

型号认可证数据单

日期/Data: 2016-06-24

[illegible]

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第1部分 型号认可证概述

SECTION 1 GENERAL OF VTC

1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	AB139 / VTC0264A REV 1 2016-06-24 AW139	AB139 / EASA.R.006 issue18 13 01 2016 AW139
历史 History	AB139 / VTC0264A REV 0 2011-11-28 AW139	AB139 / EASA.R.006 issue14 04 05 2010 AW139

2. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certifying Authority:

欧洲航空安全局/EASA

3. 型号合格证 Type Certificate Number:

EASA.R.006

型号合格证持有人/Type Certificate Holder:

FINMECCANICA S.p.A
Helicopter Division
Piazza Monte Grappa 4
00195 Roma – Italy

型号合格证持有人记录

Type Certificate Holder Record

Agusta S.p.A.	至 2011- 05-31
Via Giovanni Agusta, 520	Until 31 May
21017 Cascina Costa di Samarate (Va) - Italy	2011
AgustaWestland S.p.A.	至 2014-07-30
Via Giovanni Agusta, 520	Until 30 July
21017 Cascina Costa di Samarate (Va) - Italy	2014
AgustaWestland S.p.A.	至 2015-12-31
Piazza Monte Grappa 4	Until 31
00195 Roma - Italy	December 2015
FINMECCANICA S.p.A	从 2016-01-01
Helicopter Division	Since 01
Piazza Monte Grappa 4	January 2016
00195 Roma – Italy	

4. 进口要求/Import Requirement

为具备在中国运行的资格，按本型号认可证制造的每架航空器必须具有一份出口适航证，其上签注有出口国适航当局的审定声明，即：本架航空器符合 CAAC 所批准的型号设计，并处于可安全运行的状态。

To be considered eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by Export Authority which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

2部分 型号数据

SECTION 2 TYPE DATA

1.型号: AB139 / AW139

TYPE NUMBER: AB139 / AW139

AW 139 和 AB139 是同一产品的两个名称, 他们按照两个批号生产, 符合同一型号合格证数据单。适用的制造序号见注释 2。

除特别澄清, 本数据单的内容适用于 AW 139 和 AB139。

AW 139 and AB139 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 AW139 and AB139.

一、产品型别和批准日期/THE PRODUCT MODEL AND APPROVAL DATE

CAAC 数据单更新日期 2016-06-24

CAAC VTCDS updating date

CAAC 认可日期 2011-11-28

CAAC Validated Date

1. 型号合格证数据单号 EASA.R.006

Type Certificate Data Sheet No.

2. 型号、衍生型或型别 Type / Variant or Model

(a) 型号/Type AB139 / AW139

(b) 衍生型或型别 Variant or Model: AB139 / AW139 (见注释 2/See Note 2)

3. 适航类别 大型旋翼航空器 - A 类和 B 类

Airworthiness Category 所要求的设备见第 4 部分, 第 4 条

Large Rotorcraft - CAT A / B

See Section IV, item 4 for the required equipment

4. 制造 FINMECCANICA S.p.A

Manufacturer: Helicopter Division

Piazza Monte Grappa 4

00195 Roma – Italy (见注释 2 / See Note 2)

5. 国外适航当局申请日期 ENAC 申请日期 1999-03-12

Foreign Authority Application Date: ENAC Application Date 12 March 1999

6. 国外适航当局型号审定日期 国家审定日期 2003-06-18, ENAC SO/A415

Foreign Authority Type Certification National Certification Date 18 June 2003, ENAC SO/A415

Date:

EASA 型号审定日期 不适用

EASA Type Certification Date N/A

7. ENAC 推荐日期	不适用
ENAC Recommendation Date	N/A

二、 合格审定基础和生产依据 CERTIFICATION BASIS AND PRODUCTION BASIS

CAAC 型号认可审定基础

CAAC Validation Certification Basis

CAAC 型号认可审定基础定义如下:

