

AW newsletter

Summer 2021

FIRST FOR PRODUCT SUPPORT

AIN survey ranks Leonardo as leading helicopter OEM

When it comes to measuring the quality of Leonardo's product support, it is the views of our customers that matter most. We are proud therefore, to confirm that we have been ranked first for product support in an annual survey of helicopter manufacturers conducted by industry publication Aviation International News (AIN).

As well as taking top spot among helicopter OEMs, we improved our scores across seven of the 10 categories assessed in the survey, which measured support for both newer and older aircraft.

Our combined overall rating of 8.3 was a significant improvement on a 2019 score of 7.0 and customers said that we had improved across seven key measures: Factory Owned Service Centres (8.4), Parts Availability (8.1), Cost of Parts (7.2), AOG response (8.6), Warranty Fulfilment (8.7), Technical Manuals (8.7) and Technical Reps (8.8).

Commenting on the survey results, Vittorio Della Bella, Senior Vice President for Customer Support Services and Training (CSS&T), said that Leonardo would continue to invest to deliver the best possible service to customers around the world".

The pandemic has highlighted the importance of digital services and we continued our investment in digital transformation during 2020, including our HeliLink application, which enables remote troubleshooting of problems.

Over the past 12 months we have also expanded our support network with the acquisition of Precision Air Services (PAS) in South Africa which is now known as Leonardo South Africa.

And in April we were delighted to announce the opening of our new \$80 million training academy in Philadelphia, which is operated by the Rotorsim joint venture between Leonardo and CAE. It features 10 multi-media classrooms equipped for interactive learning, three full flight simulators, maintenance training simulators and enables us to give customers a 360° training experience.

We know the importance of fleet availability to our customers, which is why we have also leveraged our repair centres in Malaysia, Australia and the Gulf of Mexico to support customers and ensure maximum fleet availability.

Vittorio Della Bella adds: "We are honoured to have achieved the 1st place in the 2021 AIN Product Support Survey. This is an important result which represent a great incentive to deal with future challenges and strengthens our commitment in providing to all our Customers unceasing improvement of the quality of Leonardo Helicopters services and solutions"

