

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0350A

版次/Revision: 2

型号/Type:

AW189

批准人/Approved By:



职务/Title: Director General of CAAC-AAD

日期/ Date: 2022 年 9 月 30 日

本数据单是型号认可证(编号: VTC0350A)的组成部分,它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0350A) , prescribes conditions and limitations under which the product for which the Validation of Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/ Validation of Type Certificate Holder:

Leonardo S.p.A.

Helicopters

Piazza Monte Grappa, 4

00195 Roma - Italy

第 1 部分 概述

SECTION 1 GENERAL

1. 型号认可证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	型号认可证数据单编号、版次和颁发日期 Validation of Type Certificate Data Sheet Number, Revision and issuance date	型号合格证数据单编号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0350A, Revision 2, 2022-09-30	EASA.R.510, Issue 11, 2021-04-21
历史 History	VTC0350A, Revision 0, 2018-07-03 VTC0350A, Revision 1, 2022-05-18	EASA.R.510, Issue 6, 2016-01-13 EASA.R.510, Issue 9, 2019-02-19

注：上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference

认可数据单修订记录/ Change Record of the VTCDS

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
版次 2/Rev 2	1. 在“认可审定基础和生产依据”小节的“等效安全”项中添加“无动力状态的不可逾越速度”。 Added information ‘Never Exceed Speed-Power Off’ to the ‘Equivalent Safety Findings’ of ‘Certification Basis and Production Basis’ Section. 2. 在“认可审定基础和生 产依据”小节的“选择性要求的符合性”项中添加“CS-29 第 4 修正案（见 A-01/K）”。 Added ‘CS-29 Amdt. 4(see A-01/K)’ to the ‘Requirements elected to comply’ of ‘Certification Basis and Production Basis’ Section. 3. 将“技术特征和使用限制”小节“型号设计定义”中的“No. 189G0000P002”改为“No. 189G0000P002/01”。 Changed the ‘No. 189G0000P002’ of the ‘Type Design definition’ in the ‘Technical Characteristics and Operational Limitations’ section to ‘No. 189G0000P002/01’. 4. 在“技术特征和使用限制”小节“发动机限制”项中添加有关电调软件版本的内容，并根据软件版本更新了 ITT、NG 和 NF 等数据。 Added data of EECU software versions to the ‘Engine Limitations’ Item of ‘Technical Characteristics and Operational Limitations’, and updated data of ITT, NG and NF according to the software version. 5. 在“技术特征和使用限制”小节“传动系统限制”中的表格里添加“输入功率”内容，并根据软件版本更新最大扭矩数据，	

	并删除“见注释 11”。 Added ‘input power’ data to the table in the ‘Transmission Torque Limitations’ of ‘Technical Characteristics and Operational Limitations’ Section, updated the ‘Max Torque’ data according to the software version and deleted ‘See Note 11’. 6. 根据软件版本更新“技术特征和使用限制”小节“燃油容量”中表格里的数据 Updated the data in the table of the ‘Fuel Capacities’ of ‘Technical Characteristics and Operational Limitations’ Section according to the software version. 7. 在“技术特征和使用限制”小节“海拔高度”项中添加“见注释 12”。 Added ‘See Note 12’ to the ‘Altitude’ Item of ‘Technical Characteristics and Operational Limitations’ Section. 8. 将“技术特征和使用限制”小节的“最小飞行机组”项中的“NVG”改为“NVIS”。 Changed the ‘NVG’ of the ‘Minimum Flight Crew’ in the ‘Technical Characteristics and Operational Limitations’ section to ‘NVIS’. 9. 将“注释”小节中的“注释 3”项中的“NVG”改为“NVIS”。 Changed the ‘NVG’ of the ‘Notes 3’ in the ‘Notes’ section to ‘NVIS’. 10. 在“注释”小节中的“注释 4”项中添加飞行手册文件号“189G0290X002”。 Added document’s number ‘189G0290X002’ to the ‘Notes 4’ in the ‘Notes’ section. 11. 删除“注释 8”和“注释 11”，并增加“注释 12”和“注释 13”。 Deleted ‘Note 8’ and ‘Note 11’, and added ‘Note 12’ and ‘Note 13’.	
版次 1/Rev 1	1. “目录”删除 Delete “CONTENT” 2. “概述 1.CAAC 认可数据单和型号合格证数据单”中添加内容：“注：上表中出口国局方型号合格证数据单信息仅供参考” “General 1.CAAC Validation Data Sheet and Type Certificate Data Sheet” adds the paragraph : “Note: Above TCDS information of Certification Authority is only for reference.” 3. 添加“概述 1.认可数据单修订记录” Adds “General 1. Change Record of the VTCDS” 4. 添加“中国民用航空局附加技术条件 2.特别追溯要求” Adds “CAAC additional technical conditions 2.Special retroactive requirements” 5. “中国民用航空局附加技术条件 3 号喷气燃料”内容变更为“燃油应符合中华人民共和国国家标准 3 号喷气燃料(GB6537)的规范要求” “CAAC additional technical conditions No.3 Jet Fuel” changes the	

