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Washington, DC

Flight Standardization Board Report

Revision: 2
Date: XX/XX/XXXX

Manufacturer
(Restricted Category Type Certificate Data Sheet Holder)

ACE Aeronautics, LLC

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
R00005RC	UH-60A, UH-60L	Blackhawk	S-70

Approved by the Aircraft Evaluation Division
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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	10/28/2024
1	Cover Page, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, Appendices 2 and 3	05/21/2025
2	1, 3, 4, 5, 7, 9, 10, 11, 12, 13, Appendices 2, 3, and 4	XX/XX/XXXX

2. INTRODUCTION

The Aircraft Evaluation Division (AED) is responsible for working with aircraft manufacturers and modifiers, during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine:

1) The pilot type rating,
2) Flightcrew member training, checking, and currency requirements, and
3) Operational suitability.

This report lists those determinations for use by:

1) FAA employees who approve training programs,
2) FAA employees and designees who certify airmen, and
3) Aircraft operators and training providers, to assist them in developing their flightcrew member training, checking and currency.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to add the Garmin G5000H Integrated Flight Deck with Synthetic Vision as defined in FAA Supplemental Type Certificate (STC) No. SR01944WI to this Flight Standardization Board Report (FSBR). Other minor grammar corrections were made without the use of change bars.

4. BACKGROUND

Former military helicopters that have been sold to civilian entities are being used for firefighting and other special purpose operations. These helicopters have received a Restricted Category (RCAT) type certificate (TC).

The AED, Rotorcraft Branch (AFS-140) is in the process of conducting RCAT Special Project (SP) Flight Standardization Boards (FSB) for all aircraft listed on the FAA Order 8900.1, Volume 5, Chapter 2, Section 19, Figure 5-88, Pilot Certificate Aircraft Type Designations – Provisional Type Rating Designation for Airplane and Helicopter table.

After each FSBR is published, the corresponding TC holder is moved from the "Provisional Type Rating Helicopter table" to the FAA Order 8900.1, Volume 5, Chapter 2, Section 19, Figure 5-88, Pilot Certificate Aircraft Type Designations – Helicopter table.

A TC holder who amends an existing RCAT TC by adding a model is required to coordinate with the AED, Rotorcraft Branch (AFS-140) to schedule an FSB. The resulting FSBR will establish a type rating for the TC holder.

New RCAT TC holders of a UH-60A, EH-60A, HH-60L, or UH-60L, are required to coordinate with the AED, Rotorcraft Branch (AFS-140) to complete an FSB. The resulting updated FSBR will establish the type rating for the TC holder.

New RCAT TC holders will not be given a provisional type rating. To be added to the FAA Order 8900.1, Volume 5, Chapter 2, Section 19, Figure 5-88, Pilot Certificate Aircraft Type Designations – Helicopter table, they are required to complete the Flight Standardization Board (FSB) process.

The AED's goal is to ensure Aircraft Certification and Flight Standards Services are mutually informed of product-specific continued operational safety issues and information. Any additional modifications to these RCAT Type Certificated aircraft may require the AED to update the FSBR.

In June 2024, the AED, Rotorcraft Branch formed a RCAT SP FSB that evaluated the ACE Aeronautics, LLC UH-60A as defined in FAA Type Certificate Data Sheet (TCDS) No. R00005RC. The FSB used the methods described in FAA Advisory Circular (AC) 120-53B Change 1, Guidance for Conducting and Use of Flight Standardization Board Evaluations. At the discretion of the FSB chairman, the T2 test was completed through analysis, without requiring an aircraft flight.

In February 2025, the AED, Rotorcraft Branch formed a RCAT FSB that evaluated the ACE Aeronautics, LLC UH-60L as defined in FAA TCDS No. R00005RC. The FSB used the methods described in FAA AC 120-53B Change 1. At the discretion of the FSB chairman, the T2 test was completed through analysis, without requiring an aircraft flight.

In March 2026, the AED, Rotorcraft Branch FSB conducted flight and ground evaluations of the ACE Aeronautics, LLC UH-60A and UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed as defined in FAA STC No. SR01944WI. The FSB used the methods described in FAA AC 120-53C, Flight Standardization Board Evaluations. At the request of the applicant, the T3 test was completed through system differences testing and validation of training and checking (the Sikorsky S-70 aircraft was considered the base aircraft). The avionics upgrade removes the original analog flight deck instrument equipment and replaces it with the Garmin G5000H Integrated Flight Deck. It, as well as the associated Rotorcraft Flight Manual Supplement (RFMS) change, was found to be operationally suitable. Training and checking requirements are listed in Appendix 3, Differences Tables.

