



SIKORSKY  
**S-92**<sup>®</sup> MULTI-MISSION  
HELICOPTER





## Multiple Missions, One Aircraft

### POWER. RANGE. SAFETY. RELIABILITY. ECONOMICS.

These are the attributes that every helicopter operator is after, no matter what the mission. And the S-92 helicopter delivers them, and more. Add a spacious cabin, a smooth quiet ride, and built-in maintainability, among others.

It's no wonder that the S-92 helicopter has become the clear choice – the smart choice – for operators around the globe.

### OFFSHORE OIL TRANSPORT

Offshore Oil Transport providers select it for its range, award-winning safety features, and ability to fly in any weather.

### SEARCH AND RESCUE

Search and Rescue providers choose it for its rugged reliability, agility, and the flexibility of its spacious cabin.

### AIRLINE SERVICE

Airline service operators choose it for the low seat per mile costs, its productivity, and the comfort it can offer their passengers.





# TOUGH MISSION, TOUGH HELICOPTER

## Offshore Oil Transport

When your mission is tough you need a helicopter that is tough, safe and reliable. The offshore oil configured S-92 helicopter is that and more.

With more than 5,000 installed horsepower from twin turbo shaft engines, operators will realize exceptional range and payload, along with a maximum cruise speed of 151 knots (280 km/h) – so operators will be able to carry more passengers at higher cruise speeds, increasing productivity.



# GET IN. GET PEOPLE OUT.

## Search and Rescue

When saving lives is your mission you need a powerful helicopter that you can count on in any environment. The Search and Rescue configured S-92 helicopter is the answer.

Designed to get in and get people out, the S-92 helicopter has up to four hours of standard fuel and 2 tons (907 kg) of internal load capacity. With standard fuel the S-92 helicopter can rescue 2 survivors at 210 nautical miles (389 km) and ten at 175 (324 km). With the optional auxiliary tanks that are 210 gallons each, these distances expand out to 320 nm (593 km) and 285 nm (582 km). With more than 5,000 shp (3758 kw) installed, the S-92 helicopter has excellent hover performance to hoist rescues to safety. Its superior maneuverability and sheer power result in performance you can count on.

The interior is easily configured for whatever the mission requires. The spaciousness and flexibility, along with a large SAR equipment storage area, enables the S92 helicopter to be used as a flying hospital.

The cabin of the S-92 helicopter is easy to configure, allowing for multi-mission flexibility, and offers provisions for up to 22 fold-down crashworthy utility seats and plenty of floor space for additional rescues.\* The spacious cabin gives aircrews and medical personnel room to stand and move about, as well as full-body access to injured passengers.

Equipped with single or dual hoist with equal capability, the S-92 helicopter has unrestricted hoist access through a wide sliding door that accommodates a standard Stokes litter with ease. The 600 pound (272 kg) capacity hoist is electrically powered and controlled, provides 290 feet (88.4 m) of usable cable, and has a spotlight.

The power-operated cargo ramp in the rear eases loading and unloading of people and equipment. The S-92 helicopter's vibration control system provides a smooth ride, resulting in less crew fatigue and the ability for medics to treat injured passengers more effectively. The cabin can also be configured with dedicated crew seats and 6 patient litters.





# S-92 GENERAL SPECIFICATIONS



## BASLINE CONFIGURATION

The S-92 helicopter features two General Electric CT7-8A turboshaft engines with an integral particle separator and a pneumatic starting system. Also included is a Honeywell 36-150 auxiliary power unit for on-the-ground or in-the-air emergency power.

The main rotor system is a four-bladed fully articulated system, designed to meet FAA flaw tolerance standards. The standard avionics package features Rockwell Collins Proline Communication and Navigation Radios, four portrait-oriented Multifunctional Display (MFD) units, and two Display Control Panels (DCP) units, which control the navigation mode selection and provide adjustment of the reference parameters. The aircraft includes a dual digital automatic flight control system and a coupled flight director.

The basic fuel of 760 gallons (2877 liters) is stored in two external sponsons with self-sealing breakaway valves.

## PASSENGER TRANSPORTATION

Passenger Transport .....	2 pilots + 19 passengers with crashworthy, energy absorbing seating
Cabin volume.....	700 ft <sup>3</sup> ..... 19.82 m <sup>3</sup>
Baggage volume .....	140 ft <sup>3</sup> ..... 3.96 m <sup>3</sup>
Baggage area weight limit .....	1,000 lb..... 454 kg

## OPERATING WEIGHT

Maximum takeoff weight (internal load)† .....	26,500 lb..... 12,020 kg
Base aircraft empty weight.....	15,575 lb..... 7,065 kg
Useful load (base config. internal load).....	10,925 lb..... 4,955 kg
Maximum takeoff weight (external load) .....	28,300 lb..... 12,837 kg
Maximum cargo hook load.....	8,000 lb..... 3,629 kg

## PERFORMANCE (sea level, standard day, maximum gross weight, unless otherwise noted.)

### SPEED

VNE .....	165 kts..... 306 km/h
Maximum continuous cruise speed .....	151 kts..... 280 km/h
Long range cruise speed (VLRC).....	136 kts..... 252 km/h

### RANGE

No reserve* .....	547 nm..... 1,013 km
30-minute reserve* .....	480 nm..... 889 km
Average fuel flow*.....	1,270 lb/h..... 576 kg/h
Endurance, no reserve.....	5.21 hr
Hover In Ground Effect (HIGE).....	9,200 ft..... 2,804 m
Hover Out of Ground Effect (HOGE) .....	6,700 ft..... 2,042 m
Service ceiling** .....	15,000 ft..... 4,572 m
OEI service ceiling.....	5,500 ft..... 1,676 m

\* Long range cruise speed @ 4,000 ft, Standard Day (ISA); \*\* Density altitude

† Optional maximum takeoff gross weight 27,700 lb, 12564 kg

## OPERATIONS LIMITATIONS

Minimum temperature.....	-40 °C
Maximum temperature .....	ISA+35
Max wind speed rotor start .....	55 kts..... 102 km/h
Icing conditions .....	Certified for flight into known icing (optional kit required)
Emergency ditching in water .....	Certified to sea state 5 or 6 (optional kits required)

