

S-76C++ Baseline (Green) Configuration



Airframe

- Nose mounted radome
- Nose and tail avionics compartments
- Heated glass windshields
- Bleed air heating and defogging
- Dual windshield wipers and washers
- Pilot and copilot seats with 5-point restraint harness
- Two ejectable, hinged cockpit doors
- Cockpit and cabin bleed air heating and defogging system
- Ram air ventilation system
- Fully retractable, tricycle landing gear with pivoting nose gear and main wheel brakes
- Pneumatic emergency landing gear extension system
- 204 cubic foot cabin with 75 psf floor and fittings for up to twelve seats
- Left and right side hinged cabin doors with electric door locks and single action door release
- Separate 38 cubic foot baggage compartment with dual lockable doors
- Flight manual pockets located on the cockpit doors

Propulsion

- Two Turbomeca Arriel 2S2 engines
- Inlet barrier filters for both engines
- Two independent suction fuel systems with crossfeed capability
- Two fuel tanks with gravity fuel fillers, total fuel capacity is 281 U.S. gallons
- Low level fuel warning system
- Hinged fuel filler caps with key locks
- Dual engine fire detection and extinguishing systems
- Engine water wash system with hose connection in the baggage compartment
- Dual-input main transmission rated at 1,605 shp for takeoff
- Intermediate and tail gearboxes with interconnecting drive shafts
- Magnetic chip connectors with fuzz burn capability on gearboxes
- Manually actuated rotor brake system

Rotor Systems

- Four-blade articulated main rotor with one-piece aluminum hub and elastomeric bearings
- Main rotor blades with titanium spars, fiberglass skins, honeycomb cores and high-visibility paint
- Single bifilar vibration suppression system
- Nose-mounted vibration absorber
- Provisions for main rotor tracker and tail rotor balancer (Chadwick-Helmuth Model 8500 or RADS-AT Fastrack)
- Four-blade flexbeam tail rotor

Electrical

- Dual 200 amp starter generators
- Single 44 amp-hour battery (Super Marathon)
- AC power system with 10 KVA generator and two 250 VA static inverters
- DC external power receptacle with overvoltage protection
- Controllable landing light
- Three strobe/position light system (pos-off-normal)
- Single red beacon on the top of the tail
- Fixed landing light on the right main gear
- Battery operated emergency cabin lights
- Overhead master switch panels

Flight Controls and Instruments

- Full controls for pilot and copilot
- Dual, independent 3,000 psi hydraulic systems with quick disconnects for ground servicing
- Dual independent flight control servos systems
- Dual Digital Flight Control system (DDAFCS) – four-axis, fully coupled (Honeywell SPZ-7600)
- Electronic Flight Instrumentation System (EFIS) with four 5x6 inch displays (Honeywell EDZ-756)
- Integrated Instrument Display System (IIDS) – Gull
- Standby self-contained attitude display indicator (J.E.T. ADI335D) with integral AD emergency power supply (PS 855B)
- NAV1/NAV2 switch
- Vertical card standby magnetic compass
- Three-inch backup airspeed indicator
- Three-inch backup barometric altimeter



Flight Controls and Instruments (continued)

- Dual Attitude Heading Reference Systems (AHRS)
- Dual air data systems
- Radio altimeter (Collins Rad Alt 1000) with expanded scale indicator (Collins ALI-55A)
- Dual pitot static systems with pitot and static port heat
- Outside air temperature indicator
- Two digital electric clocks (DAVTRON 877)
- Two low-profile, glare-shield-mounted master warning panels
- Two landing gear up warning indicators
- Battery temperature warning system
- Door open annunciator panel

Avionics (Navigation and communications)

- Dual cockpit ICS switches with 45° pedestal mount
- Dual dB Systems Inc. audio systems with one additional maintenance jack in the cabin and two in the baggage compartment baggage compartment
- Radio/EFIS master switches
- Emergency Locator Transmitter (ARTEC ELT-406 NHM)
- Passenger briefing system (Heads Up Technology, PBS-250)
- Cabin paging and chime system with two speakers
- Two VHF communications radios (Collins VHF-22A)
- Single mode C transponder (Collins TDR-90)
- Single ADF (Collins ADF-462)
- Two VOR's with ILS, glide slope and marker beacon (Collins VIR-32A)
- Single DME (Collins DME-42) with indicator (IND-42A)
- Weather radar (Honeywell Primus 440)
- Enhanced Ground Proximity Warning System (EGPWS) (Honeywell Mk XXII)
- Cockpit Voice Recorder (Universal CVR-120)
- Three headsets (David Clark H10-26)

S-76C++ Standard Executive Transport Configuration



The Standard Executive Configuration consists of the Baseline configuration plus the following options:

- Modified ICS for single-pilot IFR capability
- Cabin ICS system with handset
- Cabin call system with bell ringer
- Two additional speakers for the cabin paging and chime system
- GPS/moving map (Garmin GPS-500)
- Traffic Advisory System (Goodrich SKY 497) displayed on the MFD
- Executive paint finish
- Deluxe VIP Interior Group
 - “Silencer” interior with secondary acoustic package,
 - Ultraleather or Ultrasuede interior panel upholstery,
 - Cockpit-cabin divider bulkhead with left and right side sliding windows,
 - Emergency cabin lighting,
 - Eight individual reading lights and air outlets,
 - Cabin threshold lighting,
 - Membrane switches to control cabin systems,
 - Wood/veneer/leather/metal decorative details,
 - Magazine racks on the cabin doors,
 - Storage cabinet beneath the forward-facing divan and
 - Molded baggage compartment floor liner.
- Aft-facing, four-place executive bench seat
- Continuous, one-piece bulkhead window
- Forward-facing, four-place executive divan
- Cabin cup holders
- Bay blanket acoustic kit
- Single retractable boarding step
- Fuzz burn engine chip detectors
- Spare cabin and cockpit carpeting
- Air-conditioning system (21,500 BTU, R135a coolant)
- Gooseneck map lights
- Red anti-collision light on the belly
- Lighted approach plate holders
- Additional bifilar and cabin roof lateral vibration absorbers
- Maintenance work covers for interior and exterior

