# AWnewsletter

Winter 2021

## #1 IN PRODUCT SUPPORT FOR THIRD YEAR IN A ROW

We are honoured to maintain first place in the Pro Pilot Helicopter Product Support Survey again in 2021 – the third year in a row that Leonardo has been voted the best in the industry in terms of product support for customers.

Our customers are always at the core of what we do and we're proud that this was reflected in the survey, which gave us the largest overall score increase – with a rating of 8.64 compared with 8.28 in 2020. We were also rated first in each of the seven categories – company response time, spares availability, cost of parts, speed in AOG service, tech manuals, tech reps, and service satisfaction.

We are all experiencing unprecedented and unpredictable times due to the ongoing COVID-19 pandemic. Therefore, we really want to thank all our customers and operators worldwide for the invaluable trust placed in us, recognising our efforts to provide the best possible support and added-value solutions.

Our commitment to solid and long-term relationships with our customers to guarantee the highest-quality Customer Support Services and Training solutions is central to our mission. We are completely focused on satisfying your needs.

Looking ahead, we know that without the support of our customers we wouldn't have achieved this important result, which gives us great incentive to do even better in future by further enhancing our products and services to achieve Customer Proximity and Customer Satisfaction.

# PANAMA'S SENAN ACHIEVES 10,000 FLIGHT HOURS MILESTONE

Servicio Nacional Aeronaval of Panama (SENAN) has reached an important landmark with its fleet of Leonardo helicopters, passing 10,000 flight hours.

The company operates a growing fleet of eight Leonardo aircraft – six AW139 helicopters and two AW139Ms military variants – and has now amassed a total of 10,680 flight hours since the acquisition of the first two AW139s in 2012.

To date SENAN has served the nation with more than 3,583 flight missions, carrying approximately 55,540 passengers and 248,393 lbs of load.

Due to the great operational flexibility of the multi-mission AW139, SENAN has been able to successfully complete missions of public safety, social development and humanitarian assistance, both domestically and internationally. The company has carried out various special operations to save lives, and fight drug trafficking and organised crime in Panama.

With close support from Leonardo's Customer Support team, technical representatives and the HELIDESA Service Centre in Panama, SENAN has conducted operations including:

- Crane rescue
- Aeromedical evacuations
- Bambi bucket
- Helicopter interdiction
- External load.

We are proud to be part of SENAN's success and look forward to continuing the working relationship and further strengthening our collaboration.


***Leonardo congratulates***
***SENAN (Servicio Nacional Aeronaval)***
***For achieving 10,000 Flight Hours with their AW139 fleet***
***November 2020***

# BABCOCK AUSTRALIA'S AW139 FLEET TOPS 20,000 FLIGHT HOURS

We congratulate Babcock Mission Critical Services Australia for exceeding 20,000 flight hours with its six-strong AW139 fleet which operates in support of Ambulance Victoria.

In January 2016, Babcock Australia supplied six AW139s to support Ambulance Victoria's helicopter emergency services missions, operating from bases including Essendon, Latrobe Valley, Bendigo, and Warrnambool.

Babcock Australia, which is part of Babcock International Group, delivers EMS and search and rescue missions 365 days a year, playing an essential rapid response role and representing a vital link between rural communities and metropolitan health services.

This milestone boosts the success of the AW139, which enables operators to access even confined areas, thanks to the highest main and tail rotor clearance in its class, ensuring a safe environment for ground operations.

The spacious and versatile cabin allows efficient patient care and can be equipped with either a dedicated EMS interior or with quick-change self-contained units for MEDEVAC equipment.

# TWENTY YEARS SINCE THE FIRST FLIGHT OF THE AW139

February 3, 2021 was a special date for everyone associated with Leonardo Helicopters. It marked the 20th anniversary of the first flight of the AW139, which has become the standard-bearer for our Division. The development of the AW139 has travelled alongside us over the years, stretching our imagination and ambition as well as providing many opportunities for improvement and development. It is an aircraft we are all immensely proud of.

On February 3, 2001, the AW139 took off from our site in Cascina Costa and flew for about 45 minutes, completing all the routine tests, which confirmed the validity of its characteristics and quality.

Two decades later, to remember and celebrate that first flight, an AW139 took to the skies again in Cascina Costa to remind us that this aircraft has accompanied us on our journey so far and it will continue to accompany us for years to come.

When we think of the AW139, we imagine a helicopter that is the benchmark for its class, a market leader and an internationally important helicopter programme throughout the last 20 years.

