

Civil Aviation Authority United Kingdom



TYPE-CERTIFICATE DATA SHEET

UK.TC.R.00024

for
AW169

Type Certificate Holder

Leonardo S.p.A.
Helicopters
Piazza Monte Grappa, 4
00195 Rome
Italy

Model(s): AW169
Issue: 3
Date of issue: 04 March 2026

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Section 1 AW169

I General

1. Type / Variant / Model

1.1. Type

AW169

1.2. Model

AW169

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 Rome,
Italy

4. Manufacturer

See Section 1.VI Note 2.

5. Type Certification Application Date

09 February 2011.

6. State of Design Authority

European Union Aviation Safety Agency (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: 09 February 2011.

For Operational Suitability Data (OSD) elements: 07 October 2014.

2. Airworthiness Requirements

- Certification Specifications (CS) CS-29 Amendment (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 Amdt. 6, dated 17 December 2018 for Kit Enhanced Performance (P/N 6F0000F00511, 6F0000F00611) and affected areas only.
- CS-ACNS Initial Issue dated 17 December 2013 (affected areas of Subpart A and D only) when Rockwell Collins integrated traffic surveillance system TSS-4100 is installed (see Section 1.VI Note 4).
- CS-29 Amdt. 5, dated 25 June 2018 for the following installations:
 - Kit Vibration Health Monitoring (CS 29.1465);
 - Kit Additional Markings for CS26 (CS 29.805(c), CS 29.807(d), CS 29.809(c), CS 29.811, CS 29.1415(b), CS 29.1415(c), CS 29.1541, CS 29.1555(d)(2), CS 29.1561(a), CS 29.1561(c), CS 29.1587(c));
 - Kit Liferaft 3rd Aux Handles (CS 29.805(c), CS 29.807(d), CS 29.809(c), CS 29.811, CS 29.1415(b), CS 29.1415(c), CS 29.1541, CS 29.1555(d)(2), CS 29.1561(a), CS 29.1561(c), CS 29.1587(c)).

See Note 6.
- CS-29 Amdt. 6 dated 17 December 2018 for the following instalaltions and affected areas only:
 - Kit Enhanced Performance (P/N 6F0000F00511, 6F0000F00611) and affected areas only, 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. Exemptions

None.

5. Deviations

CRI F-25 ADS-B Out Extended Squitter and ELS installation with TSS-4100.

6. 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’CS 29.903 Engine Isolation.
- 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’.

7. Requirements elected to comply

- CS-36 Amendment 3.
- CS 29.1465 Vibration health monitoring, Amdt. 5.
- CS 29.337 through 29.341, CS 29.571 and CS 29.29.865 (a),(f) Amdt. 6 for installations and affected areas of the 50 meters Hoist, P/N 6F2591F00211.

8. Environmental Protection Requirements

8.1. Noise Requirements

See TCDSN UK.TC.R.00024.

8.2. Emission Requirements

Chapter 2 of International Civil Aviation Organization (ICAO) Annex 16 Volume II, Amdt. 6, Part II to Chicago Convention (as implemented in CS-34 Initial Issue).

9. Operational Suitability Data (OSD)

9.1. Master Minimum Equipment List (MMEL)

Certification Specifications and Guidance Material for Master Minimum Equipment List, CS-MMEL, initial issue, dated 31 January 2014.

9.2. Flight Crew Data (FCD)

Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data, CS-FCD, initial issue, dated 31 January 2014.

9.3. Simulation Data (SIMD)

Special Condition NPA 2013-17 (CS-SIMD), dated 27 August 2013 applicable to Core Avionics Phase 6.0.

Certification Specifications for Operational Suitability Data (OSD) Simulator Data, CS-SIMD, Initial Issue, dated 02 December 2014 applicable from Core Avionics Phase 7.0 onwards.

9.4. Maintenance Certifying Staff Data (MCSD)

Reserved.

III Technical Characteristic and Operating Limitations

1. Type Design Definition

Document (Doc.) Number (No.) 169F0272N002.

2. Description

Large twin-engine helicopter, conventional configuration, 5-blade fully articulated interblade 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 stabiliser:	3.88 m
	Horizontal stabiliser '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 Note 5.