5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- AC Alternating Current
- ADF Automatic Direction Finder

- AED Aircraft Evaluation Division
- AEO All-Engines-Operating
- AFCS Automatic Flight Control System
- ATA Air Transport Association
- ATP Airline Transport Pilot
- AV Audiovisual Presentation
- CAS Crew Alert System
- CDU Central Display Unit
- CPT Cockpit Procedures Trainer
- CRM Crew Resource Management
- DC Direct Current
- DEC Digital Electronic Control
- ECU Electronic Control Unit
- EDECU Enhanced Digital Engine Control Unit
- EIS Engine Indicating System
- EP Emergency Procedure
- ESIS Electronic Standby Instrument System
- FAA Federal Aviation Administration
- FFS Full Flight Simulator
- FMS Flight Management System
- FSB Flight Standardization Board
- FSBR Flight Standardization Board Report
- FSTD Flight Simulation Training Device
- FTD Flight Training Device
- GE General Electric
- GIA Garmin Integrated Avionics
- GMC Garmin Mode Control
- GPS Global Positioning System
- GTC Garmin Touchscreen Controller
- HO Handout
- HSI Horizontal Situation Indicator
- HTAWS Helicopter Terrain Awareness and Warning System
- ICBI Interactive Computer-Based Instruction
- ICS Internal Communication System
- IFR Instrument Flight Rules
- ILS Instrument Landing System
- LODA Letter of Deviation Authority
- MDR Master Differences Requirements
- MFD Multifunction Display
- NAS National Airspace System
- NAV Navigation
- OEI One-Engine-Inoperative
- OSE Operational Suitability Evaluation
- PDU Pilot Display Unit

- PFD Primary Flight Display
- PIC Pilot in Command
- POI Principal Operations Inspector
- PTS Practical Test Standards
- PTT Part Task Trainer
- RCAT Restricted Category
- RFM Rotorcraft Flight Manual
- RFMS Rotorcraft Flight Manual Supplement
- SATCOM Satellite Communications
- SBAS Satellite-Based Augmentation System
- SIC Second in Command
- SP Special Project
- STC Supplemental Type Certificate
- SU Stand-Up Instruction
- SVS Synthetic Vision System
- TC Type Certificate
- TCBI Tutorial Computer-Based Instruction
- TCDS Type Certificate Data Sheet
- TRI Torque and Rotor Inset
- U.S. United States
- VFR Visual Flight Rules
- VMC Visual Meteorological Conditions
- VOR Very High Frequency Omnidirectional Range
- VSI Vertical Situation Indicator
- W&B Weight and Balance

6. DEFINITIONS

These definitions are for the purposes of this report only.

6.1 Base Aircraft. An aircraft identified for use as a reference to compare differences with another aircraft.

6.2 Current. A crewmember meets all requirements to operate the aircraft under the applicable operating part.

6.3 Differences Tables. Describe the differences between a pair of related aircraft, and the minimum levels operators must use to conduct differences training and checking of flightcrew members. Differences levels range from A to E.

6.4 Master Differences Requirements (MDR). Specifies the minimum levels of training and checking required between a pair of related aircraft, derived from the highest level in the Differences Tables.

6.5 Mixed Fleet Flying. The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.

6.6 Operational Evaluation. The AED process to determine pilot type rating, minimum flightcrew member training, checking and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).

6.7 Operational Suitability. The AED determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of the Federal Regulations (14 CFR) parts 91, 121, 133, and 135).

6.8 Qualified. A flightcrew member holds the appropriate airman certificate and ratings as required by the applicable operating part.

6.9 Related Aircraft. Any two or more aircraft of the same make with either the same or different TC that have been demonstrated and determined by the Administrator to have commonality.

6.10 Seat-Dependent Tasks. Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.

6.11 Special Emphasis Area. A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized flight simulation training devices (FSTD) or training equipment.

6.12 Specific Flight Characteristics. A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

7. PILOT TYPE RATING

7.1 Type Rating. The ACE Aeronautics, LLC UH-60A and UH-60L type rating designation is S-70.

NOTE 1: These aircraft are Day/Night Visual Flight Rules (VFR) only. Type rating practical test conducted in both the ACE Aeronautics, LLC UH-60A and UH-60L aircraft must have a "VFR Only Limitation" placed on the airman's certificate.

NOTE 2: The ACE Aeronautics, LLC UH-60A and UH-60L were evaluated with the addition of the Garmin G5000H Integrated Flight Deck and have the same S-70 type rating.

NOTE 3: Currently, STC No. SR01944WI limits instrument flight rules (IFR) operations to only ACE UH-60A aircraft serial number 80-23439 and 80-23455. Until the STC is updated, all other Garmin G5000H modified aircraft may only operate in visual meteorological conditions (VMC). See FAA Order 8900.1, Volume 5, Chapter 2, Section 9, paragraph 5-439 for more details.

7.2 Common Type Ratings. In accordance with the provisions of FAA Order 8900.1 and AC 120-53 (current edition), the S-70 and the S-70M are separate type ratings that have been determined to have commonality.

7.3 Military Equivalent Designations. Military aircraft that qualify for the S-70 type rating can be found on the FAA Airmen Certification web page at https://www.faa.gov/licenses_certificates/airmen_certification under "Quick Links," "Pilot Certificate Aircraft Type Designations." This document is kept up-to-date and can be accessed directly at https://registry.faa.gov/typeratings/.