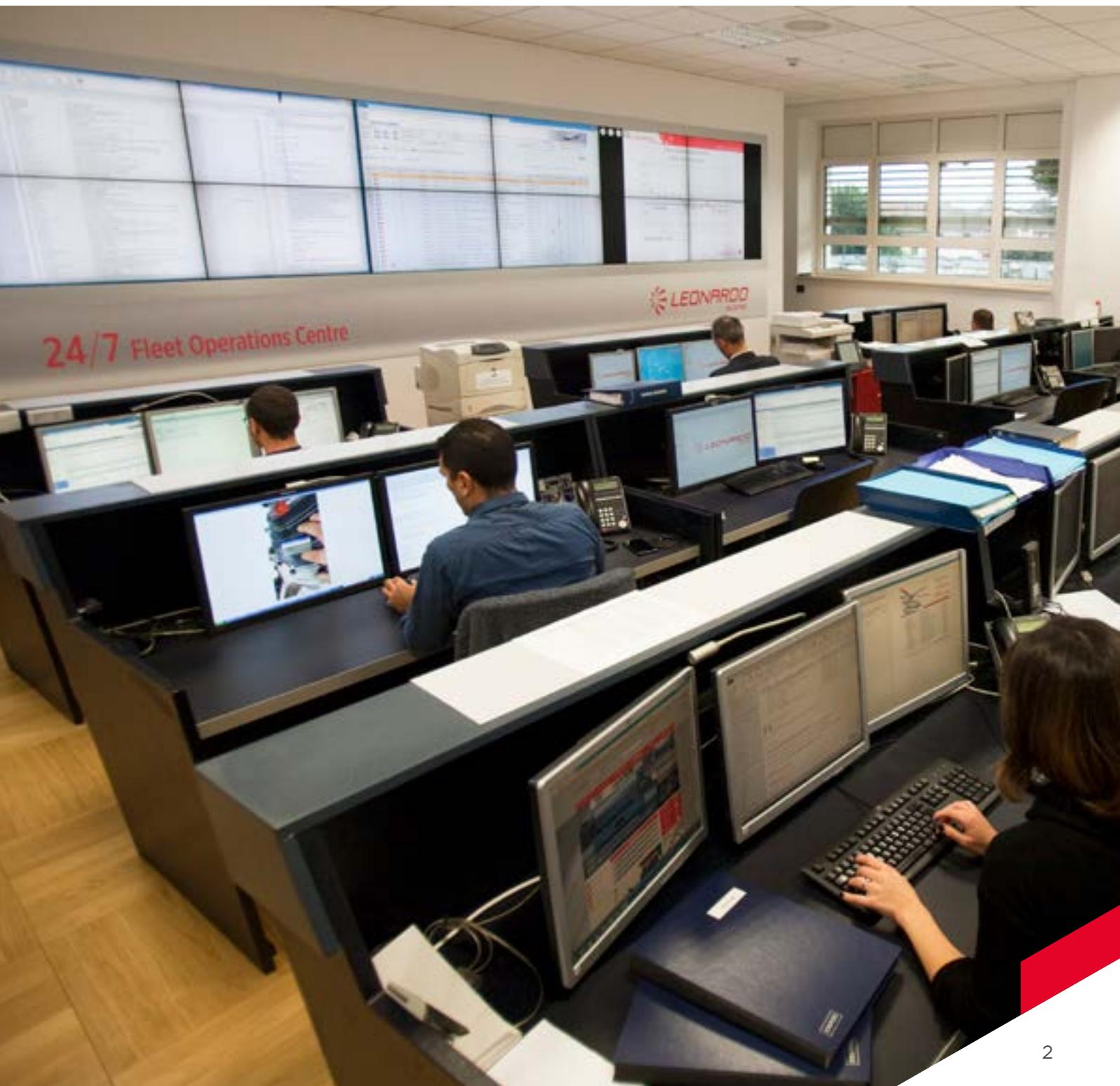


24/7 FLEET OPERATIONS CENTRE ITALY - NEW CONTACT CENTRE

We know that customers of our 24/7 Fleet Operations Centre (FOC) in Italy value being able to contact us via more than one channel. With this in mind, we have developed a new contact telephone system as part of our commitment to customer proximity. It means that customers can be in constant contact with the FOC if they have an urgent issue and be more easily directed to the right point of contact.

The system will redirect telephone calls to the first available operator on duty and will also allow users to select in advance the service they need - AOG Logistic and Spare Parts Support or AOG Technical Support.

This new system works alongside the Leonardo Customer Portal that enables customers to open Customer Service Request tickets online.



NEW MAINTENANCE FACILITY OPENING TO SUPPORT TH-73A

We have taken another important step forward on the TH-73A programme with the ribbon cutting on a new temporary maintenance facility to support the helicopter at Peter Prince Airport in Santa Rosa County, Florida.

The facility allows us to begin customer support operations while construction takes place on a much larger 100,000 ft², permanent customer support centre at Whiting Aviation Park which is located directly across the airfield from Naval Air Station Whiting Field where the TH-73 fleet will operate. We aim to break ground on the permanent site later this year.

Bill Hunt, CEO of Leonardo Helicopters in the US, said: "It is our distinct pleasure to cut the ribbon on this new maintenance facility, as it signifies an important step in our partnership with Santa Rosa County. This space allows us to begin operations even before the permanent facility is complete, better serving our Navy customer, providing jobs and making a positive impact on the local economy."

The news marks another milestone in a busy few months for the programme team, which included a ceremony to unveil the first TH-73 to the US Navy in June.

