

型号认可证数据单

版本/Revision: 3

S-76A

S-76C

S-76D

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本数据单是型号认可证（编号：VTC0074A）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0074A), prescribes condition and limitation under the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

西科斯基飞机公司/Sikorsky Aircraft Corporation

有效页清单/List of effective pages:

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第 1 部分 概述（所有机型）

SECTION 1 GENERAL (ALL MODELS)

1. CAAC 型号认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	CAAC 型号认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	VTC0074A, Revision 3, 2014-3-18	H1NE, Revision 37, 2013-OCT-31
历史 History	VTC0074A, Revision 2, 2007-05-21	H1NE, Revision 22, 2007-01-08

2. 类别/Airworthiness Category: 运输类直升机/Transport Helicopter

3. 认可当局/Validation Authority: 中国民用航空局/CAAC

审定当局/Certifying Authority: 美国联邦航空管理局/FAA

4. 型号合格证持有人/Type Certificate Holder: Sikorsky Aircraft Corporation
6900 Main Street
Stratford, CT 06497-9129

5. CAAC 附加技术条件/CAAC additional technical conditions

交付到中国的每架航空器须满足下述附加技术条件:

Each of aircraft delivered to China shall meet the following additional technical conditions:

(1) 必须满足 CAAC 的运行要求（例如标记标牌的中文要求）/

The operational requirements of CAAC must be met (e.g. Chinese language requirements for markings and placards).

(2) 燃油符合“中华人民共和国国家标准 GB6537-2006”的 3 号喷气燃料/

The fuel conforming to specification “PRC National Standard No.3 Jet Fuel -- GB 6537-2006”

第 2 部分

SECTION 2

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 November 21, 1978
(Transport Helicopter, Category A), Approved January 9, 1979

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, 或 JP-5 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
B/GB6537-94(RP-3)**

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

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

	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)
起飞 (5 分钟)	104.6%	53,550 (105.0%)	768 Deg C
最大连续	104.6%	53,550 (105.0%)	768 Deg C
OEI (30 分钟)	104.6%	53,550 (105.0%)	798 Deg C
OEI (2-1/2 分钟)	111.2%	53,550 (105.0%)	826 Deg C
16 秒瞬态 (OEI)	111.2% to 155.0%	---	---
10 秒瞬态 (启动)	---	53,550 (105.0%) to 54,060 (106%)	826 to 927 Deg C

输出轴转速 (N₂)

正常范围

95%到 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

	SEA LEVEL STATIC / STANDARD DAY		
	TORQUE LIMITS	GAS GENERATOR SPEED LIMITS (N1)	POWER TURBINE INLET(T5)
Takeoff (5 minutes)	104.6%	53,550 (105.0%)	768 Deg C
Maximum Continuous	104.6%	53,550 (105.0%)	768 Deg C
OEI (30 minutes)	104.6%	53,550 (105.0%)	798 Deg C
OEI (2-1/2 minutes)	111.2%	53,550 (105.0%)	826 Deg C
16 second transient (OEI)	111.2% to 155.0%	---	---
10 second Transient (Starting)	---	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 2½-minute Varies linearly from 119% at flight autorotation to 109% at 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 (225 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

VNE (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。

VLE/VLO (起落架放下速度/使用速度): 130 节 (CAS), 130 节 (IAS)。

VNE 无动力: 135 节 (CAS), 141 节 (IAS)。

每个邮箱剩余油量低于 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).

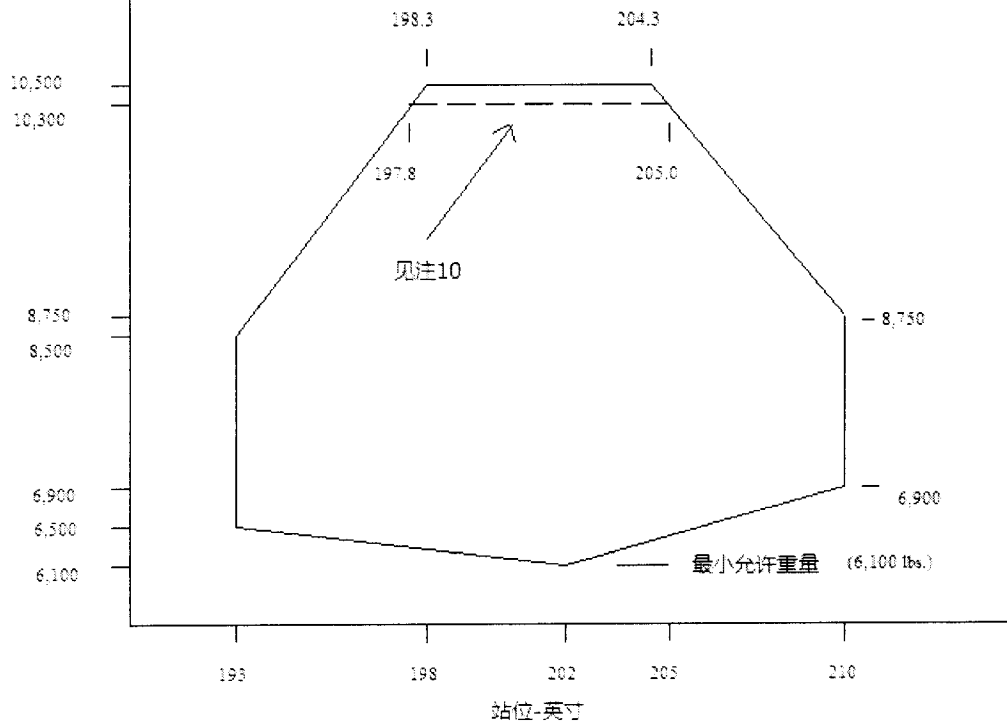
V_{NE} Power Off: 135 knots (CAS), 141 knots (IAS).

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.)

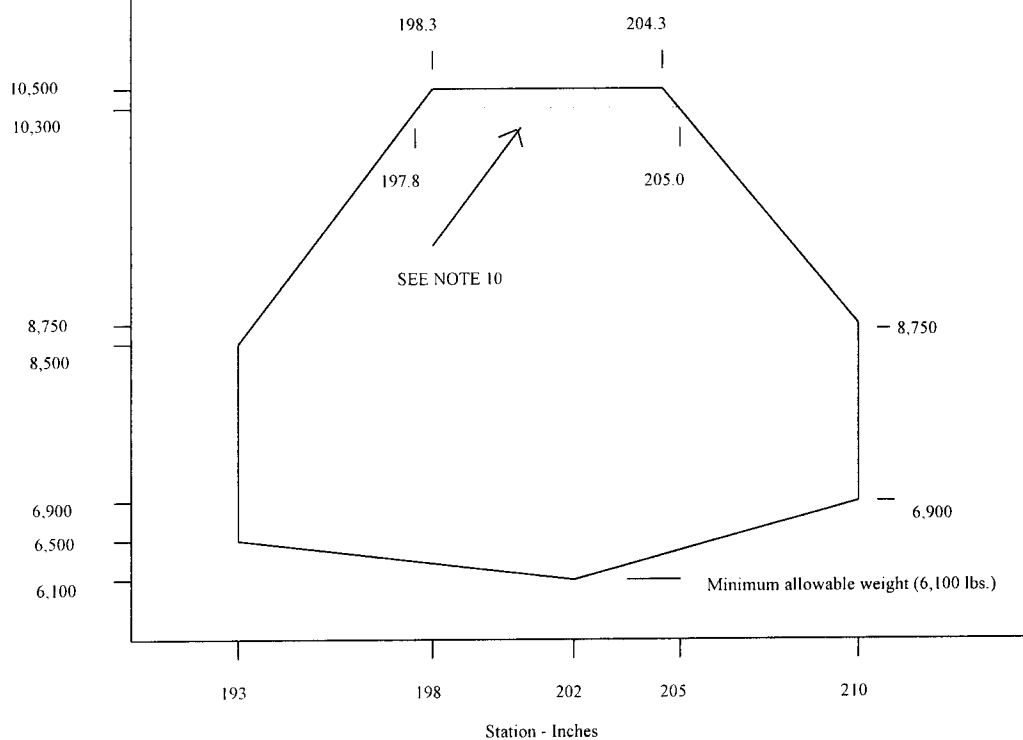
总重 (lbs.)



