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 Model: AW169

TABLE OF CONTENTS

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	For Airworthiness and Environmental Protection: 9 February 2011, for OSD elements: 7 October 2014.
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: - Kit Single Rescue Hoist (P/N 6F2591F00111) - 50 meters Hoist (P/N 6F2591F00211), except for CS 29.337 through 29.341, CS 29.571 and CS 29.29.865(a), (f) of CS-29 Amdt. 6, dated 17 December 2018 CS 29.1465 Vibration health monitoring of CS-29 Amdt. 5, dated 14 June 2018 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.

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. 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. Operational 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 Simulation Data (SIMD)	Special Condition NPA 2013-17 (CS-SIMD), dated 27 August 2013

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-blade dampers, 3-blade fully articulated tail rotor, retractable tricycle landing gear or skid landing gear

3. Equipment — As per compliance with certification basis and included in Type Design Definition Document

4. Dimensions

4.1 Fuselage	Length:	with Short Radome:	12.19 m
		with Long Radome:	12.33 m
	Width:	hull:	2.15 m
		horizontal stabilizer	3.21 m
		horizontal stabilizer 'moustache'	3.28 m
	Height:	with wheeled landing gear:	3.88 m
		with skid landing gear:	3.62 m
4.2 Main Rotor	Diameter:		12.12 m
4.3 Tail Rotor	Diameter:		2.40 m

5. Engine

5.1 Model

Pratt & Whitney Canada
2 x Model PW210A

or

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

5.2 Type Certificate

TCCA TC/TCDS: E-36
EASA TC/TCDS: EASA IM.E.126

5.3 Limitations

In accordance with PW210A Pratt & Whitney Canada Installation Manual (Ref. to 30L2374)

5.3.1 Installed Engine Limits

PW210A

Rating		Max Torque [% (Nm)]	Max ITT [°C]	Max NG [% (rpm)]	Max NF [% (rpm)]
AEO	Continuous	118.6 (395.9)	868	96.5 (49 200)	107 (28 120)
	Take-off 5 min	125.9 (420.3)	930	98.2 (50 100)	
	Take-off 30 min(*)				
OEI	Continuous	148.3 (494.9)	941	98.9 (50 430)	107 (28 120)
	2.5 min	174.7 (583)	1 020	100.7 (51 360)	

(*) if Core Avionic 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)]
AEO	Continuous	118.6 (395.9)	868	96.5 (49 200)	107 (28 120)
	Take-off 5 min	125.9 (420.3)	937	98.2 (50 100)	
	Take-off 30 min				
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)	

5.3.2 Transmission Torque Limits

PW210A

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

(*) if Core Avionic 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]
AEO	Max continuous	2 x 100 (334)	14 400	1 350 (675 x 2)
	5 min	2 x 122 (407)		1 650 (825 x 2)
	30 min			1 650 (825 x 2)
OEI	Max continuous	148 (493)	14 400	1 000
	2.5 min	185 (618)		1 250

6. Fluids

6.1 Fuel: JET A, JET A1, 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: Refer to approved RFM
Hydraulics: MIL-PRF-83282, MIL-PRF-87257 (as alternative)

6.3 Additives: Refer to approved RFM

6.4 Coolant: R134a

7. Fluid capacities

7.1 Fuel

	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

7.2 Oil

	Quantity [litres (kg(*))]
Engine (each)	min 5.25 (4.948) - max 5.78 (5.448)
Main gearbox (min/max)	min 17 (16.968) - max 19 (18.964) (16.8 + 2.2 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)	1.3 (1.1)

(*) Oil mass at 80°C

7.3 Coolant System Capacity: 2.1 kg

8. Air Speed Limitations

$V_{NE\ Power\ On\ AEO}$: 165 KIAS

$V_{NE\ Power\ On\ AEO}$*: 160 KIAS

$V_{NE\ Power\ On\ AEO}$**: 152 KIAS

$V_{NE\ Power\ On\ OEI}$: 135 KIAS

$V_{NE\ Power\ Off}$: 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

9. Rotor Speed Limitations

Power On AEO(*)		
Condition	[rpm]	[%]
Minimum Continuous	317.56	96.0
Maximum Continuous	354.72	103.0
Power 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

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum 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*
- Helicopters with Kit Skid Landing Gear System installed: 7 000 ft*

Maximum flight 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*
- Helicopters with Kit Skid Landing Gear System installed: 15 000 ft*

* altitude in PA/DA (whichever occurs first)

	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 and applicable supplement
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 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 RFM
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 and applicable RFMS
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 RFM and MMEL. Refer to EASA approved RFM and related supplements for other approved mandatory and optional equipment.