The TH-73A, based on the IFR variant of the commercial AW119Kx, will become the Undergraduate Advanced Helicopter Training System for current and future student aviators for the US Navy, US Marine Corps, and US Coast Guard as well as NATO allies. We were awarded an initial contract for 32 aircraft by the US Department of Defense (DoD) in January 2020. The DoD also exercised options for a further 36 aircraft in November 2020.



SAFETY: PREVENTING LOSS OF CONTROL IN-FLIGHT (LOC-I)

Safety represents an unwavering value for Leonardo Helicopters and the commitment to provide our customers with the highest safety standards is our top priority.

We perform all our activities, from design and production to customer services and training, with the aim of exceeding the most rigorous safety standards while continuously developing and supporting every aspect of safety.

One example is the work we are doing to address the issue of Loss of Control In-Flight (LOC-I), which is one of the most dangerous scenarios facing any helicopter pilot. LOC-I is also a significant contributor to aviation accidents worldwide. In collaboration with the European Safety Promotion Network ESPN-R, we are proud to share our latest video. It brings to life the issues surrounding LOC-I, the risks related to it and the mitigation actions that can be taken to avoid loss of control incidents.

The video is taken on an AW189 Full Flight Simulator (FFS) where we recreated a possible scenario that could induce spatial disorientation in a pilot. It outlines the use of 'Wing Level Mode' (WLVL Pushbutton on Cyclic), including expert insight on the design and use of this safety feature by a Leonardo engineer. The video ends in the FFS with some Instructor recommendations. **You can watch the video on our YouTube channel:**

Also on our YouTube channel, you can find two tutorial videos about the AW189 Tail Rotor Slider Bushing for certifying staff. The videos are divided into two parts covering removal and installation, with detailed instruction on how to accomplish these maintenance operations.

There is also an introduction and a final section, both highlighting the importance of proper accomplishment of any maintenance operation to ensure safety. The videos are for training purposes only and technicians should always refer to the Official Maintenance Manual.



POLISH NAVY'S AW101 MAKES MAIDEN FLIGHT

We are pleased to announce that the Polish Navy's first AW101 helicopter achieved its maiden flight on July 21st at our Yeovil site. The helicopter is the first of four AW101s that will be supplied to the Polish Ministry of National Defence to perform missions including Anti-Submarine Warfare (ASW) and Combat Search and Rescue (CSAR).

The first flight of ZR285 demonstrated functional checks of the main airframe systems as well as the control system, plus engine handling checks were conducted throughout the speed range of the aircraft. The flight envelope will now be expanded further and there will be testing of bespoke mission equipment fitted to the aircraft.

The maiden flight is the result of the collective efforts of an integrated Leonardo team spanning the United Kingdom, Poland, and Italy. It highlights the strong collaboration between Leonardo and our main industrial presence in Poland, PZL-Świdnik, which acts as the prime contractor, to ensure high-end capability for the Polish Ministry of National Defence.

In April 2019, we announced an agreement to supply four AW101s and a comprehensive integrated logistics and training package to the Polish Ministry of National Defence. The aircraft will significantly enhance the Polish Navy's helicopter capability.

PZL-Świdnik, is responsible for the entire contract execution, while the Leonardo team in Yeovil assembles the aircraft. The AW101 for the Polish Naval Aviation Brigade will be equipped with the most modern mission systems, including autopilot with SAR modes, data transmission system, tactical navigation system and protection and defence systems (passive and active).

The AW101 will also feature a tactical radio, reconnaissance radar, an observation head (FLIR) and an S-mode transponder. It will also be equipped with a 12.7 mm machine gun. In addition, there will be a searchlight and arrayed lights to ensure good visibility in all weather conditions. The aircraft will be optimised with medical and rescue equipment, including two winches and a system for carrying loads on the external suspension. In addition, the AW101 fleet will be equipped with an emergency float system, life rafts, and a cold climate survival kit.

"This was the first flight of the new AW101 ASW aircraft built here in Yeovil for the Polish military. The flight represents not only the culmination of the design and production processes but also the start of the thorough testing phase of the aircraft's development. It is expected that there will be a total of 700 hours of flight testing across the four airframes," commented Miles Barnett, Senior Test Pilot at Leonardo Helicopters (UK).



