



L3HARRIS™
FAST. FORWARD.

SPYDR II WITH RAPDS™

MARITIME CONFIGURATION

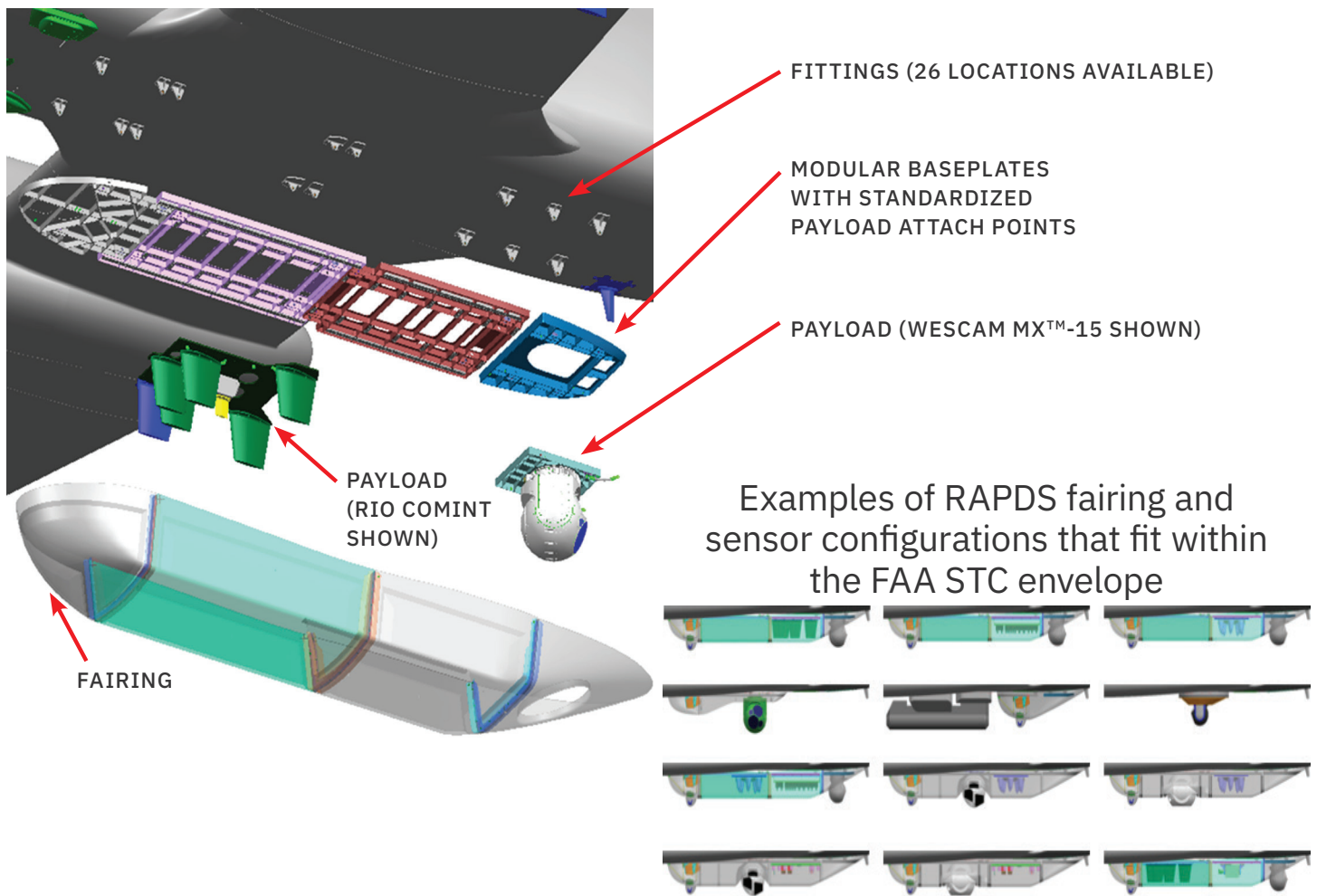


GROUND/BORDER CONFIGURATION



LOGISTICS/"SLICK" CONFIGURATION





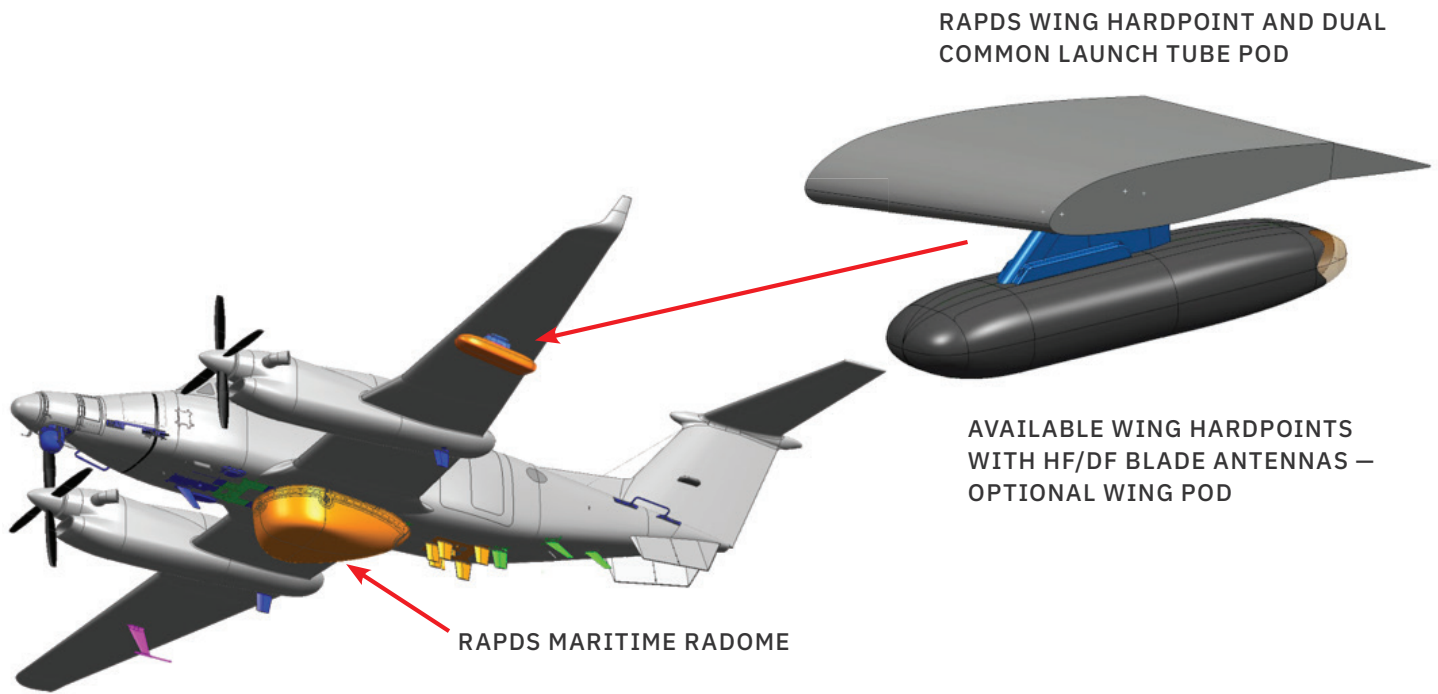
FLEXIBILITY FOR MULTIPLE MISSIONS

One aircraft rapidly reconfigured for different missions and the ability to adapt quickly to changing technology

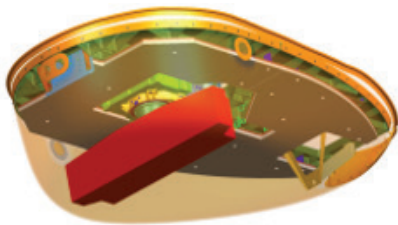
Rapid Aircraft Payload Deployment System (RAPDS) is L3Harris' patented next-generation aircraft design and open architecture that enables a wide range of missions from a single aircraft. RAPDS' modular payload, interior and hardpoints design adapts quickly to various mission configurations between sorties in a matter of hours. The RAPDS FAA supplemental type certificates (STCs) cover a wide range of sensor payloads and aircraft configurations. New sensor payloads are integrated with minimal new design efforts while maintaining FAA certifications.

