

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

INVESTMENT COMPONENT

Modernization

Recapitalization

Maintenance

MISSION

To provide flexible response to homeland security requirements: to conduct civil search and rescue operations, support damage assessment, support test and training centers, perform generating force missions, reconnaissance and surveillance, and augment 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 3–6 ton class. It has seating for two pilots and up to six 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 two individual, 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. When equipped for medical evacuation (MEDEVAC) operations with two NATO standard litters, passenger seating is limited to a medical attendant and a crew chief.

The aircraft is equipped with modern communication and navigation avionics, which facilitate operation in civilian airspace systems. The cockpit

is arranged and lit to be compatible with night vision devices. Included in the avionics are a radar altimeter, full autopilot, and a unique First Limit Indicator (FLI) 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 (HLS) and a Combined Training Center (CTC) configuration.

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

SYSTEM INTERDEPENDENCIES

OH-58A/C, UH-1, ARC-231, UH-60 C-5 (RERP), C-17, GATM, Air Warrior, Sealift

PROGRAM STATUS

- **FY09:** 128 aircraft are 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:** Initiate retrofit of ARC-231
- **1QFY10:** 4 Navy TPS aircraft delivered
- **Current:** Total of 72 aircraft delivered to units in Active Army and National Guard; receiving mission equipment packages, including vent kit, Environmental Control Unit (ECU), medical equipment storage kit, VIP kit, ARC-231 military radio, and equipment to support training operations/National Guard counter-drug mission.

PROJECTED ACTIVITIES

- **2QFY10:** 100 aircraft complete delivery
- **3QFY10:** Aircraft field to Europe; Aircraft field to Kwajalien
- **4QFY10:** 123 aircraft complete delivery, first three years of production
- **4QFY11:** 180 aircraft complete delivery

ACQUISITION PHASE

Technology Development

Engineering & Manufacturing Development

Production & Deployment

Operations & Support

Light Utility Helicopter (LUH)

FOREIGN MILITARY SALES

None

CONTRACTORS

EADS North America (Arlington, VA)
 American Eurocopter (Columbus, MS;
 Grand Prairie, TX)
 CAE USA (Tampa, FL)
 Sikorsky Aircraft (Stratford, CT)



	UH-72A
Max Gross Weight:	7,903 pounds
Cruise Speed:	140 knots
Engines (2 each):	Turbomeca Arriel 1E2
External Load:	1,214 pounds
Internal Load:	1,214 troops/pounds
Crew:	Two pilots, one crew chief

