

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

R00026LA
CAPITOL HELICOPTERS INC.
UH-60A
HH-60L
May 15, 2020

TYPE CERTIFICATE DATA SHEET R00026LA

This data sheet, which is a part of Type Certificate No. R00026LA prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the 14 Code of Federal Aviation Regulations (14 CFR).

TYPE CERTIFICATE (TC) CAPITOL HELICOPTERS INC.
HOLDER: 5757 Freeport Blvd
 Sacramento, CA 95822

I - MODEL: UH-60A (Restricted Category Military Surplus Rotorcraft) Approved May 15, 2020.

ENGINES: (2) General Electric T700-GE-700 Original
 (2) General Electric T700-GE-701C (Alternate)
 (2) General Electric T700-GE-701D/CC (Alternate)

FUEL: Aviation Kerosene JP-4, JP-5, JP-8, Jet A, Jet A-1 or Jet B.
 *See NOTE 8 for alternate and emergency fuels.

ENGINE LIMITS: (T700-GE-700)

	SHAFT HP	POWER TURBINE RPM	GAS GEN RPM	POWER TURBINE INLET (TGT)
Military Power (30 min.)	1,561	20,900	44,700	850° C
Normal Cont. Cruise	1,318	20,900	44,700	775° C

ENGINE LIMITS: (T700-GE-701C)

	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C

ENGINE LIMITS: (T700-GE-701D/CC)

	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C

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TRANSMISSION LIMITS:
(UH-60A)

TORQUE:
110% Single Engine (No time limit)
100% Dual Engine (No time limit)

ROTOR LIMITS:

Max. 258 RPM
Min. 232 RPM

AIRSPPEED LIMITS:

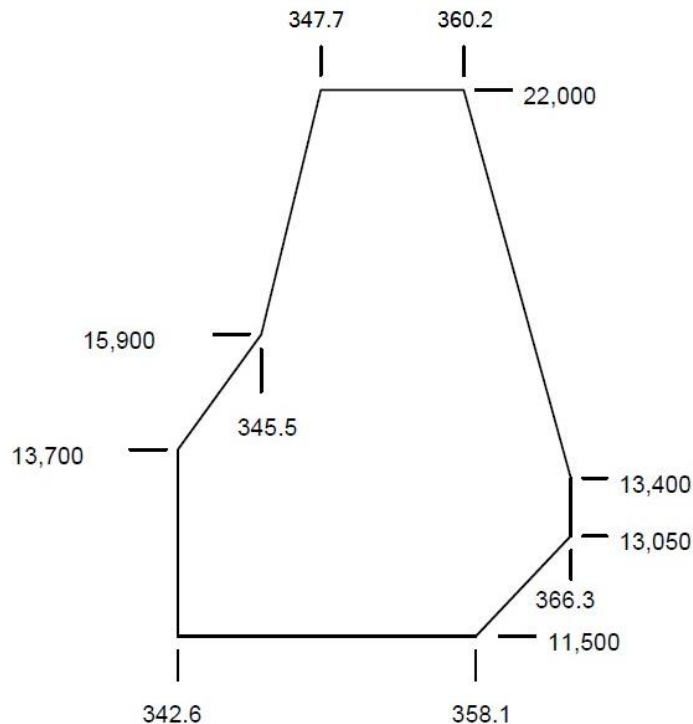
V_{ne} Power on: 193 knots IAS, (221 MPH). See document RFM-CH-001 "Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter", Revision NC, Dated March 18, 2020, or later FAA-approved revision for variations of V_{ne} with gross weight, pressure altitude, and temperature and for additional data.

C.G. RANGE

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INCHES AFT OF DATUM

EMPTY WEIGHT C.G. RANGE: None

DATUM: 341.2 inches forward of the main rotor centroid.

LEVELING MEANS: Plumb bob in L/H cabin door frame to leveling plate on cabin floor. Ref. Work Package 1727 contained in TM 1-1570-237-23.

MAXIMUM WEIGHT: 22,000 lbs.

MINIMUM CREW: 2 (pilot, copilot)

NUMBER OF SEATS: 2 at Sta. 227.1; 1 at Sta. 262.0; 3 at Sta. 282.0; 3 at Sta. 320.7; 4 at Sta. 339.8; 4 at Sta. 387.2. Refer to RFM-CH-001 "Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter", Revision NC Dated March 18, 2020 or later FAA-approved revision for seat configuration and loading information.

