

中国民用航空总局
GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

编号/No.: VTC0074A

修订/Rev.: 2

型号/Type: S-76A
S-76C

日期/Date: 2007.05.21

批准/Approved by: 张仁鹰

型号认可证数据单编号: VTC0074A
Validation Type Certificate Data Sheet No. VTC0074A

本数据单, 作为型号认可证编号 VTC0074A 的一部分, 规定了一些条件和限制, 在此条件和限制下, 获得本型号认可证的产品满足下述“认可审定基础”段落给出的适航要求。

This data sheet which is a part of Validation Type Certificate No. VTC0074A prescribes conditions and limitations under which the product for which the Validation Type Certificate was issued meets the airworthiness requirements indicated in the paragraph "Validation Basis".

型号合格证 (TC) 持有人:

TYPE CERTIFICATE (TC) HOLDER:

西科斯基飞机公司

Sikorsky Aircraft Corporation
6900 Main Street
Stratford, CT 06615-9129
USA

FAA型号合格证NO. H1NE, 颁发日期: 1978年11月21日; CAAC型号认可证: VTC074A, 颁发日期1998年1月24日。

FAA型号合格证数据单NO. H1NE, 第22版, 颁发日期: 2007年1月8日, CAAC认可日期: 2007年5月21日。

FAA Type Certificate NO. H1NE, Date of Issue: November 21, 1978. CAAC Validation Type Certificate No. VTC074A, date of issue: Jan. 24, 1998.

FAA Type Certificate Data Sheet NO. H1NE, Revision No. 22, Issue Date: January 8, 2007. CAAC validation date: May 21, 2007.

I. 型号:

S-76A (运输类直升机, B类), FAA 于 1978 年 11 月 21 日批准,
CAAC 于 2007 年 5 月 21 日认可
(运输类直升机, A类), FAA 于 1979 年 1 月 9 日批准
CAAC 于 2007 年 5 月 21 日认可

I. MODEL NUMBER

S-76A (Transport Helicopter, Category B),
Approved by FAA on November 21, 1978
Validated by CAAC on May 21, 2007;
(Transport Helicopter, Category A), Approved by FAA on January 9, 1979
Validated by CAAC on May 21, 2007

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Rev	21	20	21	20	20	21	21	21	21	22	21	21	21	21

发动机 2 台 Allison 发动机公司 250-C30 型, 或 2 台 250-C30S 型发动机或 250-C30 型和 250-C30S 型发动机各一台(见注 11)。

ENGINES 2 Allison Engine Company Model 250-C30, or 2 Model 250-C30S, or 1 each Model 250-C30 and Model 250-C30S. (See Note 11.)

燃油 主用: JP-4/JP-5**/JP-8/Jet A**/Jet A1**/Jet B

还可选用: **AVGAS/Jet A, A1, or JP5 混用。
使用时不要高于 4°C (40°F)。 (见注 5)

** 使用时低于 4°C (40°F)时, 要加防冰添加剂。 (见注 6)

FUEL PRIMARY: JP-4/JP-5**/JP-8/Jet A**/Jet A1**/Jet B

ALTERNATE: **AVGAS/Jet A, A1, or JP5 mixture.
Do not use above 4°C (40°F). (See Note 5.)

** For operations below 4°C (40°F), anti-ice additive required. (See Note 6.)

发动机限制

起飞 (5 分钟)
最大连续
OEI (30 分钟)
OEI (2-1/2 分钟)
16 秒瞬态 (OEI)
10 秒瞬态 (启动)

海平面静态/标准日		
扭矩限制	燃气发生器转速限制(N1)	动力涡轮入口温度 (T5)
104.6%	53,550 (105.0%)	768 Deg C
104.6%	53,550 (105.0%)	768 Deg C
104.6%	53,550 (105.0%)	798 Deg C
111.2%	53,550 (105.0%)	826 Deg C
111.2% to 155.0%	---	---
---	53,550 (105.0%) to 54,060 (106%)	826 to 927 Deg C

输出轴转速(N₂)

正常范围 95% to 107%

最大连续 从自转飞行的 114%线性变化到 2½分钟功率下的 107.1%。

最大 15 秒 从自转飞行的 114%线性变化到 2½分钟功率下的 109%。

发动机扭矩 100% = 564 磅尺。

见飞行手册对 T5 (动力涡轮入口温度)限制和动力涡轮转速(N₂)限制。

ENGINE LIMITS

Takeoff (5 minutes)
Maximum Continuous
OEI (30 minutes)
OEI (2-1/2 minutes)
16 second transient (OEI)
10 second Transient (Starting)

SEA LEVEL STATIC / STANDARD DAY		
TORQUE LIMITS	GAS GENERATOR SPEED LIMITS (N1)	POWER TURBINE INLET(T5)
104.6%	53,550 (105.0%)	768 Deg C
104.6%	53,550 (105.0%)	768 Deg C
104.6%	53,550 (105.0%)	798 Deg C
111.2%	53,550 (105.0%)	826 Deg C
111.2% to 155.0%	---	---
---	53,550 (105.0%) to 54,060 (106%)	826 to 927 Deg C

OUTPUT SHAFT(N₂)

Normal Range	95% to 107%
Maximum Continuous	Varies linearly from 114% at flight autorotation to 107.1% at 2½-minute power.
Maximum 15-second	Varies linearly from 119% at flight autorotation to 109% at 2½-minute power.
Engine torque	100% = 564 foot-pounds
See Flight Manual for T5 (power turbine inlet temperature) limits and power turbine (N2) speed limits.	

旋翼限制

无动力
最大 115% N _r (336 r.p.m.)
最小 87% N _r (255 r.p.m.)
有动力
最大 107% N _r (313 r.p.m.)
最小 100% N _r (双发工作)
最小 96% N _r (一发不工作) (OEI)

ROTOR LIMITS

POWER OFF
Maximum 115% N _r (336 r.p.m.)
Minimum 87% N _r (255 r.p.m.)
POWER ON
Maximum 107% N _r (313 r.p.m.)
Minimum 100% N _r (dual engine operation)
Minimum 96% N _r (one engine inoperative) (OEI)

空速限制

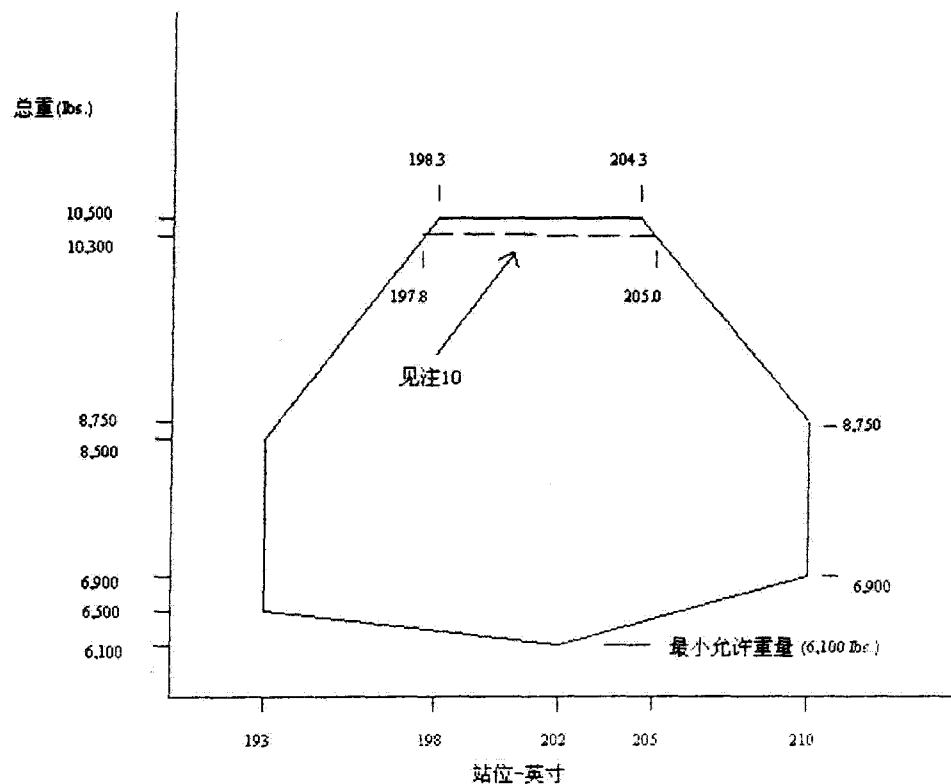
V _{NE} (不可超越速度)有动力:	155 节 (CAS), 155 节 (IAS). 见飞行手册 V _{NE} 随总重和密度高度的变化。
V _{LE} /V _{LO} (起落架放下速度/使用速度):	130 节 (CAS), 130 节 (IAS).
V _{NE} 无动力:	135 节 (CAS), 141 节 (IAS). 每个油箱剩余油量低于 80 磅时, 空速降至 120 节 (CAS), 126 节 (IAS) 或更低。

