

# ARCHIVED REPORT

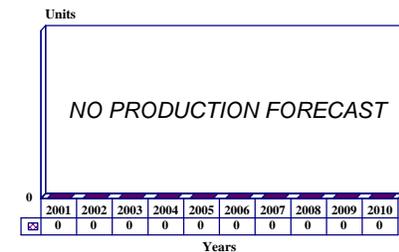
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## ASN-123(V) – Archived 08/2002

### Outlook

- Canada reportedly purchased US\$8.6 million of surplus ASN-123 units
- Last contract issued in 1997
- Barring any future activity, this report will be archived

10 Year Unit Production Forecast  
2001 - 2010



### Orientation

**Description.** Airborne tactical navigation (TACNAV) system.

**Sponsor**

US Navy  
Naval Air Systems Command  
Arlington, Virginia (VA) USA

**Contractors**

Litton Industries  
(formerly Teledyne)  
Guidance & Control Systems  
2211 West North Temple Street  
Salt Lake City, Utah (UT) 84116  
USA  
Tel: +1 801 539 1200  
Fax: +1 801 539 7640  
Web site: <http://www.litton.com>  
Email: [info@www.littoncorp.com](mailto:info@www.littoncorp.com)

Electro-Methods Inc

330 Governors Highway  
South Windsor, Connecticut (CT) 06074  
USA  
Tel: +1 860 289 8661  
Fax: +1 860 289 1868

**Status.** In production and service.

**Total Produced.** An estimated 477 units were produced through 2000.

**Application.** EA-6B, SH-2F, and SH-3H aircraft.

**Price Range.** The price of a complete ASN-123(V) set could not be determined from available information.

### Technical Data

**Design Specifications.** The ASN-123(V) tactical navigation (TACNAV) display system and signal data converter is used in conjunction with the ASN-130 Inertial Navigation System (INS) to provide accurate

navigation information. The ASN-123(V) set is composed of a processor unit, a display unit and two control units. The processor unit is a derivative of the navigation set used aboard CH-46E and CH-53 helicopters.

### Variants/Upgrades

Upgrade. Under a modification program, ASN-123(V)s aboard SH-3H aircraft received additional memory (from 32K to 128K) to increase processing speed. A shield was also added to eliminate interference.

Variant. The system entailed in the 1997 contract with Electro-Methods is the ASN-123(C). The ways in which this variant differs from others in the family have not been identified.

## Program Review

**Background.** ASN-123(V) TACNAV development began in 1970, with the first production contract awarded to Teledyne in 1975. Designed primarily for use on US Navy ASW helicopters, it was procured for the Grumman EA-6B Prowler (the Navy's electronic jamming aircraft), as well as the SH-2F Seasprite and SH-3D/H.

Under a SLEP (service-life extension program), the Navy began the process of modifying the ASN-123(V) aboard SH-3H ASW helicopters. The plan also included installing ASN-123(V)s into existing EA-6B electronic warfare aircraft, while production units of SH-2F and EA-6B aircraft were to have the system installed as factory equipment. The overall SH-3 SLEP

ran through 1997. A previous program to update ASN-123(V)s onboard USN EA-6B aircraft was completed in 1986.

Judging by contract activity, major procurement of the ASN-123(V) was completed around 1990. There has been some recent contract activity, however. In January 1997, an award worth US\$7.8 million provided additional funding for 34 ASN-123(C) TACNAV sets for the SH-2F and SH-3H helicopter programs. The contract also included 22 ASN-123 digital display group sets. Also, it was reported in 2000 that the Canadian Armed Forces have acquired surplus ASN-123 TACNAV systems for US\$8.6 million. These systems will be retrofitted into the 22 CH-124A helicopters.

## Funding

Recent funding has not been identified.

## Recent Contracts

As of 1989, about US\$129.4 million had been spent on ASN-123 work. Since that time, the following contract is the only known activity:

| <u>Contractor</u>      | <u>Award<br/>(\$ millions)</u> | <u>Date/Description</u>   |
|------------------------|--------------------------------|---|
| Electro-Methods<br>Inc | 7.8                            | Jan 1997 – Additional funding under an FFP contract for 34 AN/ASN-123(C) tactical navigation sets of government-furnished equipment (FY86) for the SH-2F and SH-3H helicopter programs, and 22 ASN-123(V) digital display group sets (FY85/86) for spares/government-furnished equipment. Completed Sep 1999. (F34601-97-D-0123, Mod #0001) |

## Timetable

| <u>Month</u> | <u>Year</u> | <u>Major Development</u>                                |
|--------------|-------------|---|
| Early        | 1970        | ASN-123 development begun                               |
|              | 1975        | Teledyne awarded first production contract              |
|              | 1980        | Kaman and Grumman awarded primary integration contracts |
|              | 1983        | SH-3H Block Upgrade begun                               |
|              | 1986        | EA-6B ASN-123(V) and AYK-14 modification complete       |
|              | 1991        | Major ASN-123(V) production ended                       |
| Thru         | 1997        | SH-3 SLEP upgrades continued                            |
| Sep          | 1999        | Most recent contract completed                          |

| <u>Month</u> | <u>Year</u> | <u>Major Development</u>   |
|--------------|-------------|--|
|              | 2000        | Canadian Armed Forces have acquired surplus ASN-123 TACNAV systems for US\$8.6 million |

## Worldwide Distribution

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The ASN-123(V) equips **US Navy** EA-6B, SH-2F, and SH-3H (as well as original SH-3D, which should now be fully converted to the H standard) aircraft, and has reportedly been delivered to undisclosed international customers.

## Forecast Rationale

The Litton ASN-123 system is an airborne tactical navigation system used in conjunction with the ASN-130 inertial navigation system to provide precision navigational feedback to pilots. During the 1980s and 1990s the ASN-123 has experienced a successful production run. Approximately 470 units were produced since its inception. The ASN-123 system is in use with the US Navy and US Coast Guard, as well as a large number of international customers on such platforms as the SH-2F/G, SH-3H, SH-60F, HH-60H/J, S-70B/C and CH-124B.

Developed in the 1970s, its technology is rapidly becoming outdated. The majority of the platforms carrying the ASN-123 are also in the latter stages of their life cycles. A surplus of spares is evident from the fiscal year 2000 US\$8.6 million purchase of surplus ASN-123 units by the Canadian Armed Forces. Production for residual exports and spares remains a possibility for the ASN-123, but on an extremely limited scale. The forecast chart below has been omitted pending future contract announcements. Barring any future activity, this report will be archived in the near future.

## Ten-Year Outlook

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No future production anticipated.

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