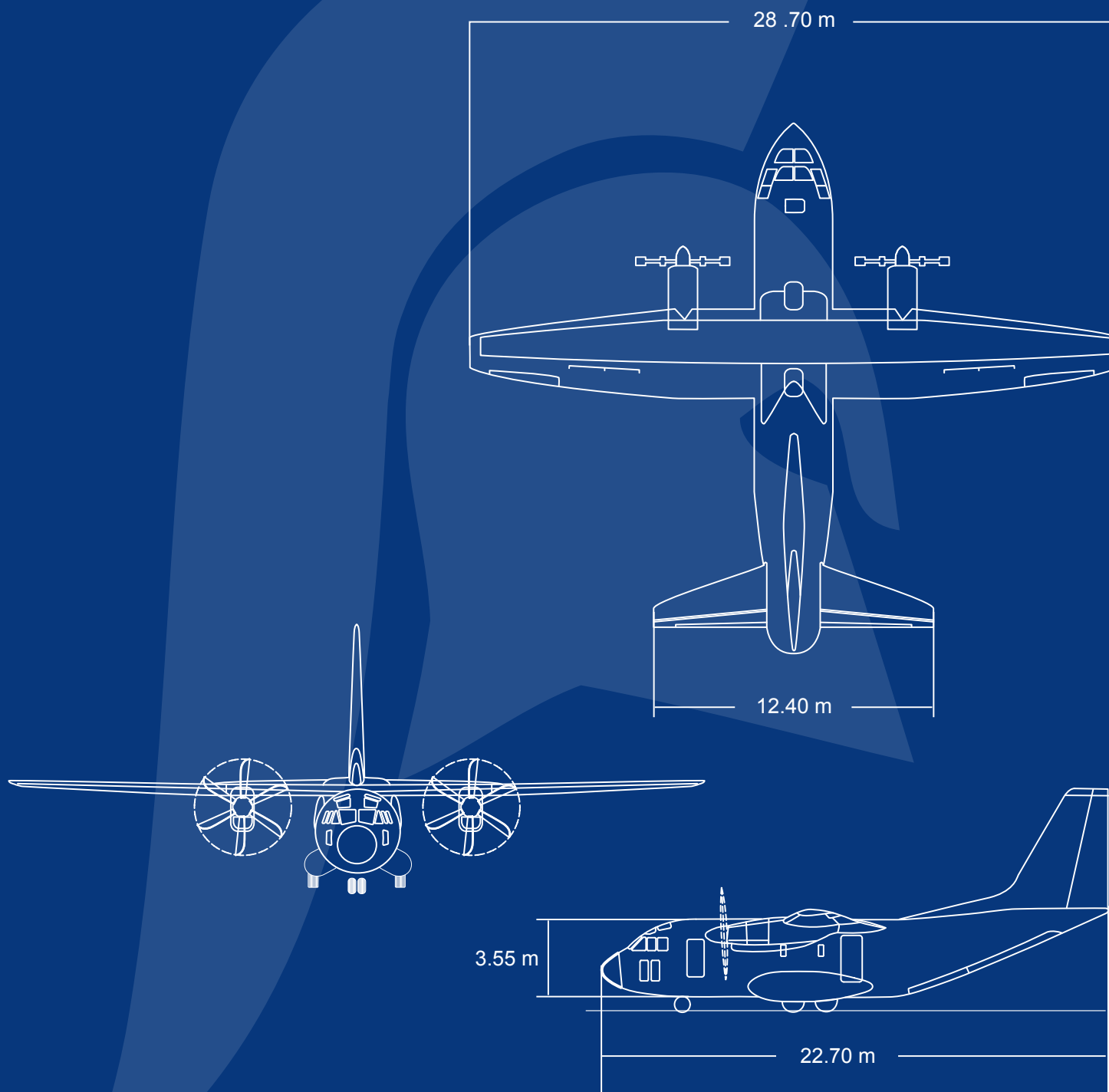


C-27J Spartan

The C-27J Spartan is the only aircraft on the world market designed and built from the outset for tactical airlift. From operational areas to disaster relief, the C-27J proves its value with levels of ruggedness, safety and handling simply not available in aircraft derived from commercial turboprops. Wherever and whenever