AIRSPEED LIMITS

V _{NE} (never exceed) Power On:	155 knots (CAS), 155 knots (IAS). See Flight Manual for variations of V _{NE} with gross weight and density altitude.
V _{LE} /V _{LO} (gear extended, gear operating):	130 knots (CAS), 130 knots (IAS).
V _{NE} Power Off:	135 knots (CAS), 141 knots (IAS). Below 80 lbs. fuel remaining per tank, reduce airspeed to 120 knots (CAS), 126 knots (IAS) or less.

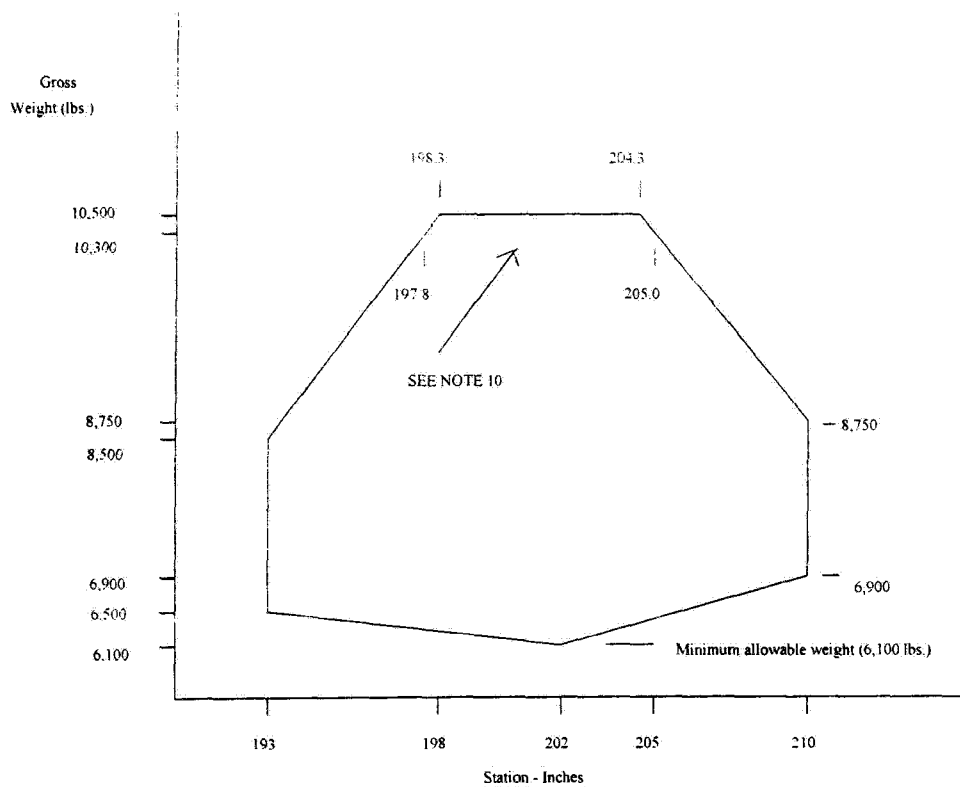
重心范围

重心范围 (C.G.)



起落架位置影响，参见飞行手册装载节。

CENTER OF GRAVITY (C.G.) RANGE



For effect of landing gear position, refer to loading section of flight manual.

横向重心限制 LATERAL C.G. LIMITS	最大± 3.5 英寸 ± 3.5 inches maximum
空重重心范围 EMPTY WEIGHT C.G. RANGE	无 None
基准 DATUM	主旋翼质心前 200 英寸。 200 inches forward of main rotor centroid
定水平措施 LEVELING MEANS	定水平标牌在站位 STA176, BL35 左手并且铅垂线从后机门过道结构上部放下。 Leveling plate at STA 176, BL 35, L.H. and plumb line from upper frame of the aft doorway
最大重量 MAXIMUM WEIGHT	10,500 磅。 10,500 lbs
最小机组 MINIMUM CREW	2 人(IFR) 1 人 (IFR), 当装合适设备并且按批准的飞行手册或其增补操作时。(见注 15) 1 人(VFR) 2 (IFR) 1 (IFR) when appropriately equipped and operating to approved flight manual or flight manual supplement. (See Note 15.) 1 (VFR)
座椅数量 NUMBER OF SEATS	2 个机组座椅 13 个最多客舱乘客座椅(最多) 2 cockpit 13 cabin maximum
最大行李重量 MAXIMUM BAGGAGE	600 磅 600 lbs.
燃油量 FUEL CAPACITY	286.4 加仑。(281.2 可用)在纵向重心 (216.7)处 (见注 1) 286.4 gals. (281.2 usable) at (216.7) (See Note 1.)
滑油量 OIL CAPACITY	每发 1.27 加仑在纵向重心 (231.0)处 1.27 gals. per engine at (231.0)
最大使用(密度)高度 航线 起飞	15,000 英尺 6,900 英尺 或 11,000 英尺 (对加装西科斯基套件 Kit P/N 76070-30005 的直升机)
MAXIMUM OPERATING (DENSITY) ALTITUDE	
Enroute	15,000 feet
Takeoff and landing	6,900 feet or 11,000 feet (for helicopters incorporating Sikorsky Kit P/N 76070-30005)
外界温度限制: AMBIENT TEMPERATURE LIMITS:	-34.4°C (-30°F) 至 ISA +36.7°C: 不超过 48.9°C (120°F) -34.4°C (-30°F) to ISA +36.7°C: not to exceed 48.9°C (120°F)
旋翼桨叶操纵范围 ROTOR BLADE CONTROL MOVEMENTS	调整说明见维护手册。 For rigging information refer to Maintenance Manual.
制造厂系列号	76006, 76007, 760001 至 760122, 760130 至 760261, 760263 至 760268, 760270 至 760298, 760300 至 760302, 760304, 760364, 760366, 760369 至 760371, 760373, 760374 有效。

MANUFACTURER'S SERIAL NUMBERS 76006, 76007, 760001 thru 760122, 760130 thru 760261, 760263 thru 760268, 760270 thru 760298, 760300 thru 760302, 760304, 760364, 760366, 760369 thru 760371, 760373, 760374 are eligible.

II. 型号	备用
II. MODEL NUMBER	Blanked intentionally

III. 型号	S-76C (运输类直升机, B类), FAA 于 1991 年 3 月 15 日批准 CAAC 于 1998 年 1 月 24 日认可 (运输类直升机, A类), FAA 于 1991 年 4 月 12 日批准 CAAC 于 1998 年 1 月 24 日认可
III. MODEL NUMBER	S-76C (Transport Helicopter, Category B), Approved by FAA on March 15, 1991 Validated by CAAC on Jan. 24, 1998 (Transport Helicopter, Category A), Approved by FAA on April 12, 1991 Validated by CAAC on Jan. 24, 1998

发动机 2 台 Turbomeca Arriel 1S1 型, 或 2 台 Turbomeca Arriel 2S1 型或 2 台 Turbomeca Arriel 2S2 型发动机(见注 16)。

ENGINES 2 Turbomeca Arriel 1S1
or
2 Turbomeca Arriel 2S1
or
2 Turbomeca Arriel 2S2 (See Note 16.)

