

# MH-60T SUSTAINMENT PROGRAM



Acquisition  
Directorate

## CHARACTERISTICS

Length:	64 feet 10 inches
Rotor Diameter:	53 feet 8 inches
Height:	17 feet
Maximum Weight:	21,884 pounds
Speed:	170 knots
Range:	700 nautical miles
Endurance:	6.5 hours



## FEATURES

- Common avionics architecture system includes digital glass cockpit instruments similar to those installed on the Coast Guard's fixed-wing aircraft
- Surface search radar and electro-optical infrared sensor system
- Engines standard with the Department of Defense's H-60 fleet
- Five multifunction digital display screens
- Sensor and hoist cameras
- Integrated traffic collision avoidance system
- 7.62 mm machine gun and a .50-caliber rifle, which can be used to disable engines on noncompliant go-fast vessels
- Standardized mission system components complementing capabilities and equipment installed on the Coast Guard's upgraded MH-65 short range recovery helicopter

## PROGRAM DESCRIPTION

The Coast Guard is preparing to complete strategic maintenance and renovation to extend the service life of its MH-60T Jayhawk medium range recovery helicopter fleet through the mid-2030s.

The MH-60Ts have been in service since 1990. The Coast Guard completed a series of upgrades in 2016 to address obsolescence issues and outfit the helicopters with equipment to better meet operational needs; however, the MH-60T's 20,000 hour service life limit will be reached by the fleet's first helicopters in 2023. An estimated 90% will reach this limit by fiscal year 2028. The service must sustain medium range recovery helicopter operations through the mid-2030s; this timeline is necessary to align a future replacement in conjunction with the Department of Defense's joint Future Vertical Lift program. To meet that critical need, the MH-60T Sustainment program will perform a Service Life Extension that will add an additional 12,000-20,000 flight hours to the Jayhawk. The Coast Guard intends to complete the service life extension on a one-for-one basis as the existing helicopters reach their maximum flight hours, thereby maintaining the fleet's existing size of 45 helicopters.

The program will replace legacy hulls using a combination of converted U.S. Navy hulls and newly manufactured hulls. Retired Navy SH-60F and HH-60H hulls will be converted into the MH-60T configuration, while the program will procure newly manufactured zero time hulls from the original equipment manufacturer, Lockheed Martin/Sikorsky.

The Navy hulls will be converted to the MH-60T configuration at the Coast Guard Aviation Logistics Center (ALC) in Elizabeth City, North Carolina. The program will establish a contract for the production of new hulls – consisting of three fuselage structure sections: the nose, mid (cabin) and transition – that will be engineered, manufactured and delivered in the MH-60T specification. Remaining conversion activities – including replacement of dynamic components such as main rotor blades, spindles, hubs, rotating swashplates and folding hinges to replace the life-limited legacy components – will be completed at the ALC. In addition, electrical rewiring for all new hulls and converted Navy hulls will also be completed at ALC.

Mission execution begins *here*.

DELIVERY MAP



For more information about the MH-60T, visit the project's website at [www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Air-Programs/MRR-MH-60T/](http://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Air-Programs/MRR-MH-60T/)

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