The AW139 embodies many of the features of our Division's philosophy. Over the years it has undergone developments, typical of our ‘continuous improvement’ approach, to meet the constantly evolving needs of customers, operators and the market. For example, the maximum take-off weight has increased, and we now have more than 1,000 certified mission kits available for installation.

The AW139 is also at the heart of the AWFamily concept – the family of helicopters that also includes the AW169 and AW189 – which share the same design philosophy, high performance levels, certification standards, and flight characteristics, as well as a common approach to maintenance and training.

The AW139 represents our philosophy of ‘customer proximity’. In fact, after its entry into service in 2004, we have delivered about 1,100 units to more than 280 customers based in over 70 countries. We can truly say that the AW139 flies with customers on every continent, and the entire fleet has reached the record figure of three million flight hours.

The AW139 is renowned for being a very versatile helicopter and it is deployed for a wide variety of missions ranging from public utility tasks, such as search and rescue (SAR), air ambulance, firefighting, and disaster relief, to military missions. It is also an outstanding performer in the offshore sector and for corporate / VIP transport. The helicopter has been selected by the US Air Force in MH-139 configuration to replace its UH-1N fleet.

With this anniversary we also celebrate the commitment, sacrifice and dedication of all the colleagues who have contributed to and continue to work on the development of the AW139 programme. The AW139 is perhaps best described by its payoff: ‘Simply no Rivals’.

# SH09 THIRD PROTOTYPE FLIES AFTER MAJOR MODIFICATION

The SH09 third prototype (P3) took off in the second half of January, at our site in Mollis, Switzerland, following a major modification. This was part of the planned product development roadmap and is another important milestone on the road to the final Type Certificate configuration, as presented during the 2020 HAI exhibition.

The modification programme was successfully implemented thanks to the joint efforts of the Kopter and Leonardo teams. It includes a new main rotor head design, a new main gearbox with an extended mast, and new flight controls configuration. Another significant change is the installation of the state-of-the-art Garmin G3000H integrated flight deck, flown for the first time on a helicopter.

The P3 flight confirmed the expected improvement in handling qualities and stability, which were immediately apparent to the crew. The aircraft completed a set of low-speed envelope manoeuvres up to 35 kts, including forward, rearward, and sideward flights as well as spot turns.


Since then, more than 40 flights have taken place and the crew has been able to expand the flight envelope to climb, descents, autorotation and turns up to 5,000ft.

Richard Grant, Kopter Chief Test Pilot, commented: “The overall helicopter response to control inputs has been improved. All manoeuvres could be performed accurately with deliberate and precise inputs.”

The value of the Garmin G3000H flight deck was also confirmed in the P3 configuration and will be vital in fully developing the potential of the SH09 helicopter. Its avionics will offer the pilots greater situational awareness thanks, for example, to the Helicopter Terrain Awareness and Warning System (HTAWS) and Synthetic Vision.

The flight deck also allows for tighter integration with aircraft systems and offers many expansion possibilities, setting a new standard in the light helicopter class.

Michele Riccobono, Head Kopter Engineering, said: “The results of these first flights with this new configuration are the evidence of our engineering capability to accurately predict the helicopter behaviour and successfully drive the design towards the required performance improvements. These results, combined with the synergies we have established within Leonardo, bring us forward on the certification roadmap”.

The flight test programme is now continuing with the expansion of the weight, speed and altitude envelopes while further assessing the new flight deck avionics suite.

Watch our two videos:

Short Version >

Longer Version >

# THE FLEET OF UPGRADED SUPER LYNX MK21B GROWS IN BRAZIL

We are delighted to be opening a new chapter in the story of the Lynx helicopter in Brazil. At the end of 2020, the Brazilian Navy and Leonardo completed the factory acceptance test in the UK for the fourth of eight upgraded Super Lynx Mk21B helicopters.

The first two upgraded Super Lynx aircraft, which were delivered in February 2019, have taken over duties from the existing Lynx Mk21A and are now fully operational. One operates from the home squadron in Sao Pedro da Aldeia and the other is performing UN duties in the Mediterranean.

The Brazilian Navy received its third aircraft in May 2020, while the remaining four helicopters are being delivered progressively, with the programme currently planned for completion by the end of 2022.

