



TYPE CERTIFICATE DATA SHEET

No. EASA.IM.R.001

for
S-92A

Type Certificate Holder
Sikorsky Aircraft Corporation

6900 Main Street
Stratford, CT 06615-9129
USA

For Model: S-92A



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SECTION 1: S-92A

I. General

- | | |
|--|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | S-92A |
| 1.2 Model | S-92A |
| 2. Airworthiness Category | Large Rotorcraft, Category A and/or B |
| 3. Manufacturers | Sikorsky Aircraft Corporation 6900 Main Street Stratford, CT 06615-9129, USA and Keystone Helicopter Corporation 110E Stewart Huston Dr. Coatesville, PA 19320, USA |
| 4. Type Certification Application Date | to FAA: 1990 to JAA: 12 June 1995 |
| 5. State of Design Authority | Federal Aviation Administration (USA) |
| 6. Type Certificate Date | by FAA: 17 December 2002 by EASA: 8 June 2004 |
| 7. Type Certificate n° | by FAA: R00024BO |
| 8. Type Certificate Data Sheet n° | by FAA: R00024BO |

II. Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements | 11 April 2000 |
| 2. Airworthiness Requirements | JAR 29 Change 1 |
| 3. Special Conditions | - HIRF (F-01) - Use of a Dual-Engine 30-Minute Power Rating (E-07) - Search and Rescue modes of the AFCS (B-05) - Flight in Limited Icing (O-01) (see Note 14.) |
| 4. Exemptions | none |
| 5. Deviations | none |
| 6. Equivalent Safety Findings | - JAR 29.1305(a)(24) APU limit indicators (F-08) - JAR 29.173, 29.175 Static longitudinal stability (B-03) - JAR 29.177 Static directional stability (B-04) - JAR 29.1181(a)(4), 29.1191(b) APU designated fire zone (E-05) - JAR 29.631 Birdstrike (D-06) - JAR 29.1401(d) Anticollision Light System (F-09) (see Note 13.) |
| 7. Requirements elected to comply | CS 29.1465 Amdt. 5 (when configured with HUMS on-board software version 92600-01810-109, or later, and SGBA software version 1.91.31.13, or later) |
| 8. Environmental Protection Requirements | |
| 8.1 Noise Requirements | See TCDSN EASA.IM.R.001 |
| 8.2 Emission Requirements | Complies with ICAO Annex 16, Volume 2, 2 nd edition (Fuel Venting) |
| 9. Operational Suitability Data (OSD) | See SECTION 2 below |



III. Technical Characteristics and Operational Limitations

1. Type Design Definition Sikorsky Drawings
92000-00001-041 & 92076-00001-011
2. Description Main rotor: Four (4) blades
Tail rotor: Four (4) blades
Fuselage: Aluminium fuselage construction with composite components
Landing gear: Retractable landing gear, triangle scheme
Powerplant: Two (2) free power turbine engines
FADEC controlled, flight essential APU
3. Equipment Basic equipment must be installed and operational prior to registration of the helicopter.
Refer to Equipment list in approved RFM
4. Dimensions
 - 4.1 Fuselage Length: 17.10 m (56ft 2in)
Width hull: 3.89 m (12ft 9in)
Height: 4.32 m (14ft 2in)
 - 4.2 Main Rotor Diameter: 17.17 m (56ft 4in)
 - 4.3 Tail Rotor Diameter: 3.35 m (11ft 0 in)
5. Engine
 - 5.1 Model General Electric Company
2 x Model GE CT7-8 or GE CT7-8A
 - 5.2 Type Certificate FAA TCDS No: E8NE
EASA TCDS No: EASA.IM.E.010
 - 5.3 Limitations