5.2. Type Certificate

TCCA TC/TCDS No.: E-36.

CAA TC/TCDS No.: UK.TC.E.00008.

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	1000
	2.5 min	185 (618)		1 250

6. Fluids (Fuel/Oil/Additives/Coolant)

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

$V_{NE \text{ PWR ON AEO}}$:	165 KIAS
$V_{NE \text{ PWR ON AEO}^*}$:	160 KIAS
$V_{NE \text{ PWR ON AEO}^{**}}$:	152 KIAS
$V_{NE \text{ PWR ON OEI}}$:	135 KIAS
$V_{NE \text{ PWR OFF}}$:	125 KIAS

For reduction of the VNE 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 ($\pm 2\%$ 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 Flight, Take-off and Landing altitude:

15 000 ft* for operation at gross mass up to 4 600 kg, or,

10 000 ft* for operation at gross mass above 4 600 kg without Kit Enhanced Performance installed, or,

15 000 ft* for operation at gross mass above 4 600 kg with Kit Enhanced Performance is installed.

* 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.

11. Operating Limitations

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

12. Maximum Mass

For helicopters with wheeled landing gear:

Take-off and landing: 4 600 kg, or,
4 800 kg, if P/N 6F0000F00211 is installed.

Taxi and Towing: 4 650 kg, or,
4 850 kg, if P/N 6F0000F00211 is installed.

For 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 of 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 day and night VFR 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 Section 1.VI Note 3).

17. Maximum Passenger Seating Capacity

Ten (10) Passengers in the passenger cabin + one (1) passenger in the cockpit in case of one pilot flight crew.

Refer to accepted/approved RFM for passenger cabin configurations.

18. Passenger Emergency Exit

Two (2) on each side of the passenger cabin

One (1) on each side of the passenger cabin, if the 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 Maintenance Manual.

21. Auxiliary Power Unit (APU)

None.

22. Life-limited Parts

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

IV Operating and Service Instructions

The Operating and Service Instructions listed below are approved by the European Union Aviation Safety Agency under EASA Type Certificate EASA.IM.R.509 in accordance with Commission Regulation (EU) 748/2012 as amended.

These instructions and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Flight Manual

For helicopters with wheel landing gear without Kit Enhanced Performance installed:

- Doc. No. 169F0290X001, initial issue, dated 8 July 2015, EASA approved 15 July 2015, or later accepted or approved revisions.

For helicopters with wheel landing gear with kit Enhanced Performance installed:

- Doc. No. 169F0290X012, initial issue, dated 21 December 2021, EASA approved 21 December 2021, or later accepted or 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 accepted or 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 accepted or 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.

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 accepted/approved RFM and MMEL.

Refer to accepted/approved RFM for other approved mandatory and optional equipment.

V Operational Suitability Data (OSD)

The OSD elements listed below were approved by the European Union Aviation Safety Agency (EASA) under EASA Type Certificate EASA.IM.R.109 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

1. Master Minimum Equipment List (MMEL)

AW169 Master Minimum Equipment List - MMEL, Doc.169F0270Q003, issue A dated 16 July 2015, EASA approved on 21 July 2015, or later accepted or approved revision. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

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 accepted or approved revision. The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

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

The Type Certificate Holder should be contacted to verify the applicability of any SIMD revision within the UK.

4. Maintenance Certifying Staff Data

Reserved.

VI Notes

1. Manufacturer's eligible serial numbers:

- 69005, and subsequent, for helicopters with wheel 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 N. 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'.

Subsequent modifications and deviations to the NVG helicopter configuration shall be managed in accordance with document 169F3360E001 'AW169 Helicopter NVG Policy'.

4. Installation of Rockwell Collins TSS-4100 integrated traffic surveillance system P/N 6F0630A03113 (Leonardo major not significant change NDC-169F3450-010, EASA Major Change Approval No. 10067915) has been demonstrated compliant with Certification Specifications for Airborne Communications Navigation and

Surveillance, CS-ACNS initial issue, dated 17 December 2013, amended by deviation F-25 'ADS-B Out Extended Squitter and ELS installation with TSS-4100'.