We've been working closely with the Brazilian Navy on the programme in recent years. Since 2015, a navy team (the 'GFRLynx Team'), has been based at our Yeovil facility. The team consists of nine naval personnel from the HA-1 Lynx Squadron. It is headed by a Naval Captain and supported by a mix of commissioned and non-commissioned officers. The maiden flight of the Brazilian Navy Super Lynx Mk21B took place in September 2017 in Yeovil.

The Brazilian Navy has been operating Lynx helicopters for more than four decades. Now, thanks to the higher performance and mission effectiveness of the upgraded helicopter, the country has substantially improved its naval aviation capabilities.

The Super Lynx Mk21B delivers major performance improvements, especially in hot environments, increasing payload and mission effectiveness thanks to its two new-generation CTS800-4N engines. These engines are already used on the Super Lynx 300 and AW159 helicopters.

The upgraded aircraft also features a new glass cockpit with an advanced avionics suite. This comprises a tactical processor, satellite-based navigation system, civil navigation aids including a Traffic Collision Avoidance System (TCAS), Automatic Identification System (AIS), and radar warning receiver/electronic surveillance measures integrated with countermeasures dispensers. There is also a full Night Vision Goggle (NVG) compatible cockpit, together with a new electrically-powered rescue hoist.

# TWO PRESTIGIOUS AWARDS FOR FABIO NANNONI

Our warmest congratulations go to Fabio Nannoni, Senior Vice President for Safety Management Governance in the Helicopters Division, who has recently been recognised with important awards from two prestigious aeronautical societies.

The Royal Aeronautical Society, the world's only professional body dedicated to the aerospace community, was established in 1866 to promote the highest professional standards and provide a central forum for sharing knowledge. The organisation awarded Fabio an Honorary Fellowship in recognition of his 'profound contribution to helicopter design'. Honorary Fellowships mark the world's highest distinction for aerospace achievement, awarded only for the most outstanding contributions to the aerospace profession.

In addition to this, Fabio was also selected by The Vertical Flight Society, the world's leading professional society dedicated to advancing vertical flight, for the prestigious 2021 Alexander A. Nikolsky Honorary Lectureship.

The lectureship is awarded to "an individual who has a highly distinguished career in vertical flight aircraft research and development and is skilled at communicating technical knowledge and experience."

Fabio will deliver the 41st Annual Nikolsky Lecture, which will be entitled, "Rotorcraft Design: The Crucial Influence of Safety from Concept to Fleet Support". It will be published as an authoritative article and supported by a presentation during the Vertical Flight Society's 77th Annual Forum & Technology Display. The event is due to take place on May 11, 2021, at the Palm Beach Convention Center in West Palm Beach, Florida.

## About FABIO NANNONI

*Fabio Nannoni joined Agusta in 1985 and was initially involved in the development of methodologies for the Preliminary Design of Rotorcraft.*

*In the 1990s, Fabio was responsible for Agusta's Aeromechanics department, participating in the design, development and certification of the EH101, A119, A109 Power, AW109 Grand, AW109 GrandNew, and A129 helicopters, as well as the AW139.*

*After the certification of the AW139 in 2003, Fabio became the aircraft's Chief Project Engineer, looking after the industrialisation, customisation, and initial operations of the new type.*

*He was appointed Head of the Helicopter Systems Design Department in 2007, then in 2009 became Senior Vice President of Engineering and Head of Design Organisation. Since July 2019, Fabio has been responsible for Safety Systems Governance.*

# NEW AUTHORISED TRAINING CENTRE IN SYDNEY


The ACE Training Centre in Sydney has become the latest addition to our network of Authorised Training Centres around the world. Owned and operated by Toll, the facility is home to Australia's only AW139 Full Flight Simulator (FFS) that is endorsed by Leonardo.

Established in 2016 in partnership with NSW Ambulance, the ACE Training Centre initially delivered training for the Toll Ambulance Rescue Helicopters' aeromedical crew.

Recognised locally as a centre of excellence for training, there will now be an opportunity to expand ACE's presence into neighbouring markets. Eight dedicated ACE Flight Examiners and Instructors are part of the team, alongside two Ground School Instructors to deliver the technical elements of a Type Rating.

As well as highly experienced instructors and the Level D AW139 FFS, the facility also offers three classrooms for multi-media training, briefing rooms, and AW139 Type Rating course content.

Colin Gunn, General Manager of Toll Helicopters, commented: "We are very proud of our longstanding relationship with Leonardo. To be part of their global network of training centres is recognition of Toll's commitment to delivering excellence in training. This is a ground-breaking partnership and the first of its kind in the Leonardo training network. We are committed to playing a part in the ongoing success of the AW139 programme."