燃油 JP-5**/JP-8/Jet A**/Jet A1**/Jet B
燃油加添加剂后使用没有温度限制。
* 燃油没带添加剂时在低于 4°C (40°F)时应混加适量添加剂。(见注 6)
**低于-26°C (-15°F)时不得使用。

FUEL JP-5**/JP-8/Jet A*/Jet A1*/Jet B*

Fuels with anti-ice additive can be used without temperature limitation.
* Fuels without anti-ice additive shall be mixed with appropriate additive below +4°C (40°F). (See Note 6.)
** Not to be used below -26°C (-15°F).

滑油 正常使用 5 厘沱合成滑油
批准的型号和牌号参见 S-76C 飞行手册, 西科斯基件号 P/N SA 4047-76C-1 (装有 Arriel 1S1 发动机的构型)或 S-76C 飞行手册, 西科斯基件号 P/N SA 4047-76C-10 和 SA 4047-76C-14 (装有 Arriel 2S1 发动机的构型), 或 SA 4047-76C-15 (装有 Arriel 2S2 发动机的构型)。

OIL 5 cst synthetic oil for normal use
For approved types and brands, refer to S-76C Flight Manual,
Sikorsky P/N SA 4047-76C-1 (W/Arriel 1S1 engine configuration) or S-76C Flight Manual, Sikorsky P/N SA 4047-76C-10 and SA 4047-76C-14 (W/Arriel 2S1 engine configuration), or SA 4047-76C-15 (W/Arriel 2S2 engine configuration).

发动机及传动限制

Arriel 1S1 构型			
海平面静态/标准日			
发动机扭矩限制	传动扭矩限制	燃气涡轮发生器转速限制(N1)	动力涡轮进口温度(T5)

起飞
最大连续
OEI(2 分半)
OEI (最大连续)
20 秒瞬态(OEI)
20 秒瞬态
10 秒瞬态
5 秒瞬态(OEI)
秒瞬态(启动)

104.0 %	100.0 %	100.0 %	845 deg C
104.0 %	100.0 %	100.0 %	845 deg C
127.0 %	136.0 %	102.7 %**	885 deg C
110.0 %	128.0 %	102.2 %*	868 deg C
148.0 %	---	105.35 %***	920 deg C
---	---	105.35 %***	---
---	115.0 %	---	---
---	150.0 %	---	---
---	---	---	865 deg C

* 驾驶舱仪表标线读数为 101.2 %
** 驾驶舱仪表标线读数为 101.7 %
*** 驾驶舱仪表标线读数为 104.35 %

起飞 (5 分钟)
30 分钟(见注 13)
最大连续
OEI (30 秒)
OEI (2 分钟)
OEI (最大连续)
20 秒瞬态
10 秒瞬态
10 秒瞬态(启动)
5 秒瞬态(OEI)

Arriel 2S1 构型			
海平面静态/标准日			
发动机扭矩限制	传动扭矩限制	燃气涡轮发生器转速限制(N1)	动力涡轮进口温度(T5)
103.7 %	100.0 %	101.2 %*	912 deg C
103.7 %	100.0 %	101.2 %*	912 deg C
103.7 %	100.0 %	99.0 %**	877 deg C
134.6 %	136.0 %	105.8 %****	1000 deg C
126.7 %	136.0 %	102.4 %***	941 deg C
116.7 %	128.0 %	101.2 %*	912 deg C
160.4 %	---	102.3 %***	---
---	115.0 %	---	---
---	---	---	865 deg C
---	150.0 %	---	---

* 驾驶舱仪表标线读数为 100.0 %
** 驾驶舱仪表标线读数为 97.8 %
*** 驾驶舱仪表标线读数为 101.2 %
**** 驾驶舱仪表标线读数为 104.6 %

起飞 (5 分钟)
30 分钟(见注 13)
最大连续
OEI (30 秒)
OEI (2 分钟)
OEI (最大连续)
20 秒瞬态
10 秒瞬态
10 秒瞬态(启动)
5 秒瞬态(OEI)

Arriel 2S2 构型			
海平面静态/标准日			
发动机扭矩限制	传动扭矩限制	燃气涡轮发生器转速限制(N1)	动力涡轮进口温度(T5)
103.7 %	100 %	101.88 %*	930 deg C
103.7 %	100 %	101.88 %*	930 deg C
103.7 %	100 %	99.71 %**	893 deg C
134.9 %	136 %	105.89 %***	996 deg C
127.0 %	136 %	102.38 %****	944 deg C
115.0 %	128 %	101.28 %*****	926 deg C
160.4 %	---	102.98 %*****	---
---	115.0 %	---	---
---	---	---	840 deg C
---	150.0 %	---	---

* 驾驶舱仪表标线读数为 100.0 %
** 驾驶舱仪表标线读数为 97.8 %
*** 驾驶舱仪表标线读数为 103.9 %
**** 驾驶舱仪表标线读数为 100.5 %
***** 驾驶舱仪表标线读数为 99.4 %
***** 驾驶舱仪表标线读数为 101.1 %

发动机扭矩

100% = 657.6 磅-尺

ENGINE AND TRANSMISSION LIMITS

Ariel 1S1 Configuration				
SEA LEVEL STATIC / STANDARD DAY				
	ENGINE TORQUE LIMITS	TRANSMISSION TORQUE LIMITS	GAS GENERATOR SPEED LIMITS(N1)	POWER TURBINE INLET (T5)
Takeoff	104.0 %	100.0 %	100.0 %	845 deg C
Maximum Continuous	104.0 %	100.0 %	100.0 %	845 deg C
OEI(2-1/2 minutes)	127.0 %	136.0 %	102.7 %**	885 deg C
OEI (Maximum Continuous))	110.0 %	128.0 %	102.2 %*	868 deg C
20 second Transient (OEI)	148.0 %	---	105.35 %***	920 deg C
20 second Transient	---	---	105.35 %***	---
10 second Transient	---	115.0 %	---	---
5 second Transient (OEI)	---	150.0 %	---	---
5 second Transient(Starting)	---	---	---	865 deg C
* Cockpit gauge biased to read 101.2 %				
** Cockpit gauge biased to read 101.7 %				
*** Cockpit gauge biased to read 104.35 %				

Arriel 2S1 Configuration				
SEA LEVEL STATIC / STANDARD DAY				
	ENGINE TORQUE LIMITS	TRANSMISSION TORQUE LIMITS	GAS GENERATOR SPEED LIMITS(N1)	POWER TURBINE INLET (T5)
Takeoff (5 minutes)	103.7 %	100.0 %	101.2 %*	912 deg C
30 minute (see Note 13)	103.7 %	100.0 %	101.2 %*	912 degC
Maximum Continuous	103.7 %	100.0 %	99.0 %**	877 deg C
OEI (30 second)	134.6 %	136.0 %	105.8 %****	1000 deg C
OEI (2 minutes)	126.7 %	136.0 %	102.4 %***	941 deg C
OEI (Maximum Continuous)	116.7 %	128.0 %	101.2 %*	912 deg C
20 second Transient	160.4 %	---	102.3 %***	---
10 second Transient	---	115.0 %	---	---
10 second Transient (starting)	---	---	---	865 deg C
5 second Transient(OEI)	---	150.0 %	---	---
* Cockpit gauge biased to read 100.0 %				
** Cockpit gauge biased to read 97.8 %				
*** Cockpit gauge biased to read 101.2 %				
**** Cockpit gauge biased to read 104.6 %				