WORK BEGINS ON ADVANCED LOGISTICS HUB IN YEOVIL



We've recently broken ground on an advanced £30 million helicopter logistics hub at our Yeovil site, which will strengthen our support to the Leonardo Helicopters global fleet.

The new facility is due to be fully operational in 2023 and covers an area of almost 20,000m² – the equivalent of 2.7 football pitches. It will see the consolidation of eight existing warehouses into a single state-of-the-art hub to house components and tooling.

Working with logistics partner Kuehne+Nagel, we have signed a 10-year logistics contract as part of a collaborative project with Graftongate to deliver the new hub, which has sustainability at its core.

The building will be equipped with rainwater harvesting tanks for 'brown water' services, together with full LED lighting throughout the facility. A heat recovery system will be used in the main warehouse, alongside a modern office temperature control system. There will also be a bank of electric vehicle charging points.

The high-tech facility will reduce operating costs by having all logistics under one roof and maximises the potential of helicopter component logistics. As well as serving the Yeovil production facilities, the hub will provide spares support for the global fleet of rotary aircraft built in Yeovil, and it will support the management of production tooling.

The site will be operated under a new 10-year commercial contract with Kuehne+Nagel, which will include an investment in plant and equipment installation and warehousing transition activity by the global transport and logistics company.

Nick Whitney, Managing Director of Leonardo Helicopters (UK), commented: "This state-of-the-art facility will streamline the site's operational capability and customer service by having all logistical support in one place. It highlights further Leonardo's long-term commitment to its Yeovil site through the strategic development of this high-tech logistics hub. It also demonstrates the importance of key industry partnerships through our crucial collaboration with Kuehne+Nagel."

SALUTING 50 YEARS OF THE A109

August 4th, 1971 was a landmark date in our history when the A109 helicopter made its maiden flight. Half a century later, we are proud to celebrate the legacy of the A109, which paved the way for the company's technological leadership and the development of our multi-role and dual-use products.

In many ways the A109 was an iconic aircraft. It was the first completely Italian-designed helicopter, and it sparked a revolution in the life of the company. The A109 was also a catalyst for Italy to become one of the few nations with the home-grown capability to design, develop and manufacture helicopters through a single OEM.

In technology too, the A109 set new standards that strengthened the core capabilities of the company and fed into the wider product portfolio. Its best-in-class performance was combined with superior aerodynamics, and a main transmission and gearbox designed and developed in-house. The A109's mission versatility and high levels of customisation remain central to the Leonardo philosophy today.

The story of the A109 originated in a request from designer Bruno Lovera to the leadership team of the then Agusta S.p.A. to authorise the development of three prototypes for a revolutionary new helicopter. A prototype flew for the first time in the summer of 1971 with pilot Ottorino Lancia at the controls.

The new model featured a four-blade articulated main rotor, a semi-rigid two-blade tail rotor and retractable landing gear, delivering unique handling and overall flying qualities. In flight testing, the A109 immediately demonstrated its excellent manoeuvrability, low noise signature and reduced vibration levels.

The 2.4-tonne eight-seat type was certified in Italy and US four years later and entered the market in 1976. The new model also enabled the company to enter the highly competitive US market. The establishment of a logistics centre in Philadelphia was the forerunner, over the subsequent decades, of Leonardo's growing helicopter industrial footprint in the US.

The A109's success was instrumental in Leonardo's expanding presence in the demanding light twin segment. The foundations laid by the A109 programme led to new three-tonne class models including the Power and Grand, as well as the more recent GrandNew and Trekker aircraft. Highly customised variants – such as the LUH and Nexus – met the requirements of military and government missions.

In the 50 years since the A109 first took to the skies, Leonardo has made huge strides in areas such as digital avionics. New engines and enhanced dynamics have been introduced, alongside spacious cabin environments. With more than 1,600 light twin helicopters sold in over 50 countries to date, it is right to reflect for a moment on the stellar contribution that the A109 has made to Leonardo and to our customers around the world.