1 EASA 确定的产品型号设计或设计更改的合格审定基础。

2 CAAC 附加技术条件/ CAAC Additional Technical Requirement :

1) 依据 CCAR21.29 (五) 有关适航规章、噪声规定所要求的手册、标牌、目录清单和仪表标记应当用中文或英文书写, 下列各项应当至少有中文表述:

1.机上所有对旅客进行的提示、警告和通知的文字标记和标牌。

2.机上所有向旅客或者机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌。

3.旅客可能使用的机上所有应急设备的操作、使用说明。

2) 依据 第 29.2 条 特别追溯要求

对于 2003 年 8 月 1 日以后制造的各旋翼航空器, 申请人必须表明每个乘员座椅均装有满足本条(a)、(b)和(c)要求的安全带和肩带。

(a)每个乘员座椅必须具有一套单点脱扣的组合式安全带和肩带。每个驾驶员的组合式安全带和肩带必须允许驾驶员在系上安全带和肩带就座时能够完成飞行操作所有必需的功能。安全带和肩带不使用时必须有措施将其固定, 以免妨碍旋翼航空器的操作和应急情况下的快速撤离。

(b)必须用安全带加上能防止头部与任何伤害性物体碰撞的肩带, 保护每个乘员免受严重的头部损伤。

(c) 在适用的情况下, 安全带和肩带必须满足旋翼航空器型号审定基础规定的静强度和动强度要求。

(d)对本条而言, 旋翼航空器的制造日期按下列日期确定:

- <1>反映旋翼航空器完工并满足中国民用航空总局(以下简称民航总局)批准的型号设计资料的验收检查记录或等效记录的日期; 或
- <2>外国适航当局证明该旋翼航空器完工并颁发初始标准适航证或等效文件的日期。

3). 燃油应符合“中国国标 3 号喷气燃料-GB6537-2006”的规范要求

CAAC validation basis was defined as follows:

1 Certification basis as established by EASA for the product type design and design change.

2 CAAC Additional Technical Requirement :

1) As per CCAR21.29 (5) The manuals, placards, listings and instrument markings required by the applicable airworthiness regulation, noise requirements, are presented in Chinese or English language. Below items must be at least in Chinese language.

1.All literal markings and placards on an airplane used for indicating, warning and informing passengers

2. All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of doors and their

means of opening.

3. The operation and use instructions of emergency equipments which passengers will use.

2) As per CCAR 29.2 Special retroactive requirements.

For each rotorcraft manufactured after August 01, 2003, each applicant must show that each occupant's seat is equipped with a safety belt and shoulder harness that meets the requirements of paragraphs (a), (b), and (c) of this section.

(a) Each occupant's seat must have a combined safety belt and shoulder harness with a single-point release. Each pilot's combined safety belt and shoulder harness must allow each pilot, when seated with safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. There must be a means to secure belts and harnesses, when not in use, to prevent interference with the operation of the rotorcraft and with rapid egress in an emergency.

(b) Each occupant must be protected from serious head injury by a safety belt plus a shoulder harness that will prevent the head from contacting any injurious object.

(c) The safety belt and shoulder harness must meet the static and dynamic strength requirements, if applicable, specified by the rotorcraft type certification basis.

(d) For purposes of this section, the date of manufacture is either –

<1> The date the inspection acceptance records, or equivalent, reflect that the rotorcraft is complete and meets the CAAC-Approved Type Design Data; or

<2> The date that the foreign civil airworthiness authority certifies the rotorcraft is complete and issues an original standard airworthiness certificate, or equivalent, in that country.

3). Fuel conforming to Specification “PRC National Standard No.3 Jet Fuel -- GB6537-2006.”