起落架位置影响，参见飞行手册装载节。

CENTER OF GRAVITY (C.G.) RANGE

Gross Weight (lbs.)



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 frame of the aft doorway	定水平标牌在站位 STA176, BL35 左手并且铅垂线从后 Leveling plate at STA 176, BL 35, L.H. and plumb line from upper
最大重量: MAXIMUM WEIGHT	10,500 磅。 10,500 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
NUMBER OF SEATS	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:	15,000 英尺
起飞:	6,900 英尺 或 11,000 英尺 (对加装西科斯基套件 Kit P/N
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) -34.4oC (-30oF) to ISA +36.7oC; not to exceed 48.9oC (120oF)
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: S-76B 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 March 15, 1991
(Transport Helicopter, Category A), Approved April 12, 1991

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-4***/JP-5**/JP-8/Jet A*/Jet A1*/Jet B*/GB6537-94(RP-3)*

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).
*** Applicable to Arriel 1S1 only

滑油 JP-5**/JP-8/Jet A*/Jet A1*/Jet B*
正常使用 5 厘沱合成滑油
标准的型号和牌号参见 S-76C 飞行手册, 西科斯基件号 P/NSA 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	104.0 %	100.0 %	100.0 %	845 deg C
最大连续	104.0 %	100.0 %	100.0 %	845 deg C
OEI (2 分半)	127.0 %	136.0 %	102.7 %**	885 deg C
OEI (最大连续)	110.0 %	128.0 %	102.2 %*	868 deg C
20 秒瞬态 (OEI)	148.0 %	---	105.35 %***	920 deg C
20 秒瞬态	---	---	105.35 %***	---
10 秒瞬态	---	115.0 %	---	---
5 秒瞬态 (OEI)	---	150.0 %	---	---
秒瞬态 (启动)	---	---	---	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%				

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)
起飞 (5 分钟)	103.7 %	100.0 %	101.2 %*	912 deg C
30 分钟 (见注 13)	103.7 %	100.0 %	101.2 %*	912 deg C
最大连续	103.7 %	100.0 %	99.0 %**	877 deg C
OEI (30 秒)	134.6 %	136.0 %	105.8 %****	1000 deg C
OEI (2 分钟)	126.7 %	136.0 %	102.4 %***	941 deg C
OEI (最大连续)	116.7 %	128.0 %	101.2 %*	912 deg C
20 秒瞬态	160.4 %	---	102.3 %***	---
10 秒瞬态	---	115.0 %	---	---
10 秒瞬态 (启动)	---	---	---	865 deg C
5 秒瞬态 (OEI)	---	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%				

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)
起飞 (5 分钟)	103.7 %	100 %	101.88 %*	930 deg C
30 分钟 (见注 13)	103.7 %	100 %	101.88 %*	930 deg C
最大连续	103.7 %	100 %	99.71 %**	893 deg C
OEI (30 秒)	134.9 %	136 %	105.89 %***	996 deg C
OEI (2 分钟)	127.0 %	136 %	102.38 %****	944 deg C
OEI (最大连续)	115.0 %	128 %	101.28 %*****	926 deg C
20 秒瞬态	160.4 %	---	102.98 %*****	---
10 秒瞬态	---	115.0 %	---	---
10 秒瞬态 (启动)	---	---	---	840 deg C
5 秒瞬态 (OEI)	---	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

Arriel 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 %				

Arriel 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 %*	930 deg C
30 minute (see Note 13)	103.7 %	100 %	101.88 %*	930 deg C
Maximum Continuous	103.7 %	100 %	99.71 %**	893 deg C
OEI (30 second)	134.9 %	136 %	105.89 %***	996 deg C
OEI (2 minutes)	127.0 %	136 %	102.38 %****	944 deg C
OEI (Maximum Continuous)	115.0 %	128 %	101.28 %*****	926 deg C
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% Nr (336 r.p.m.)
最小 91% Nr (266 r.p.m.)
有动力
最大 108% Nr (316 r.p.m.) 109%时间小于 20 seconds 除外 (仅指装 2S1 发动机)
最大 108% Nr (316 r.p.m.) 扭矩低于 26%, 转速 110% Nr 时除外 (仅指装 1S1 发动机)
最小 106% Nr (双发工作)
最小 100% Nr (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% Nr (w/1S1 engine only)
Minimum 106% N _r (dual engine operation)
Minimum 100% N _r (one engine inoperative) (OEI)