Installation of relevant components of Kit Skid Landing Gear System 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 wheel landing gear and is an integral part of the basic configuration of helicopters with Kit Skid Landing Gear System installed.
6. Kit Additional Markings for CS26, Kit Liferaft 3rd Aux Handles.

For the above mentioned kits, CS-29 Amdt.5, dated 14 June 2018, is applicable for the following requirements:

- CS 29.805 (c) Underwater emergency exits for flight crew
- CS 29.807 (d) Underwater emergency exits for passengers
- CS 29.809 (c) Emergency Exit Arrangement
- CS 29.811 Emergency exit marking
- CS 29.1415 (b), (c) Ditching equipment
- CS 29.1541 General
- CS 29.1555 (d)(2) Control markings
- CS 29.1561 (a), (c) Safety equipment
- CS 29.1587 (c) Performance information.

Section 2 Administration**I. Acronyms and Abbreviations**

Acronym / Abbreviation	Definition
°C	Degree Celsius
AEO	All Engines Operative
ALS	Airworthiness Limitations Section
Amdt.	Amendment
B.L.	Buttock Line
C.G.	Centre of Gravity
CAA	Civil Aviation Authority
CRI	Certification Review Item
CS	Certification Specifications
DA	Density Altitude
Doc.	Document
EASA	European Union Aviation Safety Agency
FCD	Flight Crew Data
ft	Feet
IAS	Indicated Air Speed
ICAO	International Civil Aviation Organization
IFR	Instrumental Flight Rules
ITT	Interstage Turbine Temperature
HIRF	High intensity Radiated Field
HP	Pressure Altitude
JAA	Joint Aviation Authorities
KIAS	Knots Indicated Air Speed
LH	Left Hand
m	Metre(s)
mm	Millimetre(s)
MLG	Main Landing Gear
MMEL	Master Minimum Equipment List
p/n Nf	Power turbine (free turbine) rotation speed
Ng	Gas generator rotation speed
NLG	Nose Landing Gear
Nm	Newton per metre
No.	Number
NVG	Night Vision Goggles
OAT	Outside Air Temperature
OSD	Operational Suitability Data
P/N	Part Number

Acronym / Abbreviation	Definition
PA	Pressure Altitude
PWR	Power
RFM	Rotorcraft Flight Manual
RFMS	Rotorcraft Flight Manual Supplement
RH	Right Hand
rpm	Revolution per minute
S/N	Serial Number
STA	Station
SW	Software
TAS	True Air Speed
TC	Type Certificate
TCCA	Transport Canada
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
TOP	Take-Off Power
TR	Tail Rotor
UK	United Kingdom
VFR	Visual Flight Rules
V _{NE}	Never Exceed Speed
V _{NE PWR OFF}	Power-off Speed (Autorotation)
V _{NE PWR ON}	Power-on speed

TCDS No.: UK.TC.R.00024

Date: 04 March 2026

AW-DAW-TP-004

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II. Type Certificate Holder Record