Our VP of Simulation & Training Services, Paolo Petrosso, said: "Under the current circumstances, and in alignment with our promise to remain close to our customers, we take great pride in this step of accrediting Toll as a Leonardo Authorized Training Centre for the AW139 Type Rating and Recurrent training, reinforcing our continuous commitment to take care of our customers and make learning accessible to them wherever they are located, be it through our virtual platform or physical network of Training Centres within which we are thrilled to now include Toll."

# SEA KING SEARCH AND RESCUE IN NORWAY


The 330 squadron of the Royal Norwegian Air Force (RNoAF) continues to operate Search and Rescue (SAR) missions across Norway utilising Leonardo's helicopters. With the RNoAF's base in Sola now transitioned to the AW101 SAR Queen, the remaining five bases across Norway operate the Sea King.

The Sea King SAR Fleet has been providing 24-hour, all year cover for Norway, and across the North Sea, Norwegian Sea, and as far north as the Barents Sea. As the aircraft approaches 50 years in-service ,it remains as relevant and important today as it did on its first SAR mission back in 1973 and it is likely to continue into 2024.

Versatile and reliable, the Sea King often takes up tasking during the most arduous of conditions. The fleet, stationed remotely throughout the country, prides on being able to scramble, launch and be on station within 90 minutes of the initial call to any part of Norway.

At the beginning of the Covid-19 pandemic, RNoAF worked tirelessly to acquire EpiShuttle incubators to safely transport patients suspected of having Covid-19 or even confirmed cases of Covid-19 without having to risk the crew being infected and helicopters being put into quarantine.

On the 19th March 2020 because of dense snow showers a Sea King from Bodø with radar capability was scrambled to attend to a critically ill patient. Even though the 330 Squadron was at this time not formally EpiShuttle operational the Squadron chose to execute the mission because the patient was in critical need of transport.

This was the first Norwegian airborne application of the EpiShuttle device in relation to a Covid-19 patient.

The Sea King SAR fleet reported a readiness percentage of 98% throughout the entire year of 2020, 24-hours a day, seven days a week, despite of the ongoing pandemic.

The Sea King is engaged in rescue or ambulance missions on a daily basis and as such is far away from resting and stands ready until the AW101 becomes fully operational throughout Norway.

The Norwegian Sea King fleet remains a leader in terms of flight hours and during 2020 the ten airframes of the Sea King fleet achieved a total of 3,316 flying hours despite having stood down two helicopters and one aircraft at Kjeller for a depth maintenance activity. It is reported during the in-service time of the fleet, the fleet has been airborne for 184,728 hours or 7,697 days.

The Westland Sea King first took to the skies in 1969 and over the course of the last five decades, the aircraft has proven to be trustworthy and reliable and has seen service with the UK MoD and eight international operators. With over 340 aircraft delivered it has not only stood the test of time, but has bridged the gap to the latest-generation AW101 helicopter.

Currently, Norway operates ten Mk43 Sea Kings within its inventory and it is now expanding its fleet with AW101 helicopters. The Norwegian Ministry of Justice and Public Security ordered 16 AW101 All-Weather Search and Rescue helicopters in 2013 and the government received its first AW101 in 2017.

# HELILINK 2.0: REINFORCING REMOTE TECHNICAL SUPPORT

As part of our commitment to customer satisfaction, we have further enhanced the capabilities of HeliLink to ensure the best technical support to all our customers worldwide.

Through the HeliLink app we guarantee remote technical support solutions to all our customers, providing live assistance for troubleshooting, damage assessment and a prompt solution to their requirements. This includes remote video call support, which can comprise augmented reality, document and image sharing, as well as an interactive chat function.

HeliLink also provides a technical solution for operators, who can deploy this capability within their own organisation (e.g. operations, maintenance and engineering) to make the exchange of information internally more effective and to improve efficiency.

