

型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0264A

版次/Revision: 5

型号/Type:

AB 139 / AW 139

批准人/Approved By:



职务/Title: Director General of CAAC-AAD

日期/Date: 2023年04月21日

本数据单是型号认可证(编号: **VTC0264A**)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: **VTC0264A**), prescribes condition and limitation under which the product for which the 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	VTC0264A, Revision 5, 2023-04-21	EASA.R.006, Issue 25, 2021-09-08
历史 History	VTC0264A, Revision 4, 2019-12-02 VTC0264A, Revision 3, 2018-04-16 VTC0264A, Revision 2, 2017-02-07 VTC0264A, Revision 1, 2016-06-24 VTC0264A, Revision 0, 2011-11-28	EASA.R.006, Issue 22, 2019-01-08 EASA.R.006, Issue 20, 2018-04-09 EASA.R.006, Issue 19, 2016-08-04 EASA.R.006, Issue 18, 2016-01-13 EASA.R.006, Issue 14, 2010-05-04

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 5/Rev 5	- S/N range for 'Long Nose Configuration' extended; 长鼻构型序列号范围进行延伸 - FCD Certification Basis updated. FCD 审定基础更新 - adapted to TCDS format policy; 调整了 TCDS 格式 - ESF to JAR 29.811 (a) added; 增加 ESF to JAR 29.811 (a) - S/N 60001 and up, non-eligibility for registration in EU Member States clarified. 60001 之后序列号欧盟注册问题澄清 “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) “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”	

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: 莱昂纳多股份公司
 直升机
 格拉帕山广场 4 号
 意大利罗马 00195
 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

阿古斯塔-韦斯特兰股份公司 乔瓦尼阿古斯塔街 520 号 意大利 (瓦雷泽省) 萨马拉泰镇喀希纳哥斯 大地区 21017 AgustaWestland S.p.A Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) – Italy	至 2011-05-31 Until 31 May 2011
阿古斯塔-韦斯特兰股份公司 乔瓦尼·阿古斯塔街 520 号 意大利 (瓦雷泽省) 萨马拉泰镇喀希纳哥斯 大地区 21017 AgustaWestland S.p.A Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) – Italy	至 2014-07-30 Until 30 July 2014
阿古斯塔-韦斯特兰股份公司 意大利罗马 00195 格拉帕山广场 4 号 AgustaWestland S.p.A Piazza Monte Grappa 4, 00195 Roma – Italy	至 2015-12-31 Until 31 December 2015
芬梅卡尼卡股份公司 直升机分部 意大利罗马 00195 格拉帕山广场 4 号 FINMECCANICA S.p.A Helicopter Division Piazza Monte Grappa 4, 00195 Roma - Italy	至 2016-07-14 Until 14 July 2016
莱昂纳多股份公司 直升机 意大利罗马 00195 格拉帕山广场 4 号 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: 2011 年 11 月 28 日 / 28 -11- 2011

6. 进口要求/Import Requirements

为具备在中国运行的资格，按本型号认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: AB139/AW139)

SECTION 2 DATA (Models: AB139/AW139)

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“ENAC型号审定日期”/ENAC Type Certification Date)	类别 category
AB139/AW139	1999-03-12 March 12 th , 1999	2003-06-18 June 18 th , 2003	大型 (A 类和 B 类) 旋翼航空器 所要求的设备见第 4 章, d 条 Large Rotorcraft, Category A/B See Section 4, item d for the required equipment

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.006, Issue 25) 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.006, Issue 25) 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 1999 年 3 月 12 日

Reference Date for determining the applicable requirements March 12th, 1999

(1) 适航要求/Airworthiness Requirements

JAR 29 第 3 修正案, 日期 2002-04-01 (见 CRI A-01)

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

CS-29 第 4 修正案, 日期 2016-11-30 仅适用于双吊挂组件 P/N 4G2592F0011 的安装和影响区域 (见注释 13)

CS-29 Amdt. 4, dated 30 November 2016, for installation and affected areas of kit Dual Cargo Hook P/N 4G2592F0011 only (see Note 13)

CS-29.1465 第 3 修正案, 振动故障监测

CS 29.1465 Amdt. 3 Vibration health monitoring

(2) 专用条件/ Special Conditions

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)

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

EPIC 阶段 5 批准 (包括 SAR 模式) 适用专用技术条件 “搜索及救援系统批准”

