HELP IS ON THE HORIZON

SEARCH AND RESCUE
For Search and Rescue Operations the ability to react, locate and respond with the right resources is everything.

AgustaWestland provides the most comprehensive range of advanced Search & Rescue platforms tailored to rescue needs.
Rotary wing aircraft play a critical role in Search and Rescue missions around the globe.

365 days a year operators are called on to perform challenging missions, including long-range search and rescue and short-range rescues over land and water, Urban Search and Rescue (USAR) as well as intervention in natural disasters.

For all these missions, the ‘Go anywhere capability of the helicopter’ makes it an unrivalled asset.

Air Rescue Services operators need to be able to deploy aircraft that possess the right combination of speed, range and endurance.

Greater all-round capability together with an increase in sophistication of onboard technology is allowing operators to fly more challenging missions.
RESCUE MISSIONS

The use of rotorcraft is integral to rescue services. This publication examines the sector, the way that missions are evolving and the most critical operational drivers.

The Search and Rescue (SAR) activities overlap with EMS operations and disaster relief; examples are natural causes such as flooding and earthquakes or may be man made such as a collapsed building. Provision of these services is driving the demand for multi-role aircraft.

Missions include short, medium and long-range maritime recovery as well as land-based missions in urban, mountain and rural environments at any time Day or Night.
THE EVOLUTION OF SAR OPERATIONS

The ultimate goal of Search and Rescue missions today remains exactly the same as in the formative years of airborne rescue approximately 70 years ago – to search for and locate the casualty in the shortest time possible, conduct a successful rescue and provide rapid transport to a place of safety.

The earliest search and rescue missions came about during the latter stages of World War II.

The vast majority of modern day SAR missions now involve civilian casualties, ranging from vessels in distress to an increasing number of call-outs involving recreational activities.

Demands on crews are increasing as technology on board allows helicopters to fly day and night and in all weathers, performing rescues that would not have been possible 20 years ago.

While geographical characteristics may dictate differing Search and Rescue missions, rescue operations are being conducted throughout the world.
### GLOBAL SAR FLEET & CAPABILITY TREND

#### Distribution of 2013 global SAR Fleet
(Total = 1499 aircrafts)

<table>
<thead>
<tr>
<th>Region</th>
<th>Years</th>
<th>1991 AVG MTOW</th>
<th>2013 AVG MTOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH AMERICA</td>
<td>1991</td>
<td>6.393 T</td>
<td>6.272 T</td>
</tr>
<tr>
<td>SOUTH AMERICA</td>
<td>1991</td>
<td>3.101 T</td>
<td>5.694 T</td>
</tr>
<tr>
<td>EUROPE</td>
<td>1991</td>
<td>6.310 T</td>
<td>7.904 T</td>
</tr>
<tr>
<td>AFRICA</td>
<td>1991</td>
<td>3.352 T</td>
<td></td>
</tr>
</tbody>
</table>

#### Global SAR Fleet

- **265** Aircrafts in NORTH AMERICA
- **105** Aircrafts in SOUTH AMERICA
- **505** Aircrafts in EUROPE

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Map of global SAR fleet distribution.
THE FUTURE

Analysis of the global SAR helicopter fleet shows that a key trend has been the increase in capability of aircraft operating in this sector over the last decade.

Greater use of on-board medical technology and longer range operations requiring greater fuel load has resulted in use of helicopters with higher maximum all-up weights.

The total number of aircraft in service has remained stable with North America and Europe remaining the two largest markets.

Increasing investment in SAR capability in Asia and Latin America has led to significant fleet growth in these emerging markets.

Latest generation avionics, with improved navigation aids, anti-icing systems and reduced pilot workload, are transforming the capabilities of helicopters to conduct air rescue missions 24 hours a day, 365 days a year.

New technology is helping to reduce search times, allowing crews to focus on the rescue.

There are some common denominators in the sector - In most areas of the world, more than 90% of missions involve two or fewer casualties and a similar proportion of operations take place within a 200nm radius of action.

As Governments around the world grapple with budgetary constraints there is an increasing trend towards ‘civilianisation’ of SAR activities. The military’s role in civilian SAR is gradually decreasing as Governments shift towards provision by private consortia.
AgustaWestland has over 50 years of experience in the SAR sector and currently has a fleet of more than 290 helicopters supporting operations worldwide.