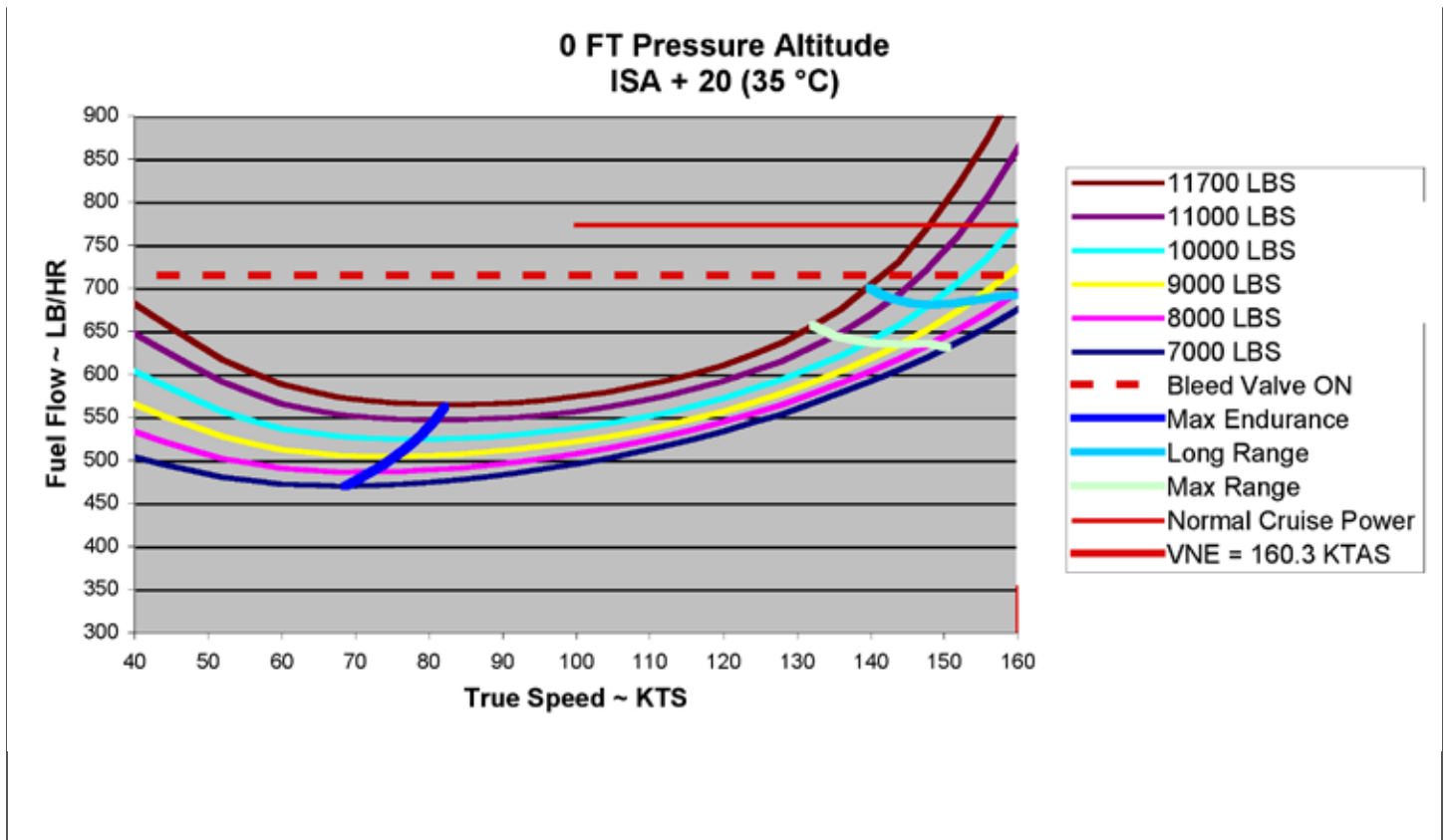
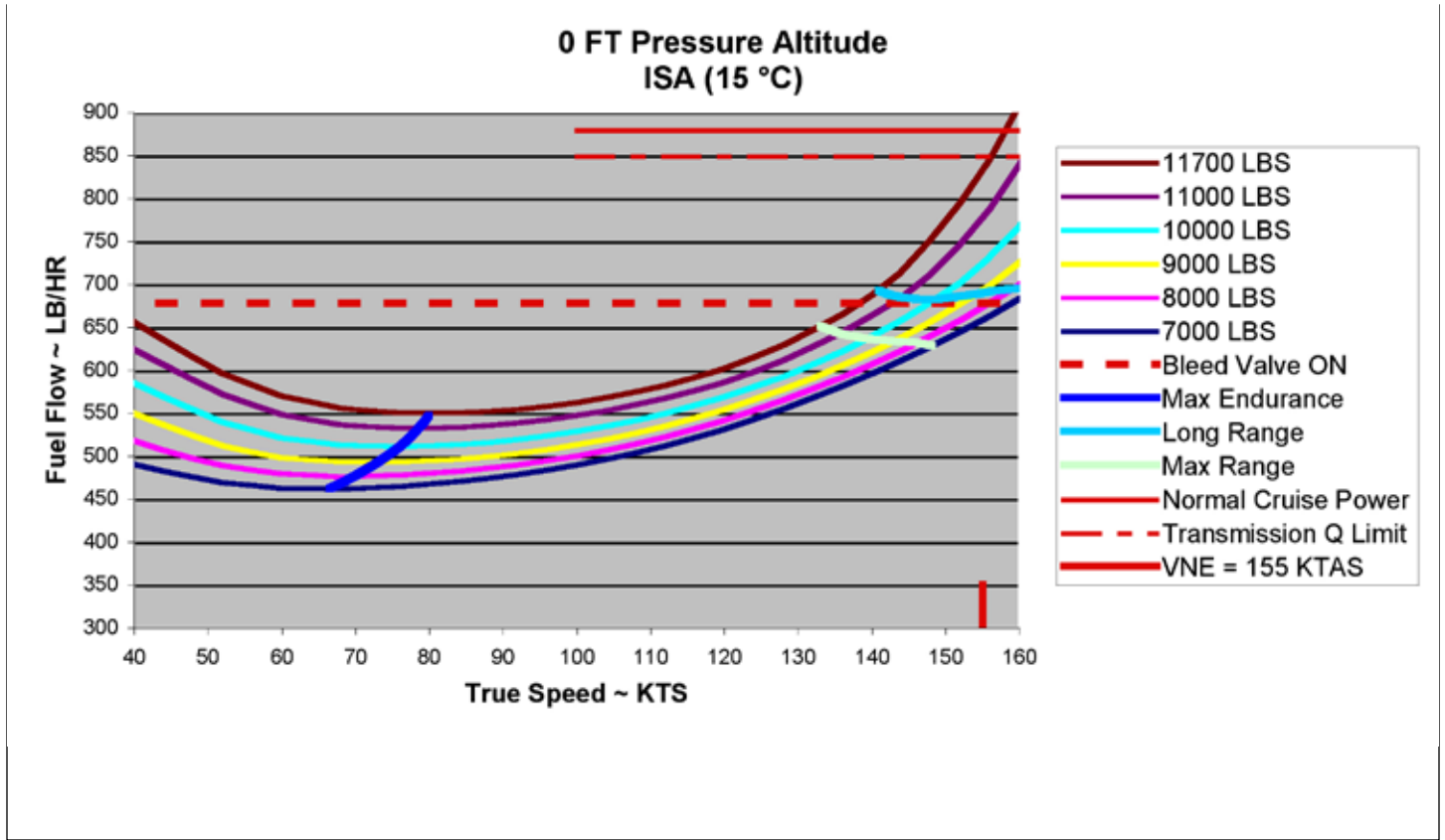


S-76C++ Standard Deluxe Executive Transport Configuration

The Standard *Deluxe Executive* Configuration consists of the Baseline configuration plus the following options:

- Radio tuning units (RTU 4200)
- Dual Mode S transponders with diversity (TDR-94D)
 - replaces single baseline TDR 90
- Second DME (DME-42)
- Modified ICS for single-pilot IFR capability
- Cabin call system
- Two additional speakers for the cabin paging and chime system
- Cellular phone base and charger
- Satellite communications system (AirCell 3100)
- FD DCPL annunciator
- Nav/LRN switch for ADI 335D
- Vertical card standby compass
- Flight Management System (Universal UNS-1F)
- Lightning Strike Sensor (LSZ 860w/LU 860)
- Weather radar (Honeywell Primus 880) – replaces baseline Primus 440
- Multi-function moving map display (Garmin MX-20)
- Chart View option for the MX-20
- Honeywell Multi Function Radar Display (MFRD) capability
- TCAS 1 system (CAS 66A with CP 66B control and dual TAVSI displays)
- Executive paint finish
- Deluxe VIP Interior Group
 - “Silencer” interior with secondary acoustic package,
 - Ultraleather or Ultrasuede interior panel upholstery,
 - Cockpit-cabin divider bulkhead with left and right side sliding windows,
 - Emergency cabin lighting,
 - Eight individual reading lights and air outlets,
 - Cabin threshold lighting,
 - Membrane switches to control cabin systems,
 - Wood/veneer/leather/metal decorative details,
 - Magazine racks on the cabin doors,
 - Storage cabinet beneath the forward-facing divan and
 - Molded baggage compartment floor liner
- Two, forward-facing captain’s swivel chairs
- Low profile refreshment cabinet
- Four-place, aft-facing executive divan with folding table and armrests
- Bulkhead storage compartment behind the pilot’s seats
- Cabin coat hooks
- Cabin cup holders
- Sheepskin covers for the pilot’s seats
- Single action emergency door release for the cockpit and cabin doors
- Retractable boarding steps for both left and right cabin doors
- Fuzz burn engine chip detectors
- Cockpit Cabin Climate Control system (C4)
- Additional annunciator lights for “Land LT ON”, “Search LT ON”, “Pitot Heat On” and “W/S Heat On”
- Gooseneck map lights
- Red anti-collision light on the belly
- Landing light on the left main gear
- Forward-facing recognition lights in the chin windows
- Pulselight system for the landing and recognition lights
- Lighted approach plate holders
- Additional bifilar and cabin roof lateral vibration absorbers
- Flotation system

