



The growing operational requirements of today's high-priority homeland security, law-enforcement, and search-and-rescue missions highlight the urgent need for the recapitalization of the Coast Guard's aviation assets. Over the past year, the IDS team has made substantial



The CASA 235-300M was selected as the Medium Range Surveillance (MRS) Maritime Patrol Aircraft (MPA).

strides towards the full implementation of a comprehensive, long-term aviation solution based on operational performance and providing the best value Coast Guard aviation system in the world.

The average age of the Coast Guard's fixed-wing inventory is 20 years. Legacy aviation assets

AIR MILESTONES

August 2002	Contract award for Concept & Technology Development of CASA CN-235 Maritime Patrol Aircraft (MPA)
January 2003	HITRON Lease negotiated under IDS
February 2003	Contract award for Concept & Technology Development of Bell Helicopter HV-911 "Eagle Eye" VUAV
April 2003	Conducted MPA System Requirements Review
April 2003	Conducted VUAV System Requirements Review
June 2003	Conducted VUAV Subsystem Design Reviews

that are expensive to operate and maintain – notably the HU-25 "Guardian" medium-range search-and-rescue turboprops – will begin to enter retirement in 2005 and will be fully retired by 2013. The fleet of HC-130H search-and-rescue aircraft will be reduced, and the remaining aircraft will be upgraded with improved command-and-control capabilities to ensure full interoperability with other IDS platforms. In May 2003, the Department of Homeland Security validated the selection of the CASA 235-300M Medium Range Maritime Patrol Aircraft (MPA) as the right aircraft for the Coast Guard.

The CASA 235-300M has the capability to aerially deliver search-and-rescue equipment (such as rafts, pumps, and flares) and, with the IDS Command-and-Control (C2) System, can serve as a very effective platform for on-scene commander functions. Coupled with its state-of-the-art C4ISR suite, the aircraft will be particularly effective at locating targets in a large search area and vectoring other IDS assets to complete the mission. Delivery of two stock airframes is slated for early 2006 with modifications to the aircraft for Coast Guard use to be completed later that year.

The IDS aviation plan also includes the introduction of the Coast Guard's first unmanned aerial vehicles (UAVs) by mid-decade. In February 2003, ICGS was awarded a contract to commence concept and technology development work on the Bell Helicopter



In February 2003, Integrated Coast Guard Systems (ICGS) was awarded a concept and technology development contract for the Coast Guard's first unmanned aerial vehicle (UAV), the vertical take off and landing (VTOL) Bell Helicopter Eagle Eye.

Textron (BHT) Eagle Eye vertical takeoff-and-landing unmanned aerial vehicle (VUAV). With a planned 6.2-hour endurance and a dash airspeed of 220 knots, VUAV's will be deployed aboard the National Security Cutter (NSC), the Offshore Patrol Cutter (OPC), legacy Secretary-class high endurance cutters (378') and Famous-class medium endurance cutters (270'). The present plan calls for BHT to design, develop, and build three prototype Eagle Eyes for testing. Representatives from ICGS, the Coast Guard, and BHT began developing the VUAV Human Factors Engineering Plan earlier this spring. Preliminary demonstrations of the VUAV and

the Control Station have also been conducted.

The Northrop Grumman RQ-4A Global Hawk High Altitude Endurance (HAE) UAV will bring even greater capabilities to the Coast Guard's aviation solution. With its 12,500 nautical-mile range and 38-hour endurance and satellite and line-of-sight communication links to other air and surface platforms and operations centers ashore, the Global Hawk can use its high-resolution sensors from a height of 65,000 feet to conduct surveillance and monitoring operations in



The Coast Guard's fleet of HH-65 "Dolphin" helicopters is scheduled to be upgraded to the more capable Multi-mission Cutter Helicopter (MCH). Upgrades will include improved landing gear, new radar, additional fuel capacity, and transmission and avionics system upgrades.

adverse weather conditions, day or night, over an area about the size of Illinois for a 24 hour period. Under the notional plan, the Global Hawk will be introduced in approximately 2016.

Under the current IDS plan, the Multi-mission Cutter Helicopter (MCH) will replace the Coast Guard's legacy HH-65A helicopters. The MCH will be a far more capable aircraft with improved landing gear, new radar, additional fuel capacity, and transmission and avionics system upgrades. The upgrades will permit the MCH's maximum takeoff weight to grow to 9,500 lbs, the range extended to 420 nautical miles, and endurance increased to 3.5 hours. Nearly all of the fleet's HH-60J helicopters will also be upgraded with improved radar, forward-look infrared radar (FLIR) and new avionics – allowing the Jayhawks to remain in service until the last is retired in 2022.