CAAC 型号认可证申请日期

2010-10-25

CAAC Validation of Type Certificate

25 Oct 2010

Application Date

(1). 国外适航当局合格审定基础

确定适用条款的参考日期: 1999-03-12

Foreign Authority Certification Basis:

ENAC 审定基础:

JAR 29 Amdt 3 日期 2002-04-01 (见 CRI A-01)

专用技术条件:

HIRF 专用技术条件, 依据 JAA 内部政策及指导材料 INT/POL/27&29/1 “HIRF 影响的保护”见 CRI F-01

EPIC 阶段 5 批准 (包括 SAR 模式) 专用技术条件在 CRI B-03 引用的 “搜索及救援系统批准”申请

保留及豁免:

不适用

等效安全:

1. JAR 29.1181 (a)(6) (见 CRI E-03) 指定火区
2. JAR 29.1309 and 1357 (e) (见 CRI F-10) EPIC 系统
3. JAR 29.1305 (见 CRI F-11)

环境标准包括噪声:

噪声: ICAO 附件 16, Ed. 1993, Vol. I 3rd ed., Chapt. 8

排出物: ICAO 附件 16, Ed. 1993, Vol. II, Part II, Chapt. 2 (凡有排放).见注释 4.

Reference Date for determining the applicable requirements:

March 12, 1999

ENAC Certification Basis:

JAR 29 Amdt 3 dated April 1st 2002 (ref. CRI A-01)

Special Conditions:

Special Requirement for HIRF in accordance with JAA interim policy and guidance material document n. INT/POL/27&29/1 "Protection from the effects of HIRF". Refer to CRI F-01.

For EPIC phase 5 approval (including SAR modes) the special condition quoted in CRI B-03 "Search and Rescue

System Approval" applies.

Reversion and Exemptions:

N/A

Equivalent Safety Findings:

1. JAR 29.1181 (a)(6) (ref. CRI E-03) Designated fire zone
2. JAR 29.1309 and 1357 (e) (ref. CRI F-10) EPIC system
3. JAR 29.1305 (ref. CRI F-11)

Environmental Standards including Noise:

Noise: ICAO Annex 16, Ed. 1993, Vol. I 3rd ed., Chapt. 8

Emissions: ICAO Annex 16, Ed. 1993, Vol. II, Part II, Chapt. 2 (fuel venting).See Note 4.

(2) 生产依据
Production Basis

FINMECCANICA S.p.A

Helicopter Division

Piazza Monte Grappa 4

00195 Roma – Italy (See Note 2)

Ente Nazionale per l'Aviazione Civile certifies as a PRODUCTION ORGANISATION according to APPROVAL CERTIFICATE IT.21G.0007

三、 技术特性和使用限制/TECHNICAL CHARACTERISTICS AND OPERATIONAL LIMITATIONS

型号设计定义

n° 139G0000P005/02 "AW139 报告 – 型号设计定义 (4 显示器构型)

Type Design Definition:

n° 139G0000P005/03 "AW139 报告– 型号设计定义 (长机鼻构型)

Report n° 139G0000P005/02 "AW139 – Type Design Definition (4 displays configuration)

Report n° 139G0000P005/03 "AW139 – Type Design Definition (Long Nose configuration)

描述/Description: AW139 是双发运输直升机, 具有常规构型的 5 片桨叶全铰接主旋翼, 4 片桨叶尾桨, 三点式可收放式起落架。
The AW139 is a twin-engine transport helicopter having a conventional configuration with a 5-blades fully articulated main rotor, a 4-blades tail rotor and a tricycle retractable wheel landing gear.

中文标牌和标识
Chinese Placards and marking
中文标牌和标识包含在图纸 DWG 3G1130A02711, DWG 3G1120A01411, DWG 3G1130A02314, DWG 3G1130A02514 , Revision A 或 CAAC 接受的更新版本中。
Chinese Placards and markings are included in DrawingDWG 3G1130A02711, DWG 3G1120A01411, DWG 3G1130A02314, DWG 3G1130A02514 , Revision A or later revisions CAAC accepted.