	paragraph into Fuel conforming to National Standard of the People's Republic of China "No.3 Jet Fuel "(GB6537) 6. “数据 2 国外适航当局合格审定基础和生产依据 1.适航要求”中添加了“可折叠单吊挂设备(生产序列号 8G2591F00211)”、“有限冰防护系统(生产序列号 8G3000F00212)”、“全冰防护系统(生产序列号 8G3000F00111 和 8G3000F00311)” “DATA 2 Foreign Authority Certification Basis and Production Basis 1.Airworthiness Requirements”: adds “Kit Foldable Single Hoist p/n 8G2591F00211”, ”Kit Limited Ice Protection System (LIPS) p/n 8G3000F00212” and “Kit Full Ice Protection System (FIPS) p/n 8G3000F00111 and 8G3000F00311” 7. “数据 2 国外适航当局合格审定基础和生产依据 (2).专用条件”中添加了“不可充电的锂电池装置” “DATA 2 Foreign Authority Certification Basis and Production Basis (2).Special Conditions”: adds “Non Rechargeable Lithium Battery Installations” 8. “数据 2 国外适航当局合格审定基础和生产依据 5.等效安全”中删除了“主变速箱 OEI 30 秒计数器和自动减少”和一种功率参数显示器。 “DATA 2Foreign Authority Certification Basis and Production Basis 5.Equivalent Safety Findings”: deletes “Main Gearbox OEI 30 seconds counter and automatic reduction” and a kind of Power Index Indicator. 9. “数据 2 国外适航当局合格审定基础和生产依据 6.选择性要求的符合性”中添加了“CS-29 部第 5 修正案, 29.1465 条振动健康监测” “DATA 2 Foreign Authority Certification Basis and Production Basis 6. Requirements elected to comply”: adds “CS-29 Amdt.5, 29.1465 Vibration Health Monitoring” 10. 添加“数据 2 国外适航当局合格审定基础和生产依据 (8).生产依据” Adds “TYPE DATA 2 Foreign Authority Certification Basis and Production Basis (8).Production Basis” 11. “数据 3 技术特征和使用限制 1.型号设计定义”文件升版为“Doc. No. 189G0000P011” “TYPE DATA 3 Technical Characteristics and Operational Limitations 1.Type Design Definition”: the file has been upgraded to "Doc. No. 189G0000P011” 12. “数据 3 技术特征和使用限制 燃油容量”中删除了“2 个主油箱（左和右）加前油箱” “TYPE DATA 3 Technical Characteristics and Operational Limitations Fuel capacities” deletes “Two main fuel tanks (LH and RH) plus Forward Tanks” 13. “数据 3 技术特征和使用限制 空速限制”中删除了“删除 V_{NE}(夜间目视/单驾驶员仪表)全发工作功率.....V_{NE} 全发工作功率-37km/h (20 kts)”	
--	--	--

	“DATA 3 Technical Characteristics and Operational Limitations Airspeed limits”: deletes “V_{NE}(VFR Night / IFR Single Pilot) Power On AEO V_{NE}Power On AEO-37km/h (20 kts)” 14. “数据 3 技术特征和使用限制 使用限制”中“昼夜间目视和仪表飞行”改为“昼夜间目视飞行规则和仪表飞行规则” “DATA 3 Technical Characteristics and Operational Limitations Operating Limitations”: “VFR/IFR day and night operations in non-icing conditions” changed into “VFR day and night and IFR operations in non-icing conditions” 15. “数据 3 技术特征和使用限制 使用限制”中添加了“有限冰防护系统 P/N 8G3000F00212” “DATA 3 Technical Characteristics and Operational Limitations Operating Limitations”: adds “Kit Limited Ice Protection System P/N 8G3000F00212 16. “数据 3 技术特征和使用限制 使用限制”中添加了“仅允许安装全防冰系统（P/N 8G3000F00111 或 8G3000F00311）的情况下，可在已知结冰条件下飞行” “DATA 3 Technical Characteristics and Operational Limitations Operating Limitations” adds “Flight into known icing condition is permitted only when the kit Full Ice Protection System P/N 8G3000F00111 or P/N 8G3000F00311 is installed.” 17. “数据 4 批准的技术资料 g) 必备设备”中添加了“有限冰防护系统（P/N 8G3000F00212 根据航空器相关构型参见飞行手册补充 45 或 50）”和“在已知结冰条件下运行时，下述设备需要强制安装:全冰防护系统 P/N 8G3000F00111 或 8G3000F00311（根据航空器相关构型参见飞行手册补充 44 或 49）” “DATA 4 Approved Technical Documents g) Required Equipment” adds “Kit Limited Ice Protection System P/N 8G3000F00212（see RFM supplement 45 or 50, according to the relevant aircraft configuration）” and “The installation of the following is mandatory for operating in known icing condition: Kit Full Ice Protection System P/N 8G3000F00111 or 8G3000F00311（see RFM supplement 44 or 49, according to the relevant aircraft configuration）” 18. “数据 4 批准的技术资料 g) 必备设备”中“批准的在有限结冰条件下使用的航空器构型...”改为“批准的在有限或完全已知结冰条件下使用的航空器构型...” “DATA 4 Approved Technical Documents g) Required Equipment” changes the paragraph “The aircraft configuration approved for use in limited icing condition...” into “The aircraft configuration approved for use in limited or full known icing condition...” 19. “数据 4 批准的技术资料 g) 必备设备”中添加“被声明为非 PED 容限，或有 PED 容限限制的对 PED 敏感的设备，由 TC 证持有者负责，并在文件 189G9850A005“ PED 兼容参考手册”中有报告。” “DATA 4 Approved Technical Documents g) Required Equipment” adds “PED-sensitive equipment, which is under the	
--	--	--

	responsibility of the TC holder and is declared as NONPED tolerant, or has PED tolerance limitations is reported in the document 189G9850A005 "PED Compatibility Reference Handbook." 20. “注释 6”取消 Delete “Note 6” 21. “注释 7”取消 Delete “Note 7” 22. 新添加“注释 11” Add “Note 11”	
--	--	--

2. 认可当局/Validation Authority: 中国民用航空局/CAAC
 审定当局/Certifying Authority: 欧盟航空安全局/EASA

3. 型号合格证持有人/Type Certificate Holder: Leonardo S.p.A.
 Helicopters
 Piazza Monte Grappa, 4
 00195 Roma – Italy.

4. 型号合格证持有人记录/Type Certificate Holder Record

AgustaWestland S.p.A Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) – Italy	至 2014-07-30 Until 30 July 2014
AgustaWestland S.p.A Piazza Monte Grappa 4, 00195 Roma – Italy	至 2015-12-31 Until 31 December 2015
Finmeccanica S.p.A Helicopter Division Piazza Monte Grappa 4, 00195 Roma - Italy	至 2016-07-14 Until 14 July 2016
Leonardo S.p.A. Helicopters Piazza Monte Grappa, 4, 00195 Roma – Italy	自 2016-07-15 Since 15 July 2016

5. CAAC 型号认可日期/CAAC Validation Date: 2018 年 07 月 03 日/ 07 -03- 2018

6. 进口要求/Import Requirements

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（用英文），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 EASA which states (in English language): This aircraft conforms to its CAAC type design and is in a condition for safe operation.

