NON-PED tolerant, or has PED tolerance limitations is reported in the document 189G9850A005 “PED Compatibility Reference Handbook”.

V. Notes

1. Manufacturer’s eligible serial numbers:
   - 49007, and subsequent, except 49024, manufactured by AgustaWestland S.p.A. in Italy
   - 89001, and subsequent manufactured by AgustaWestland S.p.A. in Italy (see Note 5 – Extended Range Configuration)
   - 91001, and subsequent manufactured by AgustaWestland S.p.A. in UK
   - 92001 and 92003 manufactured by AgustaWestland Ltd in UK (see Note 5 – Extended Range Configuration)
   - 92002, 92004, and subsequent manufactured by AgustaWestland S.p.A. in UK (see Note 5)

2. Manufacturers:
   AgustaWestland S.p.A. (*)
   Italy Plant – Vergiate (VA)
   UK Plant – Yeovil (Somerset)
   AgustaWestland Ltd (only for s/n 92001 and 92003)
   UK Plant – Yeovil (Somerset)
   (*) 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 RFM 189G0290X002 Supplement No. 14.
   The aircraft configuration involving internal/external emitting/reflecting equipment approved for use with NVG is described in the Report N. 189G3360A001 “AW189 NVG Compatibility Reference Handbook”. Subsequent modifications and deviations to the NVG helicopter configuration shall be managed in accordance with AgustaWestland document 189G3360E001 “AW189 Helicopter NVG Policy”.

4. Maximum mass:
   Installation of Drawing 8G0000F00111, according to RFM Supplement 21, permits operations at the following mass:
   - Take-off and Landing: 8 600 kg
   - Taxi and Towing: 8 650 kg

5. Extended Range Configuration:
   According to RFM Supplement 22, as per Drawing 8G0000X00831 and Drawing 8G0000X00931.

6. deleted
7. deleted

8. ESF “Power Index Indicator” is applicable only to AW189 aircraft equipped with Core Avionic Phase 2.1 SW release as defined in 189G0000X007, and subsequent releases unless differently specified.

9. Maximum Baggage / Cargo Loads:
The installation of the kit Vertical Cargo Net p/n 8G2550F00311 and Cargo Net p/n 8G2550V00131 permits the maximum load in the baggage compartment to be increased to 360 kg.
The installation of the Heavy Duty Baggage Compartment Kit p/n 8G5010F00411, according to RFM Supplement 46, permits the maximum load in the baggage compartment to be increased to 460 kg.
The installation of the Heavy Duty Baggage Compartment Kit p/n 8G5010F00511, according to RFM Supplement 46, permits maximum load in the baggage compartment of 280 kg.

10. Kit Rescue Hoist, LIPS and FIPS:
For these design changes the CS-29 Amdt. 3, dated 11 December 2012 is applicable for the following requirements:
- CS 29.571 Fatigue tolerance evaluation of metallic structures,
- CS 29.573 Damage tolerance and fatigue evaluation of composite rotorcraft structures,
- Appendix A, A 29.4 Airworthiness Limitation Section.

11. MGB OEI Ratings:
For Aircraft equipped with Core Avionic Phase 4.0 SW release as defined in 189G0000X007 the MGB OEI Rating is increased as per the following table:

<table>
<thead>
<tr>
<th>OEI</th>
<th>Rating</th>
<th>Max Torque [%]</th>
<th>Input speed [rpm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max continuous</td>
<td>1 x 142</td>
<td></td>
<td>21 420</td>
</tr>
<tr>
<td>2.5 min</td>
<td>1 x 172(***))</td>
<td>(***)</td>
<td></td>
</tr>
</tbody>
</table>

(*** Between 164% and 172% allowed for 30 sec and once per 2.5 min event

* * *
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 Amendment 1, dated 1 August 2005

I.3 Flight Crew Data - Certification Basis
   CS-FCD Initial Issue, dated 31 January 2014

I.4 SIM Data - Certification Basis
   reserved

I.5 Maintenance Certifying Staff Data - Certification Basis
   reserved

II. OSD Elements

II.1 MMEL
   189G0270Q001 Rev. A dated 12 May 2014, or later EASA approved revisions.