FUEL CAPACITY: 361.5 gallons; 2 tanks (LH & RH interchangeable).
359.7 gallons; 2 tanks (LH & RH interchangeable) (with fuel boost pumps installed).

OIL CAPACITY: 7 quarts each engine.

OTHER LIMITS: Refer to Capitol Helicopters document no. RFM-CH-001 "Rotorcraft Flight Manual Restricted Category Utility Helicopter, UH-60A Utility Transport", Rev. NC Dated March 18, 2020, or later FAA approved revisions. Flight hours are counted from takeoff to landing.

II – MODEL: HH-60L (Restricted Category Military Surplus Rotorcraft) Approved May 15, 2020.

ENGINES: (2) General Electric T700-GE-701C (Original)
(2) General Electric T700-GE-701D/CC (Alternate)

FUEL: Aviation Kerosene JP-4, JP-5, JP-8, Jet A, Jet A-1 or Jet B.

ENGINE LIMITS: (T700-GE-701C)	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C
ENGINE LIMITS: (T700-GE-701D/CC)	SHAFT HP	POWER TURBINE RPM/%	GAS GEN RPM/%	POWER TURBINE INLET (TGT)
Contingency Rated Power (CRP) (2 1/2 min. OEI)	1,940	20,900/100	44,700/102	903° C
Maximum Rating (10 Min. dual)	1,890	20,900/100	44,700/102	878° C
Intermediate Rated Power (IRP) (30 min dual)	1,800	20,900/100	44,700/102	851° C
Maximum Continuous Power (MCP)	1,662	20,900/100	44,700/102	810° C

TRANSMISSION LIMITS:
(HH-60L) TORQUE:
110% Single Engine (No time limit)
100% Dual Engine (No time limit)

ROTOR LIMITS: Max. 258 RPM
Min. 232 RPM

AIRSPPEED LIMITS: V_{ne} Power on: 193 knots IAS, (221 MPH). See document RFM-CH-002 "Rotorcraft Flight Manual Restricted Category Utility Helicopter, HH-60L Blackhawk Helicopter:" for variations of V_{ne} with gross weight, pressure altitude, and temperature.

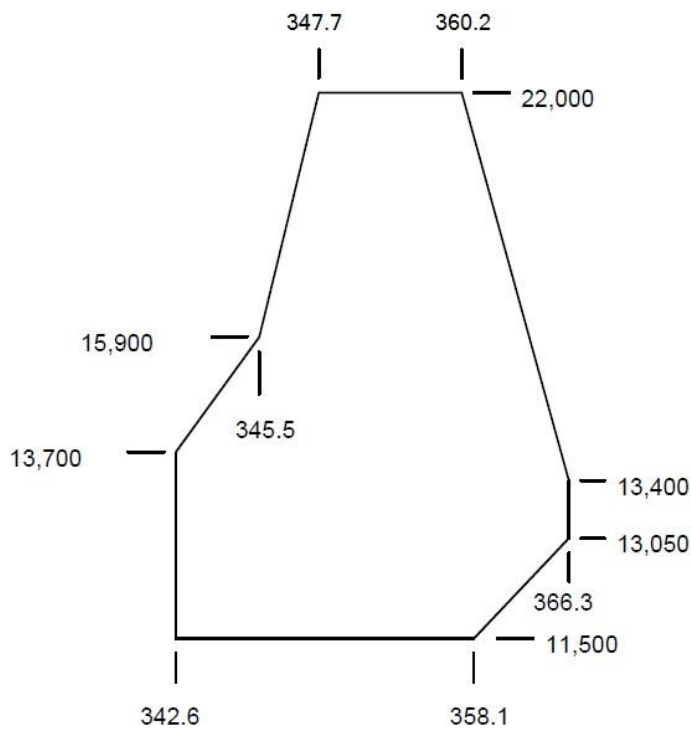
Refer to Capitol Helicopters document no. RFM-CH-002 "Rotorcraft Flight Manual Restricted Category Utility Helicopter, HH-60L Utility Transport", Rev. NC, Dated March 18, 2020, or later FAA approved revisions for additional limitation data.

