



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº ER-7906

Type Certificate Holder:
SIKORSKY AIRCRAFT CORPORATION
6900 Main Street
Stratford, CT - 06497-9129
USA

ER-7906-07
Sheet 01
SIKORSKY
S-76A, S-76C
22 January 2009

This data sheet, which is part of Type Certificate No. 7906, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model S-76A (Transport Helicopter, Category B), approved 10 August 1979.

ENGINE 2 RR Allison Engine Company Model 250-C30, or 2 Model 250-C30S, or 1 each Model 250-C30 and Model 250-C30S. (See Note 8).

FUEL Primary: JP-4, JP-5*, JP-8, Jet A*, Jet A1*, Jet B, and GB6537-94(RP-3)*.
Alternate: * Mixture of AVGAS with Jet A, A1, or JP5. 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).

ENGINE LIMITS (Sea Level Static / Standard Day) Engine Torque Limits Gas Generator Speed Limits (N1), rpm (%) Power Turbine Inlet (T5), °C

Table with 4 columns: Engine Torque Limits (%), Gas Generator Speed Limits (N1), rpm (%), Power Turbine Inlet (T5), °C. Rows include Take-off (5 min.), Max. Continuous, OEI (30 min.), OEI (2-1/2 min.), Transient, - 16 sec. (OEI), - 10 sec. (Starting).

Output Shaft (N2)
- Normal Range: 95% to 107%
- Maximum Continuous: Varies linearly from 114% at flight autorotation to 107.1% at 2½-min. power.
- Maximum 15-sec.: Varies linearly from 119% at flight autorotation to 109% at 2½-min. power.
- Engine torque: 100% = 564 foot-pounds.

See Flight Manual for T5 (power turbine inlet temperature) limits and power turbine (N2) speed limits.

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ROTOR LIMITS

	Power Off	Power On
Maximum	115% Nr (336 rpm)	107% Nr (313 rpm)
Minimum	87% Nr (255 rpm)	100% Nr (2-engine operation) and 96% Nr (OEI)