5.3.1 Installed Engine Limitations and Transmission Torque Limits

| CT7-8 Engine | | | | | | | |
|-----------------------|--------|--|--------------|--------------|--------|-----------------------|--------------|
| Dual Engine Limits | | | | | | | |
| Rating | Time | Q [%] | T 4.5 [°C] | Ng [%] | Np [%] | PWR rated @ SLS [shp] | Rated Np [%] |
| Max Cont | --- | 100 | 920 | 99.9 | 106 | 2 043 | 105 |
| | | 86 ⁽¹⁾ when airspeed is greater than 100 KIAS | | | | | |
| 30 Min ⁽²⁾ | 30 min | 100 | 957 | 101.5 | 106 | 2 336 | 105 |
| TKOF | 5 min | 100 | 986 | 102.9 | 106 | 2 520 | 105 |
| Transient | 12 sec | --- | 987 | 103.2 | 116 | --- | --- |
| | 10 sec | 120 ⁽³⁾ | --- | --- | --- | --- | --- |
| Single Engine Limits | | | | | | | |
| Rating | Time | Q [%] | T 4.5 [°C] | Ng [%] | Np [%] | PWR rated @ SLS [shp] | Rated Np [%] |
| Max Cont | --- | 120 | 920 | 99.9 | 106 | 2 043 | 105 |
| OEI | 30 Min | 120 | 979 | 102.4 | 106 | 2 498 | 100 |
| OEI | 2 Min | 120 | 990 | 102.9 | 106 | 2 520 | 100 |
| OEI | 30 Sec | 135 | 1 010 | 103.7 | 106 | 2 600 | 100 |
| Transient | 5 Sec | 156 ⁽³⁾ | --- | --- | --- | --- | --- |
| Max starting | Peak | --- | 1 000 | --- | --- | --- | --- |

Notes:

- Boxes with bold borders and numbers denote **FADEC** controlled limiter values.
- Q (%) values are gearbox limits.



- (1) 86% Q is not a gearbox limit. Its purpose is to limit flight control loads at high speed thereby preserving dynamic component replacement times.
- (2) Rating applies to hovering flight only.
- (3) Associated with “torque ramp up” due to abnormal rotor droop at FADEC controlled dual or OEI limit
- 100%Q corresponds to a combined power input from both engines to the MGB of 4 170 shp at a rotor speed of 105% (258 rpm). Power turbine speed (Np) of 105% corresponds to 21 945 rpm.
- Maximum continuous dual engine torque may exceed 100% on one engine to a maximum of 110% provided that the torque on the other engine is proportionally less than 100% and the sum of the individual torque values does not exceed 200%.
- Np overspeed trip is at 120%.
- Ng overspeed trip is at 108.5%.
- When flying at altitudes greater than 8 000 feet at outside temperatures lower than -20°C, it is possible to reach the corrected Ng speed limit of the engine. When this occurs, the engine will not produce more power. The only indication that the pilot will see when reaching this limit is that further increase in collective will commensurately droop Nr.

| CT7-8A Engine | | | | | | | |
|-----------------------|--------|--|--------------|--------------|--------|-----------------------|--------------|
| Dual Engine Limits | | | | | | | |
| Rating | Time | Q [%] | T 4.5 [°C] | Ng [%] | Np [%] | PWR rated @ SLS [shp] | Rated Np [%] |
| Max Cont | --- | 100 | 935 | 99.9 | 106 | 2 043 | 105 |
| | | 86 ⁽¹⁾ when airspeed is greater than 100 KIAS | | | | | |
| 30 Min ⁽²⁾ | 30 min | 100 | 988 | 101.5 | 106 | 2 336 | 105 |
| TKOF | 5 min | 100 | 995 | 102.9 | 106 | 2 520 | 105 |
| Transient | 12 sec | --- | 1003 | 103.2 | 116 | --- | --- |
| | 10 sec | 120 ⁽³⁾ | --- | --- | --- | --- | --- |
| Single Engine Limits | | | | | | | |
| Rating | Time | Q [%] | T 4.5 [°C] | Ng [%] | Np [%] | PWR rated @ SLS [shp] | Rated Np [%] |
| Max Cont | --- | 120 | 988 | 102.4 | 106 | 2 498 | 105 |
| OEI | 2 Min | 120 | 1 006 | 102.9 | 106 | 2 520 | 100 |
| OEI | 30 Sec | 141 | 1 049 | 103.7 | 106 | 2 740 | 100 |
| Transient | 5 Sec | 156 ⁽³⁾ | --- | --- | --- | --- | --- |
| Max starting | Peak | --- | 1 000 | --- | --- | --- | --- |

Notes:

- Boxes with bold borders and numbers denote FADEC controlled limiter values.
- Q (%) values are gearbox limits.
- (1) 86% Q is not a gearbox limit. Its purpose is to limit flight control loads at high speed thereby preserving dynamic component replacement times.
- (2) Rating applies to hovering flight only.
- (3) Associated with “torque ramp up” due to abnormal rotor droop at FADEC controlled dual or OEI limit
- 100% Q corresponds to a combined power input from both engines to the MGB of 4 170 shp at a rotor speed of 105% (258 rpm). Power turbine speed (Np) of 105% corresponds to 21 945 rpm.
- Maximum continuous dual engine torque may exceed 100% on one engine to a maximum of 110% provided that the torque on the other engine is proportionally less than 100% and the sum of the individual torque values does not exceed 200%.
- Np overspeed trip is at 120%.
- Ng overspeed trip is at 108.5%.
- When flying at altitudes greater than 8 000 feet at outside temperatures lower than -20°C, it is possible to reach the corrected Ng speed limit of the engine. When this occurs, the engine will not produce more power. The only indication that the pilot will see when reaching this limit is that further increase in collective will commensurately droop Nr.



5.3.2 Other Engine and Transmission Torque Limits

Drive System Limits:

| Dual Engine | | | |
|----------------|------------------|----------------------|--------------------|
| Torque [%] | No Inspect Req'd | Serviceability Check | Remove/Replace MGB |
| 0 % to 100 % | Continuous | --- | --- |
| 101 % to 120 % | < 10 sec | ≥ 10 sec | --- |
| 121 % to 140 % | --- | < 10 sec | ≥ 10 sec |
| > 140 % | --- | --- | Any occurrence |
| Single Engine | | | |
| Torque [%] | No Inspect Req'd | Serviceability Check | Remove/Replace MGB |
| 0 % to 120 % | Continuous | --- | --- |
| 121 % to 140 % | < 30 sec | ≥ 30 sec | --- |
| 141 % to 156 % | --- | < 5 sec | ≥ 5 sec |
| > 156 % | --- | --- | Any occurrence |

6. Fluids (Fuel/ Oil/ Additives)

6.1 Fuel

Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, PRC No. 3 Jet fuel.
For all operations below -20°C (-4°F) ambient temperature, all fuel used must contain MIL-D-27686 or equivalent anti-icing additive.

6.2 Oil

Engines:
Refer to General Electric Installation Manual SEI-866.
APU: Refer to approved RFM

6.3 Additives

Engines and APU:
For all operations below -20°C (-4°F) ambient temperature, all fuel used must contain MIL-DTL85470(B) or equivalent anti-icing additive in concentrations of not less than 0.1% or more than 1.5% by volume.

6.4 Hydraulic fluids

MIL-PRF-87257 is authorised for use at all approved ambient temperatures.
MIL-PRF-83282 may only be used at ambient temperatures above -32°C (-25°F).

7. Fluid capacities

7.1 Fuel

Fuel tank capacity:
Pressure refuel 2 890 litres (764 US gal)
Gravity refuel 2 700 litres (713 US gal)

Unusable fuel: 18 litres (4.8 US gal)

7.2 Oil

Engines:
Refer to General Electric Installation Manual SEI-866
APU:
Refer to approved S-92A Maintenance Manual

8. Air Speed Limitations

V_{NE} Power-on: 165 KIAS.
See RFM for variation of V_{NE} with gross weight and density altitude.

$V_{LE/LO}$: 165KIAS/165 KIAS
 V_{NE} with floats 'armed': 80 KIAS
 V_{NE} Power-off: 120 KIAS
 V_{NE} Hoist extended 120 KIAS
 V_{NE} Upper sliding door open 120 KIAS
 V_{NE} External cargo (HEL) 120 KIAS