空速限制

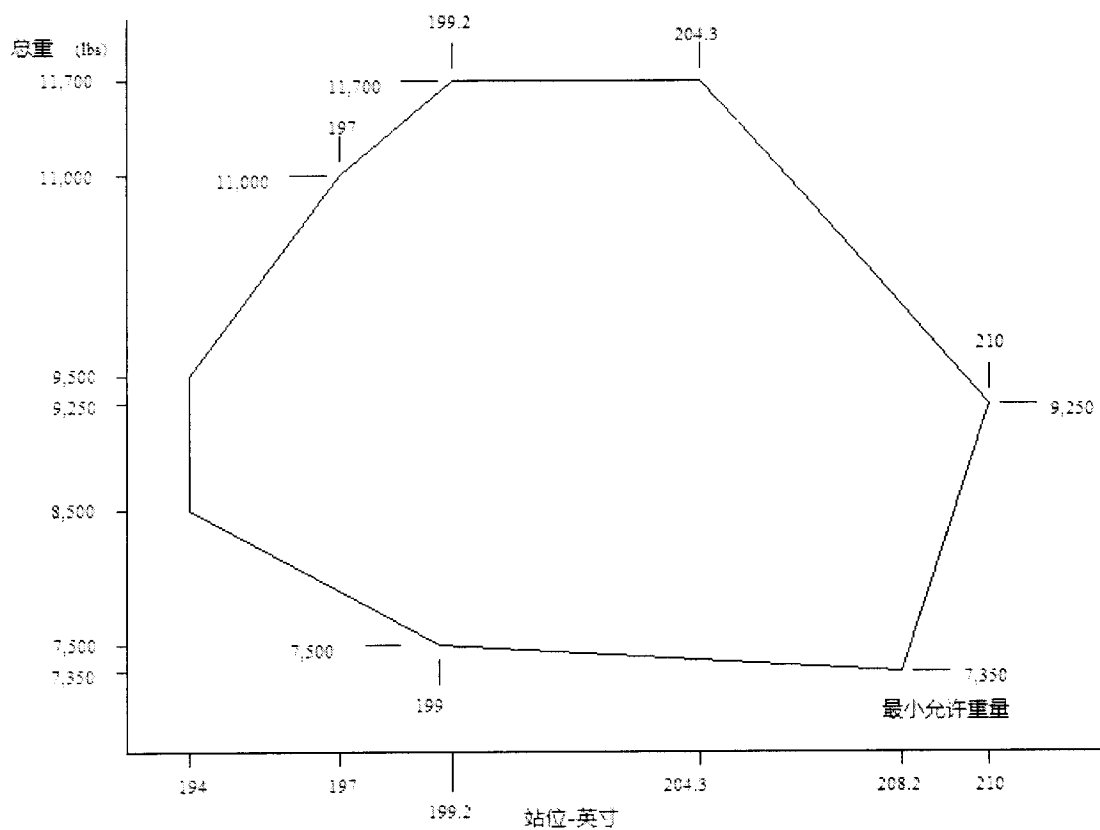
VNE (不可超越速度) 有动力: 155 节 (IAS), VNE 随温度和压力高度变化范围见飞行手册。
VLE/VLO (起落架放下/起落架使用): 130 节 (IAS)。
VNE 无动力: 136 节 (IAS)。
每个燃油油箱剩余油量低于 80 磅时, 避免机头俯仰角低于 5°。

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.

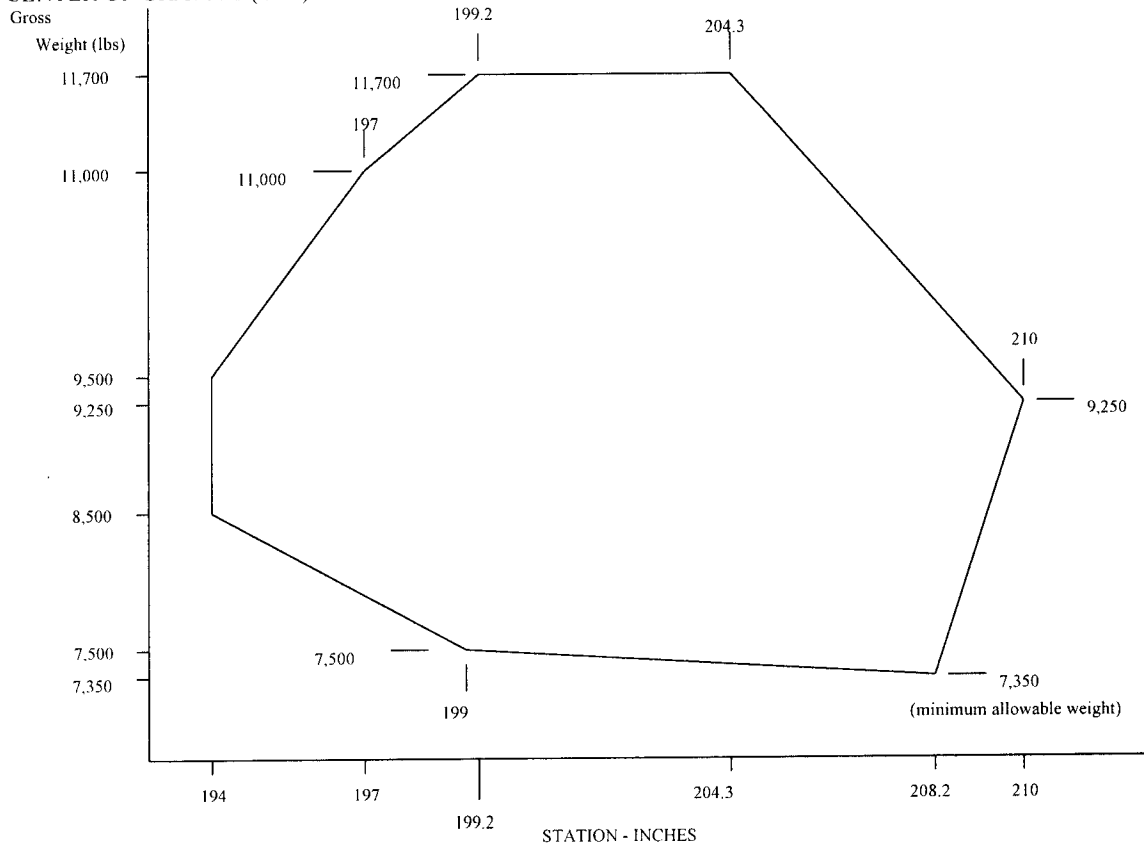
重心范围

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 高于 11,400 磅 低于 10,800 磅 (带有绞车负载, 仅悬停用)	最大±3.5 英寸 最大±3.5 英寸 最大±4.5 英寸
LATERAL C.G. LIMITS	Up to 11,400 lbs: Above 11,400 lbs: Below 10,800 lbs (w/hoist load, hover only):	+3.5 inches maximum +2.5 inches maximum +4.5 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 frame of the aft doorway	定水平标牌在站位 STA176, BL35 左手并且铅垂线从后 Leveling plate at STA 176, BL 35, L.H. and plumbline from upper	
最大重量: MAXIMUM WEIGHT	11,700 磅。 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 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: NUMBER OF SEATS	2 个机组座位 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 1.27 gals. per engine	
最大使用 (密度) 高度:		
装 1S1 发动机构型		
航线 起飞和着陆	15,000 英尺 B 类: 11,000 英尺 A 类: 5,000 英尺	
装 2S1 或 2S2 发动机构型		
航线 起飞和着陆	15,000 英尺 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: -34.4oC (-30oF) to ISA +37oC; not to exceed 49oC (120oF)

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,
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 through 760685, 760687 through 760689, 760691 through 760693, 760695 through 760700, 760702, 760703, 760705 through 760707, 760709, 760710, 760712, 760713, 760715, 760716, 760718, 760719, 760721, 760722, 760724, 760725, 760727, 760728, 760730, 760732, 760733, 760735, 760736, 760738, 760742, 760744, 760749, 760752, 760761, 760769, 760794, 760797, 760805 through 760822 are eligible.

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

Keystone Helicopter Corporation under Production Certificate Number 121NE:
760686*, 760690, 760694, 760701, 760704, 760708, 760711, 760714, 760717, 760720, 760723, 760726, 760729, 760731, 760734, 760737, 760739 through 760741, 760743, 760745 through 760748, 760750, 760751, 760753 through 760760, 760762 through 760768, 760770 through 760793, 760795, 760796, 760798 through 760804 are eligible.