-For EPIC phase 5 approval (including SAR modes) special condition “Search and Rescue System Approval” applies

(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

JAR 29.1181(a)(6)指定防火区

-JAR 29.1181(a)(6) Designated fire zone

JAR 29.1309 and 1357 (e) EPIC 系统

-JAR 29.1309 and 1357 (e) EPIC system

JAR 29.1305

-JAR 29.1305

对于 NDC-139G5600-001:

见 JAR 29.811 (d)应急出口标志

-For NDC-139G5600-001:

JAR 29.811 (d) Emergency Exits Signs

(6) 环境保护标准/ Environmental Protection Standards

噪声要求: 见 TCDSN EASA.R.006

Noise Requirements: see TCDSN EASA.R.006

排出物要求: 国际民航组织附件 16,Ed. 1993, 卷 II, 第 II 部, 第 2 章(燃油排放), 见注释 4

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

(7) 生产基地/Production Basis

莱昂纳多 S.p.A 公司

直升机

格拉帕山广场 4 号

00195 罗马市-意大利 (见注释 2)

依据批准的许可证 IT.21G.0007, 将 Ente Nazionale per l'Aviazione Civile 作为生产商

Leonardo S.p.A.

Helicopters

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

阿古斯塔-韦斯特兰费城公司

红狮大道 3050 号

费城, PA 19114-美国(见注释 2)

联邦航空局生产许可证号 120NE

Agusta Westland Philadelphia Corporation

3050 Red Lion Road

Philadelphia, PA 19114-USA (See Note 2)

Federal Aviation Administration Production Certificate No. 120NE.

中国民航局附加技术条件/CAAC additional technical conditions

交付到中国的每一架 AW139 直升机须满足下述附加技术条件:

Each of Model AW139 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, 下列各项应当至少有中文表述:

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) 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。

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

(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。

(b) 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.

(c) 旅客可能使用的机上所有应急设备的操作、使用说明。

(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。

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)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。

(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)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。

(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)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。

(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)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。

(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 Specification “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:

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

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

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

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下列改型文件中:

Chinese Placards and markings are included in the following variants:

- 适用于序列号 32025 之前以及 41600 以前的型号:
“中国民用航空局改型 P/N 3G0206P01511” 文件, A 版或 CAAC 接受的后续版本
- Applicable for S/N before 32025 and before 41600
VARIANT FOR CAA China P/N 3G0206P01511 Revision A or later revisions CAAC accepted
- 适用于序列号 32025 以后以及 41600 以后的型号:
“中国民用航空局改型 P/N 3G0210P01111” 文件, A 版或 CAAC 接受的后续版本
- Applicable for S/N from 32025 and from 41600 onwards
VARIANT FOR CAA China P/N 3G0210P01111 Revision A or later revisions CAAC accepted

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: 13.53 m (长机鼻型为 13.73m/13.73 m for Long Nose)
	舱体宽/Width hull: 2.26 m
	高/Height: 3.72 m
主旋翼/Main Rotor:	直径/Diameter: 13.80 m
尾桨/Tail Rotor:	直径/Diameter: 2.70 m

发动机/Engine:

型号/Model

两台普惠加拿大公司 PW PT6C-67C 自由涡轮式涡轴发动机, 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.

型号合格证/Type Certificate:

TCCA TC/TCDS n°: E32

EASA TC/TCDS n°: EASA.IM.E.022

FAA TC/TCDS n°: E00068EN

CAAC VTC No.VTC0235E

发动机限制/ Engine Limitations:

	最大扭矩[lb ft(Nm)] Max. TQ[lb ft (Nm)]	最大涡轮级间 温度[°C] MAX ITT[°C]	最大燃气发生器转 速[rpm] MAX. gas gen. speed[rpm]	最大输出轴转速 [rpm]Max. output shaft speed[rpm]
单发失效 2.5 分钟 OEI 2 1/2 min	400 (542)	835	40500	21000 (21420 ⁽¹⁾)
单发失效连续 OEI continuous	350 (475)	775	39100	21000 (21420 ⁽¹⁾)
起飞功率(5 分 钟)TOP (5 min)	275 (373)	775	39100	21000 (21420 ⁽¹⁾)
最大连续功率 MCP	250 (339)	735	38200	21000 (21420 ⁽¹⁾)

(1) 适用于 A 类起飞和低于 90 KIAS 着陆以及外部绞车和吊挂操作。

for Category A takeoff and landings below 90 KIAS and for external hoist and cargo hook operations.