第 2 部分 数据（型别：AW189）

SECTION 2 DATA (Models: AW189)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date（原数据单有的日期是“EASA型号审定日期”/EASA Type Certification Date）	类别 category
AW189	2011-05-12/12 May 2011	2014-02-07/7 February 2014	运输类 (A 类和 B 类) 旋翼航空器/Large Rotorcraft , Category A and B

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC 的认可审定基础由 EASA 审定基础（详见 EASA 型号合格证数据单：编号 EASA.R.510, Issue 11）和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the EASA certification basis (see EASA TCDS: NO. EASA.R.510, Issue 11) and the CAAC additional technical conditions.

EASA 审定基础/EASA certification basis

确定适用要求的参照日期为 2011 年 5 月 12 日

Reference Date for determining the applicable requirements May 12th, 2011

(1) 适航要求/Airworthiness Requirements

CS-29 部第 2 修正案，2008 年 11 月 17 日颁布

CS-29 Amdt. 2, dated 17 November 2008

CS-29 部第 3 修正案，2012 年 12 月 11 日颁布，仅适用于下列安装设备及其影响区域。（见注释 10）:

CS-29 Amdt. 3, dated 11 December 2012 for the following installations and affected areas only (see Note 10):

- 单救援吊挂设备（生产序列号 8G2591F00111）

-Kit Single Rescue Hoist p/n 8G2591F00111

- 双救援吊挂设备（生产序列号 8G2591F00311）

-Kit Double Rescue Hoist p/n 8G2591F00311

- 可折叠单吊挂设备（生产序列号 8G2591F00211）

-Kit Foldable Single Hoist p/n 8G2591F00211

- 有限冰防护系统（生产序列号 8G3000F00211 和 8G3000F00212）

Kit Limited Ice Protection System (LIPS) p/n 8G3000F00211 and 8G3000F00212

- 完全冰防护系统（生产序列号 8G3000F00111 和 8G3000F00311）

-Kit Full Ice Protection System (FIPS) p/n 8G3000F00111 and 8G3000F00311

(2) 专用条件/Special Conditions

“自动搜索模式(ASM)审定”

-Automatic Search Modes (ASM) certification

“延长起飞功率持续时间（EP，30 分钟全发工作）”

-Extended Take-Off Power Duration (EP, 30 min AEO)

“使用高压润滑系统变速箱的燃油损失”

-Loss of Oil from Gearboxes Utilising a Pressurised Lubrication System

“HIRF 保护”按照 JAA 临时政策 INT/POL/27&29/1 第 3 版执行，2003 年 10 月 1 日颁布。

-‘HIRF Protection’ in accordance with JAA Interim Policy INT/POL/27&29/1, Issue 3, dated 1 October 2003

“运输类旋翼机必备 APU 的安装”

-Essential APU Installation in Large Rotorcraft

用于有限冰防护系统：“有限冰清理专用条件”

-For kit Limited Ice Protection System: Special Condition for Limited Icing Clearance

不可充电的锂电池装置

-Non Rechargeable Lithium Battery Installations

(3) 保留及豁免/Reversion and Exemptions

无

None

(4) 偏离/Deviations

无

None

(5) 等效安全/Equivalent Safety Findings

ESF D-03 每个应急出口乘客通道

ESF D-03 Passenger access to each Emergency Exit

ESF D-04 乘客应急出口（机身侧面应急出口除外）

ESF D-04 Passenger Emergency Exits - other than Side-Of- Fuselage

ESF D-06 应急出口标志

ESF D-06 Emergency Exit Signs

ESF D-07 乘客用水上迫降应急出口

ESF D-07 Ditching Emergency Exits for Passengers

ESF D-08 摆渡飞行构型

ESF D-08 Ferry Flight Configuration

ESF D-10 主通道宽度

ESF D-10 Main Aisle Width

ESF D-11 吊挂安装

ESF D-11 Hoist Installation

ESF F-16 H-V 包线和 RFM 图表

ESF F-16 H-V Envelope and RFM Charts

ESF F-20 功率参数显示器

ESF F-20 Power Index Indicator

ESF G-01 发动机训练模式

ESF G-01 Engine Training Mode

ESF G-02 空速显示器绿色弧线

ESF G-02 Airspeed Indicators Green Arcs

ESF G-03 不可逾越速度-无动力

ESF G-03 Never Exceed Speed-Power Off

(6) 选择性要求的符合性/Requirements elected to comply

CS36 部第 3 修正案 (见 A-01)

CS36 Amdt. 3(see A-01)

CS-29 部第 4 修正案 (见 A-01/K),

CS-29 Amdt. 4(see A-01/K)

CS 29.1465 条振动健康监测, 第 5 修正案

CS 29.1465 Vibration health monitoring, Amdt.5

(7) 环境保护标准/Environmental Protection Requirements

噪声要求: 见 TCDSN EASA.R.510

Noise Requirements: See TCDSN EASA.R.510

排出物要求:

Emission Requirements:

国际民航组织附件 16, 卷 II, 芝加哥公约第 II 部分 (按照 CS-34 部第 1 修正案执行)。

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

(8) 生产依据/Production Basis

Leonardo S.p.A.

Helicopters

Piazza Monte Grappa 4

00195 Roma-Italy (见注释 2/See Note 2)

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

中国民用航空局附加技术条件/CAAC Additional Technical Conditions

交付到中国的每一架 AW189 直升机须满足下述附加技术条件:

Each of Model AW189 aircraft delivered to China shall meet the following Additional Technical Conditions:

(1) 中文标记与标牌/Chinese Markings and Placards

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, 下类各项应当至少有中文表述:

(a) 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。

(b) 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。

(c) 旅客可能使用的机上所有应急设备的操作、使用说明。

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.

(a) All literal markings and placards on an aircraft used for indicating, warning and informing passengers

(b) All literal markings and placards on an aircraft used for indicating passengers or outboard rescue personnel of the location of doors and their means of opening.

(c) The operation and use instructions of emergency equipment which passengers will use.

(2) 特别追溯要求/Special retroactive requirements

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)每个乘员了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局(以下简称民航局)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。

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) 3 号喷气燃料/No.3 Jet Fuel.

