



AIR COMBAT COMMAND

PEOPLE FIRST - MISSION ALWAYS

HH-60W JOLLY GREEN II

Current as of February 3, 2023



MISSION

The primary mission of the HH-60W Jolly Green II helicopter is Combat Search and Rescue (CSAR).

HH-60Ws also execute personnel recovery missions across the spectrum of conflict and perform military operations other than war: civil search and rescue, medical evacuation, disaster response, humanitarian assistance, security cooperation/aviation advisory, NASA space flight support, and rescue command and control.

FEATURES

The Jolly Green II is a purpose designed and built version of the Black Hawk helicopter featuring state of the art communications and navigation systems including enhanced inertial navigation/global positioning navigation systems, satellite communications, secure voice, and data link capabilities.

All HH-60Ws have a flight management system and coupled flight via a flight director system, night vision goggles compatible lighting, and an electro-optical/infrared camera enhancing low-level operations. Additionally, Jolly Green IIs have color weather radar and an engine/rotor blade anti-ice system providing HH-60Ws adverse weather capability.

The Jolly Green II's mission equipment includes an in-flight refueling probe, upgraded main fuel tank, two crew-served 7.62mm or .50 caliber machine guns, and an 8,000-pound capacity cargo hook. To improve air transportability and shipboard operations, all HH-60Ws have folding rotor blades.

The Jolly Green II's combat enhancements include missile, radar, and laser warning receivers tied to an automatic flare/chaff countermeasure dispensing system. HH-60W rescue equipment includes a 600-pound-capable hoist with 250 feet of cable, and a personnel locating system compatible with modern survival radios. Jolly Green IIs are also equipped with an over-the-horizon tactical data receivers capable of receiving near real-time mission and threat update information.

BACKGROUND

In 2010, the Air Force announced the requirement to replace the aging analog medium lift HH-60G Pave Hawks. The new aircraft would have to be equal to or better than currently fielded Pave Hawks. In 2014, the Air Force awarded the replacement contract to Sikorsky-Lockhead Martin to manufacture the next generation CSAR aircraft, named the HH-60W. In February 2020, the aircraft was officially named Jolly Green II honoring HH-3 Jolly Green and HH-53 Super Jolly Green Vietnam era aircrew. The Air Force concluded Initial Operational Testing and Evaluation in October 2022.

The Jolly Green II is currently operated by Air Combat Command and Air Education Training Command. During the next five years Pacific Air Forces, U.S. Air Forces in Europe, Air National Guard and Air Force Reserve Command will field HH-60Ws and retire their Pave Hawks.

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Today, the Jolly Green II is deployed in the Horn of Africa where it is tasked to support American, coalition, and foreign national personnel by conducting personnel recovery, and medical evacuation missions under low visibility, low illumination conditions at all altitudes.



Characteristics

Primary Function: Personnel recovery in hostile conditions and military operations other than war in day, night or marginal weather

Contractor: Sikorsky (a Lockheed Martin Company)

Power Plant: Two General Electric T700-GE-701D engines

Thrust: 1,940 shaft horsepower, each engine

Rotor Diameter: 53 feet, 8 inches

Length: 64 feet, 11 inches

Height: 16 feet, 11 inches

Maximum Takeoff Weight: 22,700 pounds

Maximum Takeoff Weight (with cargo load): 23,500 pounds

Fuel Capacity: 4,300 pounds

Payload: Mission Dependent

Maximum Airspeed: 176 knots

Range: 480 nautical miles without aerial refueling

Ceiling: 14,000 feet

Armament: Two 7.62mm or .50 caliber machine guns

Crew: Two pilots, two special mission aviators

Unit Cost: \$40.1 million (FY23 dollars)

Initial operating capability: 2022

Inventory: Approximately 30 of 85 fielded

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