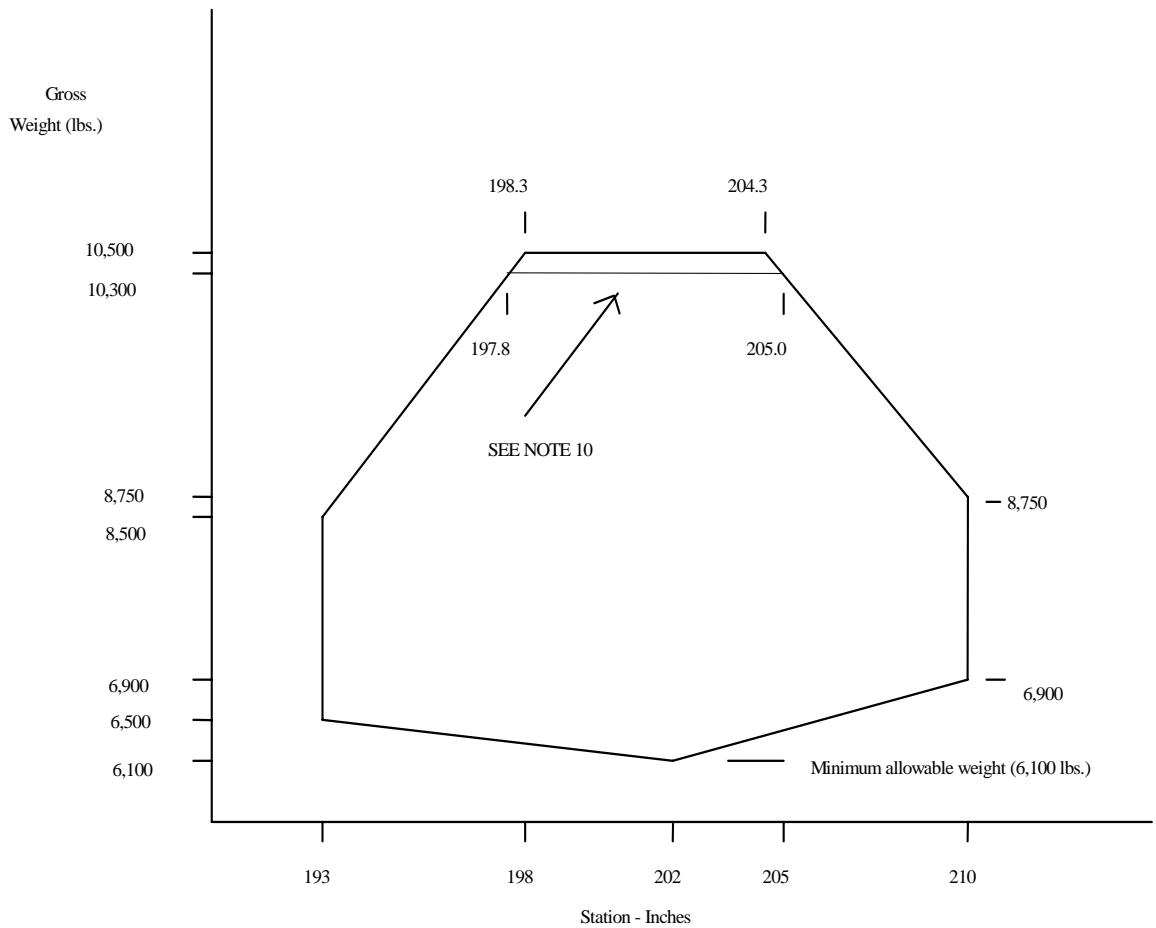
AIRSPEED LIMITS

Never exceed (V_{ne}):	
- Power on	155 kcas (155 kias)*
- Power off	135 kcas (141 kias)**
L. G. operation (V_{lo}):	130 kcas (130 kias)
L. G. extended (V_{le}):	130 kcas (130 kias)

* See Flight Manual for variations of V_{NE} with gross weight and density altitude.

** Below 36.2 kg (80 lb) fuel remaining per tank, reduce airspeed to 120 kcas (126 kias) or less.

C G RANGE



For effect of landing gear position, refer to loading section of Rotorcraft Flight Manual.

LATERAL CG LIMITS

Max. left CG: 8,9 cm (3.5 in)
Max. right CG: 8,9 cm (3.5 in)

EMPTY WEIGHT CG RANGE.

None.

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MAXIMUM WEIGHT	4 763 kg (10 500 lb)
MAXIMUM OPERATING (DENSITY) ALTITUDE	Enroute: 4 572 m (15 000 ft) Take-off and landing: 2 103 m (6 900 ft)
TEMPERATURE OPERATING LIMITS	Maximum: ISA +36,7°C, not to exceed 48.9°C (120°F) Minimum: -34,4°C (-30°F)
NUMBER OF SEATS	2 at 260.4 cm (102.5 in), 4 at 344.2 cm (135.5 in), 4 at 422.9 cm (166.5 in) and 4 at 501.7 cm (197.5 in); or 2 at 260.4 cm (102.5 in), 3 or 4 at 353.1 cm (139.0 in) and 3 or 4 at 501.7 cm (197.5 in); or 2 at 260.4 cm (102.5 in), 2 at 381.0 cm (150.0 in) and 4 at 501.7 cm (197.5 in).
MINIMUM CREW	2 (IFR) / 1 (VFR)
MAXIMUM BAGGAGE	272 kg (600 lb).
FUEL CAPACITY	1 084 liters (286.4 US gal) [1 064 liters (281.2 US gal) usable] at 550.4 cm (216.7 in) (see Note 1).
OIL CAPACITY	4,81 liters (1.27 US gal) per engine at 586.7 cm (231.0 in).
DATUM	508.0 cm (200 in) forward of main rotor centroid.
LEVELING MEANS	Leveling plate at STA 176, BL 35, L.H. and plumb line from upper frame of the aft doorway.
ROTOR BLADE CONTROL MOVEMENTS	For rigging information refer to Maintenance Manual.
S/N's ELIGIBLE	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 - Model S-76C (Transport Helicopter, Category B), approved 10 October 2002.
(Transport Helicopter, Category A), approved 10 October 2002.**

ENGINE	2 Turbomeca Arriel 1S1 or 2 Turbomeca Arriel 2S1 or 2 Turbomeca Arriel 2S2. (See Note 15).
FUEL	Primary: JP-4 ^{***} , JP-5 ^{**} , JP-8, Jet A*, Jet A1*, Jet B*, and 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

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OIL

5 cst synthetic oil for normal use. For approved types and brands, refer to S-76C Flight Manual, Sikorsky P/N SA4047-76C-1 (W/Arriel 1S1 engine configuration) or S-76C Flight Manual, Sikorsky P/N SA 4047-76C-10 (W/Arriel 2S1 engine configuration) for aircraft serial numbers prior to 760511 or Sikorsky P/N SA 4047-76C-14 (W/Arriel 2S1 engine configuration) for serial numbers 760511 and subsequent or S-76C Flight Manual, Sikorsky P/N SA 4047-76C-15 (W/Arriel 2S2 engine configuration) for serial numbers 607 and subsequent.