* 760686 originally designated as eligible for production by Keystone Helicopter Corporation under Type Certificate Only and redesignated upon issuance of Production Certificate Number 121NE.

IV.型号: S-76D (运输类直升机, B 类), FAA 于 2012 年 10 月 12 日批准, CAAC 于 2014 年 3 月 18 日认可。

IV. MODEL NUMBER S-76D (Transport Helicopter, Category B), Approved October 12, 2012

中文标牌和标识

标牌 13076-58H100 版次 —
内部中文标牌 13076-01H100 版次 —

Chinese placard and marking

Placard 13076-58H100 revision —
Interior Placards.Chinese 13076-01H100 revision —

产品认可状态

产品认可状态见注 20

PRODUCT VALIDATION CONFIGURATION

Product validation configuration see note20

发动机

2 台 Pratt and Whitney 加拿大 PW210S 型发动机。
型号认可证编号 VTC 0284E

ENGINES

2 Pratt and Whitney Canada PW210S
Validation Type Certificate No.VTC 0284E

燃油

发布权威	型号 (1)	技术规范	燃油温度范围 (2)
商用	Jet A	ASTM D1655	-40°C (-40°F) 到 45°C (113°F)
	Jet A-1	ASTM D1655	-40°C (-40°F) 到 45°C (113°F)
军用	JP-5	MIL-DTL-5624	-40°C (-40°F) 到 45°C (113°F)
	JP-8	MIL-DTL-83133	-40°C (-40°F) 到 45°C (113°F)
注: 1. 可以使用任何批准的燃油或混合燃油。可接受完整的的替代/应急燃油列表参加加拿大普惠 pw210s 维修手册。 2. 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)			

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

FUEL

ISSUING AUTHORITY	TYPE (1)	SPECIFICATION	FUEL TEMPERATURE RANGE (2)
Commercial	Jet A	ASTM D1655	-40°C (-40°F) to 45°C (113°F)
	Jet A-1	ASTM D1655	-40°C (-40°F) to 45°C (113°F)
Military	JP-5	MIL-DTL-5624	-40°C (-40°F) to 45°C (113°F)
	JP-8	MIL-DTL-83133	-40°C (-40°F) to 45°C (113°F)
NOTES: 1. Any approved fuel or mixture of approved fuels may be used. Refer to the Pratt & Whitney Canada PW210S Maintenance Manual for a complete list of acceptable and alternate/emergency fuels. 2. Fuel anti-icing additive must be used below 4°C (40°F) for fuels supplied without anti-icing additive. See Note 6.			

滑油

牌号	供应商
AeroShell Turbine Oil 500 AeroShell Turbine Oil 560	壳牌石油公司

BP Turbo Oil 2380	Air BP
Castrol 5000	嘉实多公司
Mobil Jet Oil II	埃克森美孚化工公司
Turbonycoil 600 II	NYCO 公司

OIL

Brand	Supplier
AeroShell Turbine Oil 500 AeroShell Turbine Oil 560	Shell Oil Company
BP Turbo Oil 2380	Air BP
Castrol 5000	Castrol Ltd.
Mobil Jet Oil II	Exxon Mobil Chemical Company
Turbonycoil 600 II	Nyco S.A.

发动机及传动限制

工作条件	时间	发动机扭矩限制 (%)	ITT (°C)	N _G (%)	N _P (%)
全发起飞	5 分	100 (1)	932-924 (1)(2)	100.0 (1)	108
HIP AEO (3)	30 分	100 (1)	924 (1)	100.0 (1)	108
全发最大连续	--	100 (1)	886	98.8	108
全发瞬态	20 秒	136	980	101.8	118
30 秒 OEI	30 秒	140 (1)	1006 (1)	102.7 (1)	108
2 分钟 OEI	2 分	136 (1)	980 (1)	101.8 (1)	108
OEI (最大连续)	--	128 (1)	932-924 (1)(2)	100.0 (1)	108
OEI 瞬态	5 秒	145 (30 秒 OEI)	1015 (30 秒 OEI)	103.3 (30 秒 OEI)	115
		141 (2 分 OEI)	989 (2 分 OEI)	102.3 (2 分 OEI)	
	20 秒	136 (最大连续 OEI)	980 (最大连续 OEI)	101.8 (最大连续 OEI)	118
地面慢车	20 秒	--	790	--	--
	--	--	760	--	--
启动	2 秒	--	825	--	--
	60 秒	--	750 (4)	--	--

注:

1. 阴影框与黑体数字表示 EEC 控制限值。
2. 当 ITT 增加高于 886°C 超过 3 分钟时, 起飞和最大连续单发不工作的 ITT 限制将从 932°C 减少到 924°C。当 ITT 低于 886°C, 限制增加回到 932°C。
3. 增加功率悬停 (HIP): 超过 5 分钟的悬停操作采用起飞的限制。
4. ITT 限制发生在 740°C。如果 ITT 达到 765°C, 将被自动中止 (仅适用地面)。

POWERPLANT LIMITS

OPERATING CONDITION	TIME	ENGINE TORQUE LIMIT (%)	ITT (°C)	N _G (%)	N _P (%)
TAKEOFF AEO	5 MIN	100 (1)	932-924 (1)(2)	100.0 (1)	108
HIP AEO (3)	30 MIN	100 (1)	924 (1)	100.0 (1)	108
MAXIMUM CONTINUOUS AEO	--	100 (1)	886	98.8	108

OPERATING CONDITION	TIME	ENGINE TORQUE LIMIT (%)	ITT (°C)	N _G (%)	N _P (%)
TRANSIENT AEO	20 SEC	136	980	101.8	118
30 SEC OEI	30 SEC	140 (1)	1006 (1)	102.7 (1)	108
2 MIN OEI	2 MIN	136 (1)	980 (1)	101.8 (1)	108
MAXIMUM CONTINUOUS OEI	--	128 (1)	932-924 (1)(2)	100.0 (1)	108
TRANSIENT OEI	5 SEC	145 (30 SEC OEI)	1015 (30 SEC OEI)	103.3 (30 SEC OEI)	115
		141 (2 MIN OEI)	989 (2 MIN OEI)	102.3 (2 MIN OEI)	
	20 SEC	136 (Max Cont OEI)	980 (Max Cont OEI)	101.8 (Max Cont OEI)	118
GROUND IDLE	20 SEC	--	790	--	--
	--	--	760	--	--
STARTING	2 SEC	--	825	--	--
	60 SEC	--	750 (4)	--	--
NOTES: 1. Shaded boxes with bold numbers denote EEC controlled limiter values. 2. When the ITT increases above 886°C, the Takeoff and Maximum Continuous OEI ITT limits will decrease from 932°C to 924°C over a 3 minute period. The limits increase back to 932°C when the ITT decreases below 886°C. 3. Hovering at Increased Power (HIP): Use of Takeoff limits during hover operations in excess of 5 minutes. 4. ITT limiting occurs at 740°C. An automatic abort will be commanded (on ground only) if the ITT reaches 765°C.					