The HeliLink Virtual Technical Support service features several enhancements, all linked to our continuous investment on Customer Proximity and responsiveness to their needs. The new features are:

- Simpler access: Use your Leonardo Customer Portal credentials and start to use the app
- Enhanced Virtual Room size: Up to 15 attendees can join the same Virtual Room
- Improved audio and video quality: To help with issues of low bandwidth
- Collaboration using a virtual whiteboard
- Desktop sharing with other attendees
- Meeting recording on request
- Privacy improvement: Attendees can change or blur their background as needed

**Want to discover more about HeliLink? Please contact us at:**

**engineering.support.lhd@leonardocompany.com**

# HELINT APPOINTED NEW AUTHORISED SERVICE CENTRE

In December 2020 HELINT proudly joined the Leonardo network when it was appointed as an accredited Authorised Leonardo Service Centre to support the AW119 and AW139 helicopters operating in Kenya.

HELINT has a proven track record in providing helicopter operational, maintenance and logistics solutions and is a market leader in the East African region.

HELINT's team of more than 20 people is based at Hangar 19, at Wilson Airport, in the Kenyan capital Nairobi. The company offers customers a high standard of maintenance, across the range of AW119 and AW139 helicopters among other types.

The team provides tailor-made maintenance support packages with all the advantages of a close relationship and responsive support from Leonardo Helicopters to ensure customer satisfaction and aircraft serviceability, with strong attention on safety and efficiency.


The partnership between Leonardo Helicopters and HELINT as an Authorised Leonardo Service Centre means that customers have access to quality support with hangarage, line and base maintenance, structural repairs, airframe and avionics modifications, aircraft painting and CAMO capabilities.

HELINT's appointment as an Authorised Service Centre follows Leonardo's recent acquisition of Precision Aviation Services (PAS) in South Africa, demonstrating the company's long-term commitment to the region. It represents a further step to reinforce our proximity to customers in Africa, enhancing helicopter fleet effectiveness and operational safety. This is part of our ongoing commitment to Customer Proximity and Customer Satisfaction.

# GULF OF MEXICO HUB STRENGTHENS CUSTOMER SUPPORT

Leonardo's Gulf of Mexico Support Centre is playing a central role in our expansion of maintenance, repair and overhaul (MRO) services in North America.

The centre, which is located outside Lafayette, Louisiana, gives Leonardo Customer Support & Services another important hub to increase support and repair capabilities in the region. Since opening in 2019, the facility has processed and repaired more than 500 blades, ensuring fleet availability for our customers.

Through the Distribution Centre, we have introduced international shipping capability, offering global spares support as needed. Currently stocked to support customers in the Gulf region, we distribute thousands of parts annually with the aim of fostering improved and localised services to meet the immediate and future needs of customers.

We are also building on the amazing success of the AW139. As part of our commitment to customer proximity, we offer the widest range of repair capabilities from our local facilities and recently completed the first AW139 main rotor blade erosion strip replacement in North America.


# LIFE FLIGHT OF MAINE HAS PARTNERED WITH THE FAA TO IMPLEMENT NEW IFR TECHNOLOGY USING THE AW109

IFR (instrument flight routes) are an existing aviation technology primarily used by fixed wing aircraft. These routes are in current transition from ground-based radar control to full satellite automation under the "next gen" air traffic modernization plan. While routes have been a long-standing system for high altitude commercial flight, low level routing using newest generation avionics capable of precision performance-based navigation (PBN) are just entering development. This will allow connected operations with LPV instrument approach and departure procedures at either end.

In March 2020 LifeFlight of Maine, working with the FAA, initiated a project to develop low level routes. New communications systems and satellite-based GPS will allow FAA air traffic controllers to provide continuous control guidance on these new precision routes linking hospitals and remote communities across Maine. The new IFR routes at lower altitude levels will allow Life Flight pilots the ability to fly with safer and more varied options, specifically in inclement weather, enabling more life-saving flights and more patients helped.

While private IFR procedure are being developed across the United States, this national demonstration is developing the new route procedure criteria, naming conventions, and processes to allow the FAA to roll these new procedures out nationally. Essential to the project is full 4-axis auto capability in the A109SP GrandNew aircraft used by LifeFlight of Maine. Flight testing of the first route was completed in December with three additional routes in design of an eventual complete network encompassing the state. Once the system is full tested and functioning the FAA will be able to develop these systems nationally, allowing broad utilization by air medical programs and other operators.

Life Flight of Maine has utilized Leonardo aircraft since its inception in 1998, upgrading to multiple generations of helicopters in its 22 years of service to the citizens of Maine.

The new IFR technology across the Leonardo aircraft line provides advanced technology allowing helicopters to safely fly in closer proximity to other low-flying aircraft, including drones. It also allows higher precision vertical guidance with Satellite Point in Space and ILS systems at airport.

