

Light Utility Helicopter (LUH)/UH-72A Lakota

INVESTMENT COMPONENT

Modernization

Recapitalization

Maintenance

MISSION

Provides a flexible response to homeland security requirements such as search and rescue operations, reconnaissance and surveillance, and medical evacuation (MEDEVAC) missions.

DESCRIPTION

The UH-72A Lakota Light Utility Helicopter (LUH) will conduct general support utility helicopter missions and execute tasks as part of an integrated effort with other Joint services, government agencies, and non-governmental organizations. The LUH is to be deployed only to non-combat, non-hostile environments. The UH-72A is a variant of the American Eurocopter U.S.-produced EC-145.

The UH-72A is a twin-engine, single-main-rotor commercial utility helicopter of the three- to six-ton class.

It has seating for two pilots and up to five passengers or two NATO standard litters, crew chief, and medical attendant. Two Turbomeca Arriel 1E2 engines, combined with an advanced four-blade rotor system, provide lift and speed in a wide range of operating conditions, including high-altitude and single-engine operation capability. Access to the aircraft is through sliding doors on each side of the cabin or through the wide rear clamshell doors.

Crew seating comprises longitudinally adjustable, energy-absorbing pilot and copilot seats with head rest and four-point safety belts with automatic locking system. The passenger seats have a four-point restraint harness.

The aircraft is equipped with modern communication and navigation avionics. The cockpit is arranged and lit to be compatible with night vision goggles. Included in the avionics are a radar altimeter, full autopilot, and a unique First Limit Indicator that further simplifies engine monitoring and reduces pilot workload.

In addition to the MEDEVAC and hoist configuration, the UH-72A is also being fielded in a VIP, National Guard Homeland Security and a Combined Training Center configuration.

The United States Navy Test Pilot School (TPS) ordered five UH-72A aircraft in 2008.

Max gross weight: 7,903 pounds

Max cruise airspeed: 142 knots

Engines (2 each): Turbomeca Arriel 1E2

Internal/external load: 1,107 pounds

Crew: Two pilots, one crew chief, up to 5 passengers

Range at sea level: 303 nautical miles

Endurance: 3.3 hours, no reserve

SYSTEM INTERDEPENDENCIES

In this Publication

Air Warrior (AW), Black Hawk/UH-60

Other Major Interdependencies

ARC-231, C-5 (RERP), C-17, Civil Comms, GATM, OH-58A/C, UH-1, Sealift, USCG Comms, VHF/UHF Comms

PROGRAM STATUS

- **FY09:** 128 aircraft on contract, with 41 to be delivered
- **2QFY09:** First fielding of MEDEVAC configuration to National Guard
- **3QFY09:** Field first aircraft overseas to National Guard units
- **4QFY09:** Initiated retrofit of ARC-231
- **1QFY10:** 4 Navy TPS aircraft delivered
- **2QFY10:** Completed delivery of 100 aircraft
- **3QFY10:** Aircraft fielded to Europe, Kwajalein
- **4QFY10:** Completed delivery of 123 aircraft, first three years of production
- **Current:** Total of 72 aircraft delivered to units in Active Army and National Guard; receiving mission equipment packages, including vent kit, Environmental Control Unit, medical equipment storage kit, VIP kit, ARC-231 military radio, and equipment to support training operations/National Guard counter-drug mission

PROJECTED ACTIVITIES

- **4QFY11:** Completed delivery of 180 aircraft

ACQUISITION PHASE

Technology Development

Engineering & Manufacturing Development

Production & Deployment

Operations & Support

Light Utility Helicopter (LUH)/UH-72A Lakota

FOREIGN MILITARY SALES

None

CONTRACTORS

Airframe:

American Eurocopter (Columbus, MS;
Grand Prairie, TX)

CLS:

Helicopter Support, Inc. (Trumbull, CT)
American Eurocopter (Grand Prairie, TX)

Training:

American Eurocopter (Grand Prairie, TX)

CFSR:

American Eurocopter (Grand Prairie, TX)

Program Management:

EADS North America (Huntsville, AL;
Arlington, VA)
Helicopter Support, Inc. (Huntsville, AL;
Grand Prairie, TX)

