

## SPECIFICATIONS

### Sikorsky UH-60A



#### **AIR VEHICLE**

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##### AIR VEHICLE

Typical Empty Weight*:	10,387 - 11,253 lbs	4,711 - 5,104 kg
Max. Operating Weight*:	15,976 - 16,803 lbs	7,246 - 7,621 kg
Max. Take-Off Weight*:	22,000 lbs	10,000 kg
Cruise Speed*:	139 - 145 kts @ 4,000 ft and 95°F 257 - 268 kph	
VNE Speed*:	193 kts	
Vertical Rate of Climb*:	390 - 1,000 fpm	119 - 305 mpm
Service Ceiling*:	9,000 ft	5,791 m
HIGE*:	18,000 ft MSL at 25 C at 18,000 lbs	
HOGE*:	18,000 ft MSL at 25 C at 16,400 lbs	
Typical Range*:	300 nautical miles w/ 30 min. reserve 555 km w/ 30 min. reserve	
Typical Endurance*:	>3 Hrs.	

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## AIRFRAME

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- Construction: Aluminum monocoque structure
- Undercarriage: Conventional, non-retractable, main landing gear and tail-wheel assemblies
- Braking: Pilot or co-pilot activated, main landing gear and parking brake systems
- Cockpit: Pilot and co-pilot crashworthy seats with sliding ballistic armor panels
- Cabin: Provisions for eleven (11) troop seats, and two (2) gunner/crew chief seats
- Accessories: First-Aid kits (3), portable fire extinguishers (2), and crash axe (1)
- Options\*: Cargo hook

## POWERPLANTS

### ENGINES

- Manufacturer: General Electric
- Model No.: T700-GE-700 (2)
- Inter. Rated Power\*: 1,561 shp @ SL-STD conditions, 30 minutes max.
- Max. Continuous Power\*: 1,318 shp per engine
- OEI Power\*: 1,561 shp per engine
- Aux. Power Unit (APU)
- Manufacturer: Honeywell
- Model No.: GTCP36-150[BH]

## NAVIGATION/COMMUNICATION

IFF Transponder: AN/APX-118  
ADF: R-1496/APN-89/C-7392/ARN-89  
Altimeter: AAU-31/A  
VHF AM/FM: RT-1300A/ARC-186(V)  
ELT: 406-HM

VOR: R-2139/ARN-123(V)  
Radar Altimeter: APN-209/RT-1115J  
ICS: C-6533/ARC  
UHF: RT-1518C AN/ARC-164

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#### DYNAMIC SYSTEMS

**Main Rotor:** Articulated, main rotor head consisting of titanium hub, elastomeric bearings, lead-lag dampers, and passive vibration absorbers Ballistic ally tolerant, main rotor blades (4) constructed from titanium and composite materials

**Tail Rotor:** Tail rotor head consisting of flex beams, and elastomeric BEARINGS

Ballistic tolerant, tail rotor blades (4) constructed from titanium and composite materials

**Main Gearbox:** Transmission consisting of main module (1), input modules (2), and accessory modules (2); rated to 2,828 shp



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Intermediate Gearbox: Transmission providing 1 : 0.806 speed reduction between MGB output and TGB input

Tail Gearbox: Transmission providing 1 : 0.359 speed reduction and power to tail rotor system

Drivetrain: Ballistic tolerant driveshaft's (7), hangar bearings, and couplings interconnecting main, intermediate, and tail gearboxes; integral MGB oil cooler

#### FUEL SYSTEM

Standard fuel system: Two (2) crashworthy and ballistic tolerant, internal fuel tanks permitting cross-feeding and pressure refueling

Standard fuel capacity: 360 gals / 1,363 l total

Opt. internal aux. cap.: 200 gals / 757 l total, when equipped with aftermarket system

Opt. external aux. cap.: 900 gals and/or 460 gals total, when equipped with External Stores Support System (ESSS)

#### FLIGHT CONTROLS

Cockpit: Ballistic tolerant and redundant, mechanical pilot and co-pilot flight controls; AFCS with auto pilot

Upper Deck: Redundant 3,000 psi hydraulic system consisting of Systems #1, #2, and back-up; Leak Detection and Isolation

#### ELECTRICAL SYSTEM

Upper deck: Redundant, alternating current electrical system; 30/45 KVA

Generators (2) providing 3 independent phases and 115/200 VAC, 400 Hz power

AC primary bus load converted to 28 VDC; APU generator rated at 20/30 KVA provides 3 phase, 115 VAC, 400 Hz power



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