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C-27J SPARTAN

Data

Wing Area 82 sqm / Aspect Ratio: 10

Weights

MTOW (logistic)	31,800 kg	70,107 lb
MTOW (basic)	30,500 kg	67,241 lb
Maximum Landing Weight (6FpS sink rate)	30,500 kg	67,241 lb
Maximum Landing Weight (10FpS sink rate)	27,500 kg	60,627 lb
Maximum Payload	11,100 kg	24,471 lb
Fuel Capacity	12,320 l	3,255 US Gal

Configurations and Loads

Troop Transport	up to 60
Paratroop Transport	up to 46
Cargo Transport	up to 11.1 Tons 3HCU-6E (108" x 88") + 1 HCU-12E (54" x 88") 6 HCU-12E (54" x 88") Wheeled and trackled Vehicles, spare engines, etc.
Material Air-dropping	up to 9 Tons up to 6 A22 CDS Bundles up to 5 Tons through LAPES up to 6 Tons through Combat Off Load
Medevac	up to 36 Stretchers + 6 Medical attendants

Powerplant

Engine	Rolls-Royce AE 2100-D2A Power 4,637 SHP
Propeller	Dowty R-391 six-blade Diameter 4.11 m 13.5 ft

Performance

Tactical Take-Off Ground Run (MTOW, ISA, S.L.)	580 m	1,903 ft
One Engine out Ceiling @ ISA, 95% MTOW	4,420 m	14,500 ft
Maximum Service Ceiling	9,144 m	30,000 ft
Maximum Cruise Speed	325 KTAS	
Landing Ground Roll (MLW normal, ISA, S.L.)	340 m	1,115 ft
Range (logistic operation)		
> with 9,000 kg of payload	1,852 km	1,000 nm
> with 6,000 kg of payload	3,704 km	2,000 nm
> Ferry	5,741 km	3,100 nm

The aircraft performance will be further improved with introduction of engine extra-power (+10%)

Avionics

Fully Integrated Architecture with redundant Data Sources and Processors

Redundant MIL-STD-1553B Digital Data Bus Architecture

Integrated displays for accurate navigation and airdrops

NVIS/NVG compatible Dark Cockpit

Compatible with emerging Future Air Navigation Systems (FANS)

- Communication

2 or 4 ARC-210 V/UHF radios, 1 HF radio with voice and data link capability, 1 INMARSAT SATCOM with voice and data link capability, 1 VHF/UHF direction finder (DF), Digital Audio Inter - Communication (ICS), Secure Voice (Option)

- Navigation

Dual redundant Flight Management System, 2 Embedded GPS/INS with Precise Positioning Service (PPS)(*) and Selective Availability Anti-Spoofing Module (SAASM)(*), 2 TACAN (DME), 2 VOR/ILS/MB, Low Frequency ADF, 2 Distributed Air Data Systems (DADS), Dual Radar Altimeter, Terrain Awareness Warning System (TAWS) (Aural and Visual Special Alerts), Digital Map (Option)

- Radar System

Northrop Grumman AN/APN-241 Low Power Color Radar with the following modes of operation: Monopulse Ground Mapping with Doppler Beam Sharpening, Weather and Turbulence Detection, Air Target Detection, Windshear Detection, Beacon mode for drop-zone identification

- Other Equipment

2 Digital Autopilot - Flight Director Systems with Autothrottle

Identification Friend or Foe (IFF) Transponder with Modes I and II and Enhanced Mode S, (Mode 4 optional)(*)

Traffic Alert and Collision Avoidance System (TCAS) - II (Aural and Visual Identification)

Recording Systems (FDR, CVR, DS-DTU)

2 Head Up Display (HUD) (Option)

5 Colour Multipurpose Display Units (CMDU)

2 Multifunction Control & Display Unit (MCDU) with

Automatic Dependent Surveillance – Addressed (ADS-A) functionality

Self Protection System (*) (Option)

Note(): subject to specific US and National Government approval*