8. RELATED AIRCRAFT

8.1 Related Aircraft on Same TCDS. ACE Aeronautics, LLC UH-60A and UH-60L.

8.2 Related Aircraft on Different TCDS. The ACE Aeronautics, LLC UH-60A and UH-60L are related to all RCAT TC holders that have UH-60A, EH-60A, HH-60L, or UH-60L listed on their TCDS and have the designated type rating of S-70 in paragraph 7.1 of their FSBR.

NOTE: The S-70M, derived from the United States (U.S.) Army Model UH-60M, requires a separate type rating.

9. PILOT TRAINING

9.1 Airman Experience.

9.1.1 There are no additional airman experience requirements for the ACE Aeronautics, LLC UH-60A and UH-60L other than those already specified in 14 CFR part 61.

9.1.2 Airmen receiving differences training on the ACE Aeronautics, LLC UH-60A and/or UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed, as defined in FAA STC No. SR01944WI, are assumed to have previous experience in S-70 type rated aircraft, new generation avionics, and flight management systems (FMS) experience. Pilots without this experience may require additional training.

NOTE: Airmen receiving difference training on the ACE Aeronautics, LLC UH-60A and/or UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed, as defined in FAA STC No. SR01944WI, are required to already hold the S-70 type rating on their airmen certificate.

9.2 Special Emphasis Areas. Special Emphasis areas are to be accomplished during initial training, differences training, and recurrent training.

9.2.1 Pilots must receive special emphasis on the following areas during initial and recurrent ground training:

a) RCAT Airworthiness Limitations. Pilots must have a working knowledge of the Special Airworthiness Certificate and an understanding of the Restricted Category/Designation the aircraft has been certificated in. This includes:

- The approved Special Purpose Operations listed on the Special Airworthiness Certificate, in the Certification Basis section of the Restricted Category TCDS, and in the notes listed in the Restricted Category TCDS.

- The RCAT Aircraft requirement for a Letter of Deviation Authority (LODA) before the aircraft can be used to conduct flight training and/or testing listed in 14 CFR § 91.313(h) and the additional requirements listed in 14 CFR § 91.313(h)(1)(i).

b) Performance Charts. Preflight performance planning relating to takeoff performance with all-engines-operating (AEO), one-engine-inoperative (OEI), and go-arounds from rejected landings. The ACE Aeronautics H-60 Flight Training Program Syllabus (VFR Only) and H-60 Training Program (VFR Only) manual includes computing aircraft performance data using the Rotorcraft Flight Manual (RFM), Tab Data, or electronically.

NOTE: No Operational Suitability Evaluation (OSE) was conducted of an electronic program. Operators wishing to use the application will need to perform a validation and request approval from their Principal Operations Inspector (POI). In such case, pilots must still be trained to proficiency in using the RFM performance and weight and balance charts.

c) Knowledge of the various engines that can be found on the UH-60A, EH-60A, HH-60L, and UH-60L along with the differences of each one and the ability to intermix them on the same aircraft.

d) Emergency Procedure (EP) Knowledge. See paragraph 9.2.2 for additional details.

e) Crew Resource Management (CRM). Many pilots conducting RCAT operations have been operating as a single pilot and will require two-pilot CRM training to address the two-pilot requirement of the ACE Aeronautics, LLC H-60 operations.

f) The use of the Garmin G5000H avionics suite (if installed).

g) The use of the Garmin G5000H Synthetic Vision System (SVS) (if installed).

9.2.2 Pilots must receive special emphasis on, and perform the following areas during initial and recurrent flight training:

a) Emergency Procedure Training. The ACE Aeronautics, H-60 Flight Training Program Syllabus VFR ONLY (reviewed as Revision 4), “Respond to Emergencies” section establishes standardized procedures for conducting simulated emergency procedure training in the aircraft. These procedures must

be trained and followed as they facilitate safe and effective emergency procedure training in the aircraft. Special emphasis should be placed on the training procedures for the following emergencies:

- Single Engine Failures (OEI) at Altitude and Hover.
- Stabilator Malfunctions.
- Electronic Control Unit (ECU)/Digital Electronic Control (DEC)/Enhanced Digital Engine Control Unit (EDECU) Lockout.
- Degraded Automatic Flight Control System (AFCS).

b) The use of the Garmin G5000H avionics suite.

c) The use of the Garmin G5000H SVS.

9.3 Specific Flight Characteristics. Maneuvers or procedures required to be checked as referenced in the Airline Transport Pilot (ATP) and Aircraft Type Rating Practical Test Standards (PTS) for Rotorcraft Category Helicopter Rating (FAA-S-8081-20A or newer).