TCH Record	Period
Leonardo S.p.A. Helicopters Piazza Monte Grappa, 4 00195 Rome Italy	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	07 Dec 2021	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.IM.R.509 Issue 10 dated 22 December 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the AW 169 accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement: <ul style="list-style-type: none"> ▪ Section 2 OSD moved to Section 1.II.9 and Section 1.V and associated references updated. 	Issue 1 07 Dec 2021
2	01 June 2022	The following sections have been amended as a result of the validation activities of Kit Enhanced Performance and Core Avionic Software Phase 7.0 (Leonardo change No. NDC-169F0000-014; EASA change approval No. 10078045). CAA Major Change Approval No. UK.MAJ.00117 refers. <ul style="list-style-type: none"> ▪ Section 1.II.2: amended to include Kit Enhanced Performance and Core Avionic Software Phase 7.0 change certification basis and CS-ACNS for Rockwell Collins TSS-4100 integrated traffic surveillance system change. ▪ Section 1.II.5: added CRI F-25 for Rockwell Collins TSS-4100 integrated traffic surveillance system change. ▪ Section 1.II.6: added ESF E-17 for Kit Enhanced Performance and Core Avionic Software Phase 7.0 change. ▪ Section 1.III.5.1: added Engine Model PW210A1. ▪ Section 1.III.5.3.1: added Installed Engine Limitations for PW210A1. ▪ Section 1.III.5.3.2: added Transmission Torque Limits for PW210A1. ▪ Section 1.III.10.1: revised maximum operating altitude for MTOM above 4 600 kg introduced for Kit Enhanced Performance and Core Avionic Software Phase 7.0 change. ▪ Section 1.IV.1: revised Flight Manual for Kit Enhanced Performance and Core Avionic Software Phase 7.0 change. ▪ Section 1.VI: added Note 4 for Rockwell Collins TSS-4100 integrated traffic surveillance system change. 	Issue 1 07 Dec 2021
3	04 March 2026	The following sections have been amended as result of: the validation of UK.MAJ.00533 (Leonardo change No. NDC-169F3200-012, EASA change approval No. 10080335 Rev. 2); harmonisation with EASA TCDS Issue 14 and Issue 15. <ul style="list-style-type: none"> ▪ I Section 1.II.2: amended to include Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012) certification basis, including CS-ACNS, and the following Major Non-significant changes accepted under the Article 13 Annex 30 of the UK-EU Trade and Cooperation Agreement: <ul style="list-style-type: none"> ○ NDC-169F4600-005 (AW1469 Core Avionics Phase 6.0 SW Release) ref 10075298 Rev. 1; 	Issue 1 07 Dec 2021

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TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		<ul style="list-style-type: none"> ○ NDC-169F0000-020 (AW169 Skid Landing Gear Envelope) ref 10082343; ○ NDC-169F2560-005 (Additional Marking for CS26 modification) ref 10082538; ○ NDC-169F2560-006 (Kit Additional Markings, Kit Liferaft 3rd Aux Handles and New Basic Gasket Installation) ref 10085370. ▪ Section 1.II.2: amended to include the updated CS-SIMD certification basis of Major Significant change 10078045 Rev.1, (ref NDC-169F0000-014 Kit Enhanced Performance Package and UK.MAJ.00117 Rev 01 or later revision). ▪ Section 1.II.3: added Special Condition SC B-03 Automatic Search Modes Certification for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012) certification basis. ▪ Section 1.II.9.3: added CS-SIMD certification basis for Kit Enhanced Performance Package (ref NDC-169F0000-014 & UK.MAJ.00117 Revision 01 or later revision). ▪ Section 1.III.2: updated description for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.4.1: updated dimensions for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012), and Kit Enhanced Performance Package (ref NDC-169F0000-014 & UK.MAJ.00117 Revision 01 or later revision). ▪ Section 1.III.5.1: added reference to Note 5 for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.5.3.1: added reference to Note 5 for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.5.3.2: added reference to Note 5 for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.8: updated Airspeed Limitations for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.10: updated Maximum Operating Altitudes for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.12: updated Maximum Mass for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.14: updated Datum information for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.III.17: updated Maximum Passenger Seating Capacity in alignment with EASA.R.509 Issue 15 ▪ Section 1.III.28: updated Passenger Emergency Exit to remove typographic duplication. ▪ Section 1.III.28: updated Passenger Emergency Exit to correct reference from AFM to Maintenance Manual. ▪ Section 1.IV.1: updated Flight Manual data for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). 	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		<ul style="list-style-type: none"> ▪ Section 1.IV.4 and 6: updated references for clarity in alignment with EASA.R.509 Issue 15. ▪ Section 1.V.2: updated Flight Crew Data for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.V.3: corrected typographical error on Doc. 169F1920U001 reference. ▪ Section 1.VI.Note 1: updated for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.VI.Note 3: added reference to document 169F3360E001 for 'AW169 Helicopter NVG Policy'. ▪ Section 1.VI.Note 4: updated for for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.VI.Note 5: added for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). ▪ Section 1.VI.Note 6: added for Kit Skid Landing Gear System and Automatic Search Modes change (ref NDC-169F3200-012). 	

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