ENGINE LIMITS

(Sea Level Static / Standard Day)

Arriel 1S1 Configuration

	Engine Torque Limits %	Transmission Torque Limits %
Take-off	104.0	100.0
Max. Continuous	104.0	100.0
OEI (2-1/2 min.)	127.0	136.0
OEI (Max. Continuous)	110.0	128.0
Transient		
- 20 sec. (OEI)	148.0	---
- 20 sec.	---	---
- 10 sec.	---	115.0
- 5 sec. (OEI)	---	150.0
- 5 sec. (Starting)	---	---

Gas Generator Speed Limits (N₁) rpm (%)

Power Turbine Inlet (T₅) °C

Take-off	100.0	845
Max. Continuous	100.0	845
OEI (2-1/2 min.)	102.7**	885
OEI (Max. Continuous)	102.2*	868
Transient		
- 20 sec. (OEI)	105.35***	920
- 20 sec.	105.35***	---
- 10 sec.	---	---
- 5 sec. (OEI)	---	---
- 5 sec. (Starting)	---	865

* Cockpit Gauge Biased to Read 101.2 %

** Cockpit Gauge Biased to Read 101.7 %

*** Cockpit Gauge Biased to Read 104.35%

ENGINE LIMITS

(Sea Level Static / Standard Day)

Arriel 2S1 Configuration

	Engine Torque Limits %	Transmission Torque Limits %
Take-off (5 minutes)	103.7	100.0
30 minute (see Note 13)	103.7	100.0
Maximum Continuous	103.7	100.0
OEI (30 second)	134.6	136.0
OEI (2 minutes)	126.7	136.0
OEI(Maximum Continuous)	116.7	128.0
20 sec Transient	160.4	---
10 sec Transient	---	115.0
10 sec Transient (starting)	---	---
5 sec Transient (OEI)	---	150.0

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ENGINE LIMITS (Cont.)

(Sea Level Static / Standard Day)

	Gas Generator Speed Limits (N ₁) rpm (%)	Power Turbine Inlet (T5) °C
Take-off (5 minutes)	101.2 *	912
30 minute (see Note 13)	101.2 *	912
Maximum Continuous	99.0 **	877
OEI (30 second)	105.8 ****	1000
OEI (2 minutes)	102.4 ***	941
OEI(Maximum Continuous)	101.2 *	912
20 sec Transient	102.3 ***	---
10 sec Transient	---	---
10 sec Transient (starting)	---	865
5 sec Transient (OEI)	---	---

- * 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

	Engine Torque Limits %	Transmission Torque Limits %
Take-off (5 minutes)	103.7	100.0
30 minute (see Note 13)	103.7	100.0
Maximum Continuous	103.7	100.0
OEI (30 second)	134.9	136.0
OEI (2 minutes)	127.0	136.0
OEI (Maximum Continuous)	115.0	128.0
20 sec Transient	160.4	---
10 sec Transient	---	115.0
10 sec Transient (starting)	---	---
5 sec Transient (OEI)	---	150.0

	Gas Generator Speed Limits (N ₁) rpm (%)	Power Turbine Inlet (T5) °C
Take-off (5 minutes)	101.88 *	930
30 minute (see Note 13)	101.88 *	930
Maximum Continuous	99.71 **	893
OEI (30 second)	105.89 ***	996
OEI (2 minutes)	102.38 ****	944
OEI (Maximum Continuous)	101.28 *****	926
20 sec Transient	102.98 *****	---
10 sec Transient	---	---
10 sec Transient (starting)	---	840
5 sec Transient (OEI)	---	---

- * 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%= 90.9 kgf-m (657.6 foot-pounds)