Ariel 2S2 Configuration				
SEA LEVEL STATIC / STANDARD DAY				
ENGINE TORQUE LIMITS	TRANSMISSION TORQUE LIMITS	GAS GENERATOR SPEED LIMITS(N1)	POWER TURBINE INLET (T5)	
Takeoff (5 minutes)	103.7 %	100 %	101.88 %*	
30 minute (see Note 13)	103.7 %	100 %	101.88 %*	
Maximum Continuous	103.7 %	100 %	99.71 %**	
OEI (30 second)	134.9 %	136 %	105.89 %***	
OEI (2 minutes)	127.0 %	136 %	102.38 %****	
OEI (Maximum Continuous)	115.0 %	128 %	101.28 %*****	
20 second Transient	160.4 %	---	102.98 %*****	
10 second Transient	---	115.0 %	---	
10 second Transient (starting)	---	---	840 deg C	
5 second Transient(OEI)	---	150.0 %	---	

*	Cockpit gauge biased to read 100.0 %
**	Cockpit gauge biased to read 97.8 %
***	Cockpit gauge biased to read 103.9 %
****	Cockpit gauge biased to read 100.5 %
*****	Cockpit gauge biased to read 99.4 %
*****	Cockpit gauge biased to read 101.1 %

Engine Torque 100% = 657.6 foot-pounds

旋翼转速限制

无动力
最大 115% N_r (336 r.p.m.)
最小 91% N_r (266 r.p.m.)
POWER ON
最大 108% N_r (316 r.p.m.) 109% 时间小于 20 seconds 除外 (仅指装 2S1 发动机)
最大 108% N_r (316 r.p.m.) 扭矩低于 26%, 转速 110% N_r 时除外 (仅指装 1S1 发动机)
最小 106% N_r (双发工作)
最小 100% N_r (一发不工作) (OEI)

ROTOR LIMITS

POWER OFF
Maximum 115% N_r (336 r.p.m.)
Minimum 91% N_r (266 r.p.m.)
POWER ON
Maximum 108% N_r (316 r.p.m.) except 109% for less than 20 seconds (w/2S1 engine only)
Maximum 108% N_r (316 r.p.m.) except with torque below 26%, then 110% N_r (w/1S1 engine only)
Minimum 106% N_r (dual engine operation)
Minimum 100% N_r (one engine inoperative) (OEI)

空速限制

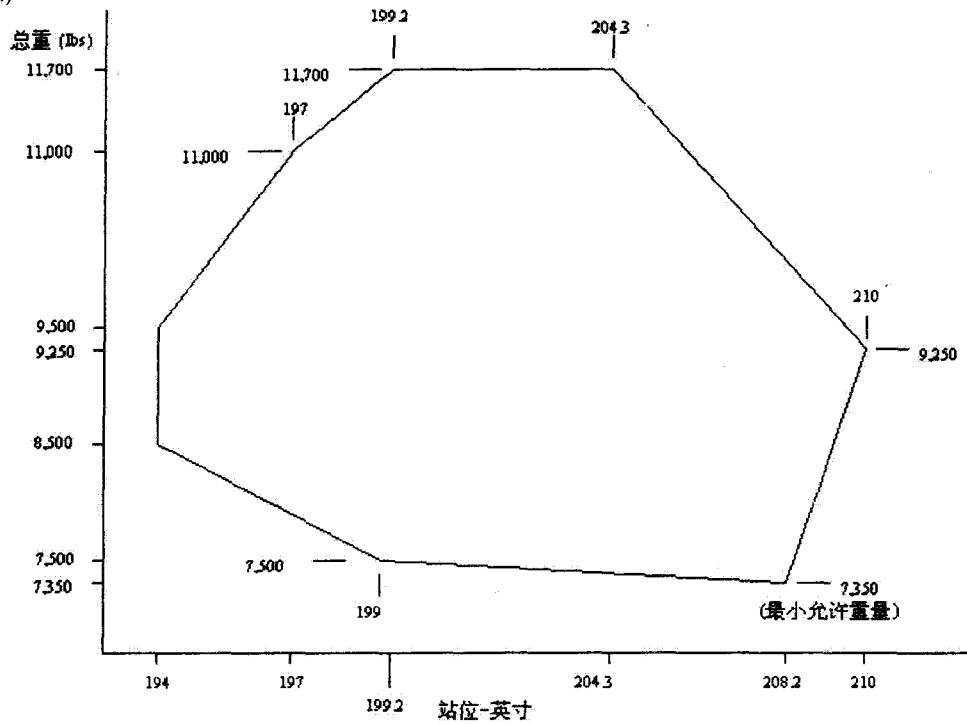
V_{NE} (不可超越速度)有动力: 155 knots (IAS). V_{NE} 随温度和压力高度变化范围见飞行手册。
 V_{LE}/V_{LO} (起落架放下/起落架使用): 130 knots (IAS)
 V_{NE} 无动力: 136 knots (IAS)

每个燃油油箱剩余油量低于 80 lbs 时, 避免机头俯仰角低于 5°。

AIRSPEED LIMITS

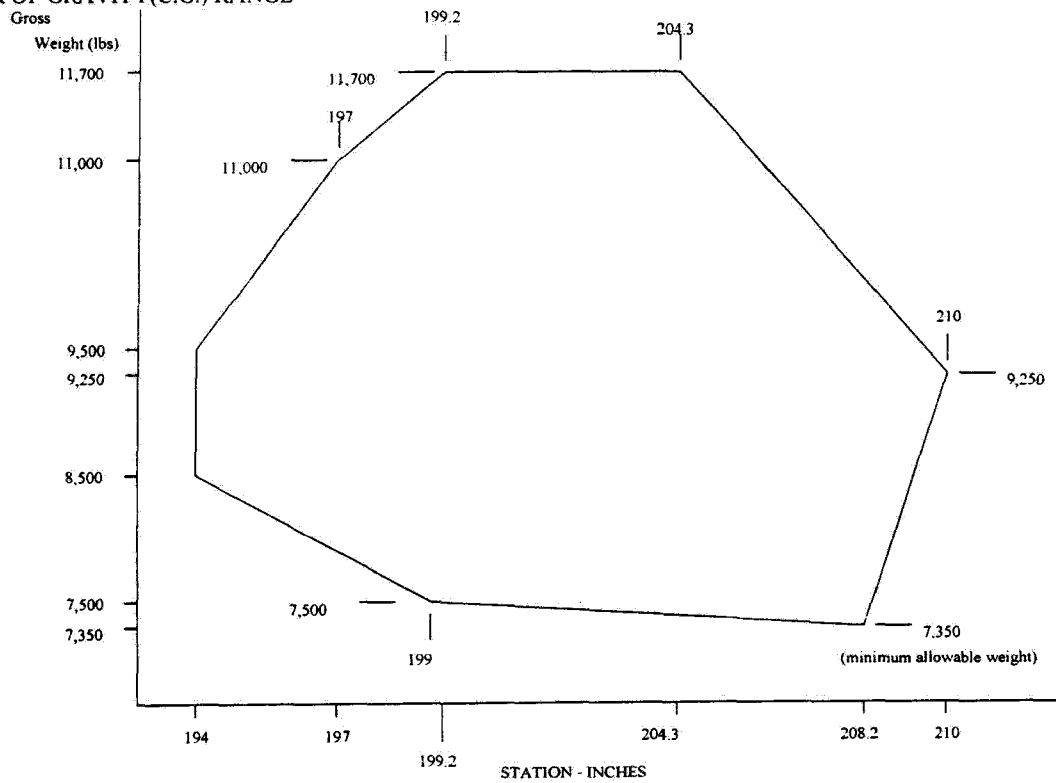
V_{NE} (never exceed) Power On: 155 knots (IAS). See Flight Manual for variations of V_{NE} with temperature and pressure altitude.
 V_{LE}/V_{LO} (gear extended/gear operating): 130 knots (IAS)
 V_{NE} Power Off: 136 knots (IAS)
 Below 80 lbs. fuel remaining per tank, avoid sustained pitch down attitudes in excess of 5° nose low.

重心范围 (C.G.)



起落架位置影响，参见飞行手册装载节。

CENTER OF GRAVITY (C.G.) RANGE



For effect of landing gear position, refer to loading section of flight manual.