CELEBRATING THE UNBROKEN WORLD SPEED RECORD OF G-LYNX

On August 11th we celebrated the 35th anniversary of one of the most remarkable records in the history of aviation – a landmark which remains unbroken to this day. On that date in 1986 a Lynx helicopter flew over the Somerset skyline in England, setting a new world speed record and officially becoming the world's fastest helicopter.

The flight of G-Lynx – so-called because of its civil registration – saw the aircraft navigate a 15km course across the Somerset Levels. In doing so, the helicopter, piloted by Trevor Egginton alongside Flight Test Engineer Derek Clews, achieved an average speed of 400.87 km/h (249.10 mph).



The incredible feat established two Fédération Aéronautique Internationale (FAI – World's Air Sport Federation) official records and the longevity of the record has only added to its significance.

Prior to the attempt to set a new speed record, the aircraft underwent a short modification programme to make it capable of higher speeds, yet it kept the basic airframe, rotor and transmission system of the standard Lynx.

At the time, the Lynx featured new technologies including the British Experimental Rotor Programme (BERP) blades, which increased maximum speed and enhanced lift. The blades were later adopted for all Lynx and Super Lynx variants and for the AW101.

The new BERP blades were instrumental in enabling G-Lynx to surpass the existing helicopter world speed record of 367 km/h, underlining the cutting-edge capabilities of the company in the field of vertical flight.

In recognition of the achievement, G-Lynx received the Heritage Engineering Award in 2014. The award was established in 1984 by the Institution of Mechanical Engineers (IMechE) to recognise pioneering engineering artefacts, locations, collections and landmarks. 35 years on, we are proud to salute all those involved in the record-breaking flight!

ITALIAN AIR FORCE ACCEPTS HH-139B

The Italian Air Force has taken delivery of an HH-139B helicopter during a ceremony at our Vergiate facility. The HH-139B is a dedicated Air Force variant of the AW139 and will be used for a wide range of missions including search and rescue, firefighting, and Slow Mover Interceptor.

The acceptance ceremony took place in the presence of Italian Minister of Defence Lorenzo Guerini and Italian Air Force Chief of Staff Gen. Alberto Rosso. They were joined by Leonardo CEO Alessandro Profumo, Leonardo General Manager Lucio Valerio Cioffi and Leonardo Helicopters MD Gian Piero Cutillo.

During the visit to Vergiate, we showed the authorities the industrial capabilities, products and advanced technologies which underpin Leonardo's leadership in vertical flight and maintain in-country strategic technological capabilities.

Italian Minister of Defence Lorenzo Guerini said: "National sovereignty, from a military and technological point of view, is preserved today also thanks to this level of excellence and to the synergies among institutions, defence and industry. Italy has prime industrial capabilities and Leonardo symbolises a nation which can leverage a top world-class Aerospace, Defence and Security industry."



SKYFLIGHT MOBILE: NEW FEATURES TO ENHANCE MISSION SUCCESS

One of the ways we help our customers to achieve mission success is by continuously increasing our portfolio of digital services while constantly improving and evolving existing solutions.

Our Skyflight Mobile Service application, available on the App Store, enables customers to plan, perform and analyse every aspect of a mission, starting on the ground. The app helps operators to reduce time and complexity, perform a complete safety assessment, optimise costs and increase mission effectiveness and safety.

We have recently released the latest updates to Skyflight Mobile 3.19 and 3.20 and they are now available on the App Store.

We are pleased to announce that the Weight Altitude Temperature (WAT) calculation of the Take-Off Category A procedures has been extended to include AW169 models.

Two new functionalities have also been added to the 3.19 version dedicated to the AW101 Norwegian All-Weather Search and Rescue Helicopter (NAWSARH), which will increase the effectiveness of SAR missions.