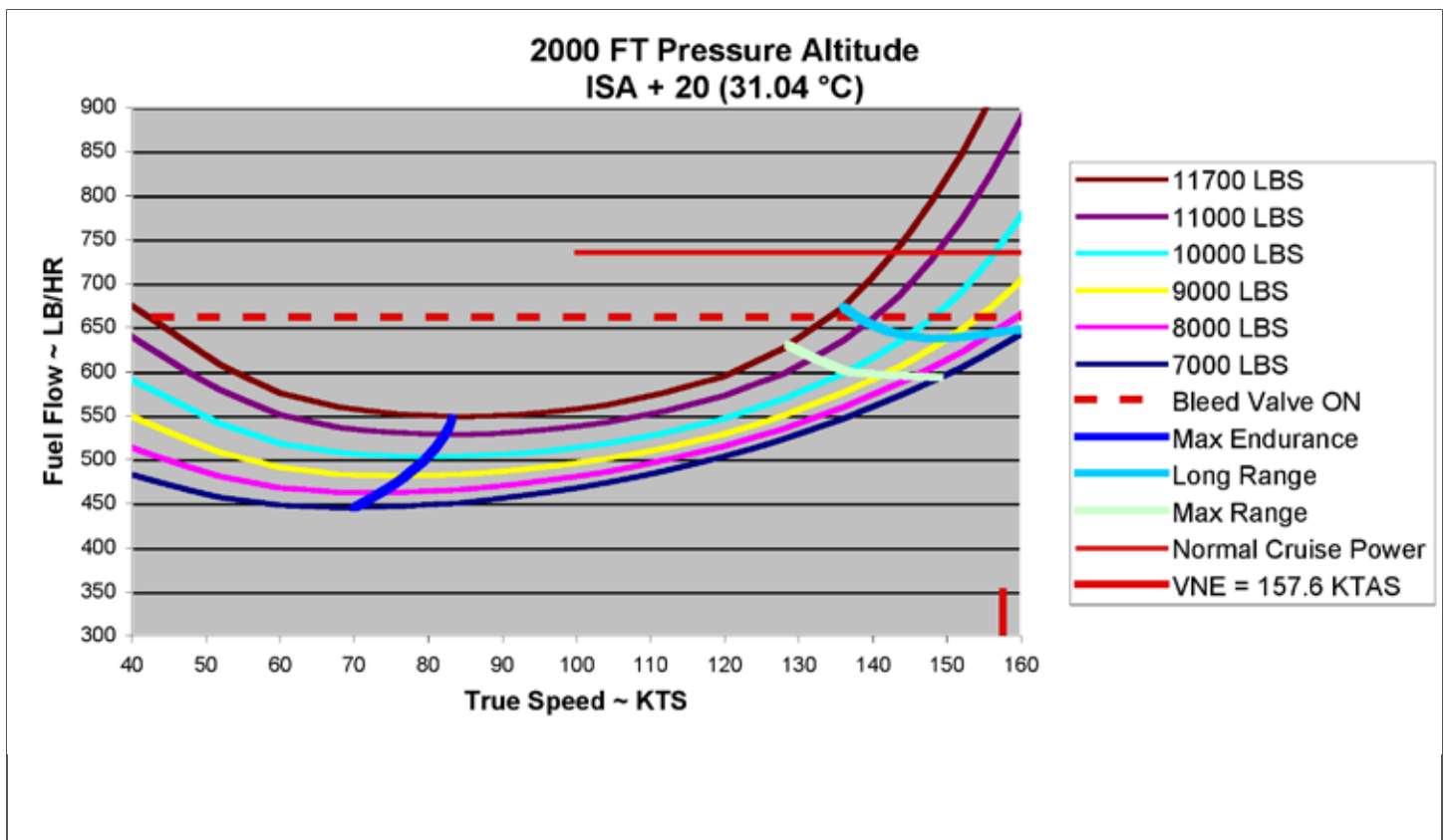
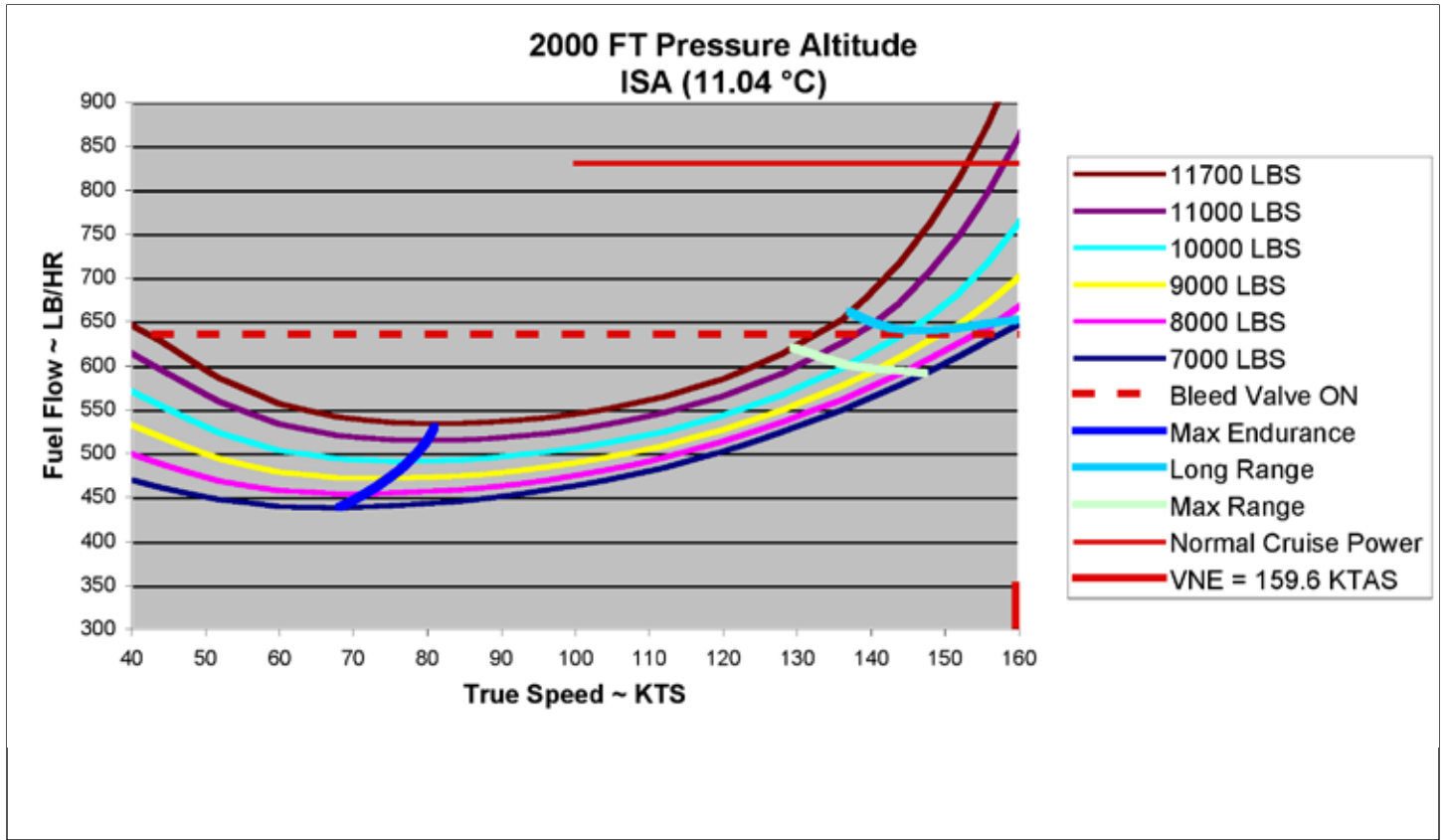
S-76C++ Mission Performance