"Leonardo's commitment to low-level IFR compatible technologies is allowing for rapid and remarkable

advancements in the development of new precision procedures," according to Sam Schaab, Helicopter EMS Specialist. "This will have an incredible impact on EMS personnel and will dramatically increase the number of patients served."

The first route will connect Northern Light Eastern Maine Medical Center and Bar Harbor and the second, Bar Harbor to Portland picking up multiple islands and coastal hospitals with the third and fourth routes replicating the interstate road system in the air.

## AW139 & AW189 FLIGHT OPERATIONS GROUPS

Almost 40 representatives from AW139 and AW189 offshore operators joined us recently for a series of Flight Operations Groups (FOG) dedicated to the customer community of pilots and flight operations managers.


For the first time the events took place virtually due to the ongoing pandemic restrictions. The virtual format allowed us to navigate current travel bans and increase customer participation. Overall, the collaborative approach proved a valuable opportunity to meet, share updates and gather feedback.

We held two events for the AW139 and two for the AW189 from late February to early March. The sessions were used to share the most important product updates and at the same time receive operational feedback and ideas to develop the functionality of our helicopters. We are very grateful for this insight based on daily experience, which not only helps us to drive product improvements but also enables us to build a closer community with our customers.

The FOG format included on-demand content, providing explanatory updates on the improved capabilities of our helicopters as well as live sessions to stimulate debate and identify enhancements. The events generated a total of 12 hours of valuable discussion on a wide range of topics, receiving a feedback of 100% satisfaction on the event format and contents. Thank you to all the operators who took part.

## AW189 REACHES 100,000 FLIGHT HOURS MILESTONE

This great achievement demonstrates the success and importance of the programme both commercially and operationally, confirming the AW189 as the most successful helicopter in its category when measured by sales, fleet, number of customers, range of applications and flight hours logged.

The fleet, which is made up of more than 70 helicopters, is in operation around the world and continues to prove its capabilities in the most diverse and demanding environmental conditions.

The AW189 is deployed in a wide range of missions and is especially well suited to perform the offshore transport role. However, its versatility means the aircraft is also used for search and rescue (SAR), emergency medical service (EMS), disaster relief, firefighting, utility, law enforcement, and VVIP transport.

The AW189 is also the only helicopter in its class featuring the optional Full Ice Protection System (FIPS) or Limited Ice Protection System (LIPS) for operations in known icing conditions, giving the helicopter true all-weather capabilities.

We know the importance to customers of having dedicated solutions, which is why we have certified 200 kits to date allowing the AW189 to meet evolving market requirements across all missions.

# AW169 SERVES AUCKLAND WESTPAC RESCUE HELICOPTER



The AW169 is proving a valuable asset for the Auckland Westpac Rescue Helicopter service in New Zealand. Two AW169s entered service in 2019 to support the service which provides emergency air ambulance, and search and rescue capability. Auckland Westpac Rescue is staffed by highly experienced flight crew including pilots, paramedics and crewmen, operating 24/7, 365 days a year.

The two state-of-the-art AW169s are specifically designed for EMS missions and recently achieved the milestone of 1,000 flight hours. The aircraft are equipped with the latest electronic navigation and display systems to enhance safety and mission effectiveness, and are fully night-vision–goggle (NVG) compatible.

Since its entry into service worldwide, the AW169 has carried out thousands of rescue missions, saving lives. The advanced technologies and adaptability of the AW169 ensure a rapid emergency response even in the most severe weather conditions. This is reflected in the experiences in New Zealand.

Auckland Wespac Rescue crews perform diverse rescue missions, with one challenging call-out taking place 37km off Cape Brett, not far from New Zealand's Bay of Islands.  The helicopter came to the aid of the crew of a yacht which sank in swells of up to 10 metres.

Rescuers battled 50-knot winds in search of a deployed life raft and crew. Thanks to the incredible dedication of Auckland Westpac Rescue crew and the impressive performance of the AW169, all four crew members were winched on board. Tragically, one sailor did not survive.

This mission and many others underline the demanding and vital work of helicopter rescue crews. We are proud that our new generation AW169 continues to play its part when lives are on the line.

# AW169 MAKES ITS MARK IN MEXICO

The AW169 will make its debut in Mexico's VIP/corporate sector this year when a private operator introduces the type to service. The single-aircraft order continues the AW169's success in Latin America and reinforces its ability to meet the evolving demands of the market.