发动机扭矩:

100% = 657.6 磅-英尺

Engine Torque

100% = 657.6 foot-pounds

驱动系统限制

批准的齿轮箱润滑油

型号	低温限制
BP Turbo Oil 25 (优选)	-40°C / -40°F
其他批准的 DOD-PRF-85734 Oils	-40°C / -40°F

主减速器扭矩

所有发动机工作 (AEO)		
主减速器扭矩 (%)	无检查要求	检查要求
0% 到 100%	连续	
100% 到 115%	<10 秒	>10 秒
>115%		任何发生

单发不工作 (OEI)		
主减速器扭矩 (%)	无检查要求	检查要求
0% 到 128%	连续	
128% 到 136%	<2 分	>2 分
136% 到 140%	<30 秒	>30 秒
140% 到 150%	<5 秒	>5 秒
>150%		任何发生

主减速器滑油压力

最大: 120 PSI

警告: 90 PSI 到 120 PSI

正常: 50 PSI 到 90 PSI

警告: 20 PSI 到 50 PSI

最小: 20 PSI

主减速器滑油温度

最大: 135°C

警告: 120°C 到 135°C

正常: 15°C 到 120°C

警告: -20°C 到 15°C

最小: -20°C

DRIVE SYSTEM LIMITS

APPROVED GEARBOX OILS

TYPE	LOW TEMPERATURE LIMIT
BP Turbo Oil 25 (Preferred)	-40°C / -40°F
Other Approved DOD-PRF-85734 Oils	-40°C / -40°F

MAIN GEARBOX TORQUE

ALL ENGINES OPERATING (AEO)		
MGB TORQUE (%)	NO INSPECTION REQUIRED	INSPECTION REQUIRED
0% to 100%	Continuous	
100% to 115%	<10 SEC	>10 SEC
>115%		Any Occurrence

ONE ENGINE INOPERATIVE (OEI)		
MGB TORQUE (%)	NO INSPECTION REQUIRED	INSPECTION REQUIRED
0% to 128%	Continuous	
128% to 136%	<2 MIN	>2 MIN
136% to 140%	<30 SEC	>30 SEC

140% to 150%	<5 SEC	>5 SEC
>150%		Any Occurrence

MGB OIL PRESSURE

Maximum: 120 PSI

Cautionary: 90 PSI to 120 PSI

Normal: 50 PSI to 90 PSI

Cautionary: 20 PSI to 50 PSI

Minimum: 20 PSI

MGB OIL TEMPERATURE

Maximum: 135°C

Cautionary: 120°C to 135°C

Normal: 15°C to 120°C

Cautionary: -20°C to 15°C

Minimum: -20°C

旋翼转速限制

无动力
最大: 115%
正常: 91% 到 115%
最小: 91%
瞬态最小: 74%
瞬态最小在执行自转着陆触地时: 68%
有动力
最大: 115%
警告: 108% 到 115%
正常工作: 106% to 108%
警告 (AEO): 91% to 106%
正常工作转速 (单发工作在最大爬升速率之上): 106% to 108%
正常工作转速 (单发工作达到最大爬升速率): 100% to 108%
警告(OEI): 91% 到 100%
瞬态最小: 91%
瞬态在单发不工作触地时: 68%

ROTOR LIMITS

POWER OFF
Maximum: 115%
Normal: 91% to 115%
Minimum: 91%
Transient Minimum: 74%
Transient Minimum at touchdown while executing an autorotative landing: 68%
POWER ON
Maximum: 115%
Cautionary: 108% to 115%
Normal Operating Rotor Speed (AEO): 106% to 108%
Cautionary (AEO): 91% to 106%
Normal Operating Rotor Speed (OEI above best rate of climb airspeed): 106% to 108%
Normal Operating Rotor Speed (OEI up to best rate of climb airspeed): 100% to 108%
Cautionary (OEI): 91% to 100%
Transient Minimum: 91%
Transient Minimum at touchdown during an OEI landing: 68%

空速限制

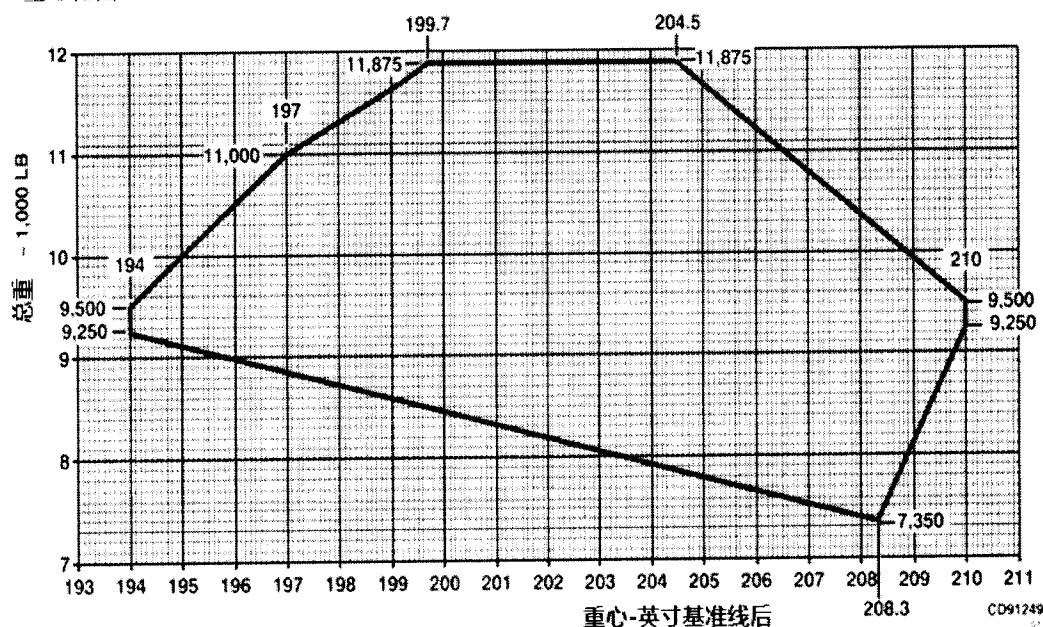
- V_{NE} (不可超越速度) 有动力: 155 节 (IAS), V_{NE} 有动力 随温度和压力高度变化范围见飞行手册。
- V_{NE} (起落架放下/起落架使用): 130 节 (IAS)。
- V_{NE} 无动力: 136 节 (IAS)。 V_{NE} 无动力 随温度和压力高度变化范围见飞行手册。

AIRSPPEED LIMITS

- V_{NE} (never exceed) Power On: 155 knots (IAS). See Flight Manual for variations of V_{NE} PWR ON with density altitude.
- V_{NE} (gear extended/gear operating): 130 knots (IAS)
- V_{NE} Power Off: 136 knots (IAS). See Flight Manual for variation of V_{NE} PWR OFF with density altitude.