Over these 50 years we have learned a great deal from the experiences of the Sea King platform, which continues to provide excellent service for SAR operations in 25 countries.

In the past seven years the AgustaWestland SAR fleet has increased significantly as operators have deployed both the AW139 medium twin helicopter and the AW101 to support a wide variety of missions.

With the development of three new products – the AW169, the AW189 and the ground-breaking AW609 tiltrotor, AgustaWestland is poised to offer an unrivalled product range to support every type of Air Rescue mission.

The AW101’s unrivalled capabilities for long range search and rescue have been underlined by the Royal Norwegian Ministry of Justice’s decision to contract AgustaWestland for 16 (with an option for another 6) helicopters as the country’s next generation SAR platform. The aircraft will fulfil Norway’s All Weather Search and Rescue Helicopter (NAWSAH) programme. As part of the contract, a fifteen year “turnkey” support solution will be delivered, comprising spares and technical support and training services, with an option for it to be extended for a further five years.

Rugged terrain, harsh climates and recorded temperatures as low as -50°C make Norway’s SAR assignment one of the toughest in the world. To combat the challenging conditions and execute SAR missions in adverse climates the aircraft will be equipped with an advanced SAR equipment package including a multi-panel AESA surveillance radar system from Selex ES that provides 360° coverage, 4-axis digital Automatic Flight Control System (AFCS), two rescue hoists, searchlight, electro optical device and a fully integrated avionics and mission system. 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.

AgustaWestland will provide initial support and training services, including spares at each of the operating bases and aircrew training. It will then provide performance based logistic support to deliver approximately 90,000 flying hours across the fleet of 16 helicopters over the initial 15 year period. In support of pilot training a full flight simulator will be available in Norway in 2016 in advance of the delivery of the first aircraft.
Patrick Davitt
EMQ Base Manager, Cairns:

“WHAT WE LIKE ABOUT THE AW139 IS THAT IT HAS A STRONG COMBINATION OF POWER AND RANGE – IT’S FAST AND SMOOTH. THE AIRCRAFT DOES A LOT OF THE WORK FOR YOU AND BECAUSE IT HAS TONNES OF POWER, EVEN IF WE’RE FLYING LONG RANGE WITH A FULL FUEL LOAD, IT STILL PERFORMS WELL.”
EMQ operates a total of three AW139s from three bases in Brisbane, Cairns and Townsville. Queensland is roughly the size of Western Europe, covering 1.7 million square kilometres of territory, so range, speed and endurance are vital assets for the organisation’s helicopter fleet.

The aircraft need to operate in contrasting environments. The tropical heat of Cairns, which also has some of the highest terrain in Queensland means that ‘hot and high’ capability is a must; Townsville handles a lot of call-outs to the Great Barrier Reef which attracts a significant amount of tourist activities, while Brisbane is more of a built-up, urban environment.

In December 2010 and January 2011 Queensland experienced extremely serious flooding and two AW139 crews were dispatched to the town of Grantham, which was one of the worst affected areas. They were confronted with an incredibly difficult scene with dozens of people clambering onto rooftops to escape the rising flood waters.

EMQ’s Cairns base responds every day to a very wide range of taskings – from boats that have capsized to people injuring themselves on the reef as well as providing an emergency transportation service for some very remote communities.

In January 2011 two AW139s belonging to Emergency Management Queensland (EMQ) Helicopter Rescue, were involved in a remarkable two-day mission to rescue survivors of the worst floods to affect the region in living memory. The story of how the aircraft were deployed brings home the scale and unpredictability of the challenge facing SAR operators worldwide.

RESPONDING ACROSS A 1.7M KM² TERRITORY

Trevor Wilson
EMQ Helicopter Rescue Chief Pilot:

“THE CREWS WINCHED 43 PEOPLE TO SAFETY IN THE MOST DEMANDING CIRCUMSTANCES. THEY SPENT A LONG TIME ON TARGET AND WERE CARRYING SEVEN OR EIGHT PEOPLE ON BOARD AT A TIME. THE AW139’S POWER AND ENDURANCE WERE CRITICAL IN ALLOWING US TO RESCUE SUCH A LARGE NUMBER OF PEOPLE.”
The Canadian Armed Forces operates a fleet of 14 AW101 Cormorant helicopters from three bases in British Columbia, Nova Scotia and Newfoundland where crews undertake some extraordinary missions.

