

Leonardo-Finmeccanica: AW101 Norwegian All-Weather SAR Helicopter unveiled by Norway's Minister of Justice and Public Security

- **The Norwegian All-Weather SAR Helicopter is the world's most advanced and capable SAR helicopter today**
- **AW101 deliveries to Norway will start in March 2017 and be completed in 2020**
- **The NAWSARH is the first helicopter to be equipped with Leonardo-Finmeccanica's Osprey AESA radar**
- **Norway signed a contract for 16 AW101s and an initial 15 year integrated support and training package in December 2013**

Rome, 31st May 2016 – Leonardo-Finmeccanica is pleased to announce the AgustaWestland AW101 Norwegian All-Weather SAR Helicopter was unveiled today by Anders Anundsen, Norway's Minister of Justice and Public Security, during a roll out ceremony held at Leonardo Helicopters' Yeovil facility in south-west England.

Minister of Justice and Public Security, Anders Anundsen, said "This roll out ceremony marks the accomplishment of a very important milestone. The helicopter that will be an important and crucial resource for the Norwegian rescue service is now complete and ready for testing. I am very pleased with the effort made by Leonardo Helicopters so far."

Daniele Romiti, Managing Director, Leonardo Helicopters, added "This aircraft, the latest version of the AW101, can claim to be the world's most capable and advanced SAR helicopter in the world. The combination of the platform's large cabin, exceptional performance and all-weather capabilities along with the very latest advanced sensors and mission equipment give the aircraft unmatched capabilities. We look forward to starting deliveries next year and the AW101 taking over life saving duties from the Westland Sea King that has served Norway for more than 40 years, saving thousands of lives."

Aircraft deliveries to the Royal Norwegian Air Force, who will fly and operate the helicopters, will start in March 2017 and continue through to 2020. As part of the contract, a fifteen year "turnkey" support solution will be delivered, comprising spares, technical support and training services.

Note

Following the process of the reorganisation of the **Leonardo-Finmeccanica** Group's companies, it should be noted that from January 1st 2016: the "Helicopters" division has absorbed the activities of AgustaWestland; the "Aircraft" division has absorbed part of the activities of Alenia Aermacchi; the "Aero-structures" division has absorbed part of the activities of Alenia Aermacchi; the "Airborne & Space Systems" division has absorbed part of the activities of Selex ES; the "Land & Naval Defence Electronics" division has absorbed part of the activities of Selex ES; the "Security & Information Systems" division has absorbed part of the activities of Selex ES; the "Defence Systems" division has absorbed the activities of OTO Melara and WASS.

Leonardo-Finmeccanica is among the top ten global players in Aerospace, Defence and Security and Italy's main industrial company. As a single entity from January 2016, organised into business divisions (Helicopters; Aircraft; Aero-structures; Airborne & Space Systems; Land & Naval Defence Electronics; Defence Systems; Security & Information Systems), Leonardo-Finmeccanica operates in the most competitive international markets by leveraging its areas of technology and product leadership. Listed on the Milan Stock Exchange (LDO), at 31 December 2015 Finmeccanica recorded consolidated revenues of 13 billion Euros and has a significant industrial presence in Italy, the UK and the U.S.

The aircraft is equipped with an advanced SAR equipment package including Leonardo-Finmeccanica's newly-launched Osprey AESA radar. Based around a flat-panel antenna design, Osprey is the world's first lightweight airborne surveillance radar to be built with no moving parts and will provide a 360 degree field of view for crews. Other equipment includes a four-axis digital Automatic Flight Control System (AFCS), two rescue hoists, searchlight, electro optical device, mobile telephone detection system and a fully integrated avionics and mission system.

The aircraft is equipped with advanced systems that enhance flight safety including a Laser Obstacle Avoidance System (LOAM) and Obstacle Proximity LIDAR System (OPLS) which provide warnings of wires and other obstacles.

The large cabin doors and rear ramp provide easy access for personnel, survivors and equipment into the 27 m³ cabin which has stand-up head room throughout.

The AW101 benefits from three-engine safety, a full ice protection system for flight in known icing conditions, long range and endurance, a proven 30 minute "run dry" gearbox as well as multiple redundancy features in the avionic and mission systems.