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ROTOR LIMITS

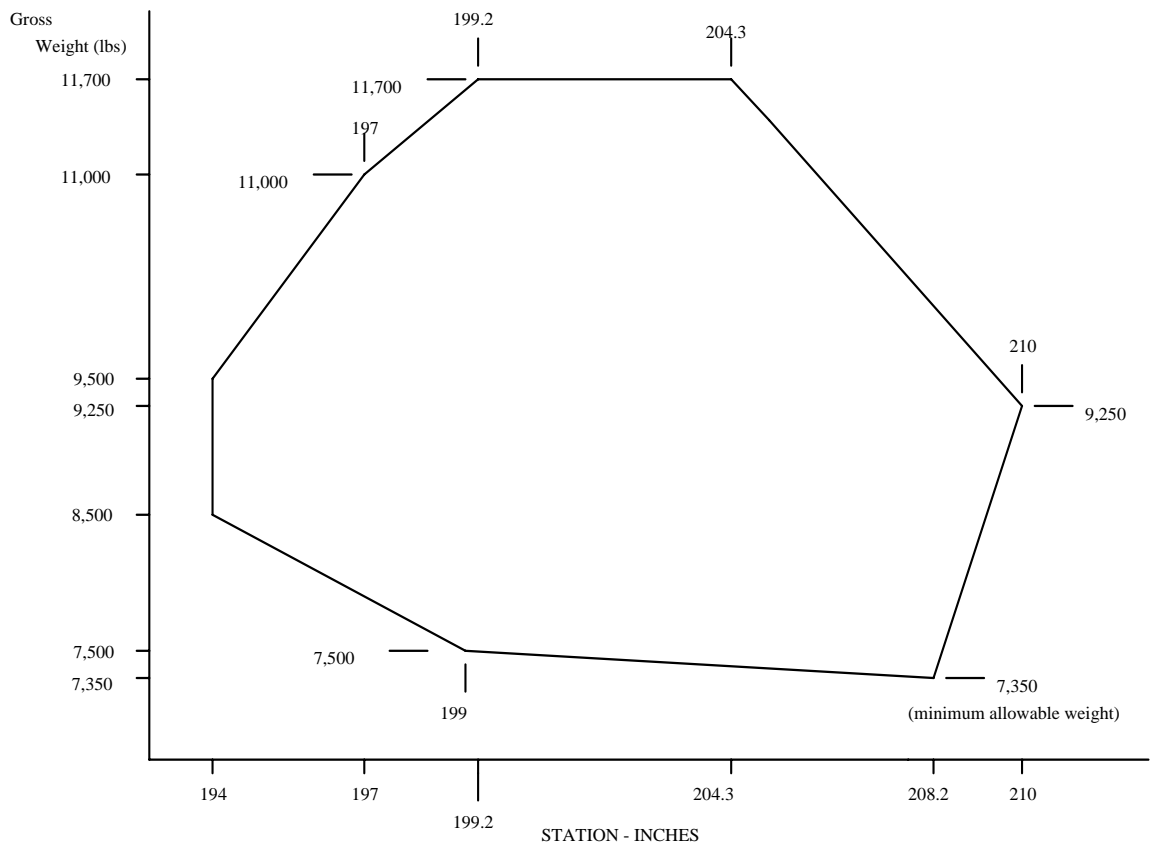
	Power Off	Power On
Maximum	115% Nr (336 rpm)	108% Nr (316 rpm.), except 109% for less than 20 seconds (w/2S1 engine only) 108% Nr (316 rpm.), except with torque below 26%, then 110% Nr (w/1S1 engine only)
Minimum	91% Nr (266 rpm)	106% Nr (dual engine operation) 100% Nr (one engine inoperative) (OEI)

AIRSPEED LIMITS

Never exceed (V_{ne}):	
- Power on	155 kcas (155 kias)*
- Power off	136 kcas (136 kias)**
L. G. operation (V_{lo}):	130 kcas (130 kias)
L. G. extended (V_{le}):	130 kcas (130 kias)

- * See Flight Manual for variations of V_{NE} with temperature and pressure altitude.
- ** Below 36.2 kg (80 lb) fuel remaining per tank, avoid sustained pitch down attitudes in excess of 5° nose low.

CG RANGE



LATERAL CG LIMITS

Up to 5 171 kg (11 400 lb): ±3.5 inches maximum
 Above 5 171 kg (11 400 lb): ±2.5 inches maximum
 Below 4 899 kg (10 800 lb) (w/hoist load, hover only): ± 4.5 inches maximum.

