Black Hawk/UH/HH-60

INVESTMENT COMPONENT

- Modernization
- Recapitalization
- Maintenance

MISSION

Provides air assault, general support, aeromedical evacuation, command and control, and special operations support to combat, stability, and support operations.

DESCRIPTION

The Black Hawk (UH/HH-60) is the Army's utility tactical transport helicopter. The versatile Black Hawk has enhanced the overall mobility of the Army due to dramatic improvements in troop capacity and cargo lift capability. It will serve as the Army's utility helicopter in the Future Force.

There are multiple versions of the UH-60 Black Hawk: the original UH-60A; the UH-60L, which has greater gross weight capability, higher cruise speed, rate of climb, and external load; and the UH-60M, which includes the improved GE-701D engine and provides greater cruising speed, rate of climb, and internal load than the UH-60A and UH-60L versions. During FY10, the Army decided to continue only with developmental testing of the UH-60M P3I Upgrade components, including Common Avionics Architecture System, fly-by-wire flight controls, and full authority digital engine control upgrade to the GE-701D Engine.

There are also dedicated Medical Evacuation (MEDEVAC) versions of the UH-60 Black Hawk: the HH-60A, HH-60L, and HH-60M. Each includes an integrated MEDEVAC Mission Equipment Package (MEP) kit, providing day/night and adverse weather emergency evacuation of casualties.

On the asymmetric battlefield, the Black Hawk enables the commander to get to the fight quicker and to mass effects throughout the battlespace across the full spectrum of conflict. A single Black Hawk can transport an entire 11-person, fully equipped infantry squad faster than predecessor systems and in most weather conditions. The aircraft's critical components and systems are armored or redundant, and its airframe is designed to crush progressively on impact, thus protecting crew and passengers. The UH-60M is a digital networked platform with greater range and lift to support maneuver commanders through air assault, general support command and control, and aeromedical evacuation. Full rate production for the new-build UH-60M began in 2007, and the UH-60M and HH-60M MEDEVAC aircraft continue to be deployed in combat rotations.

SYSTEM INTERDEPENDENCIES

Other Major Interdependencies

Blue Force Tracker (BFT)

PROGRAM STATUS

- **Current:** Production and fielding of UH-60M and HH-60M aircraft

PROJECTED ACTIVITIES

- **Continue:** Production and fielding of UH-60M and HH-60M aircraft
- **FY12:** Multiyear/Multiservice VIII contract award
- **FY12:** Materiel Development Decision for Improved Turbine Engine Program (ITEP)
- **FY13:** Milestone A for ITEP

ACQUISITION PHASE

Technology Development	Engineering and Manufacturing Development	Production and Deployment	Operations and Support

Black Hawk/UH/HH-60

	UH-60A	UH60L	UH60M
MAX GROSS WEIGHT (pounds):	20,250	22,000	22,000
CRUISE SPEED (knots):	149	150	152
RATE CLIMB (feet per minute):	814	1,315	1,646
ENGINES (2 each):	GE-700	GE-701C	GE-701D
EXTERNAL LOAD (pounds):	8,000	9,000	9,000
INTERNAL LOAD (troops/pounds):	11/2,640	11/2,640	11/3,190
CREW:	two pilots, two crew chiefs		
ARMAMENT:	two 7.62mm machine guns		

FOREIGN MILITARY SALES

UH-60M:
Bahrain, Jordan, Mexico, United Arab Emirates, Taiwan, Thailand, Sweden
UH-60L:
Brazil, Colombia, Egypt, Saudi Arabia, Thailand

CONTRACTORS

UH-60M:
Sikorsky (Stratford, CT)
701D Engine:
General Electric (Lynn, MA)
Multifunction Displays:
Rockwell Collins (Cedar Rapids, IA)
Flight Controls:
Hamilton Sundstrand (Windsor Locks, CT)