

**RECORD OF TEMPORARY REVISIONS****ACTIVE TEMPORARY REVISIONS**

The following Temporary Revisions are still active and must be retained in your printed manual.

For Temporary Revisions, changes from the basic issue are printed in red.

<b>TR N°</b>	<b>Page</b>	<b>Approval</b>	<b>Note</b>
2-3	2-6, 2-9	EASA Approval N° R.A. 01396 dated 22 October 2007	–
5-5	S9-4A and S9-5, S9-23 and S9-24 S95-6A and S95-7, S95-24A and S95-25	EASA Approval N° 10082537 dated 03 August 2023	–

**INACTIVE TEMPORARY REVISIONS**

The following Temporary Revisions are inactive and must not be retained in your printed manual:

<b>TR N°</b>	<b>Page</b>	<b>Approval</b>	<b>Note</b>
5-1	S11-8A, S11-8B, S11-21, S11-22, S11-24, S11-25	Approved with NDC-139G0257-026 P. EASA 10072085	Introduced with RFM Issue 2 Revision 25.
5-2	5-5A, 5-5, S52-iA, S52-i, S52-1A, S52-1, S52-6, S52-7	Approved with NDC-139G9350-010 dated 23 September 2020 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 27.
5-3	5-5A, 5-5, S52-iA, S52-i, S52-1A, S52-1, S52-2, S52-3, S52-4, S52-4A, S52-4B, S52-4C	Approved with NDC-139G9350-012 dated 28 May 2021 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 28.
5-4	5-2, 5-2A, S17-i, S17-iA, S17-1, S17-1A	Approved with NDC-139G0257-032 dated 20 January 2023 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 29.

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## SECTION 1 - LIMITATIONS

### BASIS OF CERTIFICATION

The Emergency Flotation and Life Raft System is approved for ditching, approved for ditching, up to Sea State 6, in accordance with JAR/FAR 29.

The Emergency Flotation System P/N 3G9560F00113 and 3G9560F00212 are approved for ditching, up to Sea State 6, in accordance with JAR/FAR 29 provided the following approved equipments, in accordance with the National Operation rules, are fitted:

- Life raft(s)  
(Life rafts P/N 4G2560F00711/00811/1011/1012 have been approved for use by AW. The use of other life raft installations must be in accordance with JAR/FAR 29 and must be approved)
- When Life rafts P/N 4G2560F01011/01012 are fitted the maximum number of passengers permitted in the cabin is 12.
- Survival type Emergency Locator Transmitter
- Life preservers.

### TYPE OF OPERATIONS

For flight over water the helicopter must be operated in accordance with the National Operating rules.

When not required by the National Operating rules the life rafts may be removed.

The approved cabin layouts are detailed in Section 6 of this Supplement and in Section 6 of the Basic RFM and appropriate Supplements.

#### Note

Removal of the life rafts does not affect the operation of the Emergency Flotation System

### WEIGHT AND CENTER OF GRAVITY LIMITATION

After installation of the Emergency Flotation System the new empty weight and center of gravity position must be determined.

No change to weight or CG limitations.

### TAKE OFF LIMITATIONS

Take off after ditching is prohibited.

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## **PART II - MANUFACTURER'S DATA**

### **SECTION 6 - WEIGHT AND BALANCE**

No change.

#### **APPROVED CABIN LAYOUTS FOR OPERATIONS OVER WATER IN ACCORDANCE WITH POINT CAT.IDE.H.320(A) OF ANNEX IV TO REGULATION (EU) NO 965/2012**

Ensure:

- the rotorcraft has one emergency exit, in each side of the rotorcraft cabin, for each unit (or part of unit) of four passenger seats.
- all the emergency controls that need to be operated underwater are marked with the method of operation as well as with yellow and black stripes.

It is the Operators responsibility to select the cabin layouts eligible for operations over water in accordance with CAT.IDE.H.320(a) of Annex IV to Regulation (EU) No 965/2012 between those detailed in the Basic RFM and appropriate Supplements, depending on the number of emergency exits installed on each side of the rotorcraft.

Layouts not eligible for operations over water in accordance with CAT.IDE.H.320(a) of Annex IV to Regulation (EU) No 965/2012 are identified as 'High Density'.

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## SECTION 1 - LIMITATIONS

### BASIS OF CERTIFICATION

The Emergency Flotation and Life Raft System is approved for ditching, up to Sea State 6, in accordance with JAR/FAR 29.

The Emergency Flotation System P/N 4G9560F00111 and 4G9560F00211 are approved for ditching, up to Sea State 6, in accordance with JAR/FAR 29 provided the following approved equipment, in accordance with the National Operation rules, are fitted:

— Life preservers.

### TYPE OF OPERATIONS

For flight over water the helicopter must be operated in accordance with the National Operating rules.

The approved cabin layouts are detailed in Section 6 of this Supplement and in Section 6 of the Basic RFM and appropriate Supplements.

### WEIGHT AND CENTER OF GRAVITY LIMITATION

After installation of the DART Emergency Flotation System the new empty weight and center of gravity position must be determined.

No change to weight or CG limitations.

### TAKE OFF LIMITATIONS

Take off after ditching is prohibited.

### MISCELLANEOUS LIMITATIONS

#### Flotation System

The Emergency Flotation system shall only be used for ditching.

Flotation bags shall not be inflated in flight.



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## **PART II - MANUFACTURER'S DATA**

### **SECTION 6 - WEIGHT AND BALANCE**

No change.

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Ensure:

- the rotorcraft has one emergency exit, in each side of the rotorcraft cabin, for each unit (or part of unit) of four passenger seats.
- all the emergency controls that need to be operated underwater are marked with the method of operation as well as with yellow and black stripes.

It is the Operators responsibility to select the cabin layouts eligible for operations over water in accordance with CAT.IDE.H.320(a) of Annex IV to Regulation (EU) No 965/2012 between those detailed in the Basic RFM and appropriate Supplements, depending on the number of emergency exits installed on each side of the rotorcraft.

Layouts not eligible for operations over water in accordance with CAT.IDE.H.320(a) of Annex IV to Regulation (EU) No 965/2012 are identified as 'High Density'.