Acquisition Directorate

Aviation Fact Sheet

May 2008

Long Range Surveillance Aircraft HC-130H/J

Speed 330 kts
Range 4,100 (H) nm
5,500 (J) nm
Crew 2 (Officers),
5 (Enlisted)

Medium Range Surveillance Aircraft HC-144A

Speed 236 kts
Range 1,565 nm (MPA Configured)
Crew 2 (Officers)
3 (Enlisted)

Sensors: Inverse Synthetic Aperture Radar (ISAR), Electro-Optical/ Infrared (EO/IR), Specific Emitter Identification

Medium Range Recovery Helicopter MH-60J/T

Speed 170 kts
Range 300 nm
Endurance 6 Hours
Crew 2 (Officers), 2 (Enlisted)
Passengers 6 Armed Mission Crew Members or 18 Survivors

Multi-Mission Cutter Helicopter MH-65C

Speed: 160 kts
Range: 150 nm
Endurance: 4 hours
Crew: 2 (Officers)
1 (Enlisted)

Armament: .50 Cal Precision Fire Weapon, M240B 7.62mm Machine Gun

Mission execution begins here.

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HC-130H/J Long Range Surveillance Aircraft (LRS) (6 HC-130J – 16 HC-130H)

Mission Capability: The Coast Guard is modernizing its fleet of 22 C-130H/J LRS aircraft to meet mission requirements in vast ocean areas that cannot be effectively patrolled by medium range surveillance aircraft or cutters. The LRS also will provide heavy air transport for Coast Guard Maritime Safety & Security Teams (MSSTs), Port Security Units (PSUs), and the National Strike Force (NSF).

Status: The HC-130 missionization project, performed at Greenville, S.C., includes the installation of advanced sensors for intelligence collection and sharing; and a command, control, communications, computers, intelligence, surveillance & reconnaissance (C4ISR) electronics suite. Important capabilities of the missionized HC-130s include real-time target tracking, a common operating picture (shared with other Coast Guard and national assets) and integration with Rescue 21, which is a separate acquisition program to recapitalize the National Distress and Response System. The Coast Guard accepted the third missionized HC-130J Long Range Surveillance Maritime Patrol Aircraft on May 12, 2008; final delivery and full operational capability (six aircraft) is scheduled for FY 2009. HC-130H aircraft prototype new radar (SELEX) is being installed at Aircraft Repair & Supply Center (AR&SC) Elizabeth City, N.C.

HC-144A Medium Range Surveillance Aircraft (MRS) (36 planned)

Mission Capability: The Coast Guard plans to acquire 36 HC-144As for transport, surveillance, search & rescue, law and treaty enforcement, interdiction, marine environmental protection, and International Ice Patrol missions. With a cruising speed of 236 knots, and a range of up to 4,730 nautical miles, the MRS will be a fleet workhorse, averaging 1,200 flight hours per operational aircraft, per year with an 80 percent fleet availability rate. The MRS's C4ISR suite will be common with that of the LRS, and will provide integrated and interoperable command and control.

Status: The HC-144A is to replace the HU-25 Guardian Maritime Patrol Aircraft (which is a turbofan jet based on Dassault's Falcon 20G). Aircraft #1 – #3 have been accepted by the Coast Guard and are nearing completion of final testing for integration of a mission system pallet. Aircraft #4 – #8 are under contract as of 21 July 2007 and will be delivered by the end of FY 2009.

HH/MH-60J/T Medium Range Recovery Helicopter (MRR) (42)

Mission Capability: The converted MH-60T helicopters will improve operational capabilities in medium range response missions, including offshore operations and shore-based airborne surveillance and transport, as well as operating from the National Security Cutters and Offshore Patrol Cutters. The MH-60T upgrade includes improved avionics and an upgraded turbine power plant; an Airborne Use of Force (AUF) package –including weapons for warning and disabling shots– and aircrew small arms fire protection.; enhanced radar and optical sensors to improve common operating picture and Maritime Domain Awareness; and chem.-bio, radiological detection and defense capabilities. The upgraded helicopters will have an operating range of up to 300 nautical miles.

Status: In June 2007, the U.S. Coast Guard's first HH-60J completed conversion to the MH-60T prototype. Producing eight aircraft per year beginning in January 2008, the Aircraft Repair and Supply Center will complete conversion of the entire Coast Guard MH-60T fleet of 42 helicopters in 2013.

HH/MH-65C Multi-Mission Cutter Helicopter (MCH) (102 planned)

Mission Capability: The HH/MH-65C helicopter conversion project adds equipment, including two Turbomeca Ariel 2C2-CG turbo shaft engines, armor, gun mounts, weapons and ammunition for AUF. Aircraft modifications provide armed helicopter capability for 34 HH-65 aircraft at seven Coast Guard Air Stations. The HH-65C's new engines provide approximately 40 percent more power than those they replaced, enabling improved reliability, endurance payload and performance. The HH-65Cs will also have improved C4ISR electronic equipment suites; and day-night/all-weather capability with radar and electro-optic/infrared sensors. Improved mission capabilities include the ability to provide surveillance and to apply force against a maritime target up to 150 nautical miles from a host cutter.

Status: To date, all 97 HH-65s have been re-engined, upgraded and converted to the HH-65C configuration at the ARSC in Elizabeth City, N.C., and at an American Eurocopter facility in Columbus, Miss. This first phase of the three-phased modernization and conversion was completed in September 2007. Phase II and III has begun and will run concurrently. Eight MH-65Cs have been delivered to Helicopter Interdiction Tactical Squadron (HITRON), Jacksonville, FL. Under the National Capital Region Air Defense (NCRAD) project, seven additional HH-65C aircraft are to be added to the fleet in order to provide rotary wing air intercept capability for protection of the National Capital Region.