旋翼转速限制/Rotor Limitations: AEO 和 OEI 连续工作范围: 98-101%

AEO and OEI Continuous Operation Range: 98-101%

无动力 PF: 95-110%

Power OFF: 95-110%

对于 A 类起飞和低于 90KIAS 着陆, 以及外部绞车和吊挂操作的情况:

For Category A takeoff and landings below 90 KIAS and external hoist and cargo hook operations:

AEO 和 OEI 告警使用范围 101-103 %

AEO and OEI Cautionary Operation Range: 101-103 %

附加限制见旋翼航空器飞行手册第 1 章

See Section 1 of Rotorcraft Flight Manual for additional limitation

传动系统扭矩限制/Transmission Torque Limits

传动 Transmission	100%转速下的功率 [hp (kW)] Power@100%NR hp (kW)	扭矩[%] TQ[%]
单发失效最大连续功率 MCP Max Continuous OEI	1400 (1044)	140 %
单发失效 2.5 分钟 OEI 2 1/2min	1600 (1193)	160 %
全发工作最大连续功率 MCP Max Continuous AEO	1000 (746) (×2)	100 %
全发工作起飞功率 TOP Take-Off AEO	1100 (820) (×2)	110 %

辅助动力装置及其限制

Auxiliary Power Unit (APU) and APU Limitations

不适用

N/A

燃油 / Fuel:

适用于所有温度情况下/For all temperatures:

Jet A、Jet A-1、JP5、JP8、JP8+100、GOST 10227 RT、GOST 10227 TS-1

3 号喷气燃料(GB6537)

Jet A, Jet A-1, JP5, JP8, JP8+100, GOST 10227 RT, GOST 10227 TS-1

No.3 Jet Fuel (GB6537)

燃油容量/Fuel Capacities:

总燃油量: Total:	1588 L(见注释 11/See Note 11)
不可用燃油量: Unusable:	20 L

滑油/Oil:

适用于所有温度/ For all temperatures::

MIL-PRF-23699F 和 DOD-PRF-85734 传动系统滑油/ MIL-PRF-23699F and DOD-PRF-85734

Transmission Oil

发动机滑油见发动机维护手册/ For engine oils see Engine Maintenance Manual

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

空速限制/ Air Speed Limitations:

不可逾越速度(V_{NE})167 KIASNever Exceed Speed (V_{NE})167 KIAS

一台发动机不工作、无动 147 KIAS

 V_{NE} OEI/Power OFF 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。

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

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

最大使用高度 Maximum Operating Altitude:

20000ft 压力高度或密度高度无论哪一个先到 (见注释 6, 8 和 9)

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

外部温度限制 Ambient Temperature Limitations:

旋翼航空器飞行手册（见注释 6，8 和 9）

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

重心范围/Centre of Gravity Range:

见旋翼航空器飞行手册

See Rotorcraft Flight Manual

使用限制/Operating Limitations:

VFR/IFR 运行在非结冰条件下

VFR/IFR operations in non-icing conditions.

已知结冰条件和限制结冰条件下的 IRF 运行见注释 8 和 9

For IFR operations in known icing conditions and limited icing conditions see Notes 8 and 9.

亦可见旋翼航空器飞行手册

See also RFM.

最大审定重量/Maximum Mass:

最大重量	6400 kg (见注释 6)
Maximum Mass	6400 kg (see Note 6)
最大滑行及停机重量	6450 kg (见注释 6)
Maximum Taxi and Ramp Mass	6450 kg (see Note 6)
最大起飞重量	6400 kg (见注释 6)
Maximum Take-Off Mass	6400 kg (see Note 6)
最大着陆重量	6400 kg (见注释 6)
Maximum Landing Mass	6400 kg (see Note 6)
最大行李/货物装载	200 kg
Maximum Baggage/Cargo Loads	增加的行李舱装载: 见注释 5
	Increased Baggage Compartment Load: See Note 5

测量基准/Datum:

见维护手册

See Maintenance Manual

水平测量措施 /Leveling Means:

见维护手册

See Maintenance Manual

最小飞行机组/Minimum Flight Crew:

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。

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.