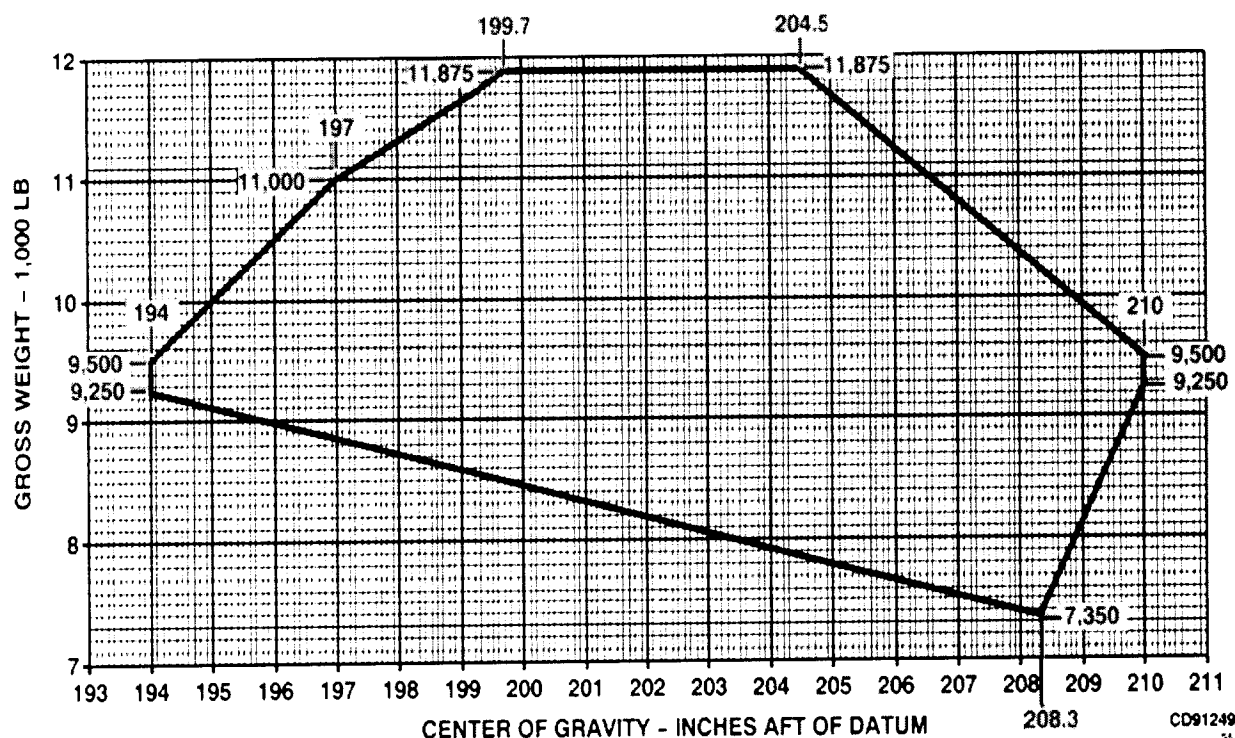
重心范围

重心范围 (C.G.)



注: 不需要考虑飞机起落架收放对重力中心的影响。图中所示的限制适用于主起落架伸出或缩进的飞行。

CENTER OF GRAVITY (C.G.) RANGE



Note: The effect of landing gear retraction on center of gravity need not be considered. The limits depicted in the diagram are appropriate for flight with main landing gear extended or retracted.

横向重心限制:	直到 11,400 磅 高于 11,400 磅	最大±1.0 英寸 最大±1.0 英寸
LATERAL C.G. LIMITS	Up to 11,400 lbs: Above 11,400 lbs:	+1.0 inches maximum +1.0 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	
LEVELING MEANS	Leveling plate at STA 176, BL 35, L.H. and plumbline from upper frame of the aft doorway	
最大重量:	11,875 磅。	
MAXIMUM WEIGHT	11,875 lbs.	
最小机组:	2 人 (IFR) 1 人 (VFR)	
MINIMUM CREW	2 (IFR) 1 (VFR)	
座椅数量:	2 个机组座位 最多 12 个客舱乘客座椅	
NUMBER OF SEATS	2 cockpit 12 cabin maximum	
最大行李重量:	600 磅	
MAXIMUM BAGGAGE	600 lbs.	

燃油量: 296.3 加仑。(288.1 可用) 在纵向重心 (216.8) 处 (见注 1)
FUEL CAPACITY 296.3 gals. (288.1 gals. usable) at (216.8) (See Note 1.)

滑油量: 每发 1.281 加仑
OIL CAPACITY 1.281 gal/engine

最大使用 (密度) 高度:

最大起飞和着陆高度: B 类: 3,000 英尺密度高度

最大航线高度: 10,000 英尺密度高度

MAXIMUM OPERATING (DENSITY) ALTITUDE

Maximum takeoff and landing altitude:

Category "B": 3,000 feet density altitude.

Maximum enroute altitude: 10,000 feet density altitude.

外界温度限制: -20°C (-4°F) 至 ISA +23°C; 不超过 45°C (113°F)

AMBIENT TEMPERATURE LIMITS: -20°C (-4°F) to ISA + 23°C (not to exceed 45°C / 113°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: 761004 及以后是有效的。
MANUFACTURER'S SERIAL NUMBERS Sikorsky Aircraft Corporation under Production Certificate Number 105: 761004 and up are eligible.

以下数据适用于 S-76A, C 机型

THE FOLLOWING DATA IS PERTINENT TO THE S-76A, B & C 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 及 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 FAR 29.25 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 (装有 Arriel 2S1 发动机机构型) 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) 和 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)和 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. H1NE

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) of amendment 29-12 and excluding 29.1411, 29.1415, and 29.1561 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.

以下数据适用于 S-76D 机型

THE FOLLOWING DATA IS PERTINENT TO THE S-76D MODEL OF THIS SERIES

FAA 审定基础:

S-76D 机型 (基本审定基础):

联邦航空规章 29 部修正案 29-52, 不包括:

- 29.1317 修正案 29-49 初始 TC 没有采用 (专用条件 29-ASW-16 适用)
- 29.625 到修正案 29-41
- 29.631 修正案 29-40 没有采用
- 29.1 到修正案 29-38
- 29.561(c) 到修正案 29-37 适用发动机
- 29.952 到修正案 29-35 没有采用
- 29.963, 29.967, 29.973 和 29.975 到修正案 29-34
- 29.427 修正案 29-30 没有采用
- 29.787 到修正案 29-30
- 29.923 到修正案 29-30 (不含 (a), (b) (1) & (b)(3), 这些验证符合性到修正案 29-39)
- 29.307 到修正案 29-29 (不含主桨叶和尾桨叶, 这些验证符合性到修正案 29-52)
- 29.391 和 29.865 到修正案 29-29

- 29.562 修正案 29-29 没有采用
- 29.561(b) and (c) 到修正案 29-28
- 29.571 到修正案 29-27 (不含主桨叶和尾桨叶, 这些验证符合性到修正案 29-52)
- 29.908 到修正案 29-25
- 29.812(b) 修正案 29-24 没有采用
- 29.671 和 29.785 到修正案 29-23
- 29.1309 到修正案 29-23 (不含新的航空电子设备, 电气和电子设备, 这些验证符合性到修正案 29-52)
- 29.927 到修正案 29-16