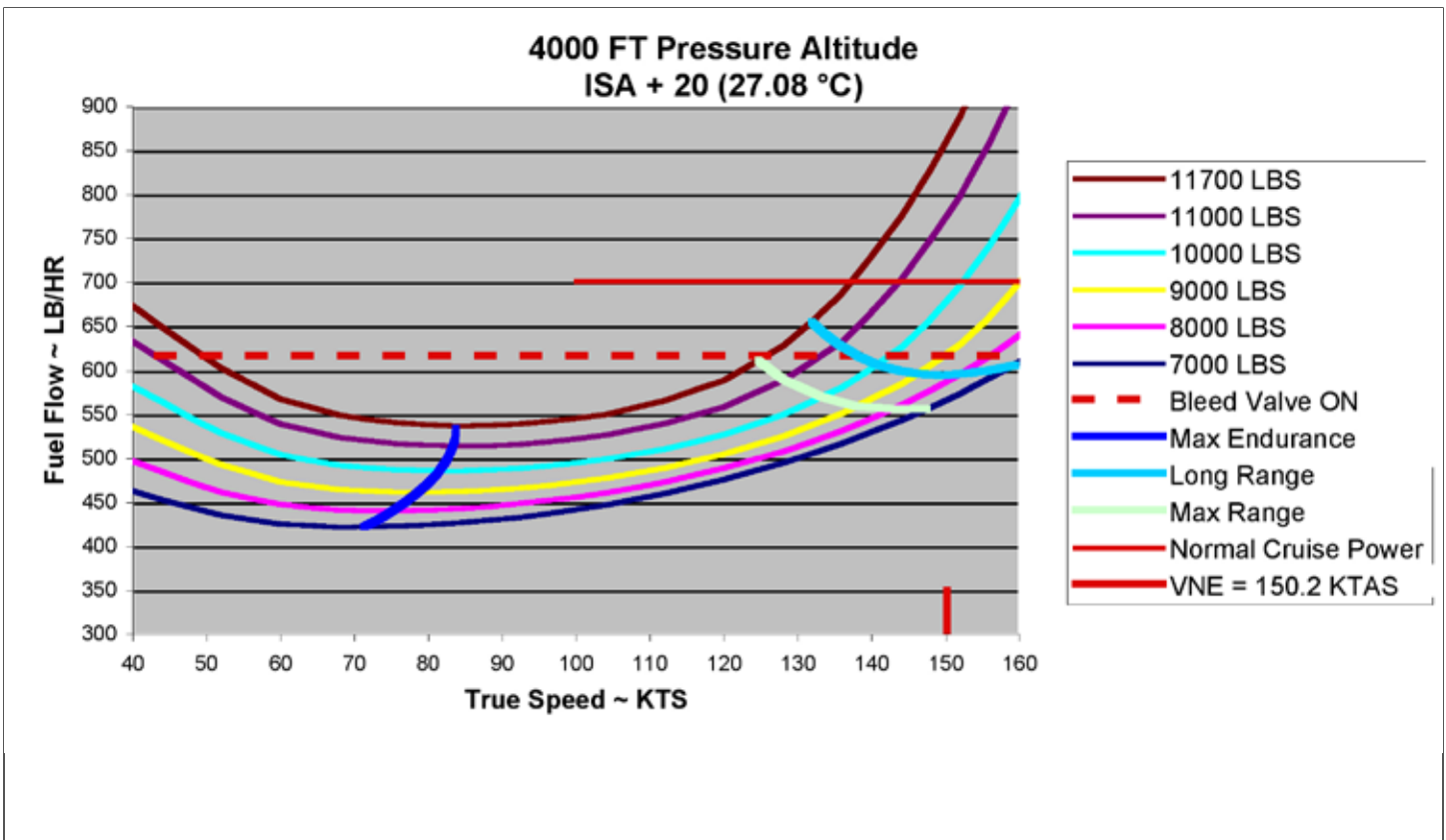
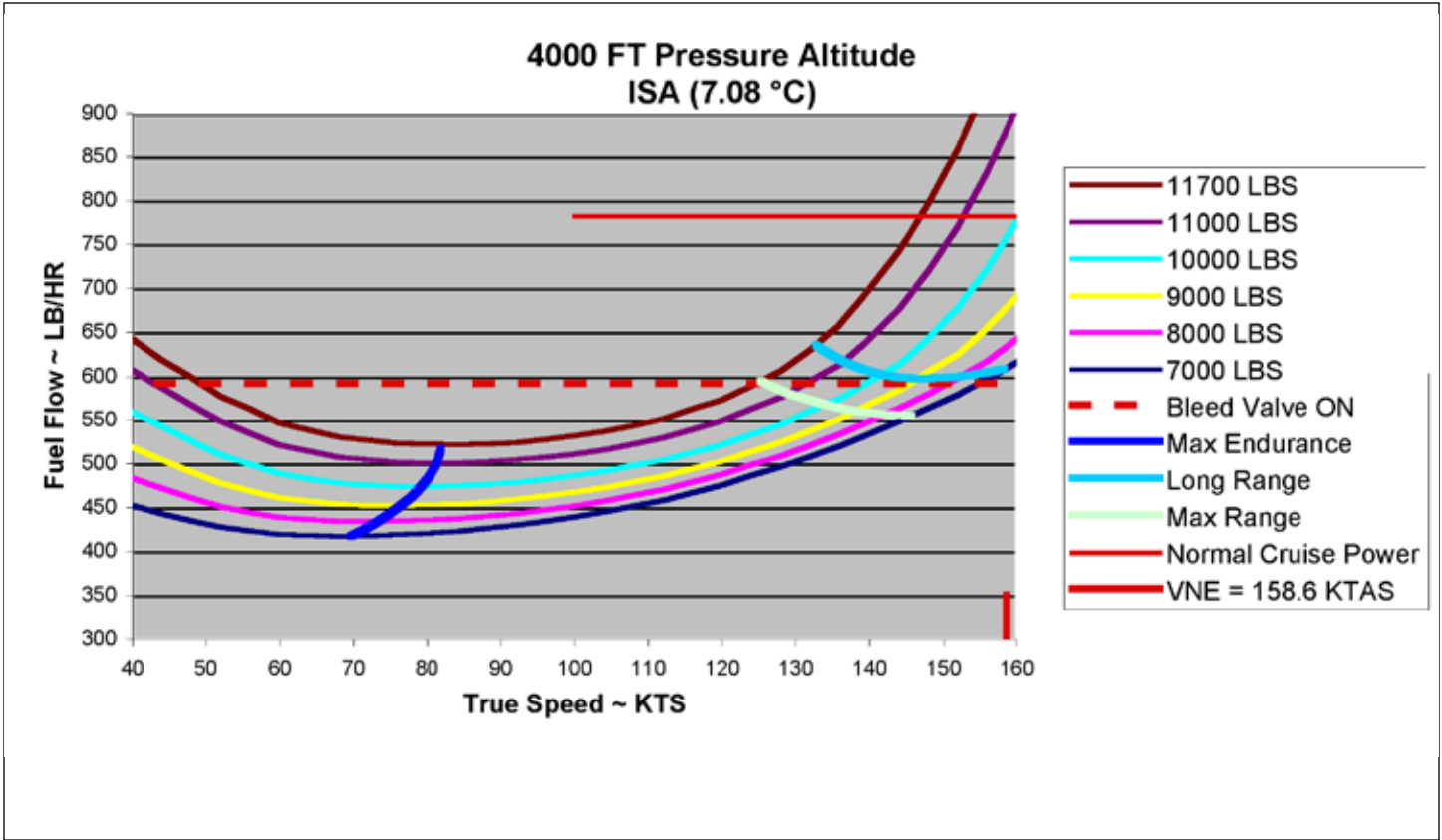
Fuel Flow 1 of 6



S-76C++ Mission Performance