单驾驶操作设备需求见第 IV 章，第 4 项。

See Section IV, item 4 for the required equipment for Single Pilot operations.

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）

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)

最大客座数/Maximum Passenger Seating Capacity:

15 人
fifteen (15)

乘客人应急出口/Passenger Emergency Exit:

6 (客舱每侧 3 个)
6 (three on each side of the passengers cabin)
4 (客舱每侧 2 个), 如果选装了客舱球形玻璃组件 P/N 4G5620F00111
4 (two on each side of the passengers cabin), if the kit Cabin Bubble Windows P/N 4G5620F00111 is installed.
更详细资料, 见旋翼航空器飞行手册
For detailed information refer to RFM

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

主旋翼 (总距)	+15° 24' / 0° 36'
Main Rotor(collective)	+15° 24' / 0° 36'
主旋翼 (纵向周期变距)	后 10° / 16° 前
Main Rotor(longitudinal cyclic)	back 10° / forward 16°
主旋翼 (横向周期变距)	左 left 9° / 右 right 9°
Main Rotor(lateral cyclic)	left 9° / right 9°
尾桨边距范围	-10° / +24°
	-10° / +25° 30'(见注释 6)
Tail Rotor pitch range	-10° / +24°
	-10° / +25°30' (see Note 6)

制造序号

见第 5 章注释, 注释 2

Eligible serial numbers:

See Section 5 Notes, NOTE 2

设备

参考批准的旋翼航空器飞行手册中的设备列表

Equipment

Refer to approved RFM for equipment list

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

机轮和轮胎/Wheels and Tires:

前起落架:	5.00-5	Type: 10PR
Nose Landing Gear:	5.00-5	Type: 10PR
后起落架:	18×5.5	Type: 10PR
Main Landing Gear:	18×5.5	Type: 10PR

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

a. 飞行手册文件号

报告号: 139G0290X002 - 旋翼航空器飞行手册 (4 显示器)

Rotorcraft Flight Manual

Report n. 139G0290X002 - Rotorcraft Flight Manual (4 display)

b. 维修手册文件号 Maintenance Manual	维护计划文件 39-A-AMPI-00-P Maintenance Planning Information 39-A-AMPI-00-P 维护出版物 39-A-AMP-00-P Maintenance Publication 39-A-AMP-00-P
c. 服务信件和服务通告 Service Letters and Service Bulletins	按 Agusta S.p.A., AgustaWestland S.p.A., Finmeccanica S.p.A.或 Leonardo S.p.A.发布 As published by Agusta S.p.A., AgustaWestland S.p.A., Finmeccanica S.p.A. or Leonardo S.p.A.
d. 必备设备 Required Equipment:	按 A 类运行时,以下设备是强制的 The installation of the following is mandatory for Category A operations: - 服务通告 P&WC S.B. No. 41020 - Service Bulletin P&WC S.B. No.41020 - 霍尼韦尔 Primus EPIC s/w PN MM7030191-004 或之后 -Honeywell Primus EPIC s/w P/N MM7030191-004 or later 单驾驶 VFR 夜间运行, 以下设备是强制的: The installation of the following is mandatory for Single Pilot VFR night operations: - 交通咨询系统 (TCAS) RFM 139G0290X002, 补充 25 - Traffic Advisory System (TCAS) RFM 139G0290X002, Supplement 25 - 快速参考手册 (QRH) 出版号 502500033 最新版次 - Quick Reference Handbook (QRH) -Pub Code 502500033, latest issue - 地图/QRH 支架 P/N 4G2510F00111, P/N 4G2510F00113 或等效 - Map/QRH holder P/N 4G2510F00111, P/N 4G2510F00113 or equivalent 单驾驶 IFR 夜间运行 ,以下设备是强制的: The installation of the following is mandatory for Single Pilot IFR operations: -飞行指导 RFM 139G0290X002,Sup.34 或 40 或 67 或 69 或 70 - Flight Director RFM 139G0290X002, Sup.34 or 40 or 67 or 69 or 70 -快速参考手册 (QRH)出版号 502500033 最新版次 - Quick Reference Handbook (QRH) Pub Code 502500033, latest issue -地图/QRH 支架 P/N 4G2510F00111, P/N 4G2510F00113 或等效 - Map/QRH holder P/N 4G2510F00111, P/N 4G2510F00113 or equivalent 夜视眼镜运行, 以下设备是强制的: The installation of the following is mandatory for Night Vision Goggle operations: - NVIS 兼容照明系统 P/N 4G3360F00111 - NVIS compatible lighting systems P/N 4G3360F00111 - EPIC 软件 4.8 或其后版本 - EPIC software 4.8 or subsequent 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:

