

# LOCKHEED P-3 ORION

## ORION SERVICE

**Manufacturer:** The Lockheed Aircraft Corp., Burbank, California, USA  
(In 1977, became Lockheed Corp.)  
(In 1995, became Lockheed-Martin Corp., Bethesda, Maryland, USA)

**Models:** Model 185, 285, 685, 785

**Designations:** P-3; P3V, CP-140 (CAF)

**Names:** Orion; Aries (EP-3E), Sentinel (P-3 AEW&C), Aurora & Arcturus (CP-140, Canada)

**First official flight:** Prototype form 19/08/1958 then as  
YP3V-1 25/11/1959  
P3V-1 15/04/1961

**Factory production period:** 1960 – 1995 (2000 in Japan)

**Primary service period:** 1962 – present

**Last official flight:** - -

## ORION VARIANTS

Based on the Lockheed L-188 Electra civil airliner,  
170 built from 1957 – 1962, ff: 06/12/1957.

1961	<b>Model 185</b>	<b>P3V-1 (P-3A)</b>	157	
1965	<b>Model 185/B/C</b>	<b>P-3B</b>	144	<b>Total: 301</b>
1968	<b>Model 285A</b>	<b>YP-3C</b>	1	
1968	<b>Model 285A/D/E/785A</b>	<b>P-3C</b>	317	
1971	<b>Model 285A</b>	<b>RP-3D</b>	1	
1975	<b>Model 285A</b>	<b>WP-3D</b>	2	<b>Total: 321</b>
1975	<b>Model 685A</b>	<b>P-3F</b>	6	
1979	<b>Model 285D</b>	<b>CP-140</b>	18	
1990	<b>Model 285D</b>	<b>CP-140A</b>	3	<b>Total: 027</b>
				<b><u>Total: 649</u></b>
	<i>Foreign built – Japan:</i>			
1982	<b>Model 785A</b>	<b>P-3C</b>	107	<b><u>Total: 107</u></b>

## ORION PRODUCTION

### **YP3V-1**

1958, third civil L-188 (N1883, c/n: 188-1003) converted as a prototype.  
Redesignated as **YP3V-1** in 1959 with BuNo. 148276, (new c/n: 185-1003),  
then redesignated as **YP-3A** in 1962.

### P3V-1

4 engine maritime reconn. / ASW aircraft.  
Redesignated as **P-3A** in 1962. Later with  
upgrades through modernization programs.  
produced 1960 – 1965

Lockheed Burbank, California (V)

BuNo. 148883 / 148889 185-5001 / 5007  
BuNo. 149667 / 149678 185-5008 / 5019  
BuNo. 150494 / 150529 185-5020 / 5055  
BuNo. 150604 / 150609 185-5056 / 5061  
BuNo. 151349 / 151396 185-5062 / 5109  
BuNo. 152140 / 152187 185-5110 / 5157

157 **Total: 157**

### P-3B

As P-3A, engine / armament upgrade.  
Later upgrades through modernization  
programs.

produced 1965 – 1969

Lockheed Burbank, California (LO)

### P-3B LW

1965, lightweight version.

BuNo. 152718 / 152765 mixed 185-5158 to 5210  
BuNo. 152886 / 152890 mixed 185-5190 to 5208  
- 5 to New Zealand as NZ4201 / NZ4205.  
BuNo. 153414 / 153442 185-5211 / 5239

82

### P-3B HW

1967, heavyweight version.

BuNo. 153444 / 153458 185-5240 / 5254  
BuNo. 154574 / 154605 185-5255 / 5285  
- BuNo. 154605 to Australia as A9-605.  
BuNo. 155291 / 155300 185B-5401 / 5410  
- 10 to Australia as A9-291 / A9-300.  
BuNo. 156599 / 156603 185C-5301 / 5305  
- 5 to Norway as KK-L / KK-P.  
8 additional airframes cancelled.

62 **Total: 144**

### YP-3C

As P-3B, factory converted P-3C prototype,  
major electronics / systems upgrade.  
Later redesignated as **RP-3D**, then **NP-3D**.  
produced 1968

Lockheed Burbank, California (LO)

BuNo. 153443 285A-5500

1 **Total: 001**

### P-3C

As YP-3C, electronics upgrades continued  
through "Update" and modernization programs.  
Production shifted to Palmdale, CA. from 1984  
(c/n: 5780) and Marietta, GA. from 1991 (c/n: 5831).  
produced 1968 – 1995

Lockheed Burbank, California (LO)