燃油应符合中华人民共和国国家标准“3 号喷气燃料”(GB6537)的规范要求

Fuel conforming to National Standard of the People's Republic of China “No.3 Jet Fuel” (GB6537)

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations

型号设计定义/Type Design definition:

文件号 No. 189G0000P002/01

Doc. No. 189G0000P002/01

描述/Description:

运输类双发直升机, 常规构型, 5 片完全铰接式主旋翼, 4 片完全铰接式尾桨, 三点式可收放起落架。

Large twin-engine helicopter, conventional configuration,

5-blade fully articulated main rotor, 4-blade fully articulated tail rotor, retractable tricycle landing

gear.

中文标牌和标识/Chinese Placards and marking:

中文标牌和标识包含在 AW189-CAAC 型号设计定义文件 189G0000P011 中。更多的中文标牌在后续批准的 kits 图纸中给出。

Chinese Placards and markings are included in the AW189-CAAC Type Design Definition Document No. 189G0000P011.

More placards should be introduced with further drawings of kits approvals.

设备/Equipment:

设备应满足审定基础要求并包含在型号设计定义文件中

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

几何尺寸/ Dimensions:

机身/Fuselage: 长/Length: 14.60 m
 舱体宽/Width hull: 3.02 m
 高/Height: 4.04 m
 主旋翼/Main Rotor: 直径/Diameter: 14.60 m
 尾桨/Tail Rotor: 直径/Diameter: 2.90 m

发动机/Engine:

型号/Model 通用电气
 两台 CT7-2E1
 General Electric
 2 × Model CT7-2E1

型号合格证/Type Certificate: FAA TC/TCDS: E8NE
 EASA TC/TCDS:EASA IM.E.010
 CAAC VTCDS : No. VTC0188E, Rev. 2

发动机限制/ Engine Limitations:

安装 V5.0 及之前版本 EECU 软件的通用电气 CT7-2E1:

General Electric CT7-2E1 with EECU SW up to V5.0:

安装的发动机限制/Installed Engine Limits				
额定功率 RATING		最大涡轮 级间温度 MAX ITT [°C]	最大燃气发 生器转速 MAX NG [% (RPM)]	最大自由涡轮 转速 MAX NF [% (RPM)]
全发工作 AEO	最大连续 Continuous	942	102.7 (45907)	104.7 (22000)
	起飞功率(5 分钟) Take-off 5 min	968	102.7 (45907)	---

单发失效 OEI	连续 Continuous	968	102.7 (45907)	104.7 (22000)
	2.5 分钟 2.5 min	1078	105 (46935)	---

安装 6.0 版或更新版 EECU 软件的通用电气 CT7-2E1:

General Electric CT7-2E1 with EECU SW 6.0 or later:

安装的发动机限制/Installed Engine Limits				
额定功率 RATING		最大涡轮 级间温度 MAX ITT [°C]	最大燃气发 生器转速 MAX NG [% (RPM)]	最大自由涡轮 转速 MAX NF [% (RPM)]
全发工作 AEO	最大连续 Continuous	957	102.7 (45907)	104.7 (22000)
	起飞功率(5 分钟) Take-off 5 min	983	102.7 (45907)	---
单发失效 OEI	连续 Continuous	983	102.7 (45907)	104.7 (22000)
	2.5 分钟 2.5 min	1101	105.0 (46935)	---

传动系统扭矩限制/ Transmission Torque Limitations:

安装核心航电 3.0 期发行版软件的 AW189

AW189 with GE CT7-2E1 and Core Avionics Phase 3.0 SW Release

传动系统扭矩限制/Transmission Torque Limits				
额定功率 RATING		最大扭矩 MAX TORQUE [%]	输入转速 INPUT SPEED [RPM]	输入功率 INPUT POWER [SHP]
全发工作 AEO	最大连续 Maximum Continuous	2 × 100	21420	2500
	30 分钟 30 min	2 × 116 (*)		2907
单发失效 OEI	最大连续 Maximum Continuous	1 × 135	21420	1687
	2.5 分钟 2.5 min	1 × 164 (**)		2055

(*) 适用小于 90KIAS 指示空速。大于 90KIAS 指示空速的情况参考旋翼航空器飞行手册。

For airspeeds less than 90KIAS. For airspeeds greater than 90KIAS refer to RFM.

(**) 在 155% 和 164% 扭矩之间允许每 2.5 分钟使用一次，并且每次使用时间不超过 30 秒。

Between 155% and 164% allowed for 30 sec and once per 2.5 min event.

安装核心航电 4.0 期（或更新）发行版软件的 AW189:

AW189 with GE CT7-2E1 and Core Avionics Phase 4.0 SW Release (or later):

传动系统扭矩限制/ Transmission Torque Limits				
额定功率 RATING		最大扭矩 MAX TORQUE [%]	输入转速 INPUT SPEED [RPM]	输入功率 INPUT POWER [SHP]
全发工作 AEO	最大连续 Maximum Continuous	2×100	21420	2500
	30 分钟 30 min	$2 \times 116^{(*)}$		2907
单发失效 OEI	最大连续 Maximum Continuous	1×142	21420	1755
	2.5 分钟 2.5 min	$1 \times 172^{(**)}$		2150

(*) 适用小于 90KIAS 指示空速。大于 90KIAS 指示空速的情况参考旋翼航空器飞行手册。

For airspeeds less than 90KIAS. For airspeeds greater than 90KIAS refer to RFM.