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

-全结冰保护系统 PN 4G3000F00211

- Kit Full Ice Protection System P/N 4G3000F00211

在有限的结冰条件下运行 ,以下设备是强制的:

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

-有限结冰保护系统 4G3000F00111

- Kit limited Ice Protection System P/N 4G3000F00111

-其他批准强制和选装设备, 参考 EASA 批准的旋翼航空器飞行手册

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

5. 注释/Notes

注释 1 NOTE1

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。

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 NOTE2

制造商合格序列号: / Manufacturer's eligible serial numbers:

-从 S/N 31001 到 S/N 31054: AB139 型由 Agusta S.p.A.在意大利制造。(*)(**)

-S/N 31001 to S/N 31054: AB139 designation, manufactured by Agusta S.p.A in Italy(*),(**)

-从 S/N 31055 到 S/N 31157: AW139 型由 Agusta S.p.A.在意大利制造。(*)(**)

-S/N 31055 to S/N 31157: AW139 designation, manufactured by Agusta S.p.A in Italy(*),(**)

-从 S/N 31201 到 S/N 32999: AW139 长机鼻构型, 由 Agusta S.p.A.依据 EASA 生产许可证 IT.21G.0007 在意大利制造。(**)

-S/N 31201 to S/N 32999: AW139 Long Nose Configuration, manufactured by Agusta S.p.A in Italy under EASA Production Certificate IT.21G.0007(**)

-从 S/N 41001 到 S/N 41023: AW139 型由 Agusta S.p.A.在美国制造。(*)(**)

-S/N 41001 to S/N 41023: AW139 designation, manufactured by Agusta S.p.A. in USA (*),(**)

-从 S/N 41201 到 S/N 41999: AW139 长机鼻构型, 由 Agusta Aerospace Corporation (AAC) 依据 FAA 生产许可证 PC 120NE 在美国制造。(*)(***)

-S/N 41201 to 41999: AW139 Long Nose Configuration, manufactured by Agusta Aerospace Corporation (AAC) in USA under FAA Production Certificate PC 120NE(***)

-S/N 60001 及以上: 由俄罗斯 JSC HeliVert 制造的 AW139 没有资格在 EASA 成员国注册。

-S/N 60001 and above: AW139 manufactured by JSC HeliVert - Russia, are not eligible for registration in EASA Member States.

(*) 已经完成制造, 后续不再生产。

(*) Already manufactured and not anymore in production

(**) 2011 年 6 月 1 日, Agusta S.p.A. 更名为 Agusta Westland S.p.A;

2016 年 1 月 1 日, 公司所有人转换为 Finmeccanica S.p.A;
2016 年 7 月 28 日, Finmeccanica S.p.A 更名为 Leonardo S.p.a;
(**) 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;
Effective on 28 July 2016, Finmeccanica S.p.A name was changed into Leonardo S.p.a..
(**) 2006 年 8 月 24 日, Agusta Aerospace Corporation (AAC) 更名为 Agusta Westland Philadelphia Corporation (AWPC).
(**) Effective on 24 August 2006, the Agusta Aerospace Corporation(AAC)name was changed to AgustaWestland Philadelphia Corporation(AWPC)

注释 3
NOTE3

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 6450kg 的机坪重量。

Material WNS-2U as an alternative to 15-5PH is acceptable only on the following landing gear S/Ns and for max 6400 Kg Takeoff and Landing weight and 6450 Kg Ramp Weight:
前起落架 P/N 3G3220V00131/33 从 S/N 101 到 S/N 130

-Nose Landing gear P/N 3G3220V00131/33 from S/N101 to S/N 130

左主起落架 P/N 3G3210V00131/33 从 S/N 101 到 S/N 120

-Left MLG P/N 3G3210V00131/33 from S/N101 to S/N120

右主起落架 PN 3G3210V00231/33 从 S/N 101 到 S/N 120

-Right MLG P/N 3G3210V00231/33 from S/N101 to S/N120

注释 4
NOTE4

当发动机关车时,燃油从引射管路排泄,回到主燃油箱,依据报告 n. 139G0000P005“AW 139-型号设计构型”。

The fuel vented from the injector line at the engine shut down, is recollected into the main fuel tank, according to the Report n.139G0000P005"AW139-Type Design Configuration".

注释 5
NOTE5

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.

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.

详细参考资料旋翼航空器补充页 N°31。

For detailed information refer to Supplement N° 31 of the Rotorcraft Flight Manual

注释 6
NOTE6

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 MTOW 6800 Kg 运行。如果安装 P/N 4G0000F00311 组件时,依据 RFM 139G0290X002 补充页 No. 90 航空器可以按 MTOW 7000 Kg 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 No. 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/

- NOTE 7** 反射设备，航空器构型批准在 n. 139G3360A001 报告“AW 139NVG 兼容参考手册”中。随后 NVG 直升机构型的改型及延伸型，依据 139G3360E001“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 “AW 139 NVG Compatibility Reference Handbook”. Subsequent modifications and deviations to the NVG helicopter configuration shall be managed in accordance with document 139G3360E001“AW139 HELICOPTER NVG POLICY”
- 注释 8**
NOTE8 如果安装防冰系统组件 P/N 4G3000F00211，依据 RFM 139G0290X002 补充页 71,可在已知结冰条件下运行。批准的可在结冰条件下运行的航空器构型在报告 139G3000A001“AW139 结冰兼容性参考手册”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**
NOTE9 如果安装有限防冰系统组件 P/N 4G3000F00111，依据 RFM 139G0290X002 补充页 76，可在有限结冰条件下运行。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**
NOTE10 选装设备的 EMI 非兼容性包含在 RFM 139G0290X002，具体见文件 139G9850A001“AW139 EMI 兼容参考手册”
EMI incompatibility for all operational equipment included in the RFM 139G0290X002 is detailed in the document 139G9850A001"AW 139 EMI Compatibility Reference Handbook"
- 注释 11**
NOTE11 对辅助油箱（RFM 补充 15），纵向油箱（RFM 补充页 65），总油量是 2088 升。不可用燃油相对基本构型无变化。
For the Auxiliary Fuel Tank (RFM Supplement 15) and for the longitudinal Fuel Tank (RFM Supplement 65) the total fuel is 2088L. The unusable does not change with respect to the basic configuration.
- 注释 12**
NOTE12 PED 敏感设备，就是 TC 持有人声明的非 PED 容忍设备或是在文件 139G9850A002 "AW139 NON-PED TOLERANT REFERENCE HANDBOOK"中记录的有 PED 容忍限制的设备。
PEDs sensitive equipment, which are under the responsibility of the TC Holder and are declared as NON-PED tolerant, or have PED tolerance limitations are reported in the document 139G9850A002 "AW139 NON-PED TOLERANT REFERENCE HANDBOOK".

注释 13

双吊挂组件 P/N 4G2592F00111

NOTE13

Kit Dual Cargo Hook P/N 4G2592F00111

对此设计更改, CS-29 第 4 修正案 (日期 2016-11-30) 中的下列条款是适用的:

For this design change the CS-29 Amdt.4, dated 30 November 2016, is applicable for the following requirements:

- CS 29.143 操纵性与机动性
- CS 29.143 Controllability and Maneuverability,
- CS 29.571 金属结构的疲劳容限评定
- CS 29.571 Fatigue Tolerance Evaluation of Metallic Structure,
- CS 29.610(d)(4)闪电和静电防护
- CS 29.610(d)(4) Lightning and Static Electricity Protection,
- CS 29.865 外挂物,
- CS 29.865 External Loads,
- CS 29.1316 电子和电气系统的闪电保护
- CS 29.1316 Electrical and electronic System lightning protection,
- CS 29.1317 高强辐射场 (HIRF) 防护,
- CS 29.1317 High-Intensity Radiated Fields (HIRF) Protection,
- Appendix A A29.4 适航限制条款,
- Appendix A A29.4 Airworthiness Limitations Section,
- Appendix E HIRF 环境和设备 HIRF 试验水平.
- Appendix E HIRF Environments and Equipment HIRF Test Levels.

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