BuNo. 156507 / 156530 285A-5501 / 5524  
BuNo. 157310 / 157332 285A-5525 / 5547  
BuNo. 158204 / 158226 mixed 285A-5548 to 5571  
BuNo. 158563 / 158574 285A-5572 / 5583  
BuNo. 158912 / 158935 285A-5584 / 5607

	BuNo. 159318 / 159329	285A-5608 / 5619	118	
P-3C-I	<i>1974, as P-3C, improved avionics.</i>			
	BuNo. 159503 / 159514	<i>mixed</i> 285A-5620 to 5632		
	BuNo. 159883 / 159894	285A-5634 / 5645		
	BuNo. 160283 / 160289	285A-5646 / 5652	31	
P-3C-II	<i>1977, as P-3C-I, further improvements.</i>			
	BuNo. 160290 / 160293	285A-5653 / 5656		
	BuNo. 160610 / 160612	<i>mixed</i> 285A-5659 to 5663		
	BuNo. 160751 / 160760	<i>mixed</i> 285D-5657 to 5676		
	<i>- 10 to Australia as A9-751 / A9-760.</i>			
	BuNo. 160761 / 160770	<i>mixed</i> 285A-5665 to 5679		
	BuNo. 160999 / 161014	<i>mixed</i> 285A-5680 to 5699		
	BuNo. 161121 / 161131	<i>mixed</i> 285A-5700 to 5721	54	
P-3C-II.5	<i>1981, as P-3C-II, new nav. / comms. systems.</i>			
	BuNo. 161132	285A-5724		
	BuNo. 161267 / 161269	785A-7001 / 7003		
	<i>- 3 to Japan as 5001 / 5003.</i>			
	BuNo. 161329 / 161340	<i>mixed</i> 285A-5726 to 5739		
	BuNo. 161368 / 161380	<i>mixed</i> 285E-5733 to 5776		
	<i>- 13 to The Netherlands as 300 / 312.</i>			
	BuNo. 161404 / 161415	<i>mixed</i> 285A-5740 to 5755		
	BuNo. 161585 / 161596	<i>mixed</i> 285A-5756 to 5771		
	BuNo. 162656 / 162665	<i>mixed</i> 285D-5778 to 5795	63	
	<i>- 10 to Australia as A9-656 / A9-665.</i>			
P-3C-III	<i>1983, as P-3C-II.5, further improvements.</i>			
	BuNo. 161762 / 161767	<i>mixed</i> 285A-5772 to 5783		
	BuNo. 162314 / 162318	<i>mixed</i> 285A-5786 to 5794		
	BuNo. 162770 / 162778	285A-5796 / 5804		
	BuNo. 162998 / 163006	285A-5805 / 5813		
	BuNo. 163289 / 163299	<i>mixed</i> 285A-5814 to 5824	40	
	<i>- 4 to Norway as 3296 / 3299.</i>			
P-3C-II.75	<i>1990, as P-3C-II.5 / -III, for Pakistan, not delivered until 1997.</i>			
	BuNo. 164467 / 164469	285A-5825 / 5827	3	
	<i>- 3 to Pakistan as 81 / 83.</i>			
	Lockheed-Martin Marietta, Georgia (LM)			
P-3C-III+	<i>1994, as P-3C-III, for South Korea.</i>			
	BuNo. 165098 / 165105	285A-5831 / 5838	8	<b>Total: 317</b>
	<i>- 8 to South Korea as 95-0901 / 95-0908.</i>			
	<i>70 additional airframes cancelled.</i>			

*P-3D – Proposed development of the P-3C, cancelled.*

**RP-3D**

*As P-3C, factory converted for atmospheric research duties. 4 P-3B's also converted. Later redesignated as **NP-3D**.*

*produced 1971*

Lockheed Burbank, California (LO)

BuNo. 158227                      285A-5551

1    **Total: 001**

**WP-3D**

*As P-3C, factory converted for civil atmospheric research with NOAA.*

*produced 1975*

Lockheed Burbank, California (LO)

BuNo. 159773                      285A-5622

*Delivered as:*

N42RF (*civil reg.*)

BuNo. 159875                      284A-5633

2    **Total: 002**

*Delivered as:*

N43RF (*civil reg.*)

**P-3F**

*As P-3C, version for Iran, equipment changes, inflight refuelling.*

*produced 1975*

Lockheed Burbank, California (LO)

BuNo. 159342 / 159347    685A-6001 / 6006

6    **Total: 006**

*Delivered to Iran as:*

(IIAF) 5-251 / 5-256

(renumbered: 5-8701 / 5-8706)