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EMPTY WEIGHT CG RANGE.	None
MAXIMUM WEIGHT	5 307 kg (11 700 lb)
MAXIMUM OPERATING (DENSITY) ALTITUDE	With 1S1 engine Configuration: Enroute: 4 572 m (15 000 ft); Take-off and landing: CAT B: 3 352 m (11 000 ft) CAT A: 1 524 m (5 000 ft) With 2S1 or 2S2 Engine configuration: Enroute: 4 572 m (15 000 ft); Take-off and landing: CAT B: 4 572 m (15 000ft) CAT A: 1 524 m (5 000 ft)
TEMPERATURE OPERATING LIMITS	Maximum: ISA +36,7°C, not to exceed 48.9°C (120°F) Minimum: -34,4°C (-30°F)
NUMBER OF SEATS	2 cockpit 13 passenger maximum
MINIMUM CREW	2 (IFR); 1 (VFR)
MAXIMUM BAGGAGE	272 kg (600 lb)
FUEL CAPACITY	1 084 liters (286.4 US gal) [1 064 liters (281.2 US gal) usable]
OIL CAPACITY	4,81 liters (1.27 US gal) per engine
DATUM	508,0 cm (200 in) forward of main rotor centroid
LEVELING MEANS	Leveling plate at STA 176, BL 35, L.H. and plumb line from upper frame of the aft doorway
ROTOR BLADE CONTROL MOVEMENTS	For rigging information refer to Maintenance Manual.
S/N's ELIGIBLE	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, 760780 and 760786 are eligible.

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S/N's ELIGIBLE (Cont.)

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 760779, 760781 through 760785, 760787 and up 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.

DATA IS PERTINENT TO ALL MODELS:**IMPORT ELIGIBILITY**

A Brazilian Certificate of Airworthiness may be issued on the basis of a FAA Export Certificate of Airworthiness (or a third country Export Certificate of Airworthiness, in case of used rotorcraft imported from such country), including the following statement:

"The rotorcraft covered by this certificate have been examined and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate N^o 7906 and in condition of safe operation".

The ANAC Report H.10-0040-03, dated 20 June 2006 or further revision, contains the Brazilian requirements for the acceptance of this rotorcraft.

CERTIFICATION BASIS

Basic Certification Basis of the S-76A:

RBHA 29 which endorses 14 CFR Part 29 including 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), and 29.965 of amendment 29-13.

Instruments Flight criteria (Interim) for S-76 dated 10 February 1977. FAA Special Conditions 29-82-NE-3 (Docket No. 17721), dated 27 March 1978. Partial Grant of Exemption from Section 29.811 (h) reviewed and accepted by ANAC. Exemption N^o 2542 (Docket N^o 17403) dated 09 January 1979 for the Model S-76A.

Instruments Flight criteria (Interim) for S-76 dated 10 February 1977. FAA Special Conditions 29-82-NE-3 (Docket No. 17721), dated 27 March 1978.

Partial Grant of Exemption from Section 29.811 (h) reviewed and accepted by ANAC.

Exemption N^o 2542 (Docket N^o 17403) dated 09 January 1979 for the Model S-76A.

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CERTIFICATION BASIS (Cont.)

Equivalent Safety finding for RBHA/14 CFR Part 29.173(b).
National environmental Act of 1969.
Noise Control Act of 1969.

Brazilian Requirements for Acceptance of Rotorcraft Model S-76A, Report Nr. H.10-004-1642 dated 26 July 1979, superseded by Report H.10-0040-02 dated 04 August 1999 and ANAC letter Nr. 753-IFI/79.

Compliance with the following optional requirements has been established:

- Ditching provisions RBHA/14 CFR Part 29.563, including 29.801 and 29.807(d) and excluding 29.1411, 29.1415, and 29.1561 of amdt. 29-12, when emergency flotation gear P/N 76076-02002 is installed.

For overwater operations, compliance with the operating rules and RBHA/14 CFR Part 29.1411, 29.1415, and 29.1561 must be shown.

- Cargo hook RBHA/14 CFR Part 29.865, including 29.25 of amdt. 29-12, when cargo hook system P/N 76255-02000 is installed. For external load operations, the applicable operating regulations RBHA/14 CFR Part 133 including Amdt 1-4 must be complied with by the Brazilian operator.

In addition to the Basic Certification Basis, for the model S76C, (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 14 CFR Part 36, Appendix H.

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

In addition to the certification basis for the Arriel 1S1 engine configuration, for the Model S-76C (with Arriel 2S1 or 2S2 Engine Configuration):

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 14 CFR Part 36, Appendix H.

