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## Leonardo-Finmeccanica: AW101

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The AgustaWestland AW101 is the most advanced medium lift helicopter available today and is in service, in production and in demand for its proven performance. The AW101 offers long-range, large capacity and advanced technology, all combined in a cost-effective, multi-mission aircraft opening a new era for rotary wing operations. The AW101 is the best in its class, flexible in terms of configuration that enables it to satisfy military and commercial requirements with operational economies that no other helicopter in its class can claim. For the first time, variants of a common airframe have been designed, developed and produced in a totally integrated and mutually supportive programme to meet differing needs without compromise. This approach achieves economies of scale and provides inherent advantages across all variants: maritime, utility, search and rescue, civil and Head of State/Government transportation. New standard available including maximum gross weight up to 15,600 kg, the powerful General Electric CT7-8E engines and the BERP III main-rotor blades give the AW101 a large payload and performance advantage over its nearest competitors in the medium lift helicopter market.

Customers for the utility variant of the AW101 include the UK's Royal Air Force, Royal Danish Air Force and the Portuguese Air Force. It can internally carry bulky cargo, artillery, light strike vehicles and heavily equipped combat teams. The AW101's wide rear ramp provides access to a 27.5 m<sup>3</sup> cabin that can carry in excess of 30 fully equipped troops. The utility variant also offers new solutions for nations with long coastlines and vital shipping lanes to protect within their Exclusive Economic Zones. The AW101's versatility enables it to meet a variety of roles including disaster relief, SAR and Combat SAR, that can be combined providing customers with a cost effective capability. Norway is set to receive an advanced long range SAR helicopter with state-of-the-art systems and equipment also including exclusive Leonardo 'Osprey' AESA radar and OPLS (Obstacle Proximity LiDAR System), to name a few. The Italian Air Force is already operating a special configuration for personnel recover, special forces operations and 'slow mover' intercept duties. The maritime variant of the AW101 is in service with the UK's Royal Navy and the Italian Navy having replaced the Sea King helicopter in a number of roles. The Japan Maritime Self Defence Force operates the AW101 primarily for utility, airborne-mine countermeasures and Antarctic support. The naval variant's current roles include anti-submarine warfare, anti-surface vessel warfare, airborne early warning, over the horizon targeting, airborne-mine countermeasures, search and rescue, vertical replenishment and amphibious support. AW101 has the power and performance for autonomous, multi-role operations from small frigates, fleet auxiliaries, carriers or land bases and fixed platforms at sea. It is able to operate and co-ordinate with other naval units or operate autonomously. The passenger and government transport variant of the AW101 can carry up to 30 passengers in airliner comfort thanks to an active vibration control system and low internal and external noise levels. With its large cabin, excellent safety and comfort, the AW101 is ideally suited for transportation roles. A wide range of interiors designed to specific customer requirements are possible in various cabin configurations with optional galley and toilet modules.

Over 220 AW101 helicopters have been ordered so far by customers worldwide to perform a number of roles also including utility, troop transport, SAR/CSAR, ASuW, ASW, HEW, mine sweeping, Head of State/Government transport.