横向重心限制	直到 11,400 磅	最大± 3.5 英寸
	高于 11,400 磅	最大± 3.5 英寸
	低于 10,800 磅(带有绞车负载, 仅悬停用):	最大± 4.5 英寸
LATERAL C.G. LIMITS	Up to 11,400 lbs:	±3.5 inches maximum
	Above 11,400 lbs:	±2.5 inches maximum
	Below 10,800 lbs (w/hoist load, hover only):	±4.5 inches maximum
空重重心范围	无	
EMPTY WEIGHT C.G. RANGE	None	
基准	主旋翼质心前 200 英寸。	
DATUM	200 inches forward of main rotor centroid	
定水平措施	定水平标牌在站位 STA176, BL35 左手并且铅垂线从后机门过道结构上部放下。	
LEVELING MEANS	Leveling plate at STA 176, BL 35, L.H. and plumbline from upper frame of the aft doorway	
最大重量	11,700 磅。	
MAXIMUM WEIGHT	11,700 lbs.	
最小机组	2 人(IFR)	
	1 人 (IFR), 当装合适设备并且按批准的飞行手册或其增补操作时。(见注 15)	
	1 人(VFR)	
MINIMUM CREW	2 (IFR)	
	1 (IFR) when appropriately equipped and operating to approved flight manual or flight manual supplement (See Note 15.)	
	1 (VFR)	
座椅数量	2 个机组座椅	
	13 个最多客舱乘客座椅(最多)	
NUMBER OF SEATS	2 cockpit	
	13 cabin maximum	
最大行李重量	600 磅	
MAXIMUM BAGGAGE	600 lbs.	
燃油量	286.4 加仑。(281.2 可用)在纵向重心 (216.7)处 (见注 1)	
FUEL CAPACITY	286.4 gals. (281.2 usable) at (216.7) (see Note 1)	
滑油量	每发 1.27 加仑	
OIL CAPACITY	1.27 gals. per engine	
最大使用 (密度) 高度	装 1S1 发动机机构型	
航线		15,000 feet
起飞和着陆	B 类: 11,000 英尺	
	A 类: 5,000 英尺	
	装 2S1 or 2S2 发动机机构型	
航线		15,000 英尺
起飞和着陆	B 类: 15,000 英尺	
	A 类: 5,000 英尺	

MAXIMUM OPERATING (DENSITY) ALTITUDE

With 1S1 Engine Configuration

Enroute		15,000 feet
Takeoff and landing	Cat. B:	11,000 feet
	Cat. A:	5,000 feet

With 2S1 or 2S2 Engine Configuration

Enroute		15,000 feet
Takeoff and landing	Cat. B:	15,000 feet
	Cat. A:	5,000 feet

外界温度限制: -34.4°C (-30°F) 至 ISA +37°C; 不超过 49°C (120°F)

AMBIENT TEMPERATURE LIMITS: -34.4°C (-30°F) to ISA +37°C; not to exceed 49°C (120°F)

旋翼桨叶操纵范围 调整说明见维护手册。

ROTOR BLADE CONTROL MOVEMENTS For rigging information refer to Maintenance Manual.

制造厂系列号: 按西科斯基飞机公司生产许可证第 105 号: 760269, 760375 至 760378, 760383 至 760386, 760388 至 760390, 760392, 760394, 760396 至 760398, 760400 至 760402, 760405 至 760408, 760411, 760412, 760415, 760417 至 760424, 760426, 760431, 760432, 760434 至 760436, 760438, 760440, 760446, 760453, 760456, 760457, 760459 至 760461, 760463, 760464, 760466 至 760506, 760508 至 760634, 760636, 760637, 760639, 760641, 760643, 760645, 760647 至 760652, 760654 至 760657, 760659 及以后是有效的。

MANUFACTURER'S SERIAL NUMBERS Sikorsky Aircraft Corporation under Production Certificate Number 105: 760269, 760375 through 760378, 760383 through 760386, 760388 through 760390, 760392, 760394, 760396 through 760398, 760400 through 760402, 760405 through 760408, 760411, 760412, 760415, 760417 through 760424, 760426, 760431, 760432, 760434 through 760436, 760438, 760440, 760446, 760453, 760456, 760457, 760459 through 760461, 760463, 760464, 760466 through 760506, 760508 through 760634, 760636, 760637, 760639, 760641, 760643, 760645, 760647 through 760652, 760654 through 760657, 760659 and up are eligible.

Keystone Helicopter Corporation for Production under Type Certificate Only:
760635, 760638, 760640, 760642, 760644, 760646, 760653 and 760658 are eligible.

以下数据适用于该系列所有机型

THE FOLLOWING DATA IS PERTINENT TO ALL MODELS OF THIS SERIES

FAA 审定基础: 型号合格证第 H1NE 号
S-76A 机型 (基本审定基础):

联邦航空规章 29 部 (1965 年 2 月 1 日) 修正案 29-1 至 29-11; 此外, 修正案 29-12 的部分内容, 具体为 29.67, 29.71, 29.75, 29.141, 29.173, 29.175, 29.931, 29.1189(a)(2), 29.1555(c)(2), 29.1557(c), 修正案 29-13 的部分内容, 具体为 29.965, 及修正案 29-21 的部分内容, 具体为 29.1, 29.79, 29.1517, and 29.1587。

S-76 仪表飞行标准(临时), 1977 年 2 月 10 日。

专用条件 29-82-NE-3 (文卷号 17721), 1978 年 3 月 27 日。

S-76A 机型对 FAR 29.811(h) 的部分豁免, 豁免编号 2542 (文卷号 17403), 1979 年 1 月 9 日。

对 FAR 29.173(b) 的等效安全结论。

1969 年国家环境法案

1972 年噪声控制法案。

对以下选择性要求的符合性已经表明：当应急浮筒系统被安装时，水上迫降设备 FAR 29.563 包括 29.801 和 29.807(d)，不包括修正案 29-12 修正的 29.1411, 29.1415, 和 29.1561。对于广阔水域运营，必须表明对运营条款和 FAR 29.1411, 29.1415, 和 29.1561 的符合性。

当安装了货舱挂钩，件号 P/N 76255-02000，应符合 FAR 29.865 包括 FAR29.25 至修正案 29-12。外挂载荷运行按 FAR 133 至修正案 1-4。

S-76C（装 Arriel 1S1 发动机构型）在基本审定基础之外还应符合：修正案 29-24 修正 29.1325 条，和修正案 29-26 修正的 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) 和 29.1521(h); 修正案 29-30 修正的 29.811, FAR 36 部, 附录 H 至修正案 36-14。

专用条件编号. 29-ASW-3 (文卷号 91-ASW-1), 1992 年 1 月 30 日。

S-76C（装 Arriel 2S1 发动机构型）在基本审定基础之外还应符合：修正案 29-24 修正 29.1325 条，和修正案 29-26 修正的 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) 和 29.1521(h); 修正案 29-30 修正的 29.811; 修正案 29-34 修正 29.67(a)(1)(i), 29.923(a),(b)(1)&(3), 29.1143(f), 29.1305(a)(24)&(25), 29.1521(i)&(j) and 29.1549(e)和 FAR 36 部, 附录 H 至修正案 36-14。

专用条件编号. 29-ASW-16 (文卷号 91-ASW-2), 1996 年 8 月 26 日和 29-004-SC (文卷号 SW004), 1998 年 6 月 17 日。

S-76C（装 Arriel 2S2 发动机构型）在基本审定基础之外还应符合：修正案 29-24 修正 29.1325 条，和修正案 29-26 修正的 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) 和 29.1521(h); 修正案 29-30 修正的 29.811; 修正案 29-34 修正 29.67(a)(1)(i), 29.923(a),(b)(1)&(3), 29.1143(f), 29.1305(a)(24)&(25), 29.1521(i)&(j) and 29.1549(e)和 FAR 36 部, 附录 H 至修正案 36-14。

专用条件编号. 29-ASW-16 (文卷号 91-ASW-2), 1996 年 8 月 26 日和 29-004-SC (文卷号 SW004), 1998 年 6 月 17 日

CERTIFICATION BASIS Type Certificate No. HINE

Model S-76A (Basic Certification Basis):

FAR Part 29, February 1, 1965, and amendments 29-1 through 29-11; in addition, portions of amendments 29-12, specifically, 29.67, 29.71, 29.75, 29.141, 29.173, 29.175, 29.931, 29.1189(a)(2), 29.1555(c)(2), 29.1557(c), portions of amendment 29-13, specifically 29.965, and portions of amendment 29-21, specifically 29.1, 29.79, 29.1517, and 29.1587.

