

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 noncombat, 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 helicopter. It has seating for two pilots and up to

six passengers or two NATO standard litters. Two Turbomeca Arriel 1E2 engines, combined with an advanced four-blade rotor system, provide lift and speed in a wide range of operating conditions. When equipped for medical evacuation (MEDEVAC) operations with two NATO standard litters, there is passenger seating for a medical attendant and a crew chief.

The UH-72A is equipped with modern communication and navigation avionics, which facilitate operation in civilian airspace systems. It includes a 3-axis autopilot and single pilot Instrument Flight Rules (IFR) capability. The cockpit is compatible with night vision devices. In addition to the MEDEVAC configuration, the UH-72A is also being fielded in a VIP, ARNG Security & Support (S&S), and Combined Training Center (CTC) configurations.

The United States Navy Test Pilot School (TPS) ordered five UH-72A aircraft in 2008. These were fielded in early FY10 and support experimental pilot training at the school.

In 2011 the Security and Support (S&S) Battalion MEP and the CTC MEP were added to the UH-72A fleet. The S&S MEP provides the National Guard to conduct Homeland Security, patrol, and counter drug missions. 100 UH-72A will be equipped with the MEP and fielded across the CONUS to include Puerto Rico and Hawaii. The CTC MEP provides the ability to conduct Opposing Force and Observer/Controller missions to support training at the National Training Center (NTC), Joint Readiness Training Center (JRTC), and the Joint Multinational Readiness Center (JMRC). 40 aircraft will be retrofitted with the MEP.

SYSTEM INTERDEPENDENCIES

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

- **1QFY11:** Completed first CTC MEP retrofit
- **2QFY11:** 232 aircraft are on contract with 59 to be delivered
- **3QFY11:** Placed S&S MEP production and retrofits on contract

- **4QFY11:** Completed first S&S MEP retrofit

PROJECTED ACTIVITIES

- **1QFY12:** 271 aircraft are on contract with 49 to be delivered
- **2QFY12:** First production delivery of S&S MEP aircraft
- **4QFY12:** Complete production of 235 aircraft
- **4QFY13:** Complete CTC MEP retrofits
- **2QFY14:** 331 aircraft placed on contract

ACQUISITION PHASE

Technology Development

Engineering and Manufacturing Development

Production and Deployment

Operations and Support

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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)