9.4 Seat-Dependent Tasks. There are no seat-dependent tasks.

9.5 Regulatory Training Requirements Which Are Not Applicable to the ACE Aeronautics, LLC UH-60A and UH-60L. None.

9.6 Flight Simulation Training Devices (FSTD). There are no specific systems, procedures, or maneuvers that are unique to the ACE Aeronautics, LLC UH-60A and UH-60L that require a specific FSTD for training.

9.7 Training Equipment. There are no specific systems or procedures that are unique to the ACE Aeronautics, LLC UH-60A and UH-60L that require specific training equipment.

NOTE: For the ACE Aeronautics, LLC UH-60A and UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed, the ACE Aeronautics, LLC Garmin G5000H Partial Task Trainer (PTT) was used for all "C" Differences Level training listed in Appendix 3.

9.8 Differences Training Between Related Aircraft. Pilots must receive differences training between ACE Aeronautics, LLC UH-60A and UH-60L and any other UH-60A, EH-60A, HH-60L, and UH-60L that appear on any other TCDS. This includes differences training on the:

- Engines.
- Main Rotor Transmission.
- Performance.
- Normal Operating Limitations.
- Emergency Procedures.
- Garmin G5000H Avionics Suite (if installed).
- Garmin G5000H SVS (if installed).

The level of training is specified in Appendix 3.

10. PILOT CHECKING

10.1 Landing from a No-Flap or Nonstandard Flap Approach. Not applicable.

10.2 Specific Flight Characteristics. Maneuvers or procedures required to be checked, Initial & Recurrent, as referenced in the ATP and Aircraft Type Rating PTS for Rotorcraft Category Helicopter Rating (FAA-S-8081-20A or newer), as applicable.

The aircraft standardized procedures for conducting simulated emergency procedure training referred to in paragraph 9.2.2 also apply to Pilot Checking and must be followed.

10.3 Seat-Dependent Tasks. There are no seat-dependent tasks.

10.4 Other Checking Items. Not applicable.

10.5 Flight Simulation Training Devices (FSTD). There are no specific systems, procedures, or maneuvers that are unique to the ACE Aeronautics, LLC UH-60A and UH-60L that require a specific FSTD for checking.

10.6 Equipment. There are no specific systems or procedures that are unique to the ACE Aeronautics, LLC UH-60A and UH-60L that require specific equipment.

10.7 Differences Checking Between Related Aircraft. Pilots must receive differences checking between ACE Aeronautics, LLC UH-60A and UH-60L and any other UH-60A, EH-60A, HH-60L, and UH-60L that appear on any other type certificate data sheet. This includes differences training on the:

- Engines.
- Main Rotor Transmissions.
- Performance.
- Normal Operating Limitations.
- Emergency Procedures.
- Garmin G5000H Avionics Suite (if installed).
- Garmin G5000H SVS (if installed).

The level of checking is specified in Appendix 3.

NOTE: For operators with an ACE Aeronautics, LLC UH-60A and/or UH-60L with and without the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed, recurrent checks should alternate between variations for pilot in command (PIC) and second in command (SIC), as applicable. The knowledge portion of initial and recurrent checks should address all variations with different avionics suites operated by the flightcrew member.

11. PILOT CURRENCY

There are no additional currency requirements for the ACE Aeronautics, LLC UH-60A and UH-60L other than those already specified in part 61. If a pilot has not flown the ACE Aeronautics, LLC UH-60A or UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed within 180 days, the FSB recommends the pilot regain proficiency by flying with an appropriately rated instructor with emphasis on the Garmin G5000H Integrated Flight Deck with Synthetic Vision.

11.1 Differences Currency Between Related Aircraft. Not applicable.

12. OPERATIONAL SUITABILITY

The ACE Aeronautics, LLC UH-60A and UH-60L are operationally suitable for operations under 14 CFR parts 91, 133, and 137. The FSB determined operational compliance by conducting an evaluation of aircraft serial number 85-24411 registered as N60HD, on 06/11/2024. The FSB determined UH-60L operational suitability by conducting an evaluation of aircraft serial number 88-26050 registered as N60PX, on 02/20/2025. The FSB determined operational compliance of the ACE Aeronautics, LLC UH-60A and UH-60L with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed by conducting an OSE of aircraft serial number 82-23660 registered as N121XS, on 03/18/2026 and aircraft serial number 85-24396 registered as N60YK, on 03/19/2026. The list of operating rules evaluated is on file at the AED, Rotorcraft Branch.

13. MISCELLANEOUS

13.1 Forward Observer Seat. The ACE Aeronautics, LLC UH-60A and UH-60L do not have a dedicated forward observer seat. However, the cabin can be configured with a forward-facing seat that gives an unobstructed view of the flight deck.

13.2 Aircraft Approach Category. All ACE Aeronautics, LLC UH-60A and UH-60L aircraft with the Garmin G5000H Integrated Flight Deck with Synthetic Vision installed are considered Category A aircraft for the purpose of determining the appropriate instrument approach procedure category in accordance with 14 CFR § 97.3.