The two biggest challenges facing the Cormorant in Canada are the distances that the aircraft need to cover when responding to incidents and also the extreme climatic conditions.

The helicopters need to be able to operate in very different environments, which include long-range overwater rescues, as well as missions at high altitude in the Rockies and in the inhospitable terrain of the far north of Canada.

The Canadian Armed Forces fleet conducts missions that require the aircraft to fly 1,500nm just to reach the scene.

In those cases a Hercules aircraft parachutes in a SAR technician as the first responder and the Cormorant crew then carries out the rescue of the survivors.

The aircraft’s anti-icing system is vital because most of the time in winter temperatures are between -10°C and -20°C, and may reach -40°C with winds of 65kt to 75kt.

Lt. Col. Thibault explains:

"Over the years we have really pushed the helicopter to its limits. I recall the rescue of 16 people from the vessel MV Camilla, which was in trouble 260nm off Newfoundland back in 2003. We were faced with huge sea states and high winds and this was the first time I’d flown a mission in icing conditions - this really tested what could be achieved.

With 16 survivors on board we were exceeding the all-up weight of the aircraft but we needed the fuel load to get back. We completed the mission successfully."

Lt. Col. Gilbert Thibault:

“AT THE MOMENT WE CAN FLY FOR 500NM WITHOUT REFUELLING AND I’VE BEEN ON MISSIONS WHERE WE HAVE FLOWN 280NM OUT TO SEA TO PERFORM A RESCUE. THE ENDURANCE OF THE CORMORANT IS A CRUCIAL ASSET FOR US.”
“WE CONDUCTED A MAJOR EVACUATION FROM AN INUIT VILLAGE WHERE FLOODING WAS IMMINENT AND WE HAD 47 PEOPLE IN THE BACK – ALTHOUGH NOT ALL OF THEM WERE SEATED!”
OPERATIONAL DRIVERS

SAFETY

The demanding operating environment means that Air Rescue operators need to be able to call on their aircraft in all weather conditions, 24/7. The mission set requires high levels of safety combined with speed, endurance and range to provide maximum operational capability.

REGULATORY

The regulatory environment continues to evolve. From April 2012 all European helicopter operators are required to hold an Air Operator Certificate (AOC) from EASA. To enable SAR operators to continue to fly in weather conditions below the normal minima, EASA will recognise SAR as a state activity, reflecting the existing exemptions that exist in individual countries.
USABLE CABIN SPACE

Customers tell us that design of the cabin space is critically important in allowing them to conduct missions successfully - constant cabin height and a flat floor contribute to operational effectiveness.

A spacious cabin that, for example, accommodates two stretchers, while allowing sufficient working space for the crewman to perform medical procedures is vital.

There needs to be easy access to kit, adequate cabin height and the ability to carry the necessary equipment without trading off range.

AVAILABILITY

Rapid response is fundamental to the Air Rescue operators. This requires a high level of aircraft availability, with spares and support activities carefully aligned to the needs of the customer.
TRAINING SUPPORT

Our customers tell us that a comprehensive package of training support is essential.

The Company offers an extensive range of high quality aircrew training for pilots and crew from ab initio through to type conversion and advanced role training.

This training is based on the highest standards of off-aircraft training using the latest simulation tools.

Type conversions include specialist SAR modes training using JAA Level D full flight simulators with consolidation on the aircraft.
Courses are delivered by highly experienced instructors, combining conventional ground school and advanced training aids, proceeding to in-flight exercises which challenge students progressively as their skills develop.

Training aids include virtual reality systems for winch operators and sensor simulations. Courses are focussed on both the individual pilot and aircrew engaged in full SAR scenarios to develop essential crew co-operation.
OPTIMISED TECHNOLOGY

The right avionics fit is an essential element of a dedicated SAR aircraft. Full IFR, anti-icing, beyond line of sight communications and a latest generation navigation package all contribute to reduced pilot workload.

A dedicated AFCS with SAR mode including ‘Mark on Target’, ‘Control Override’ and ‘Transition Down’ supports the crew during operations.

