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TEDAC
TADS Electronic Display and Control System





PD071-066



PD071-065

TEDAC

Lockheed Martin entered a contract in June 2000 to produce the TADS Electronic Display and Control (TEDAC) unit in support of the Apache Multi-Year II agreement between The Boeing Company and the U.S. Army. Lockheed Martin's new TEDAC replaces the Apache's original optical relay tube (ORT), becoming the first TADS/PNVS item funded by the Army for modernization. The modernized Apache cockpit with TEDAC gives the co-pilot/gunner a sharper image and more survivable space, while significantly reducing operation and support (O&S) costs.

TEDAC eliminates the complex optical path of the ORT, which significantly reduces parts count. TEDAC eliminates the old heads-down display and provides a single, large flat-panel display. This display uses active-matrix liquid crystal display technology to produce the highest resolution imagery possible for the Apache.

TEDAC increases effectiveness and situational awareness. Operationally, the co-pilot/gunner no longer requires the heads-down display for targeting. Instead, the co-pilot/gunner looks directly ahead at the high-resolution TEDAC display panel to view imagery.

TEDAC accommodates a more efficient manufacturing process and simpler field maintenance operations. It will also reduce maintenance and operational downtime by over 50 percent.

Features

- Compatible with:
 - A-model and D-model Apaches
 - Aviation night vision imaging system
- Eliminates ORT direct-view optics and heads-down display
- Removed and replaced in 2 hours at the flightline
- Isolates faults to one of its four LRMs
- Increases mean time between maintenance actions (MTBMA) by a factor of 10
- Reduces maintenance actions by approximately 90%
- Utilizes active matrix liquid crystal display (AMLCD) technology for improved imagery
- New display measures approximately 5 x 5 inches and has 960 x 960 pixels for high-resolution imagery

Lockheed Martin, under contract with the U.S. Army, has produced 105 TEDAC systems and is currently under contract to produce an additional 283. The plan is to retrofit the entire U.S. Army Apache fleet and provide the option for Apaches owned by international customers.

Modernization

TEDAC's modular design allows Apache maintainers to replace it at the flightline. The mechanical and electrical interfaces for TEDAC are compatible with the existing Apache airframe. Thus, TEDAC can be produced and integrated into new D-model Apaches or be provided as an upgrade for fielded A-model Apaches. Removal of the fielded ORT and its replacement with the new TEDAC requires approximately 2 hours—1 hour for ORT removal and 1 hour for TEDAC installation. This significant improvement to TADS/PNVS will contribute to annual O&S cost savings for the Army.

Lockheed Martin Corporation
 Missiles and Fire Control
 Business Development
 Phone: (407) 356-4464
 Fax: (407) 356-7199
www.lockheedmartin.com/mfc

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