The first functionality, called Rapid Search and Rescue Planning, in beta version, aims to optimise response times for search and rescue missions and the related crew workload. It allows an immediate calculation of important parameters for the correct, safe execution of SAR missions, such as necessary fuel levels, together with times, and distances involved.

The other functionality, Fuel Calculator, allows effective monitoring of fuel consumption in flight. By inserting the residual fuel at a certain point in the flight, the system will inform the crew about fuel flow.

Download Skyflight Mobile Service here:



AW609 MOVES INTO NEW US HOME

As the AW609 programme moves closer to certification, we've made another critical step in the commercialisation plan by acquiring new hangar space that will give the AW609 its own home in the United States.

Following on from the launch of the new Training Academy in Philadelphia, final preparations at our US facilities are well under way. But from day one, our US team has faced one very big dilemma – how to find enough space to produce the AW609 without disrupting production of other aircraft.

Our Philadelphia facilities are optimised to build and support helicopters – the AW609 TiltRotor is a different proposition. Only one of the two doors on the existing production line was large enough to accommodate the AW609, so the production line had to be re-orientated. But that was only a temporary fix. With more than 210 aircraft being built at the same time for the US Navy and Air Force combined, it was clear that the AW609 needed its own dedicated location.

On the other side of our existing flight ramp was a 40,000ft² (3,716m²) hangar that was perfect. In fact, the facility was so large that it had the flexibility to accommodate four or even five AW609s at the same time! However, there was a company already occupying the hangar under a lease agreement from the building's owner, the City of Philadelphia.

We reached out to the City of Philadelphia, the Commonwealth of Pennsylvania and the Philadelphia International Airport to explain how the AW609 programme could grow on our existing site. After exploring several options, the regional authorities and elected officials came to the same conclusion: this hangar was the best option for Leonardo and for the City's taxpayers given the number of jobs the programme supports.

After several years of planning and negotiation, the city and state governments helped to relocate the existing tenant and we took possession of the hangar on January 1st, 2021. We are currently moving AW609 operations to their new home, with Aircraft 3 already there as we add electrical capability and other improvements to support full production.

As the AW609 programme moves into an exciting new phase, we'd like to thank our partners in local and state governments for their support.



MERCY FLIGHT CENTRAL SELECTS AW119KX IFR VARIANT

The life-saving missions undertaken by US-based air medical services provider Mercy Flight Central will soon have a new dimension after the organisation signed a contract for four Instrument Flight Rules (IFR) certified AW119Kx helicopters. The aircraft will conduct Emergency Medical Services (EMS) missions, with the first delivery expected in 2022.

The IFR variant of the AW119Kx is the first single-engine helicopter in decades to have full FAA IFR certification. It enables operators to fly in low visibility and inclement weather conditions alongside the benefits of high performance, a spacious cabin and single-engine economics.

The IFR capabilities of the AW119Kx include advanced Genesys Aerosystems avionics as well as multiple redundant systems that are more typical of light-twin helicopters. This combination means that Mercy Flight pilots will be able to continue flights even in the challenging weather conditions that often affect New York State and the surrounding region.

The fleet will offer both in-flight critical care and patient transport across Mercy Flight Central's 150-mile service radius, bringing emergency care to residents of New York State and beyond. Since its inception in 1992, the organisation has served more than 15,000 patients. Mercy Flight helicopters are staffed 24/7 and fly from three operating bases.

Jeff Bartkoski, President/CEO of Mercy Flight Central, said: "We are very excited to introduce the AW119 to the communities we serve. This aircraft will enable us to reach those in critical need with added safety and operational enhancements that will advance our care for decades of future use."

The AW119Kx achieved its first order in the US EMS sector in 2020. This latest contract continues to grow the share of Leonardo helicopters in the North American EMS market with a fleet of around 100 aircraft comprising AW119s, AW109s, AW169s and AW139s.