II.2 Flight Crew Data
   189G0000N17 Issue B, dated 16 November 2016, EASA approved on 30 November 2018,
   or later 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>
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<tbody>
<tr>
<td>AEO</td>
<td>All Engines Operative</td>
</tr>
<tr>
<td>Amdt.</td>
<td>Amendment</td>
</tr>
<tr>
<td>AW</td>
<td>AgustaWestland</td>
</tr>
<tr>
<td>B.L.</td>
<td>Butt Line</td>
</tr>
<tr>
<td>C.G.</td>
<td>Centre of Gravity</td>
</tr>
<tr>
<td>CRI</td>
<td>Certification Review Item</td>
</tr>
<tr>
<td>CS</td>
<td>Certification Specification</td>
</tr>
<tr>
<td>DA</td>
<td>Density altitude</td>
</tr>
<tr>
<td>Doc.</td>
<td>Document</td>
</tr>
<tr>
<td>EP</td>
<td>Extended Take-Off Power Duration</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>GE</td>
<td>General Electric</td>
</tr>
<tr>
<td>HIRF</td>
<td>High Intensity Radiated Fields</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>ISA</td>
<td>International Standard Atmosphere</td>
</tr>
<tr>
<td>JAA</td>
<td>Joint Aviation Authorities</td>
</tr>
<tr>
<td>LH</td>
<td>Left Hand</td>
</tr>
<tr>
<td>MLG</td>
<td>Main Landing Gear</td>
</tr>
<tr>
<td>NLG</td>
<td>Nose Landing Gear</td>
</tr>
<tr>
<td>NVG</td>
<td>Night Vision Goggle</td>
</tr>
<tr>
<td>OAT</td>
<td>Outside Air Temperature</td>
</tr>
<tr>
<td>OEB</td>
<td>Operational Evaluation Board</td>
</tr>
<tr>
<td>OEI</td>
<td>One Engine Inoperative</td>
</tr>
<tr>
<td>OSD</td>
<td>Operational Suitability Data</td>
</tr>
<tr>
<td>p/n</td>
<td>Part number</td>
</tr>
<tr>
<td>PA</td>
<td>Pressure altitude</td>
</tr>
<tr>
<td>RFM</td>
<td>Rotorcraft Flight Manual</td>
</tr>
<tr>
<td>RH</td>
<td>Right Hand</td>
</tr>
<tr>
<td>SL</td>
<td>Sea Level</td>
</tr>
<tr>
<td>s/n</td>
<td>Serial number</td>
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<tr>
<td>STA</td>
<td>Station</td>
</tr>
<tr>
<td>TCCA</td>
<td>Transport Canada Civil Aviation</td>
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<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
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<tr>
<td>VNE</td>
<td>Velocity Never Exceed</td>
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II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>Type Certificate Holder</th>
<th>Period</th>
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<tbody>
<tr>
<td>AgustaWestland S.p.A</td>
<td>From 7 February 2014 until 30 July 2014</td>
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<tr>
<td>Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy</td>
<td></td>
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<tr>
<td>AgustaWestland S.p.A</td>
<td>from 31 July 2014 until 31 December 2015</td>
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<td>Piazza Monte Grappa, 4, 00195 Roma, Italy</td>
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<tr>
<td>Finmeccanica S.p.A.</td>
<td>From 1 January 2016 until 14 July 2016</td>
</tr>
<tr>
<td>Helicopter Division, Piazza Monte Grappa, 4, 00195 Roma, Italy</td>
<td></td>
</tr>
<tr>
<td>Leonardo S.p.A.</td>
<td>since 15 July 2016</td>
</tr>
<tr>
<td>Helicopters, Piazza Monte Grappa, 4, 00195 Roma, Italy</td>
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</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>7 Feb 2014</td>
<td>Initial issue of EASA TCDS</td>
<td>Initial Issue, 7 February 2014</td>
</tr>
<tr>
<td>Issue 2</td>
<td>23 Jan 2015</td>
<td>AW legal office moved to Rome; ‘Extended Range’ kit and new MTOM included; new manufacturer AW Ltd. added.</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 3</td>
<td>8 Jul 2015</td>
<td>Production Organisation in Yeovil (UK) and relevant eligible serial numbers updated; possibility to Increase of the cargo load in the baggage compartment.</td>
<td>- - -</td>
</tr>
<tr>
<td>Issue 4</td>
<td>15 Oct 2015</td>
<td>Kit Rescue hoist, Core Avionics Phase 2.1 SW release and kit</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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<tr>
<td>Issue 5</td>
<td>18 Dec 2015</td>
<td>LIPS introduced; temporary Revision CRI F-17 removed due to embodiment of BT AW189-013 on the whole fleet.</td>
<td></td>
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<tr>
<td>Issue 6</td>
<td>13 Jan 2016</td>
<td>OSD grandfathered elements added in Section 2; “Engine Training Mode” (CRI G-01) added in Section 1</td>
<td>Re-issued 13 January 2016</td>
</tr>
<tr>
<td>Issue 8</td>
<td>2 Aug 2017</td>
<td>CRI F-15 and CRI F-18 removed from the Equivalent Safety Findings list due to embodiment of BT AW189-022 on the whole fleet. No. 3 Jet Fuel added to the admissible fuels (point 6.1). Digital Clinometer added to admissible Levelling Means (point 15). Note 6 and Note 7 modified to explain the reason of deletion of the related ESF. Note 9 updated with new Baggage Compartment weight limitations when Heavy Duty Baggage Compartment Kits are installed. Note 11 added and recalled to point 5.3.2 “Transmission Torque Limits” to specify the MGB OEI Ratings applicable when SB 189-149 is embodied. Other minor corrections are included.</td>
<td></td>
</tr>
<tr>
<td>Issue 9</td>
<td>19 Feb 2019</td>
<td>- II. Certification Basis: references to CRI removed.</td>
<td>- II.2: Applicability to affected areas amended</td>
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<td>- II.3: Special Condition for Non Rechargeable Lithium Battery Installations added.</td>
<td>- II.7: Elect to comply to CS 29.1465 Amdt. 5 added.</td>
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<td>- IV.7: Icing equipment data amended and reference to PED Compatibility Handbook introduced.</td>
<td>- V.: Note 6 and 7 deleted;</td>
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<td>- OSD-FCD Certification Basis updated to introduce CS-FCD.</td>
<td>Note 11, typo in footnote corrected.</td>
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<td>- Minor editorial corrections.</td>
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