Instrument flight criteria (interim) for S-76 dated February 10, 1977.

Special Conditions 29-82-NE-3 (Docket No. 17721), dated March 27, 1978.

Partial Grant of Exemption from FAR 29.811(h), Exemption No. 2542 (Docket No. 17403), dated January 9, 1979, for the Model S-76A;.

Equivalent safety finding for FAR 29.173(b).

National Environmental Act of 1969.

Noise Control Act of 1972.

Compliance with the following optional requirements has been established: Ditching provisions FAR 29.563 including 29.801 and 29.807(d) and excluding 29.1411, 29.1415, and 29.1561 of amendment 29-

12. when emergency flotation gear, P/N 76076-02002, is installed. For over-water operations, compliance with the operating rules and FAR 29.1411, 29.1415, and 29.1561 must be shown.

Cargo hook FAR 29.865 including 29.25 of amendment 29-12, when cargo hook system, P/N 76255-02000, is installed. For external load operations, FAR 133, including Amendments 1-4.

In addition to the basic certification basis, for the Model S-76C (with Arriel 1S1 Engine Configuration): 29.1325 of amendment 29-24, amendment 29-26, specifically 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) and 29.1521(h); 29.811 of amendment 29-30, and amendment 36-14 of FAR 36, Appendix H.

Special Condition No. 29-ASW-3 (Docket No. 91-ASW-1), dated January 30, 1992

In addition to the basic certification basis, for the Model S-76C (with Arriel 2S1 Engine Configuration): 29.1325 of amendment 29-24, amendment 29-26, specifically 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) and 29.1521(h); 29.811 of amendment 29-30, amendment 29-34, specifically 29.67(a)(1)(i), 29.923(a),(b)(1)&(3), 29.1143(f), 29.1305(a)(24)&(25), 29.1521(i)&(j) and 29.1549(e) and Amendment 36-20 of FAR 36, Appendix H.

Special Conditions No. 29-ASW-16 (Docket No. 96-ASW-2), dated August 26, 1996 and No. 29-004-SC (Docket No. SW004) dated June 17, 1998.

In addition to the basic certification basis, for the Model S-76C (with Arriel 2S2 Engine Configuration): 29.1325 of amendment 29-24, amendment 29-26, specifically 29.67(a)(2)&(3)(b), 29.923(k), 29.1045(c), 29.1047(a)(4) and 29.1521(h); 29.811 of amendment 29-30, amendment 29-34, specifically 29.67(a)(1)(i), 29.923(a),(b)(1)&(3), 29.1143(f), 29.1305(a)(24)&(25), 29.1521(i)&(j) and 29.1549(e) and Amendment 36-20 of FAR 36, Appendix H.

Special Conditions No. 29-ASW-16 (Docket No. 96-ASW-2), dated August 26, 1996 and No. 29-004-SC (Docket No. SW004), dated June 17, 1998.

CAAC 认可审定基础

CAAC接受上述FAA型号审定基础作为认可审定基础。此外，CAAC认可审定基础还包括以下附加技术要求：

中国3号燃油（GB6537-94）应被批准使用。见注释17

客舱内部和外部的安全标识和标牌用双语（中文和英文）表示。

CAAC Validation Basis

The CAAC accepts the FAA Type Certification basis as the Validation Basis mentioned above. In addition, CAAC Validation Basis includes the following additional technical conditions:

The Chinese fuel RP-3 (GB6537-94) shall be approved. See Note 17

Cabin interior and exterior safety placards and markings shall be bilingual (Chinese and English).

生产基础：

西科斯基飞机公司生产许可证第 105 号

Keystone 直升机公司，按与西科斯基飞机公司的执照协议，在每架航空器初始适航证颁发前，必须有 FAA 的代表对工艺、材料、与技术资料的符合性、及飞行特性的检查。在申请标准适航证时，如果申请人想按联邦法典 14 之 § 21.183(d)生产一架新的航空器以及申请人按另一个人的型号证制造、安装、组装，申请人必须提供型号证持有人书面允许的的证据，进行上述活动没有书面证据将违反 49 U.S.C. § 44704(a)(3)的规定。

PRODUCTION BASIS

Sikorsky Aircraft Corporation:

Production Certificate Number 105.

Helicopter Corporation, under licensing agreement with Sikorsky Aircraft Corporation

None. Before original airworthiness certification of each aircraft, an FAA representative must perform a detailed inspection for workmanship, materials, conformity with the approved technical data, and a check of the flight characteristics. In the event of an application for a standard airworthiness certificate

or, if an applicant intends to produce a new aircraft under 14 CFR § 21.183(d), and the applicant is manufacturing, building, or assembling to another person's type certificate, the applicant must provide written evidence of permission from the type certificate holder. Conduct of such activity without written evidence of permission may be a violation of 49 U.S.C. § 44704(a)(3).

设备

在适用适航规章（见审定基础）中规定的基本要求设备必须安装在航空器上供审定。此外，要求以下设备项目：

(a) S-76A: FAA 批准的旋翼航空器飞行手册，S-76A 直升机(出版物 SA 4047-76-1)

S-76C 装 Arriel 1S1 发动机构型: FAA 批准的旋翼航空器飞行手册，S-76C 直升机(出版物 SA 4047-76C-1)

S-76C 装 Arriel 2S1 发动机构型: FAA 批准的旋翼航空器飞行手册，S-76C 直升机(出版物 SA 4047-76C-10)(对系列号 760511 以前的航空器)。对系列号 760511 及以后的航空器为 FAA 批准的旋翼航空器飞行手册(出版物 SA 4047-76C-14)

S-76C 装 Arriel 2S2 发动机构型: FAA 批准的旋翼航空器飞行手册，S-76C 直升机(出版物 SA 4047-76C-15)(对系列号 760607 及以后的航空器)。

(b) 删除

(c) 特殊空速指示器批准:

对仅用于 S-76A 的:

Aero Mechanism Part No. 8502C-S20LW, 或 Aerosonic Part No. 20020-11190, 或 Aerosonic Part No. 20020-11293 型空速指示器。

对用于 S-76C 的:

Aerosonic Part No. 20020-11293 型空速指示器。

EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis), must be installed in the helicopter for certification. In addition, the following items of equipment are required:

(a) Model S-76A: FAA approved Rotorcraft Flight Manual, Model S-76A Helicopter (Publication SA 4047-76-1)

Model S-76C equipped with Arriel 1S1 engines: FAA approved Rotorcraft Flight Manual, Model S-76C Helicopter (Publication SA 4047-76C-1).

Model S-76C equipped with Arriel 2S1 engines: FAA approved Rotorcraft Flight Manual, Model S-76C Helicopter (Publication SA 4047-76C-10) for aircraft serial numbers prior to 760511. For aircraft serial numbers 760511 and subsequent FAA Approved Rotorcraft Flight Manual (Publication SA 4047-76C-14).

Model S-76C equipped with Arriel 2S2 engines: FAA approved Rotorcraft Flight Manual, Model S-76C Helicopter (Publication SA 4047-76C-15) for aircraft serial numbers 760607 and subsequent.

(b) DELETED

(c) Special airspeed indicator approved:

For use on S-76A only:

Aero Mechanism Part No. 8502C-S20LW, or Aerosonic Part No. 20020-11190, or Aerosonic Part No. 20020-11293 airspeed indicator.