Systems such as EGPWS, TAWS, TCAS and Mission Management bring an added degree of safety. Floatation systems and life rafts suitable for use in harsh conditions are available.

Other equipment such as Synthetic Vision systems, to give the pilot a view of what is ahead of the aircraft in poor visibility, NVG-compatible cockpit and lighting and FLIR (Forward Looking Infrared) Systems to enhance search operations can be provided on Operator’s request to better perform SAR activities.
AGUSTAWESTLAND
SAR PRODUCT RANGE
The AW169 is the first brand new helicopter developed for the light intermediate class in decades. This has enabled the development of a high performance helicopter capable of meeting increasingly stringent regulatory requirements.

A highly flexible platform, the AW169 combines the performance, range and cabin space needed to address the complex demands in delivering Search and Rescue services.

**WORKING SPACE**

The AW169 is highly adaptable, in order that it can meet the needs of the crew as they arise during the mission. The large square cabin offers a bright, comfortable and uncluttered working environment.

It can accommodate multiple stretchers, both longitudinally and transversely, along with a wide range of specialist equipment. Two wide 1.60m (w) x 1.20m (h) sliding doors enable unobstructed access while operating on the ground and during in-flight hoist operations.
SAFETY AND PERFORMANCE

Superior performance and safety go hand in hand on the AW169. The helicopter meets the most stringent safety standards imposed by civil and government authorities, including the latest FAA and EASA Part 29 certification and crashworthiness specifications.

The new design combines the power of two Pratt & Whitney PW210A FADEC engines, with superior design in airframe and rotors to provide excellent handling characteristics.

Exceptional external visibility and an advanced suite of avionics and sensors maximises situational awareness to aid mission effectiveness.

Even in the tough conditions which prevail during SAR operations, Day/ Night All Weather, high temperatures, high altitudes, and often with extreme cross winds, the AW169 delivers.

Leading Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight Category</td>
<td>4.5-ton class</td>
</tr>
<tr>
<td>Seating Capacity</td>
<td>1-2 pilots, 8-10 passengers</td>
</tr>
<tr>
<td></td>
<td>(typically 4/5 crashworthy seats plus mission console in SAR configuration)</td>
</tr>
<tr>
<td>Cabin volume</td>
<td>6.3 m³, 222 ft³</td>
</tr>
<tr>
<td>Powerplant</td>
<td>2 x PW210A Series Turboshafts (1,000 shp class each)</td>
</tr>
</tbody>
</table>
The AW139 is AgustaWestland’s market-leading new generation medium twin-engine helicopter in use with emergency services throughout the world. All weather capability, superior performance, competitive operating economics, capacity, and endurance make the AW139 the preference in class for Search and Rescue (SAR) operators.

**OPERATIONAL EFFECTIVENESS**

Seven years of deployment in SAR services confirms the AW139’s credibility.

A spacious 8.0 m³ cabin provides ample space to configure with modular equipment.

Highly flexible, the layout can be configured with mission console and up to four stretchers using a further internally accessible 3.4m³ storage space, the ‘tunnel’, for equipment.

Alternatively, the AW139 can carry up to twelve passengers, seated, where circumstances such as natural disasters make evacuation the priority.

A high main and tail rotor clearance and wide sliding doors ensure easy, safe access and egress in all scenarios.

Night operations are supported with NVG and the optional ‘ice detection & active protection’ mean the AW139 can be deployed whenever required.
Leading Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>MTOW / 6,400 kg</th>
<th>Gross Weight 6,800 kg</th>
<th>Seating Capacity 1-2 pilots, 15 passengers (typically 4/6 crashworthy seats plus mission console in SAR configuration)</th>
<th>Cabin Volume 8 m$^3$</th>
<th>Max Speed 306 km/h</th>
<th>Max Range 1,250 km</th>
<th>Max Endurance 6 hrs</th>
<th>Powerplant 2 x Pratt &amp; Whitney PT6C Turboshafts with FADEC</th>
<th>Power Rating - Take-off 1,396 kW</th>
</tr>
</thead>
</table>

POWER AND SAFETY

The AW139, which fully meets the latest FAA and EASA FAR / JAR Part 29 amendments, delivers the superior performance needed in demanding SAR operations.