(**) 在 164% 和 172% 扭矩之间允许每 2.5 分钟使用一次，并且每次使用时间不超过 30 秒。

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

旋翼转速限制/Rotor Speed Limitations:

全发工作/Power On AEO		
状态/Condition	(RPM)	(%)
最小连续/Minimum Continuous	284.75	100.0
最大连续/Maximum Continuous	296.14	104.0
单发失效/Power On OEI		
状态/Condition	(RPM)	(%)
最小警告/Minimum Cautionary	256.28	90.0
最小连续/Minimum Continuous	284.75	100.0
最大连续/Maximum Continuous	296.14	104.0
无动力/Power Off		
状态/Condition	(RPM)	(%)
最小连续/Minimum Continuous	256.28	95.0
最大连续/Maximum Continuous	313.23	110.0

其它的旋翼转速限制参考批准的旋翼航空器飞行手册

Refer to approved RFM for additional rotor speed limitations

辅助动力装置 / Auxiliary Power Unit (APU):

赛峰动力装置（之前是一台微型涡轮）

一台 342 型的 e-APU60, ETSO 许可证: EASA.21O.10045083

Safran Power Units (former: Microturbo)

1 × Model e-APU60 model 342, ETSO approval: EASA.21O.10045083

燃油 / Fuel:

JET A 、JET A1 、JP5、JP8、JP8+100、3 号喷气燃料--符合中华人民共和国国家标准“3 号喷气燃料”(GB6537)的规范（其它牌号的说明和更详细的资料参见批准的旋翼航空器飞行手册）

JET A、JET A1、JP5、JP8、JP8+100、No.3 Jet Fuel--conforming to National Standard of the People's Republic of China “No.3 Jet Fuel” (GB6537) (for code no. specification and more details refer to approved RFM).

燃油容量/Fuel Capacities:

安装核心航电 6.0 及之前版本的发行版软件的 AW189:

AW189 with GE CT7-2E1 Engines and Core Avionics SW Release up to 6.0:

	可用总容量 Total Usable [litres (kg (*))]	不可用 Unusable [litres (kg (*))]
2 个主油箱（左和右） Two main fuel tanks (LH and RH)	1320 (1056)	24 (19)
2 个主油箱（左和右）加中枢辅助油箱 Two main fuel tanks (LH and RH) plus Auxiliary Central Tank	1830 (1464)	24 (19)
2 个主油箱（左和右）加前油箱及中枢辅助油箱 Two main fuel tanks (LH and RH) plus Forward Tanks plus Auxiliary Central Tank	2100 (1680)	24 (19)
扩展航程（见注释 5） 2 个主油箱（左和右）加机腹副油箱 Extended Range (see Note 5) Two main fuel tanks (LH and RH) Plus under-belly tanks	2569 (2055)	9 (7)

(*) 考虑到燃油不同，密度取中间值 0.8kg/l

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

安装核心航电 7.0 或更新版本的发行版软件的 AW189:

AW189 with GE CT7-2E1 Engines and Core Avionics SW Release 7.0 or later:

	可用总容量 Total Usable	不可用 Unusable
--	-----------------------	-----------------

	[litres (kg (*))]	[litres (kg (*))]
2 个主油箱（左和右） Two main fuel tanks (LH and RH)	1335 (1068)	9 (7)
2 个主油箱（左和右）加中枢辅助油箱 Two main fuel tanks (LH and RH) plus Auxiliary Central Tank	1845 (1476)	9 (7)
2 个主油箱（左和右）加前油箱及中枢辅助油箱 Two main fuel tanks (LH and RH) plus Forward Tanks plus Auxiliary Central Tank	2115 (1692)	9 (7)
扩展航程（见注释 5） 2 个主油箱（左和右）加机腹副油箱 Extended Range (see Note 5) Two main fuel tanks (LH and RH) Plus under belly tanks	2569 (2055)	9 (7)

(*) 考虑到燃油不同，密度取中间值 0.8kg/l

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

滑油/Oil:

传动系统

Transmissions

壳牌航空涡轮滑油 555 (DoD-L-85734)。不允许使用其它不同规格或品牌的滑油

AeroShell Turbo Oil 555 (DoD-L-85734). No different specification or brand allowed

发动机

Engine

CT7-2E1 型发动机参照

GEK112766 号通用电气使用说明

Ref. to GE Operating Instructions

No. GEK112766 for CT7-2E1

Engines

辅助动力装置

APU

MIL-PRF-23699, MIL-PRF-7808

液压

Hydraulics

MIL-PRF-83282, MIL-PRF-5606

(二选一)

MIL-PRF-83282, MIL-PRF-5606

(as alternative)

滑油容量 / Oil Capacities:

	总量 Quantity [litres (kg)]
通用电气 CT7-2E1 型发动机 (单个) GE CT7-2E1 Engine (each)	最小 3.6 (3.59) - 最大 5.5 (5.49) min 3.6 (3.59) - max 5.5 (5.49)
主减速器 (最小/最大) Main gearbox (min/max)	最小 21.5(21.46) - 最大 27(26.95) (24.5 + 2.5 用于滑油冷却装置、 滑油管 and 油滤) min 21.5 (21.46) - max 27 (26.95) (24.5 + 2.5 for oil cooler, oil ducts and filter)
中间传动装置 Intermediate gearbox	1.22 (1.22)
尾传动装置 Tail gearbox	1.87 (1.87)
液压装置 (各动力控制组件) Hydraulic (per each Power Control Module)	3.20 (2.72)

其它液体: /Additives:

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

冷却液/Coolant:

R134a

冷却系统容量/ Coolant System Capacities:

2.9 kg

空速限制/ Air Speed Limitations:

全发工作时的 VNE /V_{NE} Power On AEO..... 169 KIAS单发失效时的 VNE /V_{NE} Power On OEI..... 139 KIAS无动力时的 VNE/V_{NE} Power Off 120 KIAS

对随海拔高度、外界大气温度和重量的变化而减小的 VNE, 参考批准的旋翼航空器飞行手册。

For reduction of the V_{NE} with altitude, OAT and weight, refer to approved RFM.

最大使用高度及温度/ Maximum Operating Altitude and Temperature:

海拔高度/Altitude:

最大使用高度 10000 ft PA/DA (压力高度和密度高度先到达者)。见注 12。

Maximum operating altitude 10000 ft PA/DA (whichever occurs first). See Note 12.

最大起飞和着陆高度 8000 ft PA/DA (压力高度和密度高度先到达者)

Maximum Take-off and Landing altitude 8000 ft PA/DA (whichever occurs first)

温度/Temperature:

-40°C ÷ +55°C (ISA+40°C)

对于随海拔高度变化的温度限制, 见批准的旋翼航空器飞行手册和适用的补充

For variation of temperature limitations with altitude, refer to approved RFM and applicable supplement.