| | |
|--|--|
| 9. Rotor Speed Limitations | Power-on/off: Maximum 110% Minimum 95% |
| 10. Maximum Operating Altitude and Temperature | |
| 10.1 Altitude | TKOF/LDG DA: 3 353 m (11 000 ft) Enroute DA: 4 570 m (15 000 ft) Flight in Icing Conditions PA: 3 050 m (10 000 ft) (see Note 12.) |
| 10.2 Temperature | -40°C to ISA+35°C (see Note 6.) |
| 11. Operating Limitations | Category A and B VFR Day and Night IFR Flight into known Icing Conditions |
| 12. Maximum Mass | TKOF/LDG: 12 020 kg (26 500 lb) With GWE option (see Note 15.): TKOF/LDG: 12 565 kg (27 700 lb) With external load (HEL): 12 837 kg (28 300 lb) Maximum external load (HEL): 3 629 kg (8 000 lb) (see Note 16.) |
| 13. Centre of Gravity Range | Refer to approved RFM |
| 14. Datum | Longitudinal: the datum plane (STA 0) is located 8 667 mm (341.2 in) forward of main rotor centroid. Lateral: fuselage median plane. |
| 15. Levelling Means | Levelling plate at STA 238.3, BL 40 RH and plumb line from top of RH forward doorframe |
| 16. Minimum Flight Crew | two (2), pilot and co-pilot |
| 17. Maximum Passenger Seating Capacity | 19, plus 1 observer in cockpit (see Notes 3., 4., 10.) |
| 18. Passenger Emergency Exit | 4 (fuselage sides) Type III |
| 19. Maximum Baggage/ Cargo Loads | 454 kg (1 000 lb) |
| 20. Rotor Blade Control Movement | For rigging information refer to Maintenance Manual |
| 21. Auxiliary Power Unit (APU) | Honeywell 36-150[S92] |
| 22. Life-limited Parts | See Chapter 4 of the Maintenance Manual (see Notes 7., 8., 15. and 16.) |
| 23. Wheels and Tyres | Tyres: 19.5 x 6.75-8 (TSO: C-62D) Wheels: 92250-00801 (TSO: C-26C) |

IV. Operating and Service Instructions

| | |
|------------------|---|
| 1. Flight Manual | Rotorcraft Flight Manual as shown in FAA approved Sikorsky document SA S92A-FMCD-0000. This document specifies the applicable Flight Manual number for each aircraft. The applicable Flight Manual number is determined by the aircraft configuration. SA S92A-FMCD-000 will be revised as required to add additional rotorcraft flight manual numbers, new revisions, and new aircraft as appropriate. Operations using the Search and Rescue (SAR) modes of |
|------------------|---|

- the AFCS must be in accordance with EASA approved Sikorsky FMS E-02.
2. Maintenance Manual SA S92A-AMM-000
SA S92A-AWL-000 supplemented by SIC920010 for GWE option
 3. Structural Repair Manual SA S92A-SRM-000
 4. Weight and Balance Manual Refer to approved RFM
 5. Illustrated Parts Catalogue Within SA S92A-AMM-000
 6. Service Letters and Service Bulletins As published by Sikorsky Aircraft Corporation
 7. Required Equipment

In order to meet ICAO Annex 16 Volume II, Part II, Chapter 2 requirement to prevent intentional discharge to the atmosphere of fuel from the fuel nozzle manifolds following shutdown, the rotorcraft is to be modified in accordance with Sikorsky drawing 92080-30001-011 (port side) and 92080-30001-012 (starboard side).

For flight in known icing conditions the aircraft must be fitted with the Rotor Ice Protection System (RIPS) as defined in Sikorsky Drawing Number 92076-55001 and must be operated in accordance with the EASA approved RFM. See also Note 12.

Refer to approved RFM for other required equipment.

V. Notes

1. Manufacturer's eligible serial numbers:
Sikorsky Aircraft Corporation under Production Certificate Number 105:
920006 through 920114,
920116 through 920126,
920128, 920130, 920133, 920137, 920143, and subsequent are eligible.
Keystone Helicopter Corporation for production under Type Certificate only.
920115 is eligible
Keystone Helicopter Corporation under Production Certificate Number 121NE:
920127*, 920129*, 920131, 920132, 920134 through 920136, 920138 through 920142 are eligible.
Note: * originally designated as eligible for production by Keystone Helicopter Corporation under Type Certificate only and re-designated upon addition of S-92A to Production Certificate Number 121NE.
2. *reserved*
3. Seating arrangements for 19 passengers maximum defined by Sikorsky Drawing 92510-02130, have been approved by EASA. These arrangements are shown in the loading information section of the EASA approved RFM. Additional optional seating arrangements or related passenger provisions may be approved in accordance with the Type Certificate Basis.
4. Passenger seats located along the aisle way shall not have the armrests installed on the aisle-way side of the seats. Armrests shall be removed from the aisle-way side of any seat to be installed along the aisle-way.
5. The model S-92A rotorcraft employs electronic engine controls that are recognised 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 be either qualified to an EASA 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 EASA approved alternate test plan.
6. Cold Weather Pre-heat kit, Part Number 92700-00110-001, must be used for cold soak starts when the OAT is -25°C or below. See RFM for Cold Weather Procedures.