COLLABORATION TO BOOST ALPINE RESCUE CAPABILITIES

Helicopters provide an indispensable lifesaving resource for airborne rescue missions, especially in harsh mountainous environments or other inaccessible locations. We recently renewed a collaboration agreement with the Italian National Alpine and Speleological Rescue Corps (CNSAS) which will see the two organisations work together to improve rescue capabilities even further.

We first signed an agreement with CNSAS in 2016 and both parties have committed to collaborate over the next three years through a joint working group. We'll be looking at ways to enhance existing technologies to save lives, plus new operational and training solutions to make rescues more efficient and safer for personnel deployed.

Demands on the Alpine Rescue team continue to increase. In 2020, CNSAS carried out the highest number of missions in its history – more than 10,000 in a single year, while the coronavirus pandemic has added an extra layer of complexity.

As an example, when using Leonardo helicopters to transport casualties, special stretchers featuring biocontainment adaptations were used – a first both in Italy and worldwide.

We are constantly enhancing the mission capabilities of our latest generation products – the AW139 and AW169 – both in terms of equipment and performance. We're also focused on strengthening the support and training available to healthcare and emergency workers.

"The renewal of the agreement with Leonardo can only bring benefits to the entire emergency system and to the civil protection area in a broad sense," commented Maurizio Dellantonio, President of the Italian National Alpine and Speleological Rescue Corps.

"Modern medical rescue calls for development of a multi-agency perspective, where specialised rescue forces are also able to interface with the world of research and industrial production, to guarantee citizens an excellent service."

CNSAS was established in 1963 and brings together 7,000 specialists in every region of Italy. The team completes thousands of rescue missions each year, many of which involve helicopters.



FIRST UPGRADED LYNX MK95A DELIVERED TO PORTUGUESE NAVY

The Portuguese Navy has taken delivery of its first upgraded Lynx Mk95A helicopter. The delivery marks an important milestone in the modernisation programme under which we are upgrading the Portuguese Navy's Lynx Mk95 fleet with a comprehensive package of improvements.

The upgrade, which is being carried out at our Yeovil site, includes new LHTEC CTS800-4N engines, a new glass cockpit with integrated display units, a tactical processor, upgraded avionics and an electrically powered rescue hoist.

The enhancements will bring a step-change in capability for the Portuguese Navy and will enable the customer to undertake a range of missions safely and effectively. The Navy has been operating the Lynx for three decades and the modernisation will equip the fleet to continue in service into the 2030s with the introduction of technology developed for the AW159.

The first upgraded Lynx, which has now been delivered to Montijo, Portugal, took to the skies in Yeovil in February 2020. Four Portuguese Navy pilots also undertook aircraft qualification in the UK in 2020.

Our partnership with the Portuguese Navy is an example of the value of Leonardo's Mid-Life Upgrade (MLU) programmes which enable customers to extend the capability of their Lynx fleets with structural enhancements and the integration of modern systems.



COAST GUARD REACHES 25-YEAR MILESTONE



Our warmest congratulations go to the Italian Coast Guard (Guardia Costiera) which recently celebrated 25 years of operations from its air base in Luni-Sarzana, Liguria.

The 1° Nucleo Aereo of the Coast Guard, known as the First Helicopter Flight Section, began carrying out missions in 1996 and now operates a fleet of AW139 helicopters, known as Nemo by the Coast Guard. The aircraft conduct search and rescue (SAR) operations at sea under the National Maritime Rescue Plan.

The AW139 has long been a crucial asset for the Coast Guard, having been selected since 2010. The expanding AW139 helicopter fleet, which will reach 16 aircraft in 2022, operates along the Italian coast and within the national exclusive economic zone.

The Coast Guard has four bases comprising Sarzana, Catania, Pescara and Cagliari. As well as the AW139 fleet, the three Leonardo ATR-42s are also in operation to support SAR missions.

During a ceremony to celebrate the anniversary, a fleet of AW139 aircraft from other institutional operators was on hand to mark the occasion. The Sarzana base also took the opportunity to unveil its new emblem, which includes an image of the AW139.