1.发动机
Engine
两台 加拿大 Pratt&Whitney 公司 PW PT6C-67C 自由涡轮涡轮轴发动机, 按 P&WC 服务通告 41011, 41012R 及 41013 定义的 EEC 控制。
Two (2) Pratt&Whitney Canada Inc. PW PT6C-67C free turbine turboshaft engines provided with EEC with the implementation of P&WC Service Bulletins 41011, 41012R and 41013.
国外适航当局发动机 TCDS TCCA No.E-32 2007 年 12 月 12 日
Foreign Authority Engine TCDS TCCA No.E-32 dated December 12, 2007
CAAC 型号认可证编号: VTC0235E 2010 年 3 月 15 日
CAAC VTC No. VTC0235E dated March 15, 2010

2.发动机限制 Engine Limitations	最大扭矩 lbft (Nm)	最大 ITT °C	最大涡轮转速 rpm	最大输出轴转速 rpm
OEI 2 1/2	400 (542)	835	40500	21000 (21420)(1)
OEI Continuous	350(475)	775	39100	21000 (21420)(1)
Take Off 5 min	275(373)	775	39100	21000 (21420)(1)
Maximum continuous	250(339)	735	38200	21000 (21420)(1)

(1)对 A 类起飞和低于 90KIAS 着陆和外部绞车和吊挂操作。

	Max torque l lbft (Nm)	Max ITT °C	Max gas gen speed rpm	Max Output Shaft spe rpm
OEI 2 1/2	400 (542)	835	40500	21000 (21420)(1)
OEI Continuous	350(475)	775	39100	21000 (21420)(1)
Take Off 5 min	275(373)	775	39100	21000 (21420)(1)
Maximum continuous	250(339)	735	38200	21000 (21420)(1)

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

3 螺旋桨和螺旋桨限制
Propeller And Propeller
Limitation
不适用
N/A

4 旋翼转速限制 Rotor Limitation	AEO 和 OEI 连续工作范围: 98-101% 无动力 PF: 95-110% A 累起飞和低于 90KIAS 着陆, 外部绞车及吊挂操作时: AEO 和 OEI 告警使用范围 101-103 % 附加限制见旋翼航空器飞行手册第 1 章 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 Rotorcraft Flight Manual for additional limitation			
5 传动系统扭矩限制 Transmission Torque Limits:	瞬态	功率 @ 100% NR	hp (kW)	扭矩
	最大连续			
	一台发动机不工作	1400 (1044)		140%
	2.5'			
	一台发动机不工作	1600 (1193)		160%
	最大连续			
	全发	1000 (746) (x 2)		100%
	起飞			
	全发	1100 (820) (x 2)		110%
	Transmission	Power @ 100% NR	hp (kW)	Torque
	MCP Max Continuous OEI	1400 (1044)		140%
	2.5' OEI	1600 (1193)		160%
	MCP Max Continuous AEO	1000 (746) (x 2)		100%
	TOP Take-Off AEO	1100 (820) (x 2)		110%
6.辅助动力装置和辅助动力装置限制 Auxiliary Power Unit (APU) and APU Limitations	不适用 N/A			
7 燃油 Fuel	适用于所有温度情况下/For all temperatures: Jet A-1, Jet A, JP5, JP8, JP8+100, GOST 1022 RT, GOST 10227 TS-1 3 号喷气燃料 No.3 Jet Fuel.			
7.1 燃油容量 Fuel capacities:	总:	1588 l	(见注释 11)	
	不可用:	20 l		
	Total:	1588 l	(see note 11)	
	Unusable:	20 l		
8 滑油 Oil	适用于所有温度: MIL-PRF-23699 和 DOD-PRF-85734 传动系统滑油			

发动机滑油见发动机维护手册

For all temperatures:

MIL-PRF-23699F and DOD-PRF-85734 Transmission OilT

For engine oils see Engine Maintenance Manual

8.1 液压油 Hydraulic Oil

适用于所有温度

MIL-PRF-83282

低温时, 可用 MIL-PRF-5606 代替

For all temperatures

MIL-PRF-83282

Alternative for low temperatures MIL-PRF-5606

详细资料见旋翼航空器飞行手册 第 1 部分

For detailed information see Section 1 of the Rotorcraft Flight Manual

9 空速限制

Airspeed limits:

不可逾越速度(VNE) 167 KIAS

一台发动机不工作、无动力 147 KIAS

见旋翼航空器飞行手册-第一部分高度与温度变化曲线。

Never Exceed Speed (VNE) 167 KIAS

VNE OEI/Power OFF 147 KIAS

See Section 1 of the Rotorcraft Flight Manual for variation with altitude and temperature.