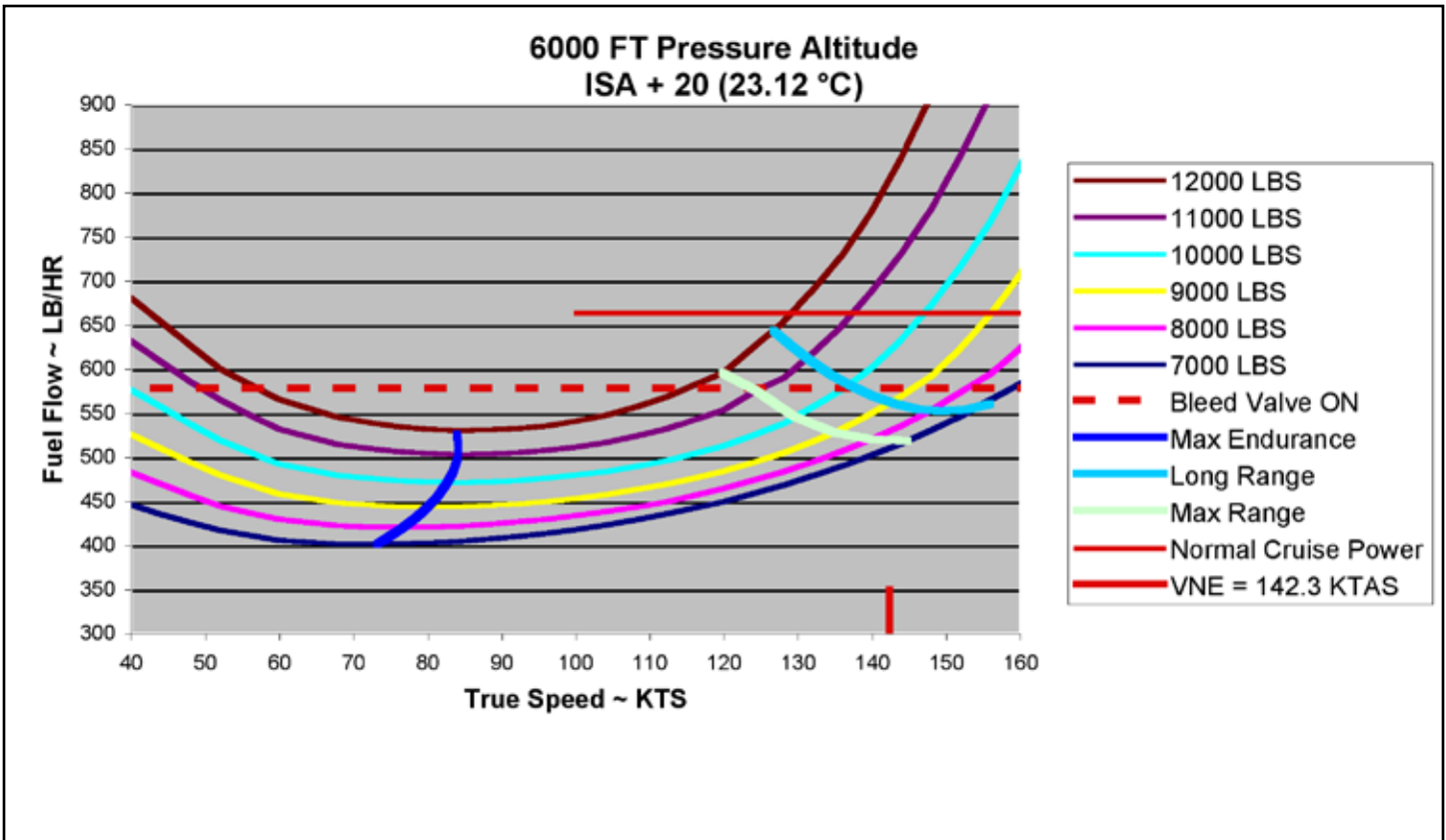
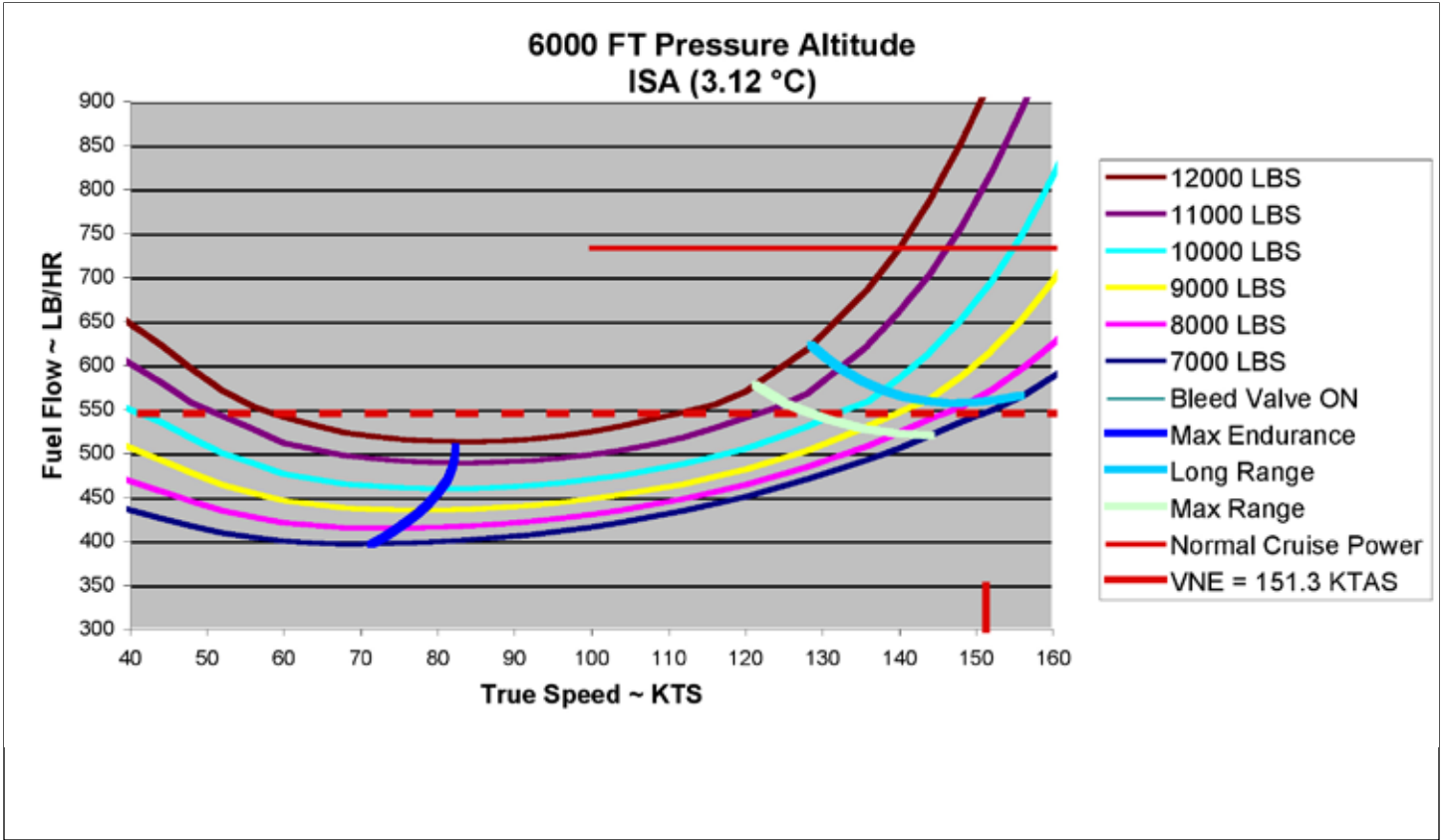
S-76C++ Mission Performance