KEY FEATURES

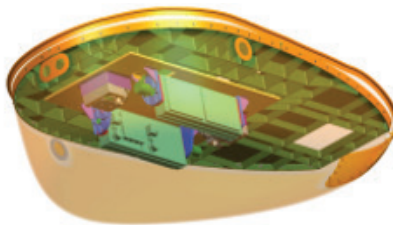
- > Supports payloads with dissimilar aerodynamic and inertial loads
- > Support for SIGINT, EO/IR, RADAR, SAR, FOPEN under-fairing, airstream-rated, large mass and carry-on sensor types
- > Distributed power, networks, ICS, GPS and other interfaces
- > Plug-and-play sensor integration
- > Roll-on/roll-off (RORO) operator workstations and equipment racks
- > Communication, datalink and sensor antenna installations, exterior pods/fairings and interior options available for tailoring to customer requirements



Examples of Multiple Mission Sensors Using Common Radome



MARITIME RADAR



SYNTHETIC APERTURE RADAR
MOVING TARGET INDICATOR
(SAR MTI)



FOLIAGE PENETRATION

BUILT FOR FUTURE GROWTH

RAPDS integrates onto multiple platforms and reconfigures in hours for the next mission

BENEFITS

- > Accommodates new/emerging technology and a variety of sensors
- > Modular fuselage disconnect panels, conduits and sidewall tie-downs for flexible payload harness installation
- > Configures to mission priorities and threats with reduced downtime
- > OmniBus provides convenient distribution of power, networks, audio, video, GPS and discrete I/O signals to roll-on/roll-off payload
- > Maximizes budget through sharing of limited sensor quantities across fleet aircraft
- > Reduces cost of upgrades

SPYDR II WITH RAPDS

RAPDS INTERIOR

- > Designated areas for roll-on/roll-off (RORO) payloads: operator workstations, equipment racks, seats and pallets
- > Disconnect panels for mission signals, networks and power
- > Operator-controlled power distribution
- > Conduits for underfloor cable routing
- > Customized Omnibus – reduces/eliminates floor panel removals with payload swaps by providing connectivity to underfloor fuselage disconnects
- > Flight deck situational awareness monitors and USB ports
- > Soft liner and lightweight seats

RAPDS EXTERIOR

- > Distributed disconnects for payload harnesses
- > Removable fittings support a variety of mission configurations – also enables pod change to “slick belly” for ferry or transport flights
- > Large payload mount – accommodates WESCAM MX™-20 and other large/heavy sensors
- > Variety of mission antenna installations available
- > RAPDS envelope design method expedites custom pod design and approval for multiple pod shapes
- > Wing hard points for payloads/antennas

RAPDS RORO ACCESSORIES

- > Specialized mission system racks and pallets
- > Ballast kits

AVAILABLE RORO PAYLOADS

- > L3Harris RIO™ SIGINT/DF – multi-band HF/VHF/UHF/ SHF
- > WESCAM MX-20 and WESCAM MX-15 family of EO/IR sensors
- > Operator workstation – 21" HD monitor, ICS, laptop stowage and slide-out tray, convenient power outlet
- > High-capacity equipment rack

AVAILABLE COMMON MISSION SYSTEM OPTIONS

- > IFF
- > Link-16
- > Tactical common datalink
- > Self-protection system

RAPDS SERVICES

- > Sensor payloads and adapters
- > Sensor integration
- > Compatibility assessment
- > FAA approvals
- > Harness design and fabrication
- > Custom aerodynamic fairings and pods

BASELINE COMMON MISSION SYSTEM

- > Mission management system – available with L3Harris Viewpoint™
- > Cross-cued sensors and cursor-on-target
- > Software-controlled video distribution matrix
- > Independent mission computers
- > Three-level security ethernet network
- > Intercommunication system (ICS) – flight deck plus mission communications
- > Tactical communications
 - > 2x ARC-231 + 4x PRC-117
 - > 2x Full-SIMOP UHF MIL-SATCOM
- > 12” to 18” Ku or Ka BLOS SATCOM
- > Operator consoles – dual displays
- > Flight deck situational awareness
- > Software-controlled dual vortex LOS video – L-/S-/C-Band R/T
- > L3Harris ANW2, situational awareness, HPW
- > Operator-controlled power distribution
- > MX-15DiD or MX-15HDI
- > Remote payload control