The Coast Guard's AW139s are equipped with a wide range of mission tools including a recovery winch, barycentric hook, cable cutter, weather and search radar, and an advanced satellite communication system. The aircraft also feature an electro-optical system, a mission console with high-definition screen, an anti-collision system based on LIDAR technology, night vision, new generation search beacon, and emergency floats.



SUPPORTING THE FLOOD RESPONSE IN BELGIUM

The devastating flooding affecting parts of western Europe in July has led to a major relief effort in countries such as Germany and Belgium. To support the humanitarian response, an HH-139B helicopter from the 15th Wing of the Italian Air Force based at Cervia has been deployed to Belgium where it is primed to carry out search and rescue (SAR) missions.

The aircraft landed on July 16th at our logistic support centre in Liège. The facility's helipad, hangar space and logistical expertise are all being made available to support the helicopter and the Air Force personnel involved in the disaster response.

The HH-139B was originally assembled and delivered from our Vergiate plant. Our logistics centre at Liège airport has a workforce of about 50 employees who provide maintenance, repair, overhaul and engineering services for our operators throughout Europe and beyond.



DEFYING GRAVITY IS NOW A REALITY



The ground-breaking concept of the jet suit has been around for many years, but until recently the idea has always seemed more rooted in science fiction than reality. No longer! We were delighted to welcome Richard Browning, founder and chief test pilot of Gravity Industries, to our Yeovil site recently.

Richard and the team at Gravity Industries are helping to pioneer a new era in human flight with the development of the world's first patented jet suit – an extraordinary feat of imagination combined with cutting-edge technologies.

Harnessing miniature jet engines and packing 1,050 BHP, the Gravity Jet Suit started purely as a challenge for Richard but rapidly transformed into a fully-fledged business. Since its launch, the team has conducted more than 100 live flight events in over 30 countries and is scaling towards an international race series.

Having previously worked in the oil industry and spent six years in the Royal Marines Reserve, Richard says his inspiration came from growing up and spending time with his aeronautical engineer father.

Engineering runs in Richard's family and he has a strong historical connection to our Yeovil site. Richard's grandfather, Sir Basil Blackwell, was Chief Executive of the-then Westland Aircraft in 1974 and Chairman of Westland Helicopters from 1976 to 85. Richard's father also worked in Yeovil. It was a pleasure to hear the latest chapter in the family's story and we wish Richard and the Gravity team every success with their bold adventure!

HIGHLIGHTING FUTURE VTOL SOLUTIONS IN DUBAI

Dubai HeliConference 2021 was one of the first live events to be held in the United Arab Emirates since the start of the Covid-19 pandemic and we were delighted to be able to take part and present our future vertical take-off and landing (VTOL) solutions for the Middle East region.

The biennial event took place in May at the Emirates Flight Training Academy and was dedicated to future developments and innovation in the rotary wing sector, covering commercial, military and homeland security applications, as well as the growing importance of unmanned air systems (UAS).

We discussed the rapid emergence of UAS solutions across many defence and security applications and highlighted our state-of-the-art solutions which include the AWHEREO rotary unmanned air system (RUAS) – a versatile dual-use platform that can perform both civil and military missions, day and night. It is also the only RUAS in its class designed with safety features such as systems redundancy that are typically applied to helicopters.

We have a strong and growing presence in the UAE where approximately 90% of the VVIP fleet features Leonardo helicopters. Types operating in the country include the AW139, AW169, AW189 and AW109 across a variety of missions such as Emergency Medical Services (EMS), Search and Rescue (SAR), law enforcement and offshore transport.





EUROPEAN ROTORS

THE VTOL SHOW AND SAFETY CONFERENCE

European Rotors is taking place at the Koelnmesse in Cologne, Germany, from November 16th until the 18th.

Leonardo Helicopters will be attending, come and see us at our stand D100 in Hall K-H8, it will be a pleasure to meet you there and explain the latest developments and enhancements to our offering.



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