The two Pratt & Whitney Canada PT6C (FADEC) engines provide unmatched power-to-weight maximising safety particularly critical in rapid response services.

Pilots fly with state-of-the-art systems e.g.: a 4-axis Digital Automatic Flight Control System (DAFCS), in an ergonomically designed cockpit with four large 8”x10” Advanced Matrix Liquid Crystal Display (AMLCD) screens resulting in a low workload environment.

The exceptional O.E.I performance further enables crews to fly with confidence concentrating on the Rescue.

Superior auto hover capability and the integration of dedicated SAR mode technology such as search patterns, Mark on Target, Control Override and Transition Down reinforce the value of the AW139 for rescue services.
LATEST GENERATION PERFORMANCE

The AW189 is the new affordable 8.3 ton, day and night, all-weather capable helicopter. Leveraging state-of-the-art technology, the AW189 offers superior operating economics to Search and Rescue operations.

Unmatched mission flexibility provided in an expansive cabin and the ability to operate at long range gives operators the edge in delivering critical rescue services or when supporting disaster relief operations.

AVIONICS

The AW189 incorporates the most advanced avionics technology, such as a 4-axis dual-duplex DAFCS, in a modern, ergonomically designed cockpit.

Situational awareness is enhanced through use of Synthetic Vision systems overcoming the challenges of low visibility operations.

Key NextGen satellite-based IFR navigation is supported as are the full ‘SAR mode’ operations.

SAFETY

Safety has been paramount in the design of the AW189.

Incorporating advanced diagnostic tools and the use of fail-safe components, critical systems are optimally positioned within the crashworthy airframe.

The helicopter exceeds the latest EASA / FAA amendments in the Transport category (Part 29) and operational regulations (JAR OPS 3 / EU-OPS) and enjoys a life-saving 50 minute gearbox ‘run-dry’ capability.

Push-out windows, flotation aids and the positioning of life rafts have been designed to maximise safety in long range sorties.
OPERATING SPACE

An exceptionally large cabin, 11.2 m³, provides unmatched versatility for a wide range of rescue scenarios.

Stretchers may be configured both transversally and longitudinally. The 1.4 m cabin height enables four stretchers to be stacked for Casualty Evacuation operations.

Ample space allows flexibility in the positioning of a mission console and further specialist equipment. The baggage area, accessible in-flight, provides a further 2.4 m³.

The flat floor and wide sliding doors accommodate easy manoeuvre in the cabin and when operating the double hoist.

Leading Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
</tr>
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<tbody>
<tr>
<td>Weight Category</td>
<td>8,300 Kg</td>
</tr>
<tr>
<td>Seating Capacity</td>
<td>1-2 pilots, Passenger seating Up to 19 (typically 4 seated crew cabin for SAR operations)</td>
</tr>
<tr>
<td>Stretchers</td>
<td>Up to 4 (with 8 attendants)</td>
</tr>
<tr>
<td>Main cabin volume</td>
<td>11.2 m³</td>
</tr>
<tr>
<td>Cruise Speed</td>
<td>269-287 km/h, 145-155 kt</td>
</tr>
<tr>
<td>Max Range</td>
<td>1,111 km, 600 nm</td>
</tr>
<tr>
<td>Max Endurance</td>
<td>5 hrs 40 min</td>
</tr>
<tr>
<td>Powerplant (2)</td>
<td>General Electric CT7-2E1 Turboshafts with FADEC and built in particle separator APU Microturbo e-APU 60 kw</td>
</tr>
<tr>
<td>Power Rating - Take-off</td>
<td>2 x 1,479 kW, 2 x 1,983 shp</td>
</tr>
</tbody>
</table>

¹ no reserve, with the “extended range” auxiliary fuel tank under certification
THE SUPERIOR SOLUTION

Selected by leading SAR customers worldwide, the AW101 has earned an unparalleled reputation as the most capable long range and high capacity platform. Paramount to the success of the AW101 is the large, wide body cabin which has the capability to evacuate more than 50 people in an emergency. With a typical range in excess of 750nm (>1,300 km) and extensive use of leading technology, systems and sensors, the AW101 delivers unrivalled capabilities for demanding SAR and Medical Evacuation missions.

