Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.R.00173

for

S-92A

Type Certificate Holder

Sikorsky Aircraft Corporation

6900 Main Street
Stratford, CT 06615-9129
USA

Model(s):	S-92A
Issue:	1
Date of issue:	03 August 2026

TABLE OF CONTENTS

Section 0 General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

- Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
- Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.IM.R.001 at Issue 8 dated 20 December 2018, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 1 Model S-92A

I. General

1. Type / Variant / Model

a) Type: S-92A

b) Variant or Model: S-92A

2. Airworthiness Category

Large Rotorcraft, Category A and/or B

3. Type Certificate Holder

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

F-01	HIRF	
E-07	Use of a Dual-Engine 30-Minute Power Rating	
B-05	Search and Rescue modes of the AFCS	
O-01	Flight in Limited Icing	(see Note 14.)

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

F-08	APU limit indicators	JAR 29.1305(a)(24)
B-03	Static longitudinal stability	JAR 29.173, 29.175
B-04	Static directional stability	JAR 29.177
E-05	APU designated fire zone	JAR 29.1181(a)(4), 29.1191(b)
D-06	Birdstrike	JAR 29.631
F-09	Anticollision Light System	JAR 29.1401(d) (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

TCDSN UK.TC.R.00173

8.2 Emission Requirements

Complies with ICAO Annex 16, Volume 2, 2nd edition (Fuel Venting)

9. Operational Suitability Data (OSD)

9.1 Reference Date for determining the applicable OSD requirements

Date of Application: 2 February 2015.

9.2 MMEL - Certification Basis

JAR-MMEL Amdt. 1

9.3 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.

9.4 SIM Data - Certification Basis

Reserved

9.5 Maintenance Certifying Staff Data - Certification Basis

Reserved

9.6 Cabin Crew Data - Certification Basis

reserved

III. Technical Characteristic and Operating 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

UK CAA 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.
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- 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
VNE 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 external load (HEL):	12 837 kg	(28 300 lb)
Maximum external load (HEL):	3 629 kg	(8 000 lb)

(see Note 15.)

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.)

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

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 approved RFM. See also Note 12.

Refer to approved RFM for other required equipment.

V. Operational Suitability Data

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 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

1. MMEL

Sikorsky Aircraft Corporation S-92A MMEL, dated 24 November 2015

2. Flight Crew Data

Sikorsky S92A Operational Suitability Data (OSD) – Flight Crew, dated 20 November 2015

3. SIM Data

Reserved

4. Maintenance Certifying Staff Data

Reserved

5. Cabin Crew Data

reserved

VI. 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. These arrangements are shown in the loading information section of the 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 UK CAA 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 a UK CAA 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.

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-AMM-AWL-000 provided with each helicopter. 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 UK CAA 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 approved by UK CAA.

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 un-drainable 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:

    Equivalent Level of Safety 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:

    Special Condition for Helicopter Limited Icing Approval

15. 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 Administration

I. Acronyms and Abbreviations

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

II. Type Certificate Holder Record

TCH Record	Period
Sikorsky Aircraft Corporation 6900 Main Street Stratford, CT 06615-9129, USA	Present.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	03 Aug 2026	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.IM.R.001 Issue 08 dated 20 December 2018 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the S-92A accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: Changes related to UK.MAJ.00559	Issue 1 27 Jul 2026

– END –