

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

H2NE
REVISION 4
SIKORSKY AIRCRAFT

S-70 (UH-60A, UH-60L)
JANUARY 4, 2011

TYPE CERTIFICATE DATA SHEET H2NE

This data sheet, which is part of Type Certificate Number H2NE, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

TYPE CERTIFICATE (TC) HOLDER: Sikorsky Aircraft Corporation
6900 Main Street
Stratford, CT 06497-9129

MODEL NUMBER: S-70 (Restricted Category), approved July 21, 1983
(Derivative aircraft of U.S. Army Models UH-60A and UH-60L)

ENGINES: 2 General Electric T700-GE-700 (UH-60A), or 2 General Electric T700-GE-701C (UH-60L)

FUEL: Aviation Kerosene JP-4, JP-5, JP-8, Jet A, Jet A-1 or Jet B.

ENGINE LIMITS: (T700-GE-700)

	SHAFT HP	POWER TURBINE RPM	GAS GEN RPM	POWER TURBINE INLET (TGT)
Military Power (30 min.)	1,561	20,900	44,700	850° C
Normal Cont. Cruise	1,318	20,900	44,700	775° C

ENGINE LIMITS: (T700 GE 701C)

	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C

TRANSMISSION LIMITS:
(UH-60A)

TORQUE:
110% Single Engine (No time limit)
100% Dual Engine (No time limit)

(UH-60L)

135% Single Engine (No time limit)
120% Dual Engine, at or below 80 KIAS (No time limit) 100% Dual Engine, above 80 KIAS (No time limit)

ROTOR LIMITS:

Max. 258 RPM
Min. 232 RPM

AIRSPPEED LIMITS:

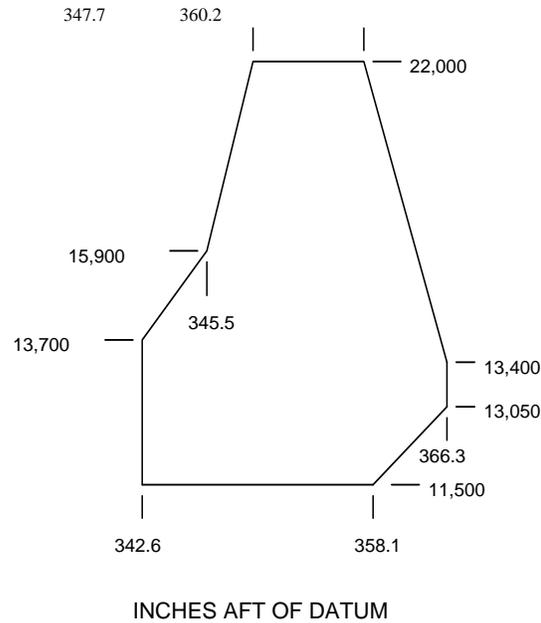
V_{ne} Power on: 193 knots IAS, (221 MPH). See appropriate Rotorcraft Flight Manual (Operators Manual) for variation of V_{ne} with gross weight, pressure altitude and temperature.

C.G. RANGE

A
I
R
C
R
A
F
T

W
E
I
G
H
T

L
B
S



DATUM: 341.2 inches forward of the main rotor centroid.

MAXIMUM WEIGHT: 22,000 lbs.

MINIMUM CREW: 2 (pilot, copilot)

NUMBER OF SEATS: 2 at Sta. 227.1; 1 at Sta. 262.0; 3 at Sta. 282.0; 3 at Sta. 320.7; 4 at Sta. 339.8; 4 at Sta. 387.2.

FUEL CAPACITY: 361.5 gallons; 2 tanks (LH & RH interchangeable).
359.7 gallons; 2 tanks (LH & RH interchangeable) (with fuel boost pumps installed).

OIL CAPACITY: 7 quarts each engine.

OTHER OPERATING LIMITATIONS: TM 55-1520-237-10 Operator's Manual dated January 8, 1988, as revised or TM 1-1520-237-10, dated August 31, 1994, as revised.

SERIAL NUMBERS ELIGIBLE: None.

TYPE CERTIFICATE BASIS: FAR 21.25(a)(2), effective January 6, 1975, for the purpose of:
(1) Agriculture, FAR 21.25(b)(1)
(2) External Cargo, FAR 21.25(b)(7)
(3) Firefighting, FAR 21.25(b)(7)

FAR 29, Amendments 29-1 through 29-24 for non-U.S. Army approved modifications.

PRODUCTION BASIS:: Production Certificate No. 105 and 8SO.