The AW169 offers similar capabilities to the world-class AW139, which is part of the AWFamily of high-performance helicopters, bringing a new dimension to the light twin category. It gives operators a higher payload, greater space and more comfort, with excellent potential to reshape the VIP market in the region.

Leonardo has been the OEM of choice for VIP/executive transport customers in Mexico for more than three decades, with several AW109 variants in service, alongside the renowned success of the AW139.

# AW139 CHOSEN AS COLOMBIA'S PRESIDENTIAL HELICOPTER

We're proud that the AW139 has been selected to be Colombia's new presidential helicopter. The VVIP-configured aircraft is expected to be delivered in spring this year and will be operated by the Colombian Air Force.

The agreement underlines the AW139's growing success in Colombia and its flexibility across multiple missions. Five AW139s are already operating in offshore configuration in the country, while we are also offering the AW139M military variant as a solution to meet Colombia's national military requirements.

The presidential aircraft will make the Colombian Air Force the first military customer of the type in the country. It will feature an eight-seat configuration, enhanced by the largest cabin in its class, alongside the highest safety standards and a self-defence suite that is typically integrated into helicopters in the head of state or government transport role.

The selection of the AW139 for the VVIP mission builds on its proven track record in Colombia's oil and gas sector where prime operator Helistar S.A.S. has five AW139s in service. More widely across Latin America, the versatility of the AW139 is demonstrated by its deployment in a wide range of missions including VIP and offshore transport, law enforcement, and public services. Altogether, we now have more than 400 civil and military helicopters in service throughout Latin America.

# GERMANY'S WIKING EXPANDS AW139 OFFSHORE FLEET

WIKING Helikopter Service has added to its growing offshore fleet by taking delivery of a new AW139 intermediate twin helicopter from our Vergiate facility in Italy. The delivery increases the number of AW139s in the WIKING fleet to four and the aircraft will carry out offshore transport missions supporting the energy industry in Northern Europe.
The delivery reinforces the popularity of the AW139 in Northern Europe where it is performing missions ranging from offshore support to search and rescue (SAR), passenger transport, and law enforcement.

WIKING has specialised in offshore transport in the North Sea and Baltic Sea areas for more than 45 years. It operates three bases in Germany and two in the UK. With a fleet of seven helicopters of various types, the company also performs services including sea pilot transfer, windmill engineer hoisting, and emergency medical services (EMS).
The AW139 is playing an important role in helping WIKING reshape its fleet, as CEO Ernst Nassl explains: "Our fleet standardisation and modernisation programme launched a few years ago is helping to meet the evolving requirements of our customers and the growth of our AW139 fleet is providing a valuable support for this goal.

"Our decision to leverage the unrivalled mission capabilities, operational efficiency and reliability in its category of the popular AW139 are testament to our commitment to delivering the best level of safety, quality, and service across the region."

# ITALIAN AIR FORCE TAKES DELIVERY OF FIRST HH-139B

The Italian Air Force is strengthening its emergency response and homeland security capabilities by taking delivery of its first HH-139B, a customised variant of the AW139.

The aircraft is the first of 17 HH-139Bs due to enter service with the Italian Air Force with deliveries expected to be completed in 2021. It will operate alongside an existing fleet of 13 multi-role HH-139As and four VH-139s to perform a range of demanding missions including search and rescue (SAR), firefighting and Slow Mover Intercept.
The helicopter will be operated by the Italian Air Force's 15th Wing which is responsible for SAR duties and supports the national community in case of disaster relief operations.

The HH-139B features new equipment and enhanced features that will bring an extra dimension to the multi-role capability of the Italian Air Force, supporting emergency response and security requirements across the nation. The selection of the HH-139B also expands the fleet of AW139 platforms used by several government and rescue operators in Italy. The AW139 continues to demonstrate its value in protecting communities across the country.

The seven-tonne HH-139B features some important enhancements including new electro-optics and radar, a new rescue hoist and a mission console in the cabin. The helicopter will also be equipped for even more advanced and safer all-weather navigation and mission capabilities thanks to its core avionics and the release of Phase 8 software.

To maximise responsiveness and geographic coverage, the helicopters will be distributed across several bases. Each aircraft can be quickly reconfigured from SAR to medical evacuation (MEDEVAC) or firefighting roles.

During the Covid-19 pandemic, the AW139 has been used extensively in Italy to deliver unique biocontainment installation transport services.


Photo credit: Aeronautica Militare Italiana

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