V. Notes

7. Information essential to the proper maintenance of the rotorcraft is contained in the Sikorsky S-92A Maintenance Manual Publication SA S92A-AMM-000, and in the Airworthiness Limitations and Inspection Requirements Manual SA S92A-AWL-000 provided with each helicopter; supplemented by the Airworthiness Limitations and Inspection Requirements for gross weights above 12 020 kg (26 500 lb) contained in document number SIC920010 (see Note 15.). The values of retirement (service) life contained in Chapter 4 of the Airworthiness Limitations and Inspection Requirements Manual or inspection intervals cannot be changed without approval.
8. The term "Unlimited Life" is defined as 30 000 flight hours for the model S-92A rotorcraft. Operation of individual aircraft beyond the 30 000 flight hours is contingent upon an approved Life Extension Program.
9. Deleted, see II.8.1
10. The S-92A has been certified for Category A with a maximum passenger seating configuration of 19 passenger seats and Category B with a maximum passenger seating configuration of 9 or less passenger seats.
11. Current weight and balance report, including list of equipment included in certified empty weight, and loading instructions, when necessary, must be provided for each rotorcraft at the time of original certification. The certificated empty weight and corresponding C.G. locations must include undrainable oil and unusable fuel.
See RFM loading section for variations of fuel weight and moment arm with variations of fuel and fuel quantity.
12. For flight in icing conditions, aircraft must be equipped with Rotorcraft Ice Protection System (RIPS) and RFM as shown in FAA Approved Sikorsky document SA S92A-FMCD-000, Revision 5 and subsequent. For flight into icing conditions, RIPS must be turned 'ON'. RIPS equipped aircraft are not approved for flight in icing conditions above 10 000 ft PA, or for flight in freezing rain, freezing drizzle or Supercooled Large Drop (SLD) icing conditions.
13. When the Anticollision light system is installed in accordance with Sikorsky Drawing 33792-52871: Basis of certification is the same as for the S-92A, plus:
EASA Equivalent Safety Finding for JAR 29.1401(d) Anticollision Light System.
14. Operations in Limited Icing per SAC Flight Manual Supplement No. E-03
Basis of Certification is the same as for the S-92A, plus:
EASA Special Condition for Helicopter Limited Icing Approval
15. Capability to operate above 12 020 kg (26 500 lb) and up to 12 565 kg (27 700 lb) aircraft gross weight is predicated on the aircraft being structurally modified in accordance with the 92070-10004-011, 92070-10004-013, 92070-10004-017, 92070-10004-019, or 92070-10004-021 Gross Weight Expansion (GWE) modification kits.
S-92A Rotorcraft Flight Manual Supplement No. 14 Part 1 '27,700 lb. Gross Weight Expansion' must be complied with when operating above 12 020 kg (26 500 lb). The information contained in RFM Supplement No. 14 supplements or supersedes the limitations and procedures in the basic Rotorcraft Flight Manual.
When operated at gross weights above 12 020 kg (26 500 lb), the helicopter must comply with document number SIC920010 'Airworthiness Limitations and Inspection Requirements Gross Weight Expansion (GWE) Supplement No. 1.' The information contained in document number SIC920010 supplements or supersedes the basic Airworthiness Limitations and Inspection Requirements Manual SA S92A-AWL-000.
16. External lift operations utilising the cargo hook include Heavy External Lift and Light External Lift. Heavy and Light External Lift limitations are defined in the Rotorcraft Flight Manual and in Chapter 4 of the Airworthiness Limitations and Inspection Requirements Manual.

* * *



SECTION 2: OPERATIONAL SUITABILITY DATA (OSD)

The OSD elements listed below are approved by the European Union Aviation Safety Agency as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) No 69/2014.