For use on the S-76B and S-76C:

Aerosonic Part No. 20020-11293 airspeed indicator.

NOTES

- 注 1: 现行重量和平衡报告, 包括审定空重中包括的设备清单, 和装载指南 (如必要), 必须在初始审定时提供给每架旋翼航空器。
燃油重量和力矩力臂随燃油和燃油质量不同的变化见旋翼航空器飞行手册的装载章节。
- NOTE 1: Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each helicopter at the time of original certification.
- See flight manual loading section for variations of fuel weight and moment-arm with variations of fuel and fuel quantity.
- 注 2: 此旋翼航空器必须按照在“设备”部分要求的适当的 FAA 批准的旋翼航空器飞行手册进行运营。在 FAA 批准的旋翼航空器飞行手册中要求的所有标牌必须装于此旋翼航空器。以下标牌必须展示给飞行员并且清晰可见:
- “此直升机必须按照在 FAA 批准的旋翼航空器飞行手册中规定的运营限制进行运营。”
- NOTE 2: All placards required in the approved rotorcraft flight manual must be installed in the appropriate locations. The following placard must be displayed in front of and in clear view of the pilot:
"THIS HELICOPTER MUST BE OPERATED IN ACCORDANCE WITH THE OPERATING LIMITATIONS SPECIFIED IN THE FAA APPROVED ROTORCRAFT FLT MAN. THE AIRWORTHINESS LIMITATIONS SECT OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH."
- 注 3: S-76A: 对于正确维护此旋翼航空器所必要的信息被包含在 Sikorsky S-76A 维修手册, SA 4047-76-2 和适航限制和检查要求手册 SA 4047-76-2-1 中。退役 (使用) 寿命值包含在适航限制和检查要求手册 SA 4047-76-2-1 第 4 章中。没有 FAA 工程批准, 检查间隔不能增加。见注 10。
- S-76A 系列号 760295, 760296, 760297, 760298, 760300, 和 760301: 对于正确维护此旋翼航空器所必要的信息被包含在 Sikorsky S-76A 维修手册, SA 4047-76AA-2, 和适航限制和检查要求手册 SA 4047-76-2-1 中。退役 (使用) 寿命值包含在适航限制和检查要求手册 SA 4047-76-2-1 第 4 章中。没有 FAA 工程批准, 检查间隔不能增加。见注 10。
- S-76C: 对于正确维护此旋翼航空器所必要的信息被包含在 Sikorsky S-76C 维修手册, SA 4047-76C-2, 和适航限制和检查要求手册 SA 4047-76C-2-1 中。退役 (使用) 寿命值包含在适航限制和检查要求手册 SA 4047-76C-2-1 第 4 章中。没有 FAA 工程批准, 检查间隔不能增加。见注 10。
- NOTE 3: For Model S-76A: Information essential to the proper maintenance of the helicopter is contained in the Sikorsky S-76A Maintenance Manual, Publication SA 4047-76-2, and the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1 provided with each helicopter. The values of retirement (service) life contained in Chapter 4 of the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1 or inspection intervals cannot be increased without FAA engineering approval. See Note 10.
- For Model S-76A serial numbers 760295, 760296, 760297, 760298, 760300, and 760301: Information essential to proper maintenance of the helicopter is contained in the Sikorsky S-76A Maintenance Manual SA 4047-76AA-2 and the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1 provided with each helicopter. The values of retirement (service) life contained in Chapter 4 of the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1 or inspection intervals cannot be increased without FAA engineering approval. (See Note 10.)
- For Model S-76C: Information essential to the proper maintenance of the helicopter is contained in the S-76C Maintenance Manual, Publication SA 4047-76C-2, and the Airworthiness Limitations and Inspection Requirements Sections, Chapters 4 and 5, of SA 4047-76C-2-1, provided with each helicopter. The values of retirement (service) life contained in Chapter 4 of the Maintenance Manual or inspection intervals cannot be increased without FAA engineering approval. (See Note 10.)
- 注 4: 删除
- NOTE 4: DELETED
- 注 5: 仅对 S-76A: 混合比率: 一份 AVGAS, Grade 80/87, 对 2 份 Jet Fuel (Jet A, Jet 1, 或 JP-5), 该值不受时间限制。AVGAS, Grade 100/130 (100LL) 加有 2.0 毫升/加仑的铅可同比例代替 grade 80/87 与 Jet Fuel 混合, 在任何大

- 修周期内不超过 300 小时。不要在 4°C (40°F) 以上使用。不要使用含 Tri-Cresyl-Phosphate (TCP) 的 AVGAS。
- NOTE 5: For Model S-76A only: Mixture ratio: 1 part AVGAS, Grade 80/87, to 2 parts Jet Fuel (Jet A, Jet 1, or JP-5) by volume may be used for unrestricted periods of time. AVGAS, Grade 100/130 (100LL) with a maximum of 2.0 ml/gal lead content may be used in place of grade 80/87 in the same proportions with jet fuel for not over 300 hours during any overhaul period. Do not use above 4°C (40°F). Do not use AVGAS containing Tri-Cresyl-Phosphate (TCP).
- 注 6: 仅对 S-76A: MIL-T-5624 Grade JP-5 加防冰添加剂等同于 MIL-I-27686 (Philips Petroleum Company MB-55 or equivalent) 浓度在 0.035% 到 0.15% 之间。ASTM D-1655 Jet A, 或 A1 加防冰添加剂等同于 MIL-I-27686 (Philips Petroleum Company MB-55 或相当的产品) 浓度在 0.035% 到 0.15% 之间。如果 AVGAS/Jet Fuel 混合物加到 JP-4 或 Jet B 中, 防冰添加剂浓度在 0.035% 到 0.15% 之间。仅据 AVGAS/Jet Fuel 的量定。如果与 AVGAS 混合的是 JP-5, Jet A, 或 Jet A, 对还没有加防冰添加剂的, 按全部油量在浓度 0.035% 到 0.15% 之间加防冰添加剂。
- NOTE 6: 仅对 S-76A: 满足 MIL-D-27686 或相当标准的防冰添加剂浓度必须在 0.035% 到 0.15% 之间。
For Model S-76A only: MIL-T-5624 Grade JP-5 with anti-ice additive conforming to MIL-I-27686 (Philips Petroleum Company MB-55 or equivalent) in concentration of 0.035% to 0.15% by volume ASTM D-1655 Jet A, or A1 with anti-ice additive conforming to MIL-I-27686 (Philips Petroleum Company MB-55 or equivalent) in concentration of 0.035% to 0.15% by volume. If the AVGAS/Jet Fuel mixture is added to JP-4 or Jet B, add anti-ice additive in concentration of 0.035% to 0.15% based only on the AVGAS/Jet Fuel volume added. If the jet fuel to be mixed with AVGAS is JP-5, Jet A, or Jet A1, to which anti-ice additive has not been added, add anti-ice additive in concentration of 0.035% to 0.15% based on entire volume.
- For Model S-76C only: Anti-icing protection additives meeting MIL-D-27686 or equivalent must be present in concentrations of 0.10% to 0.15% by volume.
- 注 7: 删除
- NOTE 7: DELETED
- 注 7: S-76A 初始型号合格证数据单 HINE 没有出版。没有依据该 HINE 型号合格证数据单(无版次)颁发适航证。
- NOTE 8: Initial Type Certification Data Sheet No. HINE for Model S-76A was not published. No airworthiness certificates were issued, based on Data Sheet No. HINE (No Revision).
- 注 9: S-76A 直升机已经得到 Luftfahrt-Bundesamt (LBA) 批准。该 LBA 批准的构型必须包括丁西科斯基公司图纸号 76080-55007, Kit Modification, LBA, PL Sheet 1 of 1, Rev (-), FD Sheet 1 of 1, Rev (-), 这是 LBA 的特殊要求。未经适航审定批准。
- NOTE 9: Model S-76A helicopters have been approved for the Luftfahrt-Bundesamt (LBA). This LBA configuration must include a modification in accordance with Sikorsky Aircraft Drawing No. 76080-55007, Kit Modification, LBA, PL Sheet 1 of 1, Rev (-), FD Sheet 1 of 1, Rev (-). This is an LBA special requirement and is not approved for FAA airworthiness certification.
- 注 10: S-76A: 当在最大总重 10,300 磅以上使用时, 直升机必须符合, 适航限制和检查要求手册 SA 4047-76-2-1 14 版 1985 年 5 月 14 日或以后 FAA 批准的) 的适航限制条款。
- S-76C: 所有直升机必须符合, 适航限制和检查要求手册 SA 4047-76C-2-1 第 4 章 (1991 年 3 月 19 日或以后 FAA 批准的) 的适航限制条款。
- NOTE 10: Model S-76A: When operated at gross weights above 10,300 pounds, the helicopter must comply with Revision 14 of the Airworthiness Limitations section, dated May 14, 1985, or subsequent FAA-approved revisions of the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1.
- Model S-76C: All helicopters must comply with the Airworthiness Limitations Section, Chapter 4, dated March 19, 1991, of Maintenance Manual SA 4047-76C-2-1, or subsequent FAA-approved revisions.
- 注 11: S-76A: 替代的 Turbomeca Arriel 1S 或 1S1 发动机安装方案按 STC SH568NE 批准(不在混合发动机构型中)。
- NOTE 11: Model S-76A: Alternate engine installations with Turbomeca Arriel 1S or 1S1 engines are approved under STC SH568NE (not in mixed engine configurations).

