

INFORMATION PAPER

ON

LIGHTWEIGHT AIRBORNE RADIO SYSTEM (LARS) AN/ARS-6 V12 UPGRADE

1. Background. There are numerous fielded Combat Search and Rescue (CSAR) survival radios that provide a wide spectrum of capability. Survival radios range from the basic PRC-90 to the Combat Survivor-Evader Locator (CSEL) radio. However, newer radios offer more accurate information to CSAR forces attempting to rescue the downed survivor. The AN/ARS-6 Lightweight Airborne Radio System (LARS) cockpit radio currently installed in the HH-60, HC-130 and A-10, can only display range and bearing to the survivor. General Dynamics, Boeing, along with Cubic, are developing the use of a radio “card” that provides geographic coordinates and messaging text available from the newer survival radios such as CSEL and the Hook-112B/G and PRQ-7 CSEL family of radios. These cards will be inserted into fielded LARS cockpit radios. When installed, the upgrade will display additional survivor information (coordinates and messaging) in all CSAR aircraft cockpits.

2. Requirement. HH-60G Mission Area Plan, AFSOC approved AF Form 1067 Aircraft Modification.

3. Impact If Not Funded. CSAR missions will continue to be hampered by a lack of coordination and accurate information. This could result in failed missions to rescue downed aircrews and their potential capture by enemy forces. This program is partially funded and requires the following funds in FY06.

4. Units Impacted.

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|---------|------------------------------|
| 106 RQW | Gabreski Field, NY |
| 129 RQW | Moffett Federal Airfield, CA |
| 176 WG | Kulis ANGB, AK |

5. Contractor. Cubic Corp, San Diego, CA; and General Dynamics, Scottsdale, AZ

6. Cost.

| Units Required* | Unit Cost | Program Cost |
|-----------------|-----------|--------------|
| 9 | \$278K | \$2.5M |

*3010 Funding to complete existing ANG program, non recurring engineering