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## PRESS INFORMATION

### ITALY BRINGS INNOVATION TO PILOT TRAINING: THE M-345 ENTERS SERVICE WITH THE ITALIAN AIR FORCE

**The new trainer aircraft replaces the MB-339 and strengthens Italy's leadership in military pilot training. A simple, smart and efficient system offering high performance while reducing operational costs.**

**Rome, 12/06/2025** - The date 12 June 2025 marks a key milestone for the Italian Air Force and for Leonardo with the official introduction of the M-345 (designated T-345A by the Armed Forces) into its fleet of training aircraft for military pilots. Now operational with the 61st Wing at Galatina (LE), replacing the MB-339 (T-339A), the M-345 system together with the M-346 – both designed, developed and manufactured by Leonardo at its Venegono Superiore (Varese, Italy) site – consolidate Italy's leadership in the training of current and future military pilots. The combination of these two training systems allows to cover the entire military pilot training process – from the basic initial phase to the most advanced phase.

The M-345 builds on Leonardo's longstanding experience in the field of military trainers, which stems from the success of aircraft such as the SIAI-Marchetti SF-260, the Aermacchi MB-326, and the Aermacchi MB-339. The MB-339, in particular, served for over 40 years training Italian and foreign military pilots and gracing skies across the globe with the tricolour trails of the National Aerobatic Team – which will soon adopt Leonardo's M-346 as its new aircraft.

With the M-345 now integrated into the Armed Force's training syllabus, the Italian Air Force will boast the most modern fixed-wing military training system in Europe.

#### **Jet performance at turboprop cost**

The M-345 jet aircraft delivers performance superior to those of a high-end turboprop jet at comparable operating costs.

Definitively a state-of-the-art integrated training system that encompasses both the basic and advanced stages (Phases II and III) of pilot training. Thanks to its full-digital avionics and innovative human-machine interface, the M-345 fits perfectly into the training syllabus assisting pilots for the transition to new-generation fighter jets.

#### **Advanced technology and sustainability**

The M-345 is powered by a Williams FJ44-4M-34 turbofan engine, optimised for military use, with high performance along with reduced fuel consumption. The aircraft is designed for an extended operational life, featuring an integrated monitoring system that reduces maintenance times and costs while increasing fleet readiness and efficiency.

In line with the standards of new-generation military jets, the digital cockpit avionics feature a highly advanced human-machine interface, comprising three colour touch-screen Multi-Function Displays (MFDs) and a Head-