Fuel Flow 3 of 6



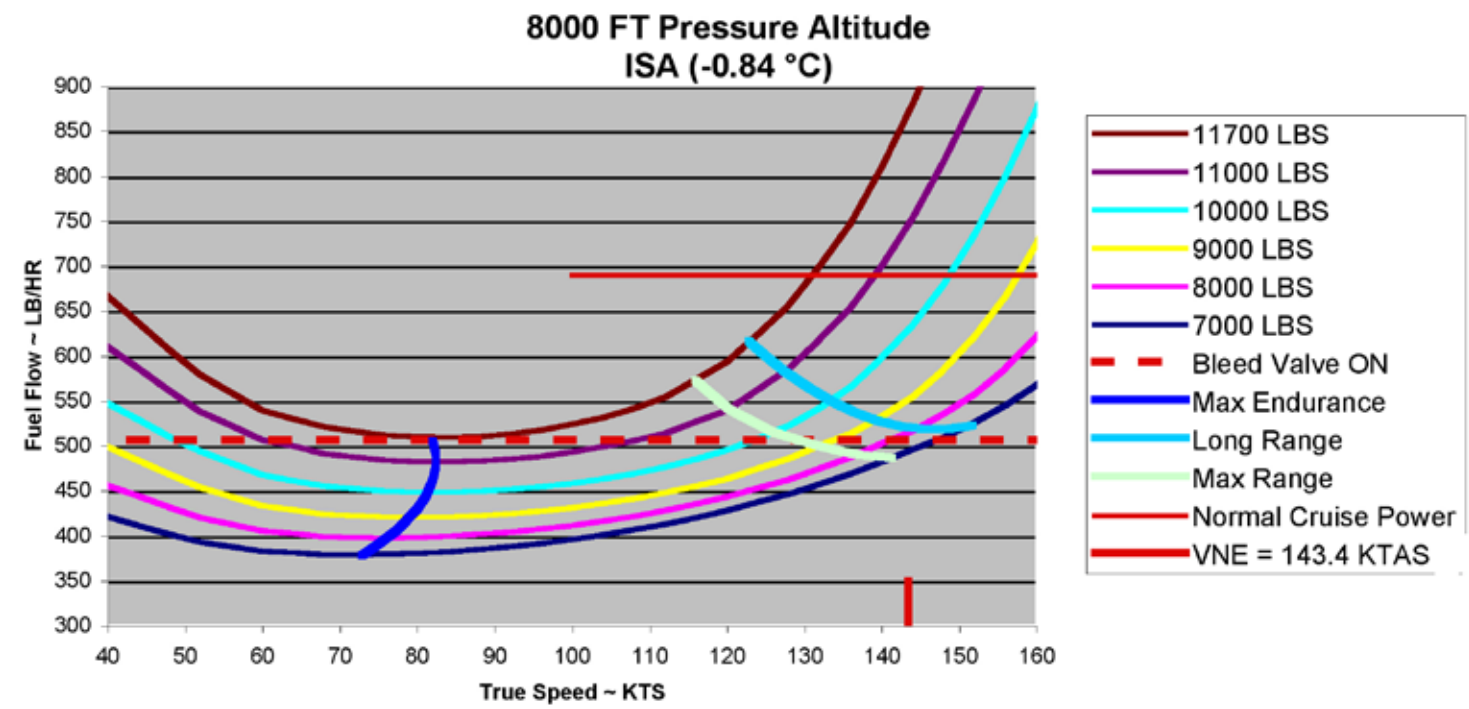
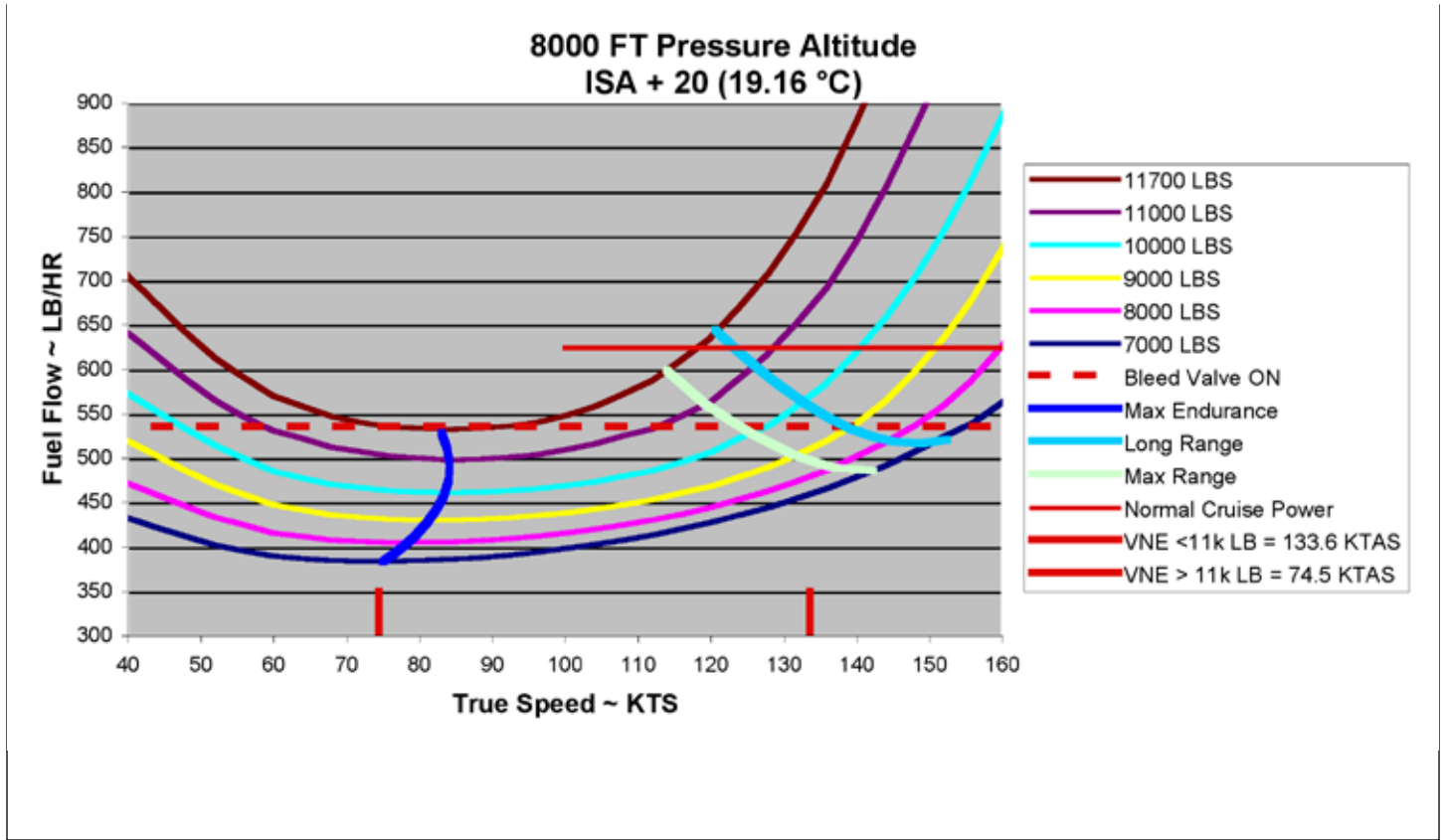
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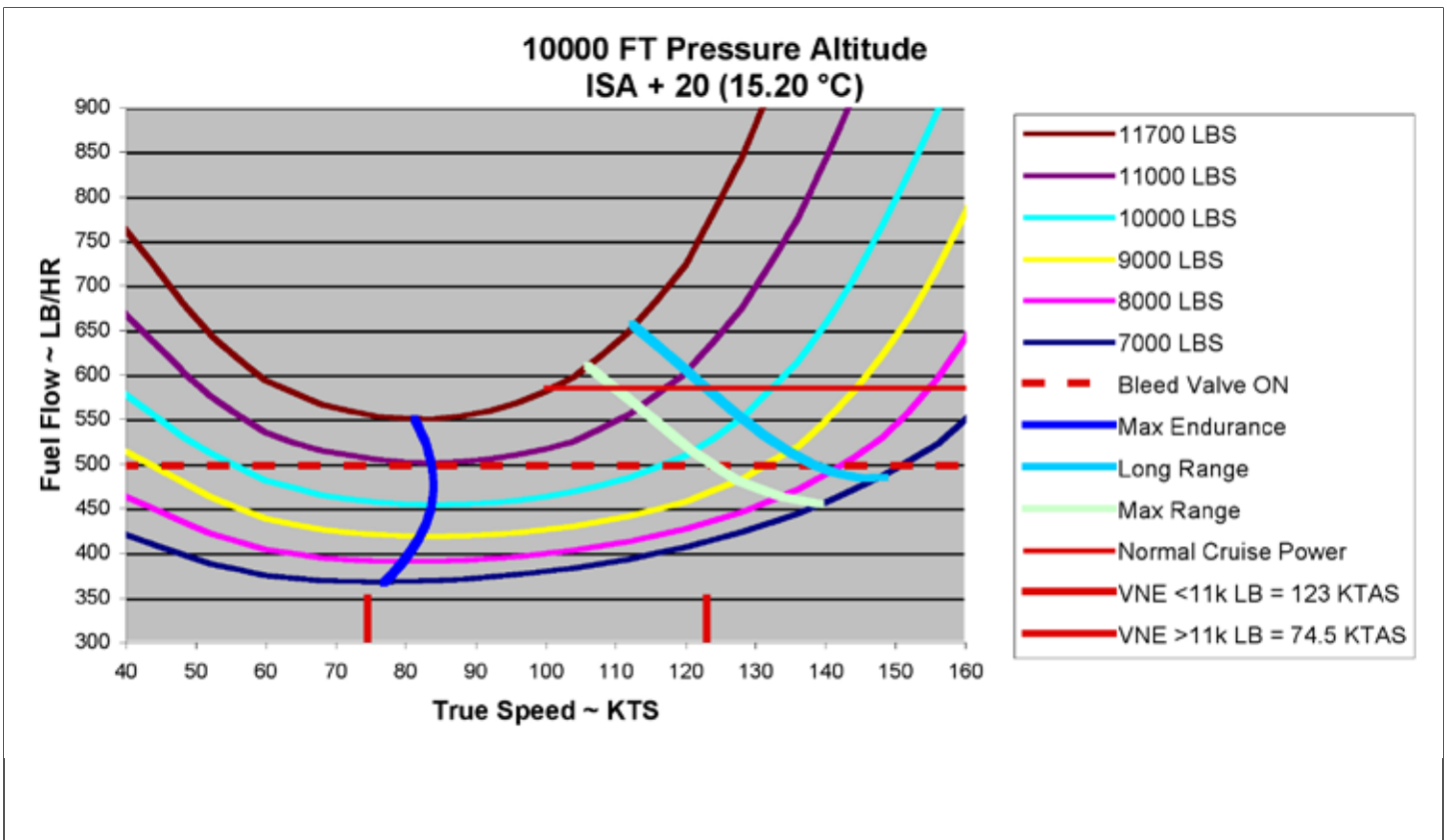
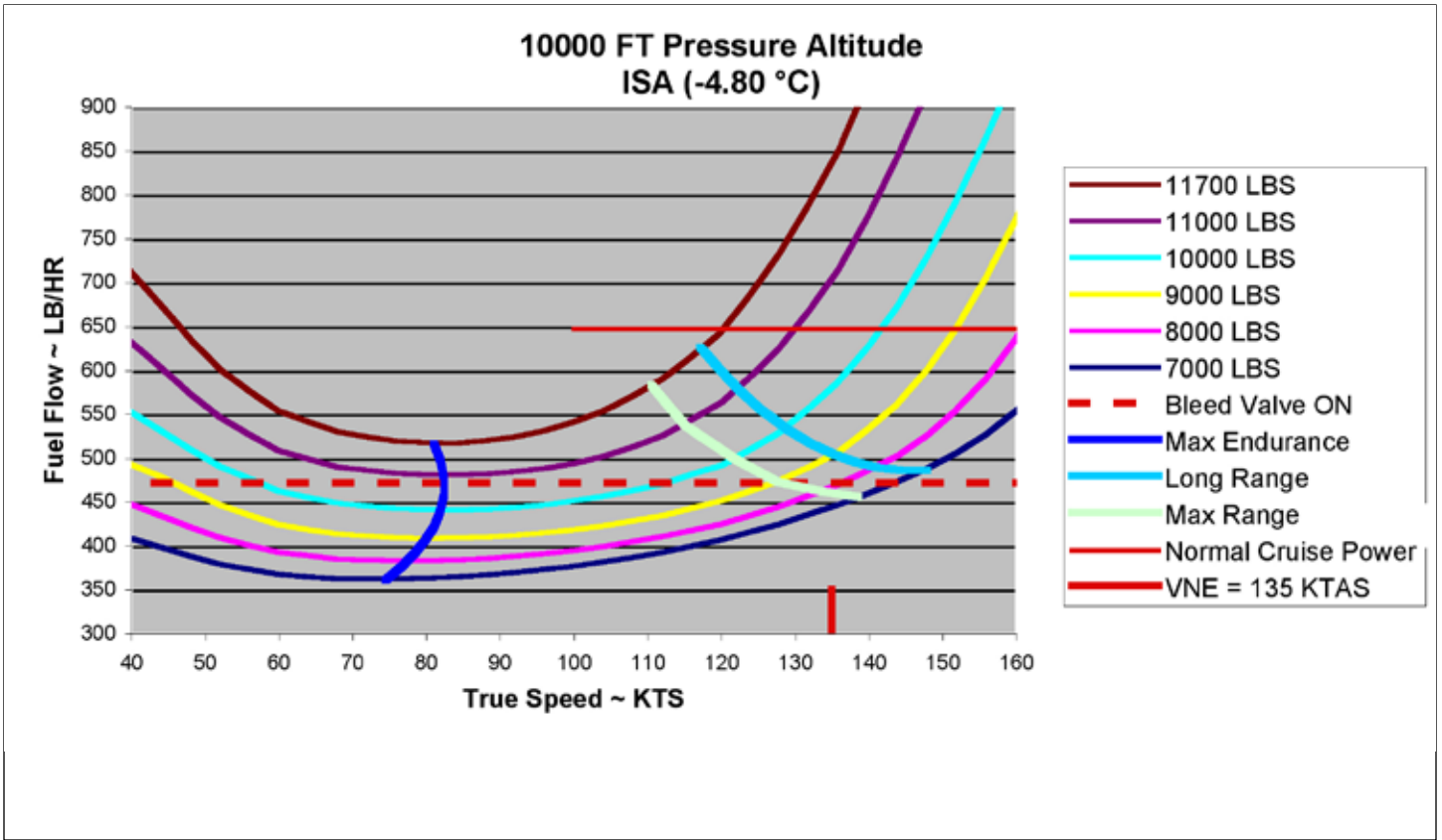
Fuel Flow 4 of 6