I. OSD Certification Basis

- I.1 Reference Date for determining the applicable OSD requirements
Date of Application: 2 February 2015.
- I.2 MMEL - Certification Basis
JAR-MMEL Amdt. 1
- I.3 Flight Crew Data - Certification Basis
 - JAA/FAA/TCCA Common Procedures Document for Conducting Operational Evaluation Boards, dated 10 June 2004.
 - Explanatory Notes OEB/OSD transition Flight Crew Data, dated 27 March 2015.
- I.4 SIM Data - Certification Basis
reserved
- I.5 Maintenance Certifying Staff Data - Certification Basis
reserved
- I.6 Cabin Crew Data - Certification Basis
reserved

II. OSD Elements

- II.1 MMEL
Sikorsky Aircraft Corporation S-92A MMEL, dated 24 November 2015
- II.2 Flight Crew Data
Sikorsky S92A Operational Suitability Data (OSD) – Flight Crew, dated 20 November 2015
- II.3 SIM Data
reserved
- II.4 Maintenance Certifying Staff Data
reserved
- I.6 Cabin Crew Data
reserved



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

| | | | |
|-------|---|--------------------|---|
| AEO | All Engines Operative | NPA | Notice of Proposed Amendment |
| AFCS | Automatic Flight Control System | OAT | Outside Air Temperature |
| Amdt. | Amendment | OEB | Operational Evaluation Board |
| AMM | Aircraft Maintenance Manual | OEI | One Engine Inoperative |
| APU | Auxiliary Power Unit | OSD | Operational Suitability Data |
| B.L. | Butt Line | PA | Pressure altitude |
| C.G. | Centre of Gravity | PWR | Power |
| CR | (European) Commission Regulation | RFM | Rotorcraft Flight Manual |
| CRI | Certification Review Item | RFMS | Rotorcraft Flight Manual supplement |
| DA | Density altitude | RIPS | Rotorcraft Ice Protection System |
| EMI | Electro Magnetic Interference | RPM | Rounds Per Minute |
| EU | European Union | SAC | Sikorsky Aircraft Corporation |
| FAA | Federal Aviation Administration | SC | Special Condition |
| FADEC | Full Authority Digital Engine Control | SGBA | Sikorsky Ground Based Application |
| FMS | Flight Management System | shp | Shaft Horse Power |
| GWE | Gross Weight Expansion | SLD | Supercooled Large Droplets |
| HEL | Heavy External Lift | SLS | Sea Level Standard |
| HIRF | High Intensity Radiated Field | STA | Station |
| HUMS | Health and Usage Monitoring System | TAS | True Air Speed |
| IAS | Indicated Air Speed | TCCA | Transport Canada Civil Aviation |
| ICAO | International Civil Aviation Organization | TKOF | Take-off |
| IFR | Instrument Flight Rules | TSO | Technical Standard Order |
| ISA | International Standard Atmosphere | VFR | Visual Flight Rules |
| JAA | Joint Aviation Authorities | V _H | Maximum speed in level flight at maximum continuous power |
| JAR | Joint Aviation Requirements | V _{le/lo} | Landing gear extending/operating |
| LDG | Landing | V _{NE} | Never Exceed Speed |
| MGB | Main Gear Box | V _y | Best rate of climb speed |
| MMEL | Master Minimum Equipment List | | |



II. Type Certificate Holder Record

| Type Certificate Holder | Period |
|--|------------------|
| Sikorsky Aircraft Corporation 6900 Main Street Stratford, CT 06615-9129, USA | Since initial TC |

III. Change Record

| Issue | Date | Changes | TC issue |
|---------|-------------|---|-------------------------------|
| Issue 1 | 8 Jun 2004 | Initial Issue | Initial Issue, 8 June 2004 |
| Issue 2 | 31 Jan 2005 | --- | --- |
| Issue 3 | 12 Apr 2006 | --- | --- |
| Issue 4 | 2 Sep 2010 | Keystone Helicopter added as Manufacturer | --- |
| Issue 5 | 27 Apr 2011 | Note 1. revised to identify aircraft manufactured at Keystone. | --- |
| Issue 6 | 24 May 2013 | Change in format; addition of Special Condition for Limited Icing and ELOS for Anticollision light. | --- |
| Issue 7 | 18 Dec 2015 | Change in format; OSD added. | --- |
| Issue 8 | 20 Dec 2018 | II.3., V.13.: references to CRI removed; II.7.: CS 29.1465 Amdt. 5 added | --- |
| Issue 9 | 25 May 2021 | III.12., III.22., IV.2., V.7., V.15. and V.16. (notes added): Revised to incorporate GWE option and Enhanced External Lift capability; II.3, II.6.: references amended; II.6.: ESF F-09 added; II.6., III.10.1., IV.1.: typos corrected; III.6.4. added; III.5.3.1., III.5.3.2., III.6.1., III.7.1.: aligned with FAA TCDS R00024BO; V.9.: noise data moved to TCDSN EASA.IM.R.001 | --- |

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