10. 最大使用升限及温度

Maximum Operating Altitude

and Temperature:

10.1 最大使用高度: 20000ft 压力或密度无论哪一个先到 (见注释 6, 8 和 9)

Maximum Operating Altitude: 20000 ft pressure or density whichever comes first (see Note 6, 8 and 9)

10.2 外部温度限制 旋翼航空器飞行手册 (见注释 6, 8 和 9)

Ambient Temperature See Rotorcraft Flight Manual (see Note 6, 8 and 9).

Limitations:

11. 重心范围

Centre of Gravity Range:

见旋翼航空器飞行手册

See Rotorcraft Flight Manual

12. 最大审定重量

Maximum Certified Weights:

12.1 最大重量 6400kg (见注释 6)

Maximum Weight: 6400Kg. (see Note 6)

12.2 滑行及停机 6450Kg. (see Note 6)

Taxi and Ramp 6450kg (见注释 6)

12.3 起飞 6400Kg. (see Note 6)

Take Off 6400kg (见注释 6)

12.4 着陆 6400Kg. (see Note 6)

Landing 6400kg (见注释 6)

12.5 最大行李 / 货物装载	Maximum 200 kg.
Baggage/Cargo Loads:	
12.5.1 增加的行李舱装载	见注释 5
Increased Baggage Compartment Load:	See Note 5
13. 测量基准	见维护手册
Datum:	See Maintenance Manual
14. 水平测量措施	见维护手册
Leveling Means:	See Maintenance Manual
15. 平局气动弦	不适用
MAC	N/A
16. 最小飞行机组	昼间 VFR 时, 单驾驶, 夜间及 IFR 时, 双驾驶。已知结冰条件及有限的结冰条件, 双驾驶。
Minimum Flight Crew:	单驾驶操作设备需求见第 IV 部分, 第 4 项 对 NVG 时, 要求双驾驶或单驾驶及 1 名机组。飞行员及机组配有 NVG (见注释 7) One (1) for VFR day and Two (2) for VFR night and IFR, two(2) pilots for IFR operations in known icing condition and limited icing condition. 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. 座位数量	15 人
Passenger Seating Capacity:	15
17.1 乘客应急出口	6 (客舱每侧 3 个)
Passenger Emergency Exit:	4 (客舱每侧 2 个), 如果选装了客舱球形玻璃组件 P/N 4G5620F00111 更详细资料, 建旋翼航空器飞行手册 6 (3 on each side of the passengers cabin) 4 (2 on each side of the passengers cabin), if the kit Cabin Bubble Windows P/N 4G5620F00111 is installed. For detailed information, see Rotorcraft Flight Manual
18 桨叶控制移动范围:	主旋翼 (总距) +15°24' 0°36'
Rotor blade and control movement:	主旋翼 (纵向周期边距) 后 10° 16°前 主旋翼 (横向周期变距) 左 left 9° 右 right 9° 尾桨边距范围 -10° +24° -10° + 25° 30' (见注释 6 see Note 6) Main Rotor (collective) +15°24' 0°36' Main Rotor (longitudinal cyclic) back 10° forward 16° Main Rotor (lateral cyclic) left 9° right 9° Tail Rotor pitch range -10° +24°

-10° +25° 30' (see Note 6)

19.制造序号 Eligible serial numbers:	见第 4 部分 注释, 注释 2 See SECTION 4 NOTES, Note 2
20. 设备 Equipment	见四 使用和维修技术资料/, 第 4 项 See section IV Operating and Service Instructions, item4
21.其他 Other	
21.1 寿命件 Life-limited parts:	见 EASA 批准的维护手册第 4 章 Refer to EASA Approved Chapter 4 of the Maintenance Manual
21.2 机轮和轮胎 Wheels and Tyres:	前起落架: 5.00-5 Type: 10PR 主起落架: 18 X 5.5 Type: 10PR Nose Landing Gear: 5.00-5 Type: 10PR Main Landing Gear: 18 X 5.5 Type: 10PR
22.注释 Note	不适用 N/A