防冰: 符合 29.1419 还没有得到证实。

专用条件 29-004-SC (文卷号 SW004), 1998 年 6 月 17 日。

联邦航空规章 36 部到修正案 36-28 (适用的部分)。

水上迫降: 如果安装紧急漂浮装置, P/N 33776-92709, 需证明符合 29-52 修正案的 29.563, 29.801 (b), (c), (d) 和 (e) 和 29.807 (b) 和 (d)。必须证明, 水上作业应符合运营规定和 29.1411, 29.1415 和 29.1561 的要求。

CERTIFICATION BASIS

Model S-76D Certification Basis

14CFR 29 through Amendment 29-52 (applicable sections) except

- 29.1317 Amendment 29-49 not adopted for initial TC (Special Condition 29-ASW-16 used)
- 29.625 through Amendment 29-41
- 29.631 Amendment 29-40 not adopted
- 29.1 through Amendment 29-38
- 29.561(c) through Amendment 29-37 for engines
- 29.952 Amendment 29-35 not adopted
- 29.963, 29.967, 29.973 and 29.975 through Amendment 29-34
- 29.427 Amendment 29-30 not adopted
- 29.787 through Amendment 29-30
- 29.923 through Amendment 29-30 (except (a), (b) (1) & (b)(3), which have demonstrated compliance through Amendment 29-39)
- 29.307 through Amendment 29-29 (except the main and tail rotor blades, which have demonstrated compliance through Amendment 29-52)
- 29.391 and 29.865 through Amendment 29-29
- 29.562 Amendment 29-29 not adopted
- 29.561(b) and (c) through Amendment 29-28
- 29.571 through Amendment 29-27 (except the main and tail rotor blades, which have demonstrated compliance through Amendment 29-52)
- 29.908 through Amendment 29-25
- 29.812(b) Amendment 29-24 not adopted
- 29.671 and 29.785 through Amendment 29-23
- 29.1309 through Amendment 29-23 (except new avionics, electrical and electronic equipment which have demonstrated compliance through Amendment 29-52)
- 29.927 through Amendment 29-16

Ice protection: Compliance with 29.1419 has not been demonstrated.

Special Condition No. 29-004-SC (Docket No. SW004), dated June 17, 1998.

14CFR 36 through Amendment 36-28 (applicable sections)

Ditching: If emergency flotation gear, P/N 33776-92709, is installed, then compliance has also been shown to Amendment 29-52 of 29.563, 29.801 (b), (c), (d) and (e) and 29.807 (b) and (d). For over-water operations, compliance with the operating rules and 29.1411, 29.1415, and 29.1561 must be shown.

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 CAAC 附加技术条件.
CAAC Validation Basis	The CAAC accepts the FAA Type Certification basis as the Validation Basis mentioned above, in addition ,CAAC Validation Basis includes the additional technical conditions.

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

生产基础:	西科斯基飞机公司生产许可证第 105 号。
PRODUCTION BASIS	Sikorsky Aircraft Corporation Production Certificate Number 105
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）。 S-76D: FAA 批准的旋翼航空器飞行手册，S-76D 直升机（出版物 SA S76D-RFM-000） (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.

Model S-76D: FAA approved Rotorcraft Flight Manual, Model S-76D Helicopter (Publication SA S76D-RFM-000).

(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: 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。旋翼机的维修手册的适航限制部分必须遵守。”

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 LIMITS SPECIFIED IN THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL. THE AIRWORTHINESS LIMITATIONS SECTION 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。

S-76D: 对于正确维护此旋翼航空器所必要的信息被包含在 Sikorsky S-76D 维修手册, SA S76D-AMM-000, 和适航限制和检查要求手册 SA S76D-AWL-000 第 4 和 5 章中。退役(使用)寿命值包含在适航限制和检查要求手册 SA S76D-AWL-000 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.)

For Model S-76D: Information essential to the proper maintenance of the helicopter is contained in the S-76D Maintenance Manual, Publication SA S76D-AMM-000, and the Airworthiness Limitations and Inspection Requirements Sections, Chapters 4 and 5, of SA S76D-AWL-000, 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 或相当的产品) 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 A1, 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。

仅对 S-76C: 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。

仅对 S-76D: 下面的添加剂和浓度是适用的:

防冰添加剂	
添加剂 (商标)	最大允许浓度 (体积%)
二乙二醇单甲醚符合 MIL-DTL-85470 或 ASTM D4171 III 型定义	0.15%
乙二醇乙醚符合 GOST 8313 (流体 I) 定义	0.15%

在 TU 6-10-1458 要求的 50%乙二醇乙醚的混合物 (流体 I) 和 50%甲醇 (流体 I-M)	0.3%
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NOTE 6: 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.

For Model S-76D only: The following additives and concentrations are applicable:

Anti-Icing Additives	
Additive (Trade Name)	Max. Concentration Allowed (% by Volume)
Diethylene Glycol Monomethyl Ether as defined in MIL-DTL-85470 or ASTM D4171 Type III	0.15%
Ethylene Glycol Monoethyl Ether (Fluid I) as defined in GOST 8313	0.15%
Mixture of 50% Ethylene Glycol Monoethyl Ether (Fluid I) and 50% Methyl Alcohol (Fluid I-M) as defined in TU 6-10-1458	0.3%

注 7: 删除

NOTE 7: DELETED

注 8: S-76A 初始型号合格证数据单 H1NE 没有出版, 没有依据该 H1NE 型号合格证数据单(无版次)颁发适航证。

NOTE 8: Initial Type Certification Data Sheet No. H1NE for Model S-76A was not published. No airworthiness certificates were issued, based on Data Sheet No. H1NE (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 9 日或以以后 FAA 批准的) 的适航限制条款。

S-76D: 所有直升机必须符合, 适航限制和检查要求手册 SA S76D-AWL-000 第 4 章 (2012 年 10 月 11 日或以以后 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.

Model S-76D: All helicopters must comply with the Airworthiness Limitations Section, Chapter 4, dated October 11, 2012, of Manual SA S76D-AWL-000, 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 (中国认可)

- 号: VSTC0248) (不在混合发动机机构型中)。
- 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上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 和 2S2 发动机, S-76D 装有加拿大普惠 PW210S 发动机, 不必改装可防止液态燃料在正常飞行或地面上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 and the Model S-76D with Pratt & Whitney Canada PW210S 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 S-76C 旋翼机飞行手册增补 12、文件 SA 4047-76C-10, 或 SA 4047-76C-14, 或 S-76C 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。S-76D: 使用 30 分钟额定功率要求见旋翼机飞行手册 SA S76D-RFM-000。发动机适航限制按型号合格证数据单 E00083EN。
- 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. For the Model S-76D, use of the 30 minute power rating is addressed in Rotorcraft Flight Manual SA S76D-RFM-000; Engine Airworthiness Limitations requirements are as specified in Type Certificate Data Sheet No. E00083EN.
- 注 14: S-76C (Turbomeca Arriel 2S1 和 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), 电子发动机控制被认为比其它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。
- S-76D (加拿大普惠 PW210S 发动机) 采用电子发动机控制, 被公认为比其它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-76B (Pratt & Whitney PT6B-36 engine) and 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.
- The Model S-76D (Pratt & Whitney Canada PW210S engines) rotorcraft employs electronic engine controls that are recognized to be more susceptible to Electromagnetic Interference (EMI) than manual (non-electronic) controls used on other rotorcraft. EMI may be the result of radiated or conducted interference. For this reason, modifications that add or change systems that have the potential for EMI, must either be qualified to an FAA acceptable standard or tested at the time of installation for interference to the engine controls. This type of testing must employ the particular engine control's diagnostic techniques and external diagnostic techniques. This testing must be accomplished in accordance with an FAA Engineering approved alternate test plan.