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	• Operating manual revision (handout (HO)) • Flightcrew operating bulletin (HO)	• Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine). • Minor or no procedural changes required. • No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount). • Once called to attention of crew, the difference is self-evident.
B	Aided Instruction	• Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU)	• Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required.
C	Systems Devices	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit Procedures Trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4-5)	• Training can only be accomplished through systems training devices. • Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations. • Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.
D	Maneuvers Devices	• Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B)	• Training can only be accomplished in flight maneuver devices in a real-time environment. • Training requires mastery of interrelated skills versus individual skills. • Motion, visual, control-loading, and specific environmental conditions may be required.
E	Level C/D FFS or Aircraft	• Level C or D full flight simulator (FFS C-D) • Aircraft	• Motion, visual, control-loading, audio, and specific environmental conditions are required. • Significant full-task differences that require a high-fidelity environment. • Usually correlates with significant differences in handling qualities.

Checking Differences Legend

Differences Level	Checking Method Examples	Conditions
A	None	None
B	• Oral or written exam • Tutorial computer-based instruction (TCBI) self-test	Individual systems or related groups of systems.
C	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit Procedures Trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4-5)	• Checking can only be accomplished using systems devices. • Checking objectives focus on mastering individual systems, procedures, or tasks.
D	• Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B)	• Checking can only be accomplished in flight maneuver devices in a real-time environment. • Checking requires mastery of interrelated skills versus individual skills. • Motion, visual, control-loading, and specific environmental conditions may be required.
E	• Level C or D full flight simulator (FFS C-D) • Aircraft	Significant full-task differences that require a high-fidelity environment.

APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3 for aircraft without Supplemental Type Certificate (STC) No. SR01944WI installed. Differences levels are arranged as training/checking.

From Base Aircraft ↓	**To Related Aircraft →**	**UH-60A** (with T700-GE-700 engines)	**EH-60A** (with T700-GE-700 engines)	**UH-60A** (with T700-GE-701C or 701D/CC engines)	**EH-60A** (with T700-GE-701C or 701D/CC engines)	**HH-60L** (with T700-GE-701C or 701D/CC engines)	**UH-60L** (with T700-GE-701C or 701D/CC engines)
ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines)		Not applicable	A/A	B/B	B/B	B/B	B/B
ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines)		B/B	B/B	Not applicable	A/A	B/B	B/B
ACE Aeronautics, LLC UH-60L (with T700-GE-701C or 701D/CC engines)		B/B	B/B	B/B	B/B	Not applicable	Not applicable

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3 for aircraft with STC No. SR01944WI installed. Differences levels are arranged as training/checking.

From Base Aircraft ↓	**To Related Aircraft →**	**UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**EH-60A** (with T700-GE-700 engines)	**UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**EH-60A** (with T700-GE-701C or 701D/CC engines)	**HH-60L** (with T700-GE-701C or 701D/CC engines)	**UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)
Sikorsky S-70		C/C	Not applicable	C/C	Not applicable	Not applicable	C/C

APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Air Transport Association (ATA) 20 Airframe	EH-60A minor system differences.	No	No	A	A

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines) **TO RELATED AIRCRAFT: UH-60A** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701C.	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701D/CC.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 20 Airframe	EH-60A minor system differences.	No	No	A	A
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701C.	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701D/CC.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines) **TO RELATED AIRCRAFT: HH-60L** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701C.	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701D/CC.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-700 engines) **TO RELATED AIRCRAFT: UH-60L** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701C.	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701D/CC.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: UH-60A** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 71 Powerplant	General Electric T700-GE-700.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 20 Airframe	EH-60A minor system differences.	No	No	A	A
	ATA 71 Powerplant	General Electric T700-GE-700.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 20 Airframe	EH-60A minor system differences.	No	No	A	A

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: HH-60L** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60A (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: UH-60L** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	Improved Durability Gearbox (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701C.	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-701D/CC.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60L (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: UH-60A** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	28000 Main Rotor Gear Box (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-700.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60L (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 20 Airframe	EH-60A minor system differences.	No	No	A	A
	ATA 63 Rotor Drive	28000 Main Rotor Gear Box (Transmission).	No	Yes	B	B
	ATA 71 Powerplant	General Electric T700-GE-700.	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60L (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: UH-60A** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 63 Rotor Drive	28000 Main Rotor Gear Box (Transmission).	No	Yes	B	B

FROM BASE AIRCRAFT: ACE Aeronautics, LLC UH-60L (with T700-GE-701C or 701D/CC engines) **TO RELATED AIRCRAFT: EH-60A** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 20 Airframe	EH-60A minor system differences.	No	No	A	A
	ATA 63 Rotor Drive	28000 Main Rotor Gear Box (Transmission).	No	Yes	B	B

This Design Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60A (T700-GE-700 engines) with G5000H Integrated Flight Deck Supplemental Type Certificate (STC) No. SR01944WI, was validated by the Flight Standardization Board (FSB) on 03/18/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Airworthiness Limitations	See Rotorcraft Flight Manual Supplement (RFMS) (ACE-210 RFMS) Chapter 5.	No	Yes	B	B
	Placards and Markings	See RFMS (ACE-210 RFMS) and STC No. SR01944WI.	No	Yes	B	B

