



Black Hawk UH-60A

(561) 242-4393
flyceo@jetlease.com
www.jetlease.com

CAPABILITIES & PERFORMANCE

Manufacturer.....	Sikorsky Aircraft
Model.....	UH-60A
Aircraft Serial Number.....	8223722, N264P
Empty Weight.....	22,000 lbs. 10,000 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 at 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.....	19,000 ft 5,971 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.
Range.....	300 nautical miles with 30 min. reserve 555 km with 30 min. reserve
Endurance.....	>3 hours

*Aircraft subject to prior sale and/or removal from market. All specifications and representations of aircraft subject to verification by buyer before purchase.

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AIRCRAFT CONFIGURATION

Construction: Aluminum monocoque structure; Conventional, non-retractable, main landing gear and tail-wheel assemblies

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

Tail Rotor: Tail rotor head consisting of flex beams, and elastomeric bearings; Ballistically 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

Engines: General Electric T700-GE-700 (2); Max. Continuous Power 1,318 shp per engine

Aux. Power Unit (APU): Honeywell GTCP36-150[BH]

Standard Fuel Capacity: 360 gals / 1,363 l total

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ADDITIONAL AIRCRAFT INFORMATION

Total airframe time

9045.4 hours

Serial number for each engine

Engine #1: GE-E-307850

Engine #2: GE-E-306637

Total hours on each engine

Engine #1: 5043 hours

Engine #2: 4238 hours

Total hours on other major components

Engine #1

HMU replacement due 30 Nov 18

Cold Section Module Repl in 880 hours

Engine #2

Power Turbine Module due in <90 hours

Cold Section in < 423 hours

Rotor/Stator in 946 hours

Main Transmission: 727 hours

Crossfeed valve due in approx. 93 hours

M/R Blade Cuff (Blade Repl; Cuff is not field replaceable) due in 286 hours. (only one of them due for replacement)

Main Rotor Shaft Repl due in 314 hours.

T/R Pitch Change Shaft and bearings due in 397 hours.

Time to next major inspection (i.e. next Phase 1 inspection)

PMI 1: 113.4 hours. out

PMI 2: 373.4 hours. out

PNs and/or descriptions of any "after-market" parts that have been added to the a/c
Transponder (GTX-327) and TransCal Encoder (SSD120-30N)

Restricted Type Certificate

See Type Certificate Data Sheet

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Please keep in mind if you end up finding an aircraft either via JetLease services or through your own diligence, we welcome and encourage you to leverage our Finance Company, [JetLease Capital](#). Great fixed rates and terms as low as **4.64%** for qualified clients*.

PRELIMINARY FINANCING CHECKLIST

- Borrower: _____
Address: _____
- Guarantors: _____
Address: _____
- Aircraft Purchase Price: _____
- Requested Finance Amount: _____
- Aircraft Domicile: _____
- Part 91 or Part 135 Operation: _____
- Estimated Flight Hours: _____
- Previously Owned Aircraft: _____

Please include the following:

Aircraft specifications sheet

Individual Borrower:

Current personal financial statement (no older than six months), signed and dated
Last two years' personal tax returns, including K-1s
Bank and brokerage statements that verify liquid assets (cash and marketable securities)

Corporate Borrower:

Last three years' financial statements
Current interim financial statement for the most recent period available

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