四、 IV. 使用和维修技术资料/Operating and Service Instructions

1. 飞行手册文件号 Rotorcraft Flight Manual,	报告号: 139G0290X002 – 旋翼航空器飞行手册 (4 显示器) Report n. 139G0290X002 - Rotorcraft Flight Manual (4 display)
2. 维护手册文件号 Maintenance Manual,	维护计划文件 39-A-AMPI-00-P 维护出版物 39-A-AMP-00-P Maintenance Planning Information 39-A-AMPI-00-P Maintenance Publication 39-A-AMP-00-P
3. 服务信件和服务通告 Service Letters and Service Bulletins:	按照 AgustaWestland 或 Finmeccanica 发布. As published by AgustaWestland or Finmeccanica.
4. 必备设备 Required Equipment:	按 A 累运行时, 以下设备是强制的 -服务通告 P&WC S.B. No. 41020 -Honeywell Primus EPIC s/w P/N MM7030191-004 或之后 单驾驶 VFR 夜间运行, 以下设备是强制的 -交通咨询系统 (TCAS) RFM 139G0290X002, 补充 25 -快速参考手册 (QRH) Agusta 出版号 502500033 及之后 -地图/QRH 支架 P/N 4G2510F00111, P/N 4G2510F00113 或等效 单驾驶 IFR 夜间运行, 以下设备是强制的 -飞行指导 RFM 139G0290X002, Sup. 34 or 40 or 67 or 69 or 70 -快速参考手册 (QRH) Agusta 出版号 502500033 及之后 -地图/QRH 支架 P/N 4G2510F00111, P/N 4G2510F00113 或等效

夜视眼镜运行，以下设备是强制的

-NVIS 兼容照明系统 P/N 4G3360F00111

-EPIC 软件 4.8 或其后版本

参考 EASA 批准的旋翼航空器飞行手册其它批准的强制及选装设备
在已知结冰条件下飞行，以下设备是强制的

-全结冰保护系统 P/N 4G3000F00211

在有限的结冰条件下运行，以下设备是强制的

-有限结冰保护系统 4G3000F00111

其它批准强制和选装设备，参考 EASA 批准的旋翼航空器飞行手册

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

- Service Bulletin P&WC S.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) Agusta 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:

- Flight Director RFM 139G0290X002, Sup. 34 or 40 or 67 or 69 or 70

-Quick Reference Handbook (QRH) Agusta Pub Code 502500033, latest issue

- Map/QRH holder P/N 4G2510F00111, P/N 4G2510F00113 or equivalent.

The installation of the following is mandatory for Night Vision Goggle operations

- NVIS compatible lighting systems P/N 4G3360F00111

- EPIC software 4.8 or subsequent

Refer to EASA Approved Rotorcraft Flight Manual for other approved mandatory and optional equipments.

The installation of the following is mandatory for operations in Known Icing condition

- Kit Full Ice Protection System P/N 4G3000F00211

The installation of the following is mandatory for operations in limited Icing conditions

-Kit limited Ice Protection System P/N 4G3000F00111

Refer to EASA Approved Rotorcraft Flight Manual for other approved mandatory and optional equipments.

