

# LANDING CRAFT, AIR CUSHION SPECIFICATIONS

## HULL

### Length

- Off-cushion 81 feet, 10 inches
- On-cushion 91 feet, 9.5 inches

### Beam

- Across fenders 46 feet, 9 inches
- On-cushion 47 feet, 10 inches

### Height above ground

- Off-cushion 19 feet, 2 inches
- On-cushion 25 feet, 10 inches
- Cushion depth 5 feet

### Deck area

67 feet x 27 feet (1,809 square feet)

## WEIGHT

- Maximum allowable craft weight 389,984 pounds
- Design payload 120,000 pounds
- Overload payload 150,000 pounds

## POWER

- Propulsion Four ETF40B gas turbines, each rated at 3,955 SHP max continuous
- Propellers Two four-bladed, 11.75-foot-diameter reversible, variable pitch propellers
- Lift System Four 63-inch-diameter double-entry, double-discharge centrifugal lift fans
- Control Variable pitch propellers, rotatable bow thrusters, and aerodynamic rudders

## PERFORMANCE AT DESIGN PAYLOAD

- Speed, Sea State 2 50 knots
- Speed, Sea State 3 35 knots
- Speed, Over Land 25 knots

## CREW/SEATING

- Operating crew 5 members
- Starboard cabin seating Upper - craftmaster, engineer, navigator, wave commander and troop commander; Lower - 7 troops
- Port cabin seating Upper - loadmaster; Lower - deck engineer & 16 troops

## COMMUNICATIONS/NAVIGATION

- Navigation (SLEP configuration) Integrated NAV system with EGI (embedded global positioning system with inertial navigation system)
- Radar 25 Kw surface search radar
- Radios 2 UHF/VHF, HF and Man-on-the-Move



# LANDING CRAFT, AIR CUSHION

## REDEFINING STATE-OF-THE-ART AMPHIBIOUS CAPABILITIES



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# LANDING CRAFT, AIR CUSHION AN INTEGRAL COMPONENT OF THE U.S. NAVY'S AMPHIBIOUS FLEET



Textron Systems Marine & Land Systems' Landing Craft, Air Cushion (LCAC) is the cornerstone of the U.S. amphibious modernization program and a revolutionary means for the United States Navy and Marine Corps to land at more than 80 percent of the world's shorelines. Developed, manufactured, and supported by Marine & Land Systems, LCAC is in worldwide use by the U.S. Navy. As evidenced by successful operations in Somalia, Bangladesh, Liberia, Haiti and Kuwait, LCAC is combat-proven. It has also proven invaluable in times of disaster, including tsunami and hurricane relief operations.

## UNPARALLELED VERSATILITY

The LCAC can traverse snow, marsh, ice, tundra and sand. Traveling at 50-knot speeds in Sea State 2, LCAC operates at a range of 250 miles while maintaining 10 percent fuel reserves.

On land, it surmounts obstacles as high as four feet. Designed to function in extreme temperatures, LCAC withstands climates ranging from the Arctic cold to Sahara heat.

Cargo is easily loaded onto the LCAC

via the bow and stern ramps, allowing roll-on/roll-off capability. The LCAC transports up to 150,000 pounds (68,040 kg) of cargo while in overload mode. Use of deck tie-down rails ensures stability of heavy loads during transit.

Whether operating from the well deck of an amphibious transport ship, through the surf zone or beyond the beach inland, LCAC provides unparalleled over-the-horizon performance.



## MULTIMISSION CAPABLE

Beyond its basic mission of transporting personnel and equipment from ship to shore, LCAC has become a multimission craft.

As a troop carrier, LCAC can be outfitted with a personnel transport module that carries up to 180 people or troops.

In civil emergencies, its extensive cargo capacity enables delivery of lifesaving supplies and equipment to otherwise inaccessible sites. As a Medevac, LCAC's speed ensures rapid response and timely extraction.

## DEFINING STATE-OF-THE-ART

The first LCACs were delivered in 1984 with a service life design of 20 years.

Following decades of fleet service, the LCAC will operate well into the 21st century with markedly improved performance and increased life span due to a Service Life Extension Program (SLEP).

With SLEP, LCAC will continue to define state-of-the-art, with improvements



LCAC was deployed following Hurricane Katrina, bringing desperately needed supplies to survivors along the Gulf Coast.

that include an expanded performance envelope; reduced operating and maintenance costs and crew workload; and an extended service life from 20 to 30 years.

Moreover, SLEP allows improvement in combat readiness by aligning systems capability with other U.S. Armed Forces during joint operations.

The SLEP program was launched following

significant design and development. It entails installation and testing of modifications to the LCAC. These efforts include development and installation of main engine upgrades; design, development and testing of a new skirt system; and modifications to the buoyancy box of the craft.

Other work consists of upgrading the communications, navigation and electronics systems, as well as modifications to the fuel system to improve trim characteristics.

## DESIGNING FOR THE FUTURE

Marine & Land Systems continues to push the limits of Air Cushion Vehicle design with development of the next-generation LCAC called Ship-to-Shore Connector or SSC.

In partnership with the U.S. Navy, the unique center of knowledge at Marine & Land Systems has been employed to refresh the technology in order to design a craft with increased reliability and maintainability, as well as meet the Marine Corps' increasing payload requirements.



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