FROM BASE AIRCRAFT: Sikorsky S-70 TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed (with T700-GE-700 engines)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Avionics	Garmin G5000 replaces legacy Internal Communication System (ICS), very high freqency (VHF), very high frequency omnidirectional range (VOR)/instrument landing system (ILS), and automatic direction finder (ADF) with Garmin Touchscreen Controller (GTC) used for avionics functions, including G5000 radio tuning, flight management system (FMS) navigation, flight planning, radar functions, and flight control.	No	Yes	C	C

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Instrument Panel Layout	Central Display Unit (CDU), Pilot Display Units (PDU) replaced by same information on two primary flight displays' (PFD) Torque and Rotor Insets (TRI) and two Multifunction Displays' (MFD) Engine Indicating Systems (EIS).	No	Yes	B	C
	Instrument Panel Layout	"Six Pack" instruments replaced by PFD with Synthetic Vision System (SVS), vertical airspeed and altitude tapes, vertical radar altimeter, slip-skid indicator replaced by trapezoid at the top of PFD.	No	Yes	B	C
	Instrument Panel Layout	Caution/Advisory panel is replaced by Crew Alert System (CAS) window on each PFD.	No	Yes	B	C

FROM BASE AIRCRAFT: Sikorsky S-70 TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed (with T700-GE-700 engines)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 23 Communications	Four GTC-575 replacing radio tuning units (two in center console for pilots and two in the cabin).	No	Yes	C	C
	ATA 23 Communications	Garmin GSR 56 satellite communications (SATCOM) (optional).	No	Yes	B	C

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 24 Electrical Power	Battery-powered items include PFD 1 and 2, GTC 1, both Garmin Integrated Avionics (GIA), and transponder. Other avionics are on direct current (DC) primary bus (converted from alternating current (AC) bus) power.	No	Yes	B	B
	ATA 24 Electrical Power	Circuit breaker panel changes for new avionics and other changes (additional panel added at the aft edge of the center console).	No	Yes	B	A
	ATA 28 Fuel Indicating	Fuel quantity gauges move from CDU to MFD and PFD. FUEL LOW cautions move from Caution/Advisory Panel to PFD CAS window.	No	No	B	B

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 31 Indicating/Recording Systems	Caution/Advisory panel and Master Caution Panel replaced with PFD CAS messages; Some new warnings, cautions, and a new advisory.	No	Yes	B	C
	ATA 33 Lights	Light control rheostats for INSTR LT PILOT FLT and CPLT FLT no longer control vertical situation indicator (VSI)/horizontal situation indicator (HSI) lights, and instead control backlight for MFD reversion switches. BRT/DIM switch from legacy Caution/Advisory Panel is now a standalone switch.	No	Yes	B	A

FROM BASE AIRCRAFT: Sikorsky S-70 TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed (with T700-GE-700 engines)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 34 Navigation	Replaced legacy VOR/ILS and ADF receivers with dedicated control heads with dual FMS with Satellite-Based Augmentation System (SBAS) Global Positioning System (GPS) navigation (NAV) and integrated dual VOR/ILS/Marker Beacon.	No	Yes	B	B

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 34 Navigation	Replaced legacy Command Instrument System with VSI Roll and Pitch command bars and HSI bearing pointers and Course Deviation Bar with a Garmin 7300 Mode Control (GMC) Unit (Flight Director) with vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and a collective cue.	No	Yes	B	B
	ATA 34 Navigation	Electronic Standby Instrument System (ESIS).	No	Yes	B	B
	ATA 34 Navigation	Helicopter Terrain Awareness and Warning System (HTAWS).	No	Yes	B	B
	ATA 34 Navigation	Traffic awareness and traffic avoidance.	No	Yes	B	B
	ATA 77 Engine Indicating	CDU, PDUs replaced by same information on two PFDs' TRIs and two MFDs' EISs.	No	Yes	B	B

This Maneuver Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60A (T700-GE-700 engines) with G5000H Integrated Flight Deck STC No. SR01944WI, was validated by the FSB on 03/18/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-700 engines)	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Instrument Procedures	PFD/MFD control, FMS NAV control, and synthetic vision display control.	No	Yes	C	C
	Normal Procedures	See RFMS for new or changed normal procedures.	No	Yes	B	C
	Abnormal Procedures	See RFMS for new or changed abnormal procedures.	No	Yes	B	C
	Emergency Procedures	See RFMS for new or changed emergency procedures.	No	Yes	B	C