注 15: S-76A 和 S-76C 在装有合适设备并按允许这类运行的飞行手册或其它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, S-76B, 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 Honeywell Flight Manual 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 Sikorsky Flight Manuals and 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: 删除。

NOTE 17: DELETED

注 17: 对于人体外部货物, S-76D 设计不满足 29.865 修正案 29-43 要求。。

NOTE 18: Model S-76D design does not meet the 29.865 Amendment 29-43 requirements for Human External Cargo.

注 19: 删除。

NOTE 19: DELETED

注 20: S76D (数据单 37 版) 认可状态见下表。

NOTE 20: S76D (TCDS revision 37) validation configuration see following table.

Table S76D (TCDS revision 37) validation configuration .

N	ODA number	Name
1	ODA-TC-76-003	Basic S-76D Aircraft (FAA Certified Oct. 2012)
2	ODA-TC-76-072	Crew Seats
3	ODA-TC-76-075	Machined Floor
4	ODA-TC-76-097	Heating System Provisions
5	ODA-TC-76-105	Digital Audio Control System
6	ODA-TC-76-115	Main Rotor Recognition Light
7	ODA-TC-76-117	Air Conditioning System

8	ODA-TC-76-127	Options Relay Unit
9	ODA-TC-76-132	880 Weather Radar
10	ODA-TC-76-140	Sky Connect Flight Following/Satcom
11	ODA-TC-76-155	Utility Interior
12	ODA-TC-76-156	FADEC Controlled Load Shed
13	ODA-TC-76-158	Minimum Operating Weight
14	ODA-TC-76-159	Falling & Blowing Snow
15	ODA-TC-76-160	V303 Avionics
16	ODA-TC-76-162	DC Generator Feed-Through
17	ODA-TC-76-164	Envelope Expansion
18	ODA-TC-76-165	DigMap
19	ODA-TC-76-166	11,875 lbs Max Gross Weight
20	ODA-TC-76-167	-20 Deg C OAT
21	ODA-TC-76-171	Lightning Strike Sensor
22	ODA-TC-76-180	Phase 2 Engine Deck Structure
23	ODA-TC-76-199	LED Searchlight
24	ODA-TC-76-195	VIP AVC
25	ODA-TC-76-213	VMM Input Filter
26	ODA-TC-76-215	DC Generator Feed-Through
27	ODA-TC-76-219	Bleed Air
28	ODA-TC-76-223	Threshold Lights
29	ODA-TC-76-224	Master Caution Panel
30	ODA-TC-76-225	RP-3 (Chinese)fuel

.....END.....

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: -34.4oC (-30oF) to ISA +37oC; not to exceed 49oC (120oF)

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,
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 through 760685, 760687 through 760689, 760691 through 760693, 760695 through 760700, 760702, 760703, 760705 through 760707, 760709, 760710, 760712, 760713, 760715, 760716, 760718, 760719, 760721, 760722, 760724, 760725, 760727, 760728, 760730, 760732, 760733, 760735, 760736, 760738, 760742, 760744, 760749, 760752, 760761, 760769, 760794, 760797, 760805 through 760822 are eligible.

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

Keystone Helicopter Corporation under Production Certificate Number 121NE:
760686*, 760690, 760694, 760701, 760704, 760708, 760711, 760714, 760717, 760720, 760723, 760726, 760729, 760731, 760734, 760737, 760739 through 760741, 760743, 760745 through 760748, 760750, 760751, 760753 through 760760, 760762 through 760768, 760770 through 760793, 760795, 760796, 760798 through 760804 are eligible.

* 760686 originally designated as eligible for production by Keystone Helicopter Corporation under Type Certificate Only and redesignated upon issuance of Production Certificate Number 121NE.

IV.型号:

S-76D (运输类直升机, B 类), FAA 于 2012 年 10 月 12 日批准,
CAAC 于 2014 年 认可。

IV. MODEL NUMBER

S-76D (Transport Helicopter, Category B), Approved October 12, 2012

中文标牌和标识

中文标牌和标识包含在(13076-58H100 版次 B 和 13076-01H100 版次 一) 或 CAAC 批准的更新版本中。

Chinese placard and marking

Chinese Placards and markings are included in (13076-58H100 Revision B and 13076-01H100 revision —) or later revisions CAAC approved.

产品认可状态

产品认可状态见注 20

PRODUCT VALIDATION CONFIGURATION

Product validation configuration see note20

发动机

2 台 Pratt and Whitney 加拿大 PW210S 型发动机。
型号认可证编号 VTC 0284E

ENGINES

2 Pratt and Whitney Canada PW210S
Validation Type Certificate No.VTC 0284E

燃油

发布权威	型号 (1)	技术规范	燃油温度范围 (2)
商用	Jet A	ASTM D1655	-40°C (-40°F) 到 45°C (113°F)
	Jet A-1	ASTM D1655	-40°C (-40°F) 到 45°C (113°F)
军用	JP-5	MIL-DTL-5624	-40°C (-40°F) 到 45°C (113°F)
	JP-8	MIL-DTL-83133	-40°C (-40°F) 到 45°C (113°F)

注:

1. 可以使用任何批准的燃油或混合燃油。可接受完整的替代/应急燃油列表参加加拿大普惠 pw210s 维修手册。
2. 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)

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

FUEL

ISSUING AUTHORITY	TYPE (1)	SPECIFICATION	FUEL TEMPERATURE RANGE (2)
Commercial	Jet A	ASTM D1655	-40°C (-40°F) to 45°C (113°F)
	Jet A-1	ASTM D1655	-40°C (-40°F) to 45°C (113°F)
Military	JP-5	MIL-DTL-5624	-40°C (-40°F) to 45°C (113°F)
	JP-8	MIL-DTL-83133	-40°C (-40°F) to 45°C (113°F)

NOTES:

1. Any approved fuel or mixture of approved fuels may be used. Refer to the Pratt & Whitney Canada PW210S Maintenance Manual for a complete list of acceptable and alternate/emergency fuels.
2. Fuel anti-icing additive must be used below 4°C (40°F) for fuels supplied without anti-icing additive. See Note 6.

滑油

牌号	供应商
AeroShell Turbine Oil 500	壳牌石油公司
AeroShell Turbine Oil 560	
BP Turbo Oil 2380	Air BP
Castrol 5000	嘉实多公司
Mobil Jet Oil II	埃克森美孚化工公司