EQUIPMENT: The following must be installed in each type helicopter for certification:

1. U.S. Army TM 55-1520-237-10, Operator's Manual dated August 31, 1988 as revised, or U.S. Army TM 1-1520-237-10, Operator's Manual dated August 31, 1994, as revised.
2. Removal and replacement of equipment in accordance with Sikorsky Aircraft Kit Drawing No. 70080-00100. See NOTE 5 for list of equipment to be removed.

NOTE 1: Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions must be in each type helicopter at time of original airworthiness certification and at all times thereafter.

NOTE 2: The following placard must be prominently displayed in the cockpit in full view of the pilots:

"THIS ROTORCRAFT MUST BE OPERATED IN ACCORDANCE WITH THE RESTRICTED CATEGORY OPERATING LIMITATIONS OF FAR 91.39." FAR 91.39 became FAR 91.313 in the recodification dated August 18, 1989.

NOTE 3: Prior to the Civil Airworthiness Certification, compliance with the following must be accomplished:

- (a) Comply with U.S. Army Messages listed in Sikorsky document No. IILS-L-88-006 dated October 5, 1988.

NOTE 4: Information essential to the proper servicing, maintenance and repair of the aircraft is contained in the following U.S. Army publications, as revised: TM 11-1520-237-23-1, -2, and -3, dated June 10, 1989; TM 55-1520-237-23, Volumes 1 through 8, dated August 29, 1989; TM 55-1520-237T, dated August 29, 1989; TM 55-1520-237-PMS-1, dated June 30, 1990; TM 55-1520-237-PMS-2, dated August 30, 1990; TM 55-1520-237-CL, dated June 10, 1989; TM 55-1520-237-MTF, dated November 13, 1990. Information essential to the proper maintenance of the T700-GE-700 and T700-GE-701C engines is contained in U.S. Army TM 1-2840-248-23&P, as revised, and General Electric Publication SEI-671, as revised. Component overhaul and replacement times shall be in accordance with U.S. Army TM 55-1520-237-23, Volume 1, Chapter 1, Table I-II, dated August 29, 1989, as revised, unless superseded by appropriate airworthiness directive. (See NOTE 6)

The U.S. Army replaced TM 55-1520-237-23-1 through -10 with a single manual, TM 55-1520-237-23, composed of 18 chapters and 8 appendices divided into 8 volumes. Either set of TM's may be used. (See NOTE 6)

Information on civil aircraft serial number correlation to U.S. Army serial numbers is contained in Sikorsky Letter TPL-W91-450, dated July 23, 1991, as revised.

NOTE 5: The following equipment is to be removed in accordance with Sikorsky Aircraft Kit Drawing No. 70080-00100:

- (a) Troop Seats.
- (b) Communications Security Set TSEC/KY-28 (3) per aircraft.
- (c) Tactical VH/FM Radio--AN/ARC-114A.
- (d) Night Vision Goggle Dimming System.
- (e) Caution Panel "IRCM INOP" Legend.
- (f) Armored Wing Panels (Pilot and Copilot).
- (g) Fairing and Mounting Bracket for AN/ALQ-144 Jammer.
- (h) Support of Chaff Dispenser.

NOTE 6:

The following table lists equivalent sets of technical data approved for proper maintenance of the aircraft.

U.S. Army ManualsS-70 Commercial Manuals

Old	New	
TM 55-1520-237-10	TM 1-1520-237-10	FAA Approved RFM
TM55-1520-237-MTF	TM 1-1520-237-MTF	Not Applicable
TM 55-1520-237-CL	TM 1-1520-237-CL	Not Applicable
TM 55-1520-237-PMS-1	TM 1-1520-237-PMS-1	TM 1-70-PMS-1
TM 55-1520-237-PMS-2	TM 1-1520-237-PMS-2	TM 1-70-PMS-2
TM 55-1520-237-23	TM 1-1520-237-23	TM 1-70-23 and TM 1-70-23AW
TM 55-1520-237-T	TM 1-1520-237-T	TM 1-70-T
TM 55-1520-237-23P	TM 1-1520-237-23P	TM 1-70-23P
TM 11-1520-237-23	TM 11-1520-237-23	TM 11-70-23
TM 11-1520-237-23P	TM 11-1520-237-23P	TM 11-70-23P
TM 55-2840-248-23&P	TM 1-2840-248-23&P	Not Applicable

The initial publication date of the U.S. Army TM 1 series was 31 August 1994.

The initial publication date of the Sikorsky TM-1 series was 31 August 1994.

END