This Design Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60A (T700-GE-701C or 701D/CC engines) with G5000H Integrated Flight Deck STC No. SR01944WI, was validated by the FSB on 03/18/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Airworthiness Limitations	See RFMS (ACE-210 RFMS) Chapter 5.	No	Yes	B	B
	Placards and Markings	See RFMS (ACE-210 RFMS) and STC No. SR01944WI.	No	Yes	B	B
	Avionics	Garmin G5000 replaces legacy ICS, VHF, VOR/ILS, and ADF with GTC used for avionics functions including G5000 radio tuning, FMS navigation, flight planning, radar functions, and flight control.	No	Yes	C	C

FROM BASE AIRCRAFT: Sikorsky S-70 TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed (with T700-GE-701C or 701D/CC engines)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Panel Layout	CDU, PDUs replaced by same information on two PFDs' TRIs and two MFDs' EISs.	No	Yes	B	C
	Instrument Panel Layout	"Six Pack" instruments replaced by PFD with SVS, vertical airspeed and altitude tapes, vertical radar altimeter, slip-skid indicator replaced by trapezoid at the top of PFD.	No	Yes	B	C
	Instrument Panel Layout	Caution/Advisory panel is replaced by CAS window on each PFD.	No	Yes	B	C

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 23 Communications	Four GTC-575 Replacing radio tuning units (two in center console for pilots and two in the cabin).	No	Yes	C	C
	ATA 23 Communications	Garmin GSR 56 SATCOM (optional).	No	Yes	B	C
	ATA 24 Electrical Power	Battery-powered items include PFD 1 and 2, GTC 1, both GIAs, and transponder. Other avionics are on DC primary bus (converted from AC bus) power.	No	Yes	B	B
	ATA 24 Electrical Power	Circuit breaker panel changes for new avionics and other changes (additional panel added at the aft edge of the center console).	No	Yes	B	A

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 28 Fuel Indicating	Fuel quantity gauges move from CDU to MFD and PFD. FUEL LOW cautions move from Caution/Advisory Panel to PFD CAS window.	No	No	B	B
	ATA 31 Indicating/Recording Systems	Caution/Advisory panel and Master Caution Panel replaced with PFD CAS messages; Some new warnings, cautions and a new advisory.	No	Yes	B	C
	ATA 33 Lights	Light control rheostats for INSTR LT PILOT FLT and CPLT FLT no longer control VSI/HSI lights, and instead control backlight for MFD reversion switches. BRT/DIM switch from legacy Caution/Advisory Panel is now a standalone switch.	No	Yes	B	A

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 34 Navigation	Replaced legacy VOR/ILS and ADF receivers with dedicated control heads with dual FMS with SBAS GPS NAV and integrated dual VOR/ILS/Marker Beacon.	No	Yes	B	B
	ATA 34 Navigation	Replaced legacy Command Instrument System with VSI Roll and Pitch command bars and HSI bearing pointers and Course Deviation Bar with a GMC 7300 Unit (Flight Director) with vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and a collective cue.	No	Yes	B	B
	ATA 34 Navigation	ESIS.	No	Yes	B	B

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 34 Navigation	HTAWS.	No	Yes	B	B
	ATA 34 Navigation	Traffic awareness and traffic avoidance.	No	Yes	B	B
	ATA 77 Engine Indicating	CDU, PDUs replaced by same information on two PFDs' TRIs and two MFDs' EISs.	No	Yes	B	B

This Maneuver Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60A (T700-GE-701C or 701D/CC engines) with G5000H Integrated Flight Deck STC No. SR01944WI, was validated by the FSB on 03/18/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60A with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Instrument Procedures	PFD/MFD control, FMS NAV control, and synthetic vision display control.	No	Yes	C	C
	Normal Procedures	See RFMS for new or changed normal procedures.	No	Yes	B	C
	Abnormal Procedures	See RFMS for new or changed abnormal procedures.	No	Yes	B	C
	Emergency Procedures	See RFMS for new or changed emergency procedures.	No	Yes	B	C

This Design Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60L (T700-GE-701C or 701D/CC engines) with G5000H Integrated Flight Deck STC No. SR01944WI, was validated by the FSB on 03/19/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Airworthiness Limitations	See RFMS (ACE-210 RFMS) Chapter 5.	No	Yes	B	B
	Placards and Markings	See RFMS (ACE-210 RFMS) and STC No. SR01944WI.	No	Yes	B	B
	Avionics	Garmin G5000 replaces legacy ICS, VHF, VOR/ILS, and ADF with GTC used for avionics functions, including G5000 radio tuning, FMS navigation, flight planning, radar functions, and flight control.	No	Yes	C	C

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Instrument Panel Layout	CDU, PDUs replaced by same information on two PFDs' TRIs and two MFDs' EISs.	No	Yes	B	C
	Instrument Panel Layout	"Six Pack" instruments replaced by PFD with SVS, vertical airspeed and altitude tapes, vertical radar altimeter, slip-skid indicator replaced by trapezoid at the top of PFD.	No	Yes	B	C
	Instrument Panel Layout	Caution/Advisory panel is replaced by CAS window on each PFD.	No	Yes	B	C

