

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: 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 Aug 1958 then as
YP3V-1 25 Nov 1959
P3V-1 15 Apr 1961

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

Primary service period: 1962 – 2013

Last official flight: P-3C 2023

ORION VARIANTS

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

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

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 modernisation 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

62 **Total: 144**

- 5 to Norway as KK-L / KK-P.

8 additional airframes cancelled.

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	Total: 317
	<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 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. Delivered as N42RF and N43RF.

produced 1975

Lockheed Burbank, California (LO)

BuNo. 159773, 159875 285A-5622, 5633

2 **Total: 002**

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 – *ELINT* aircraft.

(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	<u>Total: 107</u>

ORION CONVERSIONS & TRANSFERS

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 test-bed 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.
EP-3E Aries	12	10 P-3A / 2 EP-3B, 1971, ELINT electronic surveillance conversions.
EP-3E Aries II	12	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 program, 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.
OP-3C	4	P-3C, 2001-present, KHI electronic surveillance conversions. New JMSDF s/n: 9131 / 9134.

Civil Conversions

P-3A(CS) 4 P-3A, temporary conversions with enhanced radar for US Customs.
NP-3A 2 YP3V-1, 1966, to NASA (N428NA), for Earth Resources Program.
 1 P-3B also converted in 1990 as N426NA.

P-3 AEW&C *Sentinel*

 9 P-3B, 1984, Airborne Early Warning & Control, large dorsal rotodome.
 Currently used by the US Customs Service.

FOREIGN MILITARY / CIVILIAN SERVICE

- *Second-hand Orions sold to Argentina, Brazil, Chile, Greece, Portugal, Spain and Thailand.*
- *Many Orions sold to US or foreign civilian / government agencies for various customs, test duties.*
- **P-3 Aerostar**, 1989, 8 conversions by Aero Union Corp., California as *civil fire-bombers.*