V. Notes

1. 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(*)
   (*) 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 169F0290X001 Supplement 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, P/N 6F3200F00511, has been demonstrated compliant with Certification Specifications for Airborne Communications Navigation and Surveillance, CS-ACNS Issue 4, dated 5 April 2022.

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.

* * *

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, issue A dated 16 July 2015, EASA approved on 21 July 2015, or later EASA 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 EASA 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 EASA 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 EASA approved revisions.

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

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AEO	All Engines Operative	NVG	Night Vision Goggle
Amdt.	Amendment	OAT	Outside Air Temperature
AW	AgustaWestland	OEI	One Engine Inoperative
B.L.	Butt Line	OSD	Operational Suitability Data
C.G.	Centre of Gravity	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	s/n	Serial number
IFR	Instrument Flight Rules	STA	Station
ISA	International Standard Atmosphere	SW	Software
JAA	Joint Aviation Authorities	TCCA	Transport Canada Civil Aviation
LH	Left Hand	TCDSN	Type Certificate Data Sheet Noise
MLG	Main Landing Gear	TOP	Take-off Power
NLG	Nose Landing Gear	VFR	Visual Flight Rules
No.	Number	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**
Issue 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 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	- - -

Issue	Date	Changes	TC issue
		altitude envelope extended; Introduction of Kit increased Gross Weight 4 800 kg; OSD SIM extended to FFS level D	
Issue 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	- - -
Issue 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’ introduced II.7.: Elect to comply for 50 m hoist kit P/N 6F2591F00211 III.8.: V_{NE} added (see Core Avionics SW) III.9.: IAS added (see Core Avionics SW) IV.2.: AMPI initial release clarified III.4.1., IV.1. V.3.: Correction of typos	- - -
Issue 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.	- - -
Issue 12	2 Nov 2021	STC 10076972 removed, for its certification related information please refer to ‘List of EASA STC’; 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 IV.1 Flight Manual for Kit Enhanced Performance introduced V. Note for CS-ANCS for Installation XZY introduced	- - -
Issue 14	22 Dec 2022	Section 1: II.2: CS 29 Amdt. 6 for Kit Skid Landing Gear System introduced, Airworthiness Requirements specification reworded II.3: SC “Automatic Search Modes Certification” added II.6.1: Editorial changes Empty section II.7.4 for Maintenance Certifying Staff Data removed III.2.: Description amended III.4.1: Dimensions updated to reflect various configurations	- - -

Issue	Date	Changes	TC issue
		III.5.1 & 5.3.: References to Note 5 added III.5.3.2: Typo in PW210A1 Rating corrected III.8: $V_{NE\ Power\ AEO}$ with Kit Skid Landing Gear System added III.10.1: All altitude limitations reformatted, altitude limitations for helicopters with Kit Skid Landing Gear System added III.12.: All mass limitations reformatted, mass limitation for helicopters with Kit Skid Landing Gear System added III.14.: Datum for helicopters with Kit Skid Landing Gear System added III.17.: Maximum Passenger Seating Capacity limitation modified. IV.1.: Applicabilities of RFMs added, Skid RFM 169F0290X011 added V.1.: Skid-equipped Serial Numbers added, Serial Number 69005 deleted V.4. Note updated after Kit Skid Landing Gear System Certification V.5.: New Note added Section 2: 2.: Document reference added 3.: Document reference corrected Empty section 4. for Maintenance Certifying Staff Data removed Section: Administrative I.: SW acronym added, V_{NE} definition corrected	

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