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INCHES AFT OF DATUM

DATUM:	341.2 inches forward of the main rotor centroid.
MAXIMUM WEIGHT:	22,000 lbs.
MINIMUM CREW:	2 (pilot, copilot)
NUMBER OF SEATS:	2 at Sta. 227.1; 1 at Sta. 262.0; 3 at Sta. 282.0; 3 at Sta. 320.7; 4 at Sta. 339.8; 4 at Sta. 387.2.
FUEL CAPACITY:	361.5 gallons; 2 tanks (LH & RH interchangeable). 359.7 gallons; 2 tanks (LH & RH interchangeable) (with fuel boost pumps installed).
OIL CAPACITY:	7 quarts each engine.
OTHER LIMITS:	Refer to Capitol Helicopters document no. RFM-CH-002 "Rotorcraft Flight Manual Restricted Category Utility Helicopter, HH-60L Utility Transport", Rev. NC Dated March 18, 2020 or later FAA approved revisions. Flight hours are counted from takeoff to landing.

DATA PERTINENT TO ALL MODELS

SERIAL NO. APPROVED:	U.S. military surplus, UH-60A, and HH-60L Blackhawk helicopters as identified in Capitol Helicopters' Serial Number Approved Report Number RPT-CH-102, Rev. A dated March 9, 2020, or later FAA approved revision.
CERTIFICATION BASIS:	Part 21 § 21.25(a)(2) effective February 1, 1965, including Amendments 21-1 through 21-42 for the special purposes listed in FAR 21.25 (b)(1)(2)(7). § 21.25(b) (1) Agriculture Operations § 21.25(b) (2) Forest & Wildlife Conservation § 21.25(b) (7) External Loads

Note: In accordance with § 36.1(a) (4), compliance with the noise requirements was not shown.

Therefore, aircraft certificated under this type certificate are only eligible for aerial dispensing of liquids and forest conservation material excepted by § 36.1(a) (4) and defined under § 137.3 and 133.1(b).

Any alteration to the aircraft for Special Purposes not identified above require further FAA approval and in addition, may require noise and/or flight testing.

This aircraft approved for Day or Night VFR operations only. Flight into known icing conditions is prohibited

General Note: Any subsequent modifications to the helicopters type certified under this Type Certificate are to have the certification basis for that modification established under 14 CFR part 21 § 21.101 published June 7, 2000 which became effective June 10, 2003. Otherwise non-significant modifications are to meet the requirements of 14 CFR 29 airworthiness standards, transport category, Amendment 1, effective August 12, 1965 and 14 CFR part 29 § 29.1529, Instructions for Continued Airworthiness, Amendment 20, effective September 11, 1980.

DATE OF APPLICATION: August 13, 2019

PRODUCTION BASIS: None. No helicopters may be produced under this approval. No helicopter serial number may be added to this type certificate unless approved by the cognizant Aircraft Certification Office.

EQUIPMENT: The basic required equipment necessary for the particular special purpose operation must be installed for certification. In addition, the following items of equipment must be on board the helicopter and available to the crew:

Model UH-60A

“Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter:”, Document number RFM-CH-001, Rev. NC, Dated March 18, 2020 or later FAA-approved revision

Model HH-60L

“Rotorcraft Flight Manual for HH-60L Blackhawk Helicopter:”, Document number RFM-CH-002, Rev. NC, Dated March 18, 2020, or later FAA-approved revision

NOTE 1: A current weight and balance report including a list of equipment included in the certified empty weight, and loading instructions when necessary, must be provided for each helicopter at the time of original airworthiness certification.

NOTE 2: All placards required by either the FAA-approved Rotorcraft Flight Manual, the applicable operating rules, or the Type Certification Data, must be installed on the helicopter. Required placards are contained in Capitol Helicopters Inc. Engineering Configuration Drawing number CH-001-101, Revision NC dated September 16, 2019, or later FAA-approved revision, or any applied technical bulletins.