- 注 12: 按 CSN 76-192 要求安装的排放控制装置 Kit Part Number 76070-30603-011 被批准装在 S-76C 装有 Turbomeca Arriel 1S1 发动机的直升机上。该装置防止液态燃料在正常飞行或地面工作时发动机停车过程中从燃油喷嘴有意排放到大气中。S-76C 装有 Turbomeca Arriel 2S1 and 2S2 发动机, 不必改装可防止防止液态燃料在正常飞行或地面工作时发动机停车过程中从燃油喷嘴有意排放到大气中。
- NOTE 12: Emissions control device Kit Part Number 76070-30603-011, installed in accordance with CSN 76-192, is approved for installation on the Model S-76C helicopter with the Turbomeca Arriel 1S1 engine installation. This device prevents the intentional discharge into the atmosphere of liquid fuel from the fuel nozzle manifolds resulting from the process of engine shutdown following normal flight or ground operations. The Model S-76C helicopter with Turbomeca Arriel 2S1 and 2S2 engines, without modification preclude the intentional discharge into the atmosphere of liquid fuel from the nozzle manifolds resulting from the process of engine shutdown.
- 注 13: 使用 30 分钟额定功率要求 S76C 旋翼机飞行手册增补 12、文件 SA 4047-76C-10、或 SA 4047-76C-14、或 S76C 旋翼机飞行手册增补 46、文件 SA 4047-76C-15。发动机适航限制按型号合格证数据单 E00054EN。
- NOTE 13: The use of the 30 minute power rating requires Supplement No. 12 to the Model S76C Rotorcraft Flight Manual, document no. SA 4047-76C-10, or document no. SA 4047-76C-14 or Supplement No. 46 to the Model S76C Rotorcraft Flight Manual, document no. SA 4047-76C-15. Engine Airworthiness Limitations requirements are as specified in Type Certificate Data Sheet No. E00054EN.
- 注 14: S-76C (Turbomeca Arriel 2S1 and Arriel 2S2 发动机)采用电子发动机控制通常称为全权限数字电子控制 (FADEC), 电子发动机控制被公认为比其他旋翼航空器上使用的手动 (非电子) 控制更容易受到电磁干扰 (EMI) 的影响。EMI 可能是辐射或传导干扰的结果。因此, 增加或更改可能有潜在 EMI 的系统, 必须按照 FAA 接受的标准进行鉴定或在安装时测试对发动机操纵的干扰。此类测试必须使用特定的发动机控制诊断技术和外部诊断技术。试验必须按照 FAA 工程批准的更改试验大纲进行。
- NOTE 14: The Model S-76C (Turbomeca Arriel 2S1 and Arriel 2S2 engines) rotorcraft installations employ electronic engine controls commonly named Full-Authority Digital Electronic Controls (FADEC), and are recognized to be potentially more susceptible to electromagnetic interference (EMI) than rotorcraft containing non-electronic controls. EMI may be the result of radiated or conducted interference. For this reason, aircraft modifications that add or change systems that have the potential for EMI must be either qualified to an FAA acceptable standard or tested at the time of installation for interference to the FADEC. This type of testing must employ the particular FADEC's internal diagnostic monitoring equipment as well as external diagnostic monitoring equipment, and must be FAA approved.
- 注 15: S-76A and S-76C 在装有合适设备并按允许这类运行的飞行手册或其增补操作可被批准单驾驶 IFR。单驾驶 IFR 运行要求包括安装 STC 批准的 SPZ-7000 数字自动飞行控制系统或 SPZ-7600 数字自动飞行控制系统或选装设备, 以下飞行手册及增补涉及用 SPZ-7000 单驾驶 IFR 运行:
- Model S-76A SA 4047-76-1 Honeywell Supp No. 27-5130-14-03
Model S-76A SA 4047-76-1 Honeywell Supp No. 27-5120-19-01 (S-76A Arriel)
Model S-76B SA 4047-76B-1 Honeywell Supp No. 27-5120-10-01
以下 Honeywell 飞行手册增补涉及用 SPZ-7600 单驾驶 IFR 运行:
Model S76C Rotorcraft Flight Manual document no. SA 4047-76C-14
Model S76C Rotorcraft Flight Manual document no. SA 4047-76C-15
Model S-76A SA 4047-76-1 Supp S-38
Model S-76C SA 4047-76C-1 Supp S-15
Model S-76C+ SA 4047-76C-10 Supp S-15
Model S-76C+ SA 4047-76C-10 Supp 88
- NOTE 15: 1-pilot IFR is approved for Models S-76A and S-76C when appropriately equipped and operating in accordance with a flight manual or flight manual supplement that allows such operation. 1-pilot IFR operation requirements include installation of an SPZ-7000 Digital Automatic Flight Control System by STC or an SPZ-7600 Digital Automatic Flight Control System by STC or as optional equipment. The following Sikorsky Flight Manuals and Supplements relate to 1-pilot IFR operations with the SPZ-7000:
- Model S-76A SA 4047-76-1 Honeywell Supp No. 27-5130-14-03
Model S-76A SA 4047-76-1 Honeywell Supp No. 27-5120-19-01 (S-76A Arriel)
Model S-76B SA 4047-76B-1 Honeywell Supp No. 27-5120-10-01
The following Honeywell Flight Manual Supplements relate to 1-pilot IFR operations with the SPZ-7600:
Model S76C Rotorcraft Flight Manual document no. SA 4047-76C-14
Model S76C Rotorcraft Flight Manual document no. SA 4047-76C-15
Model S-76A SA 4047-76-1 Supp S-38
Model S-76C SA 4047-76C-1 Supp S-15
Model S-76C+ SA 4047-76C-10 Supp S-15
Model S-76C+ SA 4047-76C-10 Supp 88

- 注 16: 安装 Turbomeca Arriel 2S2 要求屏蔽过滤器 P/N 76302-07800 或 FAA 批准的其它替代产品。
NOTE 16: Installation of Turbomeca Arriel 2S2 engines requires barrier filter P/N 76302-07800 or FAA-approved alternate.
- 注 17: 对于附加技术条件中的中国 3 号燃油 (GB6537-94) 问题, CAAC 给临时豁免, 西科斯基应在 2007 年 11 月 10 日前完成相关验证工作。
NOTE 17: A temporary exemption is give to the additional technical condition of Chinese No. 3 Jet fuel (GB6537-94). Sikorsky should finish the compliance work before November 10, 2007.
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