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 23 Communications	Four GTC-575 replacing radio tuning units (two in center console for pilots and two in the cabin).	No	Yes	C	C
	ATA 23 Communications	Garmin GSR 56 SATCOM (optional).	No	Yes	B	C
	ATA 24 Electrical Power	Battery-powered items include PFD 1 and 2, GTC 1, both GIAs, and transponder. Other avionics are on DC primary bus (converted from AC bus) power.	No	Yes	B	B
	ATA 24 Electrical Power	Circuit breaker panel changes for new avionics and other changes (additional panel added at the aft edge of the center console).	No	Yes	B	A

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 28 Fuel Indicating	Fuel quantity gauges move from CDU to MFD and PFD. FUEL LOW cautions move from Caution/Advisory Panel to PFD CAS window.	No	No	B	B
	ATA 31 Indicating/Recording Systems	Caution/Advisory panel and Master Caution Panel replaced with PFD CAS messages; Some new warnings, cautions and a new advisory.	No	Yes	B	C
	ATA 33 Lights	Light control rheostats for INSTR LT PILOT FLT and CPLT FLT no longer control VSI/HSI lights, and instead control backlight for MFD reversion switches. BRT/DIM switch from legacy Caution/Advisory Panel is now a standalone switch.	No	Yes	B	A

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 34 Navigation	Replaced legacy VOR/ILS and ADF receivers with dedicated control heads with dual FMS with SBAS GPS NAV and integrated dual VOR/ILS/Marker Beacon.	No	Yes	B	B
	ATA 34 Navigation	Replaced legacy Command Instrument System with VSI Roll and Pitch command bars and HSI bearing pointers and Course Deviation Bar with a GMC 7300 Unit (Flight Director) with vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and a collective cue.	No	Yes	B	B

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	ATA 34 Navigation	ESIS.	No	Yes	B	B
	ATA 34 Navigation	HTAWS.	No	Yes	B	B
	ATA 34 Navigation	Traffic awareness and traffic avoidance.	No	Yes	B	B
	ATA 77 Engine Indicating	CDU, PDUs replaced by same information on two PFDs' TRIs and two MFDs' EISs.	No	Yes	B	B

This Maneuver Differences Table, from the Sikorsky S-70 to the ACE Aeronautics UH-60L (T700-GE-701C or 701D/CC engines) with G5000H Integrated Flight Deck STC No. SR01944WI, was validated by the FSB on 03/19/2026. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: Sikorsky S-70 **TO RELATED AIRCRAFT: ACE Aeronautics, LLC UH-60L with Garmin G5000H Installed** (with T700-GE-701C or 701D/CC engines)	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Instrument Procedures	PFD/MFD control, FMS NAV control, and synthetic vision display control.	No	Yes	C	C
	Normal Procedures	See RFMS for new or changed normal procedures.	No	Yes	B	C
	Abnormal Procedures	See RFMS for new or changed abnormal procedures.	No	Yes	B	C
	Emergency Procedures	See RFMS for new or changed emergency procedures.	No	Yes	B	C

APPENDIX 4. GARMIN G5000 INTEGRATED FLIGHT DECK DESCRIPTION

The Supplemental Type Certificate (STC) No. SR01944WI modifies an ACE Aeronautics, LLC UH-60A or UH-60L aircraft by replacing the original analog flight deck instrument equipment with the Garmin G5000H Integrated Flight Deck.

The G5000H is an integrated flight display system that presents flight instrumentation, position, navigation, communication, and identification information to the flightcrew using flat-panel color displays and touchscreen controllers.

The G5000H installation in the ACE Aeronautics, LLC UH-60A and UH-60L features the following:

- Instrument panel reworked to include four Garmin Display Units (GDU) 1250WH (LCDs).
  - Two 12-inch primary flight displays (PFD) (with Torque and Rotor Inset (TRI) display) and two 12-inch multifunction displays (MFD) (with Engine Indicating System (EIS) display).
  - Annunciator panel lights replaced by equivalent Crew Alert System (CAS) messages normally displayed in the MFD CAS window.
- Two Garmin Touchscreen Controllers (GTC) 575H added to center pedestal for data entry and control of the G5000H system for the pilots and two addition GTCs in the cabin. Among other things, the functions include communications (COM) and navigation (NAV) radio tuning, flight management system (FMS) flight planning, and terminal procedure selection.
- One Garmin 7300 Mode Control (GMC) Unit (Flight Director) with vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and a collective cue. It interfaces with either the pilot-side or co-pilot-side PFD data. There are two dedicated single PFD controller portions (located on the top left and right half of the GMC) that include barometric correction adjustment.
- Full suite of Garmin G5000H interfacing equipment including datalink weather solutions, traffic, and terrain.

A display format and dimming panel is installed in the center pedestal for G5000H display dimming, split screen selection, and reversionary display selection.

A standby indicator (Electronic Standby Instrument System (ESIS)) is located between the MFDs on the instrument panel.

Optional equipment evaluated:

- Electronic charts.
- Synthetic Vision System (SVS).