NOTE 3: The helicopter(s) must be serviced, maintained, inspected, repaired and overhauled in accordance with the requirements specified in Capitol Helicopters Inc. document ICA-CH-001 “Instructions for Continued Airworthiness” Rev. B dated March 23, 2020, or later FAA accepted revision, or inspected in accordance with other FAA accepted inspection programs. The service life limited parts overhaul and retirement intervals for these helicopters is specified in the FAA-Approved airworthiness limitation sections of the ICA-CH-001. An FAA approved/accepted copy must accompany each helicopter on delivery.

General Electric (GE) Aviation Unit and T700 Intermediate Maintenance Manual SEI 671 Change 1, dated March 1, 2014 and General Electric (GE) T700 Depot Maintenance Manual SEI 676 Change 7 dated September 1, 2013 or later FAA-accepted revision, are an acceptable alternate method for servicing, maintaining, inspecting, repairing and overhauling General Electric GE T700-GE-700, T700-GE-701C and T700-GE-701D engines. Revisions to the above listed manuals must be submitted to the FAA Boston Aircraft Certification Office for review and concurrence before being submitted to the FAA Fort Worth Aircraft Evaluation Group for FAA-acceptance

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- NOTE 4: This helicopter must be operated in accordance with the Operator Manual comprised of the following:
- Model UH-60A
“Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter”, Document number RFM-CH-001, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- Model HH-60L
“Rotorcraft Flight Manual for HH-60L Blackhawk Helicopter”, Document number RFM-CH-002, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- NOTE 5: This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the helicopter owner/operator's business, which is other than air transportation.
- NOTE 6: A Restricted Category helicopter may not be operated in a foreign country without the express written approval of that country.
- NOTE 7: This helicopter has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- NOTE 8: Installation of T-700-GE-701D engines in accordance with Capitol Helicopters’ Technical Bulletins TB-CH-101, "T700-GE-701D/CC Engine Installation, Revision A dated March 12, 2020, or later FAA-approved revision, and TB-CH-102, "T700-GE-701D/CC Auto Relight and Transient Droop Improvement Installation, Revision A dated March 12, 2020, or later FAA-approved revision, is approved for the helicopter models:
- UH-60A helicopters under this type certificate. Performance information and limitations with T700-GE-701D/CC engines are contained in Chapter 7A of “Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter”, Document number RFM-CH-001, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- HH-60L helicopters under this type certificate. Performance information and limitations with T700-GE-701D/CC engines are contained in Chapter 7A of “Rotorcraft Flight Manual for HH-60L Blackhawk Helicopter”, Document number RFM-CH-002, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- NOTE 9: The US Army Safety Messages that must be complied with for the helicopter and engine prior to certification are contained in Capitol Helicopters Inc. Engineering Configuration Report document RPT-CH-500, Revision B dated March 23, 2020, or later FAA-approved revision.
- NOTE 10: Alternative and emergency fuels are listed in document no:
- Model UH-60A
“Rotorcraft Flight Manual for UH-60A Blackhawk Helicopter”, Document number RFM-CH-001, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- Model HH-60L
“Rotorcraft Flight Manual for HH-60L Blackhawk Helicopter”, Document number RFM-CH-002, Rev. NC, Dated March 18, 2020, or later FAA-approved revision
- NOTE 11: No person may be carried onboard this aircraft unless that person is a flight crewmember: is a flight crewmember trainee: performs an essential function in connection with a special purpose operation for which the aircraft is certificated: or is necessary to accomplish the work activity directly associated with that special purpose. Reference 14 CFR §91 .3I 3(d).

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- NOTE 12: Any alteration to the type design of this aircraft may require Instructions for Continued Airworthiness. Changes to the type design by means of a Supplemental Type Certificate requiring ICAs or changes to existing ICAs must be submitted and received by the Fort Worth Aircraft Evaluation Group (FTW-AEG). Type design changes by means or an FAA field approval that require ICAs must have those ICAs reviewed by the Flight Standards District Office managing the field approval or the FTW-AEG.
- NOTE 13: No helicopter may obtain a Restricted Category Airworthiness Certificate under this type certificate unless it is included in the "Approved Serial Number List ", Capitol Helicopters' Report Number RPT-CH-102, Revision A, Dated March 9, 2020, or later FAA approved revision.
- NOTE 14: The builder's data plate must be installed in accordance with Capitol Helicopters' Drawing CH-001-101, Rev. NC dated September 16, 2019, or later FAA approved revisions.

END