重心范围/Centre of Gravity Range:

参考批准的旋翼航空器飞行手册

Refer to approved RFM

使用限制/Operating Limitations:

在非结冰条件下, 昼夜间目视飞行规则和仪表飞行规则

VFR day and night and IFR operations in non-icing conditions

仅允许安装有限冰防护系统 (P/N 8G3000F00211 或 P/N 8G3000F00212) 的情况下, 可在有限结冰条件下飞行。

Flight in limited icing condition is permitted only when the kit Limited Ice Protection System P/N 8G3000F00211 or P/N 8G3000F00212 is installed.

仅允许安装完全冰防护系统 (P/N 8G3000F00111 或 8G3000F00311) 的情况下, 可在已知结冰条件下飞行。

Flight into known icing condition is permitted only when the kit Full Ice Protection System P/N 8G3000F00111 or P/N 8G3000F00311 is installed

最大审定重量/Maximum Mass:

起飞和着陆: 8300 kg (见注释 4)

Take-off and Landing: 8300 kg (see Note 4)

滑行和牵引: 8350 kg (见注释 4)

Taxi and Towing: 8350 kg (see Note 4)

测量基准/Datum:

纵向:

基准线原点 (SAT 0) 位于前支撑点前 2830mm 处。

Longitudinal:

The datum plane (STA 0) is located at 2830 mm forward to the front jack point.

扩展航程构型 (见注释 5) 纵向测量基准线原点 (SAT 0) 位于前支撑点前 3009mm 处。

On the 'Extended Range' configuration (see Note 5) the longitudinal datum line (STA 0) is located at 3009 mm forward to the front jack point.

横向:

基准线原点 (B.L. 0) 位于两侧主支撑点 +/-275 mm 中间。

Lateral:

The datum plane (B.L. 0) is located at ± 275 mm inboard of LH/RH front jack points.

水平测量措施 /Leveling Means:

铅垂线从客舱顶部参考点至客舱地板的分度盘；数字倾斜仪。

Plumb line from ceiling reference point to index plate on floor of passenger cabin; digital clinometer.

最小飞行机组/Minimum Flight Crew:

昼间目视飞行 1 人，仪表飞行或夜间目视飞行 2 人。

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

在飞行手册补充 3 所给出的条件和限制情况下，允许单驾驶员仪表飞行或夜间目视飞行。

Single pilot VFR night and IFR operations are allowed under conditions and limitations included in the Supplement 3 of the RFM.

对 A 类运行，如果起飞和着陆是由左驾驶执行则必需 2 名驾驶员。

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

对于夜视成像系统的运行，则要求 2 名驾驶员或 1 名驾驶员和 1 名机组成员。飞行员和机组成员必须配备夜视镜（见注释 3）。

For NVIS 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).

对有限结冰条件下的运行要求 2 名驾驶员。

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

最大客座数/Maximum Passenger Seating Capacity:

19 人

19

乘客人应急出口/Passenger Emergency Exit:

10 个；主驾驶员 1 个，副驾驶员 1 个，客舱每侧 4 个。

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

最大行李/货物装载/Maximum Baggage/Cargo Loads:

行李/货物装载为 300kg（见注释 9）

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

桨叶控制移动范围/Rotor blade control movement:

操纵系统定位资料见维护手册

For rigging information, refer to Maintenance Manual

寿命件/Life-limited parts:

参考维修手册适航限制部分的第 4 章

Refer to the Airworthiness Limitation Section (ALS) Chapter 4 of the Maintenance Manual

机轮和轮胎/Wheels and Tyres:

主起落架配装无内胎 24×7.7

前起落架配装无内胎 14.5×5.5

MLG wheel assembly with 24×7.7 tubeless tyres

NLG wheel assembly with 14.5×5.5 tubeless tyres

4. 批准的技术资料/Approved Technical Documents

a) 飞行手册: /Flight Manual: 2014 年 1 月 31 日批准的 189G0290X002 号文件, 或后续批准的版本; Doc. No. 189G0290X002 approved 31 January 2014, or later approved revision.

b) 维修手册文件号:/Maintenance Manual:

“AW189 维修计划信息” / ‘AW189 Maintenance Planning Information’:

2014 年 2 月 5 日批准的“AW189 维修计划信息”文件资料, 编号 89-A-AMPI-00-P (包括: 第 4 章 ALS 和第 5 章定期维护要求) 或后续批准的版本; Doc. No. 89-A-AMPI-00-P (includes Chapter 4 ALS and Chapter 5 with Scheduled Maintenance Requirements) for AW189 Helicopter with GE CT7-2E1 Engines, approved on 5 February 2014, or later approved revision.

“AW189 直升机维修审查委员会报告”: /Maintenance Review Board Report for AW189 Helicopter:

-189G0000M006 号文件/Doc. No. 189G0000M006

“AW189 维修出版物” / ‘AW189 Maintenance Publication’

-89-A-AMP-00-X 号文件/ Doc. No. 89-A-AMP-00-X

“AW189 材料数据信息” / ‘AW189 Material Data Information’

-89-A-AMDI-00-X 号文件/Doc. No. 89-A-AMDI-00-X.

“AW189 腐蚀控制出版物” / ‘AW189 Fault Isolation Publication’

-89-A-ACCP-00-X 号文件/Doc. No. 89-A-ACCP-00-X

“AW189 故障隔离出版物” / ‘AW189 Corrosion Control Publication’

-89-A-AFIP-00-X 号文件/Doc. No. 89-A-AFIP-00-X

“AW189 布线数据出版物” / ‘AW189 Wiring Data Publication’

- 89-A-AWDP-00-X 号文件/Doc. No. 89-A-AWDP-00-X

适用的部件维修手册/Component Maintenance Manual as applicable.

c) 结构修理手册: /Structural Repair Manual:

“AW189 结构修理出版物” / ‘AW189 Structural Repair Publication’

89-A-ASRP-00-X 号文件/ Doc. No. 89-A-ASRP-00-X

“部件修理和大修出版物” / ‘AW189 Component Repair and Overhaul Publication’

89-A-CR&OP-00-X 号文件/Doc. No. 89-A-CR&OP-00-X

d) 重量和平衡手册: /Weight and Balance Manual:

参考飞行手册第 6 章和适用的补充/Refer to the Section 6 of the RFM and applicable supplements

e) 零件目录: /Illustrated Parts Catalogue:

“AW189 工具和设备说明出版物” / ‘AW189 Illustrated Tool and Equipment Publication’

89-A-ITEP-00-X 号文件/Doc. No. 89-A-ITEP-00-X

“AW189 零件数据说明” / ‘AW189 Illustrated Part Data’

89-A-IPD-00-X 号文件/Doc. No. 89-A-IPD-00-X

f) 服务信函和服务通告/Service Letters and Service Bulletins:

由 AgustaWestland, Finmeccanica 或 Leonardo 发布的/As published by AgustaWestland, Finmeccanica or Leonardo.

g) 必备设备/Required Equipment:

对单驾驶员夜间仪表/目视飞行强制下述安装 (见飞行手册补充 3): The installation of the followings is mandatory for IFR/VFR night Single Pilot Operations (see Supplement 3 of the RFM):

– 快速参考手册 (QRH) / Quick Reference Handbook (QRH)

最新版 189G0290X003 号文件, /Doc. No. 189G0290X003, latest issue, for AW189 with GE CT7-2E1 Engines.

– 地图/快速参考手册 P/N 8G2510F00211 或其它等效的批准。– Map/QRH holder P/N 8G2510F00211 or equivalent

approved.

- 交通咨询系统 TCAS II (见飞行手册补充 8)。 – Traffic Advisory System TCAS II (see RFM Supplement 8).

下述安装对水上迫降是强制性的 (见飞行手册补充 6): The installation of the followings is mandatory for Ditching Operations (see RFM Supplement 6):

- 救生筏 (救生筏 P/N 8G2560F00511 已批准 AW 使用。其它型号救生筏装置必须按照 CS/FAR 29 部且需经批准 (见飞行手册补充 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).
- 生存型应急定位器发射机; – Survival type Emergency Locator Transmitter.
- 救生设施 (下述救生设施已批准 AW 使用: 8G2560F00611, 8G2560F00711, 8G2560F00811。不同的救生设施必须按照 CS/FAR 29 部且需经批准); – 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).

对夜视镜运行下述安装是强制的: The installation of the following is mandatory for Night Vision Goggles Operations:

- 驾驶员夜视镜由 189G3360A001“AW189 夜视镜使用参考手册”规定; – Aviator’s Night Vision Goggles as specified in 189G3360A001 “AW189 NVG Compatibility Reference Handbook”.
- 所配夜视镜头盔应适合夜视镜的安装; – Helmet with NVG mount suitable for NVG Model being used.
- 驾驶舱/客舱物理隔离装置由 189G3360A001“AW189 夜视镜使用参考手册”定义; – Cockpit/Cabin physical separation device as defined in 189G3360A001 “AW189 NVG Compatibility Reference Handbook”.

在有限结冰条件下运行时, 需强制安装下述设备: For AW189 with GE CT7-2E1 Engines, the installation of the following is mandatory for operations in limited icing condition:

- 有限冰防护系统 (P/N 8G3000F00211 根据航空器相关构型参见飞行手册补充 38 或 48); Kit Limited Ice Protection System P/N 8G3000F00211 (see RFM supplement 38 or 48, according to the relevant aircraft configuration).
- 有限冰防护系统 (P/N 8G3000F00212 根据航空器相关构型参见飞行手册补充 45 或 50); Kit Limited Ice Protection System P/N 8G3000F00212 (see RFM supplement 45 or 50, according to the relevant aircraft configuration).

在已知结冰条件下运行时, 需强制安装下述设备: For AW189 with GE CT7-2E1 Engines, the installation of the following is mandatory for operating in known icing condition:

- 全冰防护系统 P/N 8G3000F00111 或 P/N 8G3000F00311 (根据航空器相关构型参见飞行手册补充 44 或 49); Kit Full Ice Protection System P/N 8G3000F00111 or P/N 8G3000F00311 (see RFM supplement 44 or 49, according to the relevant aircraft configuration).

批准的在有限或完全已知结冰条件下使用的航空器构型描述在报告“AW189 结冰兼容参考手册”(编号 189G3000A001)中给出; The aircraft configuration approved for use in limited or full known icing condition is described in the Report 189G3000A001 ‘AW189 Icing Compatibility Reference Handbook’.

其它已经批准的必装或选装设备参考 EASA 批准的飞行手册和相关补充。 Refer to EASA approved RFM and related supplements for other approved mandatory and optional equipment.

选装设备之间不可兼容和限制参考设备兼容性手册 (编号 189 g0000a002); Refer to Kit Compatibility Handbook 189G0000A002 for incompatibilities and restrictions between optional equipment.

AW189 软件构型管理在软件手册 (编号 189G0000X007) 中; AW189 Software Configuration is managed within the Software Handbook 189G0000X007.

被声明为机上非便携式电子设备 (以下简称“PED”) 容限, 或有 PED 容限限制的对 PED 敏感的设备, 由 TC 证持有人负责, 并在文件 189G9850A005“PED 兼容参考手册”中有报告; PED-sensitive equipment, which is under the responsibility of the TC holder and is declared as NONPED tolerant, or has PED tolerance limitations is reported in the document 189G9850A005 “PED Compatibility Reference Handbook.

5. 注释/Notes

注释 1/NOTE 1: 制造商许可证号: / Manufacturer’s eligible serial numbers:

49007 及除 49024 外的其它后续航空器由意大利 AgustaWestland S.p.A.制造。

49007 and subsequent, except 49024, manufactured by AgustaWestland S.p.A. in Italy.

89001 及其后续航空器由意大利 AgustaWestland S.p.A 制造（见注释 5-扩展航程构型）。

89001 and subsequent manufactured by AgustaWestland S.p.A in Italy (see Note 5-Extended Range Configuration).

91001 及其后续航空器由英国 AgustaWestland S.p.A.制造。

91001 and subsequent manufactured by AgustaWestland S.p.A.in UK.

92001 和 92003 由航空器英国 AgustaWestland Ltd 制造（见注释 5-扩展航程构型）。

92001 and 92003 manufactured by AgustaWestland Ltd in UK (see Note 5-Extended Range Configuration) .