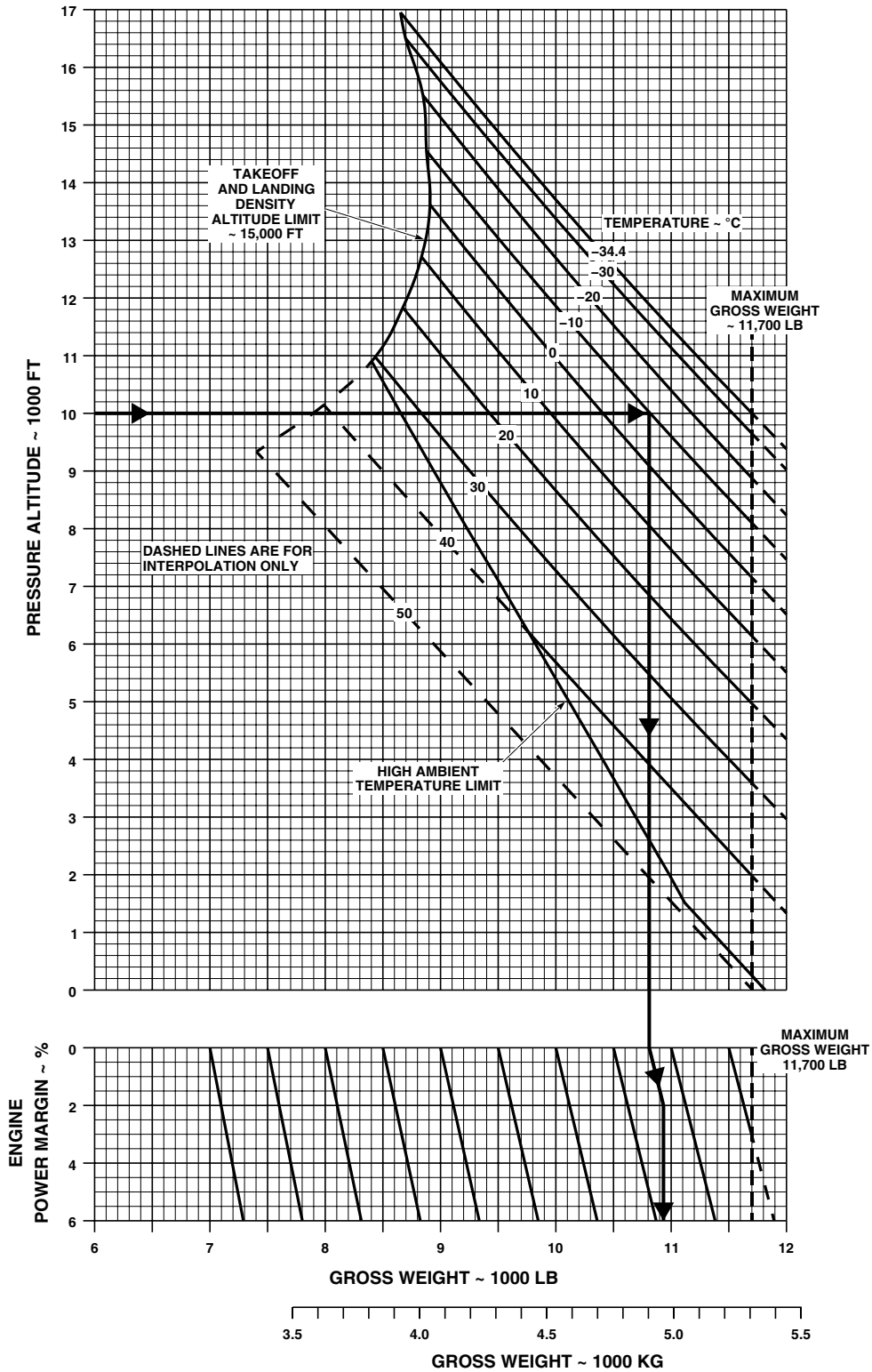
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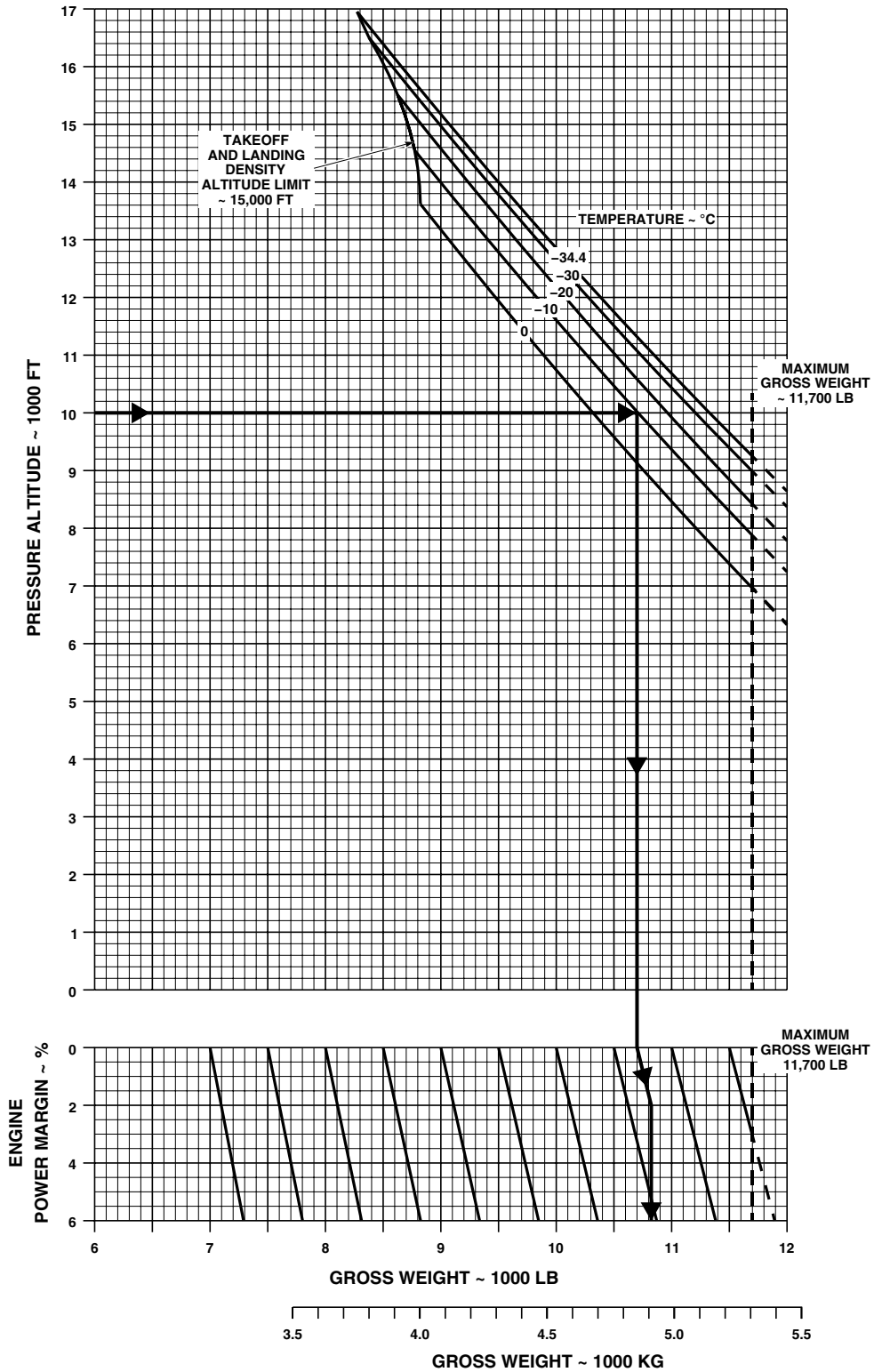
S-76C++ Mission Performance