Special Conditions No. 29-ASW-16 (Docket No. 96-ASW-2) and No. 29-004-SC (Docket No. SW004).

Brazilian Requirements for Acceptance of Rotorcraft Model S-76C, Report H.10-0040-04 dated 20 June 2006.

REQUIRED EQUIPMENT

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

Model S-76A:

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

- RFM approved by the FAA.
- Special airspeed indicator approved specially for the model S-76A.

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REQUIRED EQUIPMENT (Cont.)

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

Model S-76C equipped with Arriel 2S1 engines:

ANAC/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, ANAC Approved Rotorcraft Flight Manual (Publication SA 4047-76 C-14).

Model S-76C equipped with Arriel 2S2 engines:

ANAC/FAA approved Rotorcraft Flight Manual, Model S-76C Helicopter (Publication SA 4047-76C-15) for aircraft serial numbers 760607 and subsequent.

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-76C:

AeroSonic Part No. 20020-11293 airspeed indicator

NOTES:

NOTE 1 Weight and Balance: Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each rotorcraft 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.

NOTE 2 Markings and Placards: 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 ANAC APPROVED ROTORCRAFT FLT MAN. THE AIRWORTHINESS LIMITATIONS SECT OF THE ROTORCRAFT MAINTENANCE MANUAL MUST BE COMPLIED WITH."

All placards required in the approved flight manual must be installed in the appropriate locations.

In addition, all markings and placards for passenger information under normal or emergency conditions must be in Portuguese (or English and Portuguese). External markings for emergency operation of doors, normal ground operation of cargo doors and servicing operations must be in Portuguese (or bilingual). Marking and placards indicating maximum loads in cargo and baggage compartments must be also presented in Portuguese (or bilingual). A list of these placards for the rotorcraft and the respective translations acceptable to ANAC is provided in the Annex II to the report H.10-0040-04, dated 20 June 2006 or further revision.

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NOTE 3 Continuing Airworthiness: Service Information, service bulletins, repair manuals, vendor manuals, rotorcraft flight manuals and maintenance manuals, which contain a statement that the document is FAA approved, are accepted by the ANAC and are considered ANAC approved. These approvals pertain to the type design only.

Any alteration to the type design of this rotorcraft may require instructions for Continued Airworthiness. These instructions must be submitted and accepted by the ANAC prior to approval for return to service.

Information essential to the proper maintenance of the helicopter is contained in the Sikorsky S-76A Maintenance Manual, Publication A 4047-76-2, and the Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1 provided with each rotorcraft. 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 ANAC engineering approval.

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 ANAC 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 ANAC engineering approval. (See Note 10)

NOTE 4 The differences of the Brazilian aircraft in relation to the basic FAA type design are summarized below:

1. The FAA approved Rotorcraft Flight Manual must include procedures related to the DC generator overtemperature warning light installation.
2. Markings and placards in Portuguese language or bilingual (See Note 2).
3. A DC generator overtemperature warning light.

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).

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- NOTE 6** For Model S-76A model 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.
- NOTE 7** Overhaul is not authorized without an Overhaul manual for the specific component. In the interim, aircraft components may be overhauled by the manufacturer, utilizing new aircraft production tolerances or ANAC approved alterations.
- NOTE 8** Alternate engine installations with Turbomeca Arriel 1S1 engines are approved under FAA STC SH568NE.
- NOTE 9** Reserved.
- NOTE 10** Model S-76A:
When operated at gross weights above 4 672 kg (10 300 lb), the helicopter must comply with Revision 14 of the Airworthiness Limitations section, dated 14 May 1985, or subsequent ANAC 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 19 March 1991, of Maintenance Manual SA 4047-76C-2-1, or subsequent FAA-approved revisions.
- NOTE 11** Model S-76A:
Alternate engine installations with Turbomeca Arriel 1S1 engines are approved under STC SH568NE(not in mixed engine configurations).
- 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 (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.
- 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.

- NOTE 14** The Model S-76C (Turbomeca Arriel 2S1 and 2S2 engine) rotorcraft installation 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 ANAC/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.
- NOTE 15** Installation of Turbomeca Arriel 2S2 engines requires barrier filter P/N 76302-07800 or FAA-approved alternate.

**HÉLIO TARQUÍNIO JÚNIOR**

**Gerente-Geral - Substituto, Certificação de Produto Aeronáutico
(Acting Manager, Aeronautical Product Certificate)**