第 3 部分所有型号相关数据

SECTION 3 DATA PERTINENT TO ALL MODELS

N/A

第 4 部分注释

SECTION 4 NOTES

- 注释 1** 型号设计（见 Rep.139G9500U001 清单）未包含的座舱内设及座椅布局，须获得批准。
- Note 1** Cabin Interior and Seating Configurations must be approved when not yet included in the type design (see list in the Rep.139G9500U001).
-
- 注释 2** 适用系列号：
- Note2** - 从 S/N 31001 到 S/N 31054: AB139 型由意大利 Agusta S.p.A.制造。
 - 从 S/N 31055 到 S/N 31200: AW139 型由意大利 Agusta S.p.A.制造。
 - 从 S/N 31201 到 S/N 31999: AW139 长机鼻构型，由意大利 Agusta S.p.A.制造。
 2011 年 6 月 1 日, Agusta S.p.A. 更名为 AgustaWestland S.p.A;
 2016 年 1 月 1 日, 公司所有人转换为 Finmeccanica S.p.A:
 Applicable 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 31200: 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
 Effective on 01 June 2011, the Agusta S.p.A. name was changed to AgustaWestland S.p.A;
 Effective on 01 January 2016, Company ownership was transferred to Finmeccanica S.p.A:
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- 注释 3** WNS-2U 作为 15-5PH 的替代材料，仅适用于以下起落架系列号，最大 6400Kg 的起飞重量及 6450 的机坪重量。
- Note3** 前起落架 P/N 3G3220V00131/33 从 S/N 101 到 S/N 130
 左主起落架 P/N 3G3210V00131/33 从 S/N 101 到 S/N 120
 右主起落架 P/N 3G3210V00231/33 从 S/N 101 到 S/N 120
- Material WNS-2U as an alternative to 15-5PH is acceptable only on the following landing gear S/Ns and for max 6400 Kg Take Off and Landing weight and 6450 Kg Ramp Weight:
 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
-
- 注释 4** 当发动机关车时，燃油从引射器管路排泄，回到主燃油箱，依据报告 n. 139G0000P005 “AW139 – 型号设计构型。
- Note4** 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”.
-
- 注释 5** 固定网固定系统 P/N 3G2550F00113 及固定网 P/N 3G2550F00311 允许在行李舱内的最大载荷增加到 300Kg。
- Note5** 详细参考资料旋翼航空器补充页 N° 31。
 The installation of the restraint net anchoring system P/N 3G2550F00113 and the restraint net P/N 3G2550F00311 permits the maximum load 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.

注释 6 如果 安装 P/N 4G0000F0011 组件时, 依据 RFM 139G0290X002 补充页 N° 50 航空器可以按 MTOW6800Kg
Note6 运行。
如果 安装 P/N 4G0000F00311 组件时, 依据 RFM 139G0290X002 补充页 N° 90 航空器可以按 MTOW7000Kg
运行。

Operation of the aircraft with MTOW up to 6800 kg is permitted according to RFM 139G0290X002 Supplement N° 50 if kit P/N 4G0000F0011 is installed.

Operation of the aircraft with MTOW up to 7000 kg is permitted according to RFM 139G0290X002 Supplement N° 90 if kit P/N 4G0000F00311 is installed.

注释 7 依据 RFM 139G0290X002 补充页 N° 60, 可使用夜视仪。使用 NVG 所需内外发出接受设备, 航空器构型
Note7 批准在 n. 139G3360A001 报告“AW139NVG 兼容参考手册”中。随后 NVG 直升机构型的的改型及延伸型,
依据 Agusta139G3360E001 “AW139 HELICOPTER NVG POLICY”管理。
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 Agusta document 139G3360E001“AW139 HELICOPTER NVG POLICY”.

注释 8 如果安装防冰系统组件 P/N 4G3000F00211, 依据 RFM139G0290X002 补充页 71, 可在已知结冰条件下运
Note8 行。批准的可在结冰条件下运行的航空器构型在报告 139G3000A001 “AW139 防冰兼容参考手册”说明。
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”.

注释 9 如果安装有限防冰系统组件 P/N 4G3000F00111, 依据 RFM139G0290X002 补充页 76, 可在有限结冰条件
Note9 下运行。批准的可在有限结冰条件下运行的航空器构型在报告 139G3000A001 “AW139 防冰兼容参考手册”说明。
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”.

注释 10 选装设备的 EMI 非兼容性包含在 RFM 139G0290X002, 具体见文件 139G9850A001 “AW139 EMI 兼容参
Note10 考手册”。
EMI incompatibility for all operational equipments included in the RFM 139G0290X002 is detailed in the document 139G9850A001 “AW139 EMI Compatibility Reference Handbook”.

注释 11 对辅助油箱 (RFM 补充页 15), 纵向油箱 (RFM 补充页 65), 总油量是 2008 升。不可用燃油相对基本构
Note11 型无变化。
For the Auxiliary Fuel Tank (RFM Supplement 15) and for the longitudinal Fuel Tank (RFM Supplement 65) the total fuel is 2008L. The unusable does not change with respect to the basic configuration.

- THE END -