CATEGORY "B"
MAXIMUM TAKEOFF AND LANDING GROSS WEIGHT
 ANTI-ICE OFF BLEED AIR OFF
 GENERATOR LOAD UP TO 200 AMPS



CATEGORY "B"
MAXIMUM TAKEOFF AND LANDING GROSS WEIGHT
 ANTI-ICE ON BLEED AIR OFF
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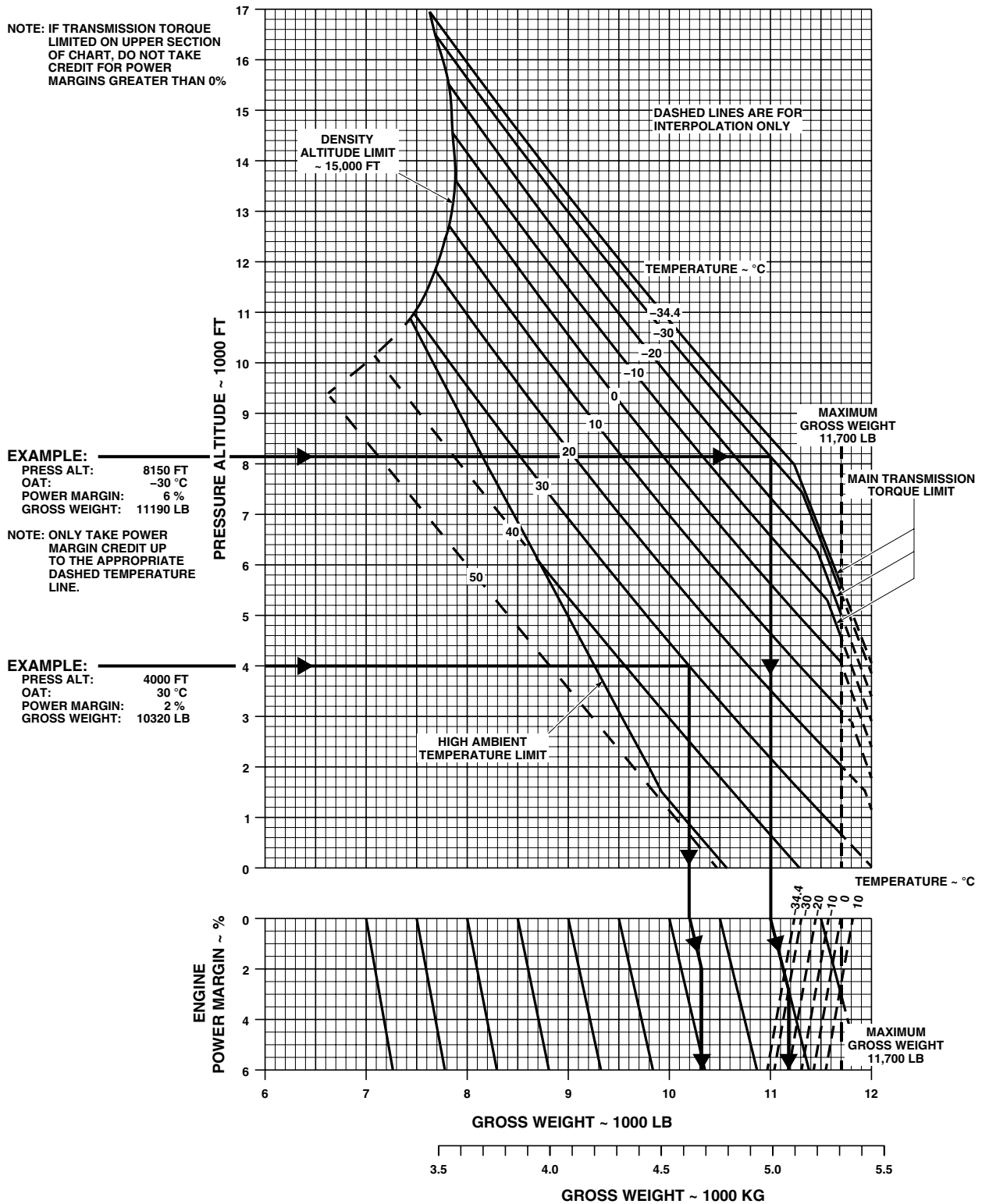
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HOVER OUT OF GROUND EFFECT

ANTI-ICE OFF BLEED AIR OFF
GENERATOR LOAD UP TO 200 AMPS

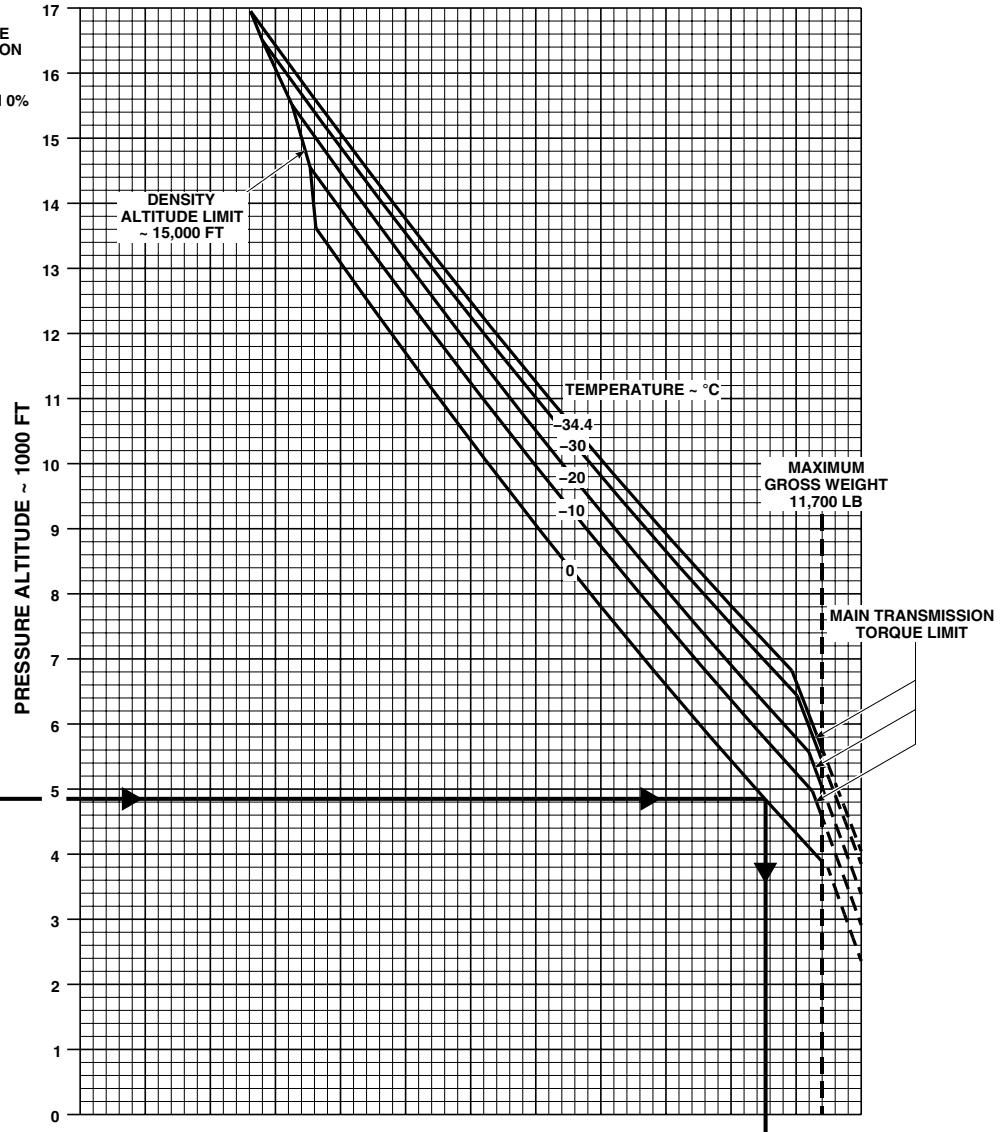
NOTE: IF TRANSMISSION TORQUE LIMITED ON UPPER SECTION OF CHART, DO NOT TAKE CREDIT FOR POWER MARGINS GREATER THAN 0%



HOVER OUT OF GROUND EFFECT

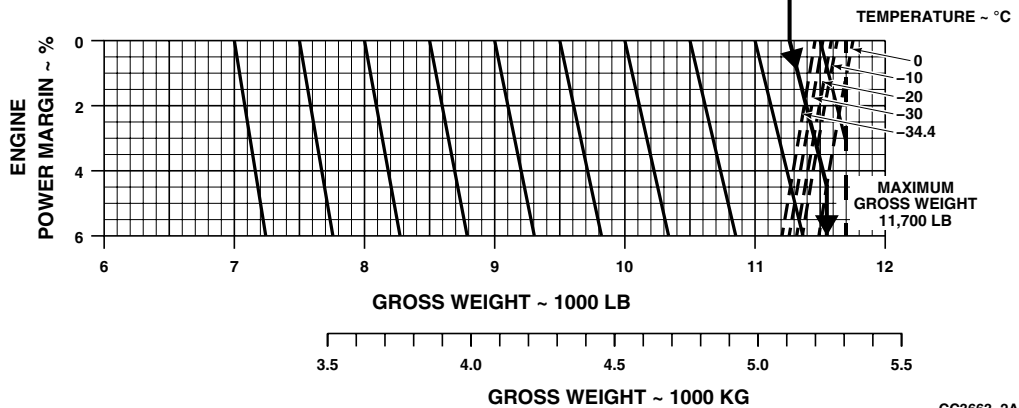
ANTI-ICE ON BLEED AIR OFF
GENERATOR LOAD UP TO 200 AMPS

NOTE: IF TRANSMISSION TORQUE LIMITED ON UPPER SECTION OF CHART, DO NOT TAKE CREDIT FOR POWER MARGINS GREATER THAN 0%



EXAMPLE:
PRESS ALT: 4850 FT
OAT: 0 °C
POWER MARGIN: 6 %
GROSS WEIGHT: 11550 LB

NOTE: ONLY TAKE POWER MARGIN CREDIT UP TO THE APPROPRIATE DASHED TEMPERATURE LINE.



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