The AW101’s design harnesses technologies at the forefront of industry to ensure it safely and reliably responds to the diverse nature of SAR missions worldwide. The latest technological evolutions are fully integrated throughout the avionics and mission suite to deliver exceptional Situational Awareness and Search capabilities, including Synthetic Vision and AESA radar systems.

MAXIMISING SURVIVOR COMFORT

The AW101 incorporates an award winning active vibration system, which continuously monitors and adapts its operation to deliver fixed-wing levels of comfort, reduce crew fatigue and maximise patient survivability. This combined with low internal noise characteristics permits the delivery of intensive trauma care, including minor surgery.
EXTENSIVE SAR COVERAGE

Portuguese Air Force AW101 SAR Operation
Crew: 2 Pilots, 2 SAR Technicians, 1 Doctor
Takeoff: Sea Level, ISA +20°C
Radius of Action: 375nm with Twin Engine Cruise

SUPERIOR MISSION PERFORMANCE

The AW101 is equipped with a three engine configuration which provides superior One Engine Inoperative (OEI) performance – enabling AW101 to safely complete the mission with two engines. This configuration provides additional operational flexibility with a Twin Engine Cruise capability to further extend range and endurance.

<table>
<thead>
<tr>
<th>Leading Features</th>
<th>MTOW / Gross Weight</th>
<th>15,600 kg</th>
<th>34,392 lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seating Capacity</td>
<td>2 Pilots, 4 Rear Crew; 25+ Passengers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cabin Volume</td>
<td>27.56 m³</td>
<td>973.3 ft³</td>
<td></td>
</tr>
<tr>
<td>Max Speed</td>
<td>278 km/h</td>
<td>150 kt</td>
<td></td>
</tr>
<tr>
<td>Estimated Max Range</td>
<td>&gt; 1,390 km</td>
<td>&gt; 750 nm</td>
<td></td>
</tr>
<tr>
<td>Est. Max Endurance</td>
<td>&gt; 6.5 hrs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Powerplant</td>
<td>3 x General Electric CT7-8E with FADEC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Rating - Take-off</td>
<td>3 x 1,884 kW</td>
<td>3 x 2,527 shp</td>
<td></td>
</tr>
</tbody>
</table>
The AW609 is the first commercial tiltrotor combining the vertical flight features typical of a helicopter with the high speed, long range and all-weather capabilities of a turboprop aircraft.

**HIGH FLEXIBILITY**

The AW609 range and speed will enhance operational flexibility, minimise the number of bases needed and extend the limits of current SAR operations, making it the perfect machine to be integrated into a modern SAR system.

**SUPERIOR CAPABILITY, HIGH SAFETY**

The AW609 extends the boundaries of current SAR operations, thanks to its 275 kts cruise speed allowing operators to cover distances in half the time of a conventional helicopter and a radius of action of up to 300 nm (aux. tank, VTOL), The AW609 is fully de-iced and can fly above the weather at up to 25,000 ft altitude in a pressurised cabin. The fly-by-wire technology and a full-digital glass cockpit with satellite-based navigation capabilities allow high safety levels in all flight conditions. Superior Cat. A Class 1 performance at MTOW in the helicopter mode furthers flight safety.
THE NEXT LEVEL IN SAR

Thanks to a high cruise speed even at high altitudes, with automatic approach to hover and lock on target capability, the AW609 maximises SAR operations.

A rescue hoist placed on a clam-shell door facilitates demanding rescue operations, while keeping the fuselage clean during cruise flight.

The interior can be configured to accommodate up to two stretchers and all the SAR equipment needed for the mission.
AgustaWestland, the Anglo-Italian helicopter company owned by Italy’s Finmeccanica, is a total capability provider in the vertical lift market.

Through its rotorcraft systems design, development, production and integration capabilities, its experience in the training business and its customer focused Integrated Operational Support solutions (IOS), the Company delivers unrivalled mission capability to military and commercial operators around the world.

This expertise, backed by technological excellence and innovation, makes the Company a leader in a number of the world’s most important helicopter markets offering the widest range of advanced rotorcraft.

**AgustaWestland is a total rotorcraft capability provider.**

**A GLOBAL PRESENCE**

AgustaWestland is expanding its presence around the world with new regional offices, the formation of industrial partnerships and joint ventures and through the expansion of its network of regional support centres and authorised customer service centres.
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