

Leonardo-Finmeccanica introduces the TH-119: new name, new avionics for U.S. Navy Advanced Helicopter Trainer Program

- **The only single-engine IFR helicopter, capable to operate in adverse weather and low visibility conditions**
- **High safety standards thanks to redundancies of main systems, high internal and external visibility and flexibility for mission training**
- **The TH-119 will maintain its FAA certification based on the commercial, off-the-shelf platform built at the company's Philadelphia facility**

Rome, 16 May 2016 – Leonardo-Finmeccanica introduced today an AgustaWestland AW119 single engine helicopter variant designated as the TH-119 during the Navy League Sea-Air Space Exhibition (Washington D.C., May 16-18). The aircraft is specifically designed for military training customers, primarily the U.S. Navy. The new version features distinctive capabilities and unique features differentiating it from the proven AW119Kx commercial helicopter while keeping certification advantages. Like the commercial AW119Kx, the TH-119 will be built at the company's Philadelphia facility.

With high safety standards, the TH-119 maintains redundancies on several key systems for maximum safety, while featuring a dual-display Genesys Aerospace cockpit that gives flexibility to instruct from either seat and the option for VFR or IFR (IMC) operations. This makes the TH-119 the best single engine solution in the market for training in demanding weather and low visibility conditions. Other features that set the aircraft apart from its competitors include:

- A unique cabin configuration with an additional 180-degree adjustable trainer observation seat at the base of the instrument panel giving the occupant a full view of the cockpit;
- Full Night Vision Device (NVD) compatible cockpit and cabin with high-visibility cockpit doors and a low-profile instrument panel to ensure maximum visibility from the cockpit;
- Re-enforced skids with replaceable skid shoes which support the multiple repetitions of essential touchdown training maneuvers;
- Cargo hook and hoist options supporting advanced training events;
- And a five-fuel cell option that provides more than five hours of flight time with pressure refueling port allowing for less downtime to refuel as well as "hot" refueling while the engine is still running.

As the U.S. Navy faces increasing challenges to its current training helicopter platforms, the TH-119 helicopter is the best solution for the U.S. Navy at the right time.

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.