92002, 92004 及其后续航空器由英国 AgustaWestland S.p.A.制造（见注释 5）。

92002, 92004 and subsequent manufactured by AgustaWestland S.p.A. in UK (see Note 5).

注释 2/NOTE 2: **制造商/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)

(*)2016 年 1 月 1 日，所有人名称由 AgustaWestland S.p.A 改为 Finmeccanica S.p.A

(*) Effective on 01 January 2016, AgustaWestland S.p.A. ownership was transferred to Finmeccanica S.p.A.;

2016 年 7 月 28 日，所有人名称由 Finmeccanica S.p.A 改为 Leonardo S.p.a

Effective on 28 July 2016, Finmeccanica S.p.A. name was changed into Leonardo S.p.a

注释 3/NOTE 3: **夜视成像系统/NVIS Operations**

根据飞行手册 189G0290X002 补充 No. 14，使用夜视镜是允许的。

Night Vision Imaging System Operations are permitted according to RFM 189G0290X002 Supplement No. 14.

涉及内部/外部发光/反光设备的航空器构型批准配装夜视镜的描述在报告 189G3360A001 «AW189 夜视镜使用参考手册》。夜视镜直升机的后续更改和偏离应按照文件 189G3360E001 «AW189 直升机夜视政策»管理。

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 document 189G3360E001 « AW189 Helicopter NVG Policy ».

注释 4/NOTE 4: **最大重量/Maximum mass for AW189 with GE CT7-2E1 Engines:**

按照图纸 8G0000F00111 安装，根据飞行手册 189G0290X002 补充 21，允许在下述重量进行操作：

Installation of Drawing 8G0000F00111, according to RFM 189G0290X002 Supplement 21, permits operations at the following mass:

4.1 起飞和着陆: 8600 kg

Take-off and Landing: 8600 kg

4.2 滑行和牵引: 8650 kg

Taxi and Towing: 8650 kg

注释 5/NOTE 5: **扩展航程构型/Extended Range Configuration for AW189 with GE CT7-2E1 Engines:**
根据飞行手册 189G0290X002 补充 22, 按照图纸 8G0000X00831 和 8G0000X00931 进行安装。
According to RFM 189G0290X002 Supplement 22, as per Drawing 8G0000X00831 and Drawing 8G0000X00931.

注释 6/NOTE 6: 删除
delete

注释 7/NOTE 7: 删除
delete

注释 8/NOTE 8: 删除
delete

注释 9/NOTE 9: **最大行李/货物装载/Maximum Baggage / Cargo Loads**
安装垂直吊货网 P/N 8G2550F00311 和货物网 P/N 8G2550V00131 的行李舱最大允许负载增至 360kg。
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.

重型货物装载装置 P/N 8G5010F00411, 根据旋翼航空器飞行手册补充 46, 允许货物装载的最大载重重量增至 460kg。

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.

重型货物装载装置 P/N 8G5010F00511, 根据旋翼航空器飞行手册补充 46, 允许货物装载的最大载重重量增至 280kg。

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.

注释 10/NOTE 10: **装备救援绞车、限冰防护系统和完全冰防护系统/Kit Rescue Hoist, LIPS and FIPS**
关于这些设计更改, CS-29 修正案 3 (2012 年 12 月 11 日发布) 适用于以下要求:
For Rescue Hoist, LIPS and FIPS installation on AW189 with GE CT7-2E1 Engines, CS-29 Amdt.3, dated 11 December 2012 is applicable for the following requirements:
- CS29.571 金属结构疲劳容限评估
- CS29.571 Fatigue tolerance evaluation of metallic structures
- CS29.573 直升机复合材料结构损伤容限和疲劳容限的评估
- CS29.573 Damage tolerance and fatigue evaluation of composite rotorcraft structures,
- 附录 A, A29.4 适航限制部分
- Appendix A, A 29.4 Airworthiness Limitation Section

注释 11/NOTE 11: 删除

deleted

注释 12/NOTE 12: **实用升限拓展:**

Service Ceiling Extension for AW189 with GE CT7-2E1 Engines:

对于安装了核心航电 5.0 期（或更新版）发行版软件以及 P/N 8G0000F00511 海拔高度拓展设备的飞机，其最大使用海拔高度拓展到 15000 ft PA/DA（压力高度和密度高度先到者）

For Aircraft equipped with Core Avionic Phase 5.0 SW release(or later) and Altitude Extension Kit P/N 8G0000F00511 the Maximum Operating Altitude is extended to 15000 ft PA/DA(whichever comes first)

注释 13/NOTE 13: **核心航电软件发行版简介:**

Core Avionics SW Release summary:

核心航电 1.0 期软件发行版-退出服务;

Core Avionic Phase 1.0 SW release-retired from service;

核心航电 2.0 期软件发行版-退出服务;

Core Avionic Phase 2.0 SW release-retired from service;

核心航电 2.1 期软件发行版-退出服务;

Core Avionic Phase 2.1 SW release-retired from service;

核心航电 3.0 期软件发行版，服务中，仅限通用电气 EECU 软件 V4.0;

Core Avionic Phase 3.0 SW release-in service, with GE EECU SW V4.0 only;

核心航电 4.0 期软件发行版，服务中，仅限通用电气 EECU 软件 V5.0;

Core Avionic Phase 4.0 SW release- in service, with GE EECU SW V5.0 only;

核心航电 5.0 期软件发行版，服务中，仅限通用电气 EECU 软件 V5.0;

Core Avionic Phase 5.0 SW release- in service, with GE EECU SW V5.0 only;

核心航电 6.0 期软件发行版，服务中，仅限通用电气 EECU 软件 V5.0;

Core Avionic Phase 6.0 SW release- in service, with GE EECU SW V5.0 only;

核心航电 7.0 期软件发行版，服务中，仅限通用电气 EECU 软件 V6.0;

Core Avionic Phase 7.0 SW release- in service, with GE EECU SW V6.0 only;

了解后续通过的发行版软件，可参考 LHD AW189 软件兼容手册 189G0000X007。本注解会在新软件发行的第一时间进行更新。

Refer to LHD AW189 Software Compatibility Handbook 189G0000X007 for subsequent approved SW releases. This note will be updated at the first occasion.

----完----

----END----