*P-3G – Proposed long range ASW aircraft, cancelled.*

*P-3H – Proposed P-3C upgrade, cancelled.*

*P-3I – Not used.*

**CP-140 Aurora**

*As P-3C, equipment changes for Canada.*

*produced 1978 – 1981*

Lockheed Burbank, California (LO)

(CAF) 140101 / 140118    *mixed* 285D-5682 to 5725

18    **Total: 018**

**CP-140A Arcturus**

*As CP-140, stripped down version.*

*produced 1989 – 1991*

Lockheed Palmdale, California

(CAF) 140119 / 140121    285D-5828 / 5830

3    **Total: 003**

**Total: 649**

*Foreign built – Japan:*

**P-3C**

*Japanese built version of the P-3C, first 5 (5004 / 5008), assembled from US built components.*

*produced 1982 – 2000*

Kawasaki Heavy Industries Ltd., Gifu, Japan

P-3C-II.5 / -III / -III+

(JMSDF) 5004 / 5101              785A-9001 / 9098

98

EP-3 – <i>ELINT aircraft.</i>			
(JMSDF) 9171 / 9175	785A-1001 / 1005		5
UP-3C – <i>utility aircraft.</i>			
(JMSDF) 9151	785A-2001		1
UP-3D – <i>utility aircraft.</i>			
(JMSDF) 9161 / 9163	785A-3001 / 3003		3
			<b><u>Total: 107</u></b>

## **ORION CONVERSIONS**

### **Military Conversions**

#### **US Navy**

P-3ACH	4	P-3A, modernization program for Chilean Navy.
P-3AM	8	P-3A, 2008, modernization program for Brazil.
CP-3A	-	<i>P-3A, proposed cargo / passenger conversion, cancelled.</i>
EP-3A	7	P-3A, 1967, ELINT conversions, radomes added under fuselage.
RP-3A	3	P-3A, 1973, conversions for oceanographic survey duties.
TP-3A	12	P-3A, 1985, conversions as crew trainers.
UP-3A	38	P-3A, 1985, conversions as utility transports.
VP-3A	5	2 P-3A / 3 WP-3A, 1976, conversions to VIP / passenger transports.
WP-3A	4	P-3A, 1971-1975, weather reconn. conversions, 1 to NP-3A, 3 to VP-3A.
EP-3B	3	2 P-3A, 1969, named “Bat Rack”, modified for electronic surveillance, later converted to EP-3E. 1 P-3B also converted as EW test aircraft.
NP-3B	1	P-3B, 1975-2001, permanent testbed conversion.
TAP-3B	3	P-3B, 1997, ex. USN conversions as RAAF trainers / transports, “T” for Trainer, “A” for Australia.
UP-3B	5	P-3B, conversions as utility transports.
P-3C AIP	71	P-3C, 1998, Aircraft Improvement Program (AIP) electronics upgrades.
NP-3C	1	P-3C, permanent testbed conversion.
TP-3C	-	<i>P-3C, proposed conversions as crew trainers, cancelled.</i>
NP-3D	14	7 P-3A / 5 P-3B, 1994-present, redesignation as permanent conversions for various research and test duties. Additionally, 1 is former YP-3C and 1 other is former RP-3D.
<b>EP-3E <i>Aries</i></b>	<b>12</b>	10 P-3A / 2 EP-3B, 1971, ELINT electronic surveillance conversions.
<b>EP-3E <i>Aries II</i></b>	<b>12</b>	P-3C, 1988, improved ELINT electronic surveillance conversions. BuNo. 156511, involved in China Incident, 01/04/2001.
NP-3E	1+	P-3C, permanent conversions for tests.
EP-3J	2	P-3B, 1992, electronic threat simulators for US fleet exercises.
P-3K	6	P-3B, 1983-2011, RNZAF Rigel electronics upgrade programme, K for “Kiwi”.
(P-3K2)	6	P-3K, 2011-present, major electronics upgrades for RNZAF.
P-3M	1+	P-3A / P-3B, 2003-present, modernization program for Spain.
P-3N	2	P-3B, 1991, surveillance / training conversions for Norwegian Coast Guard.
P-3P	6	P-3B, 1985, ex-RAAF aircraft for Portugal, modified to Update II standard.
P-3T	3	P-3A, 1990, modified aircraft for Thailand, 1 modified as UP-3T for utility duties, then as VP-3T for VIP duties.
P-3W	20	P-3C, 1978, RAAF aircraft with modified electronic equipment. Further upgraded in 1997 to AP-3C standards.

#### **Foreign Conversions**

NP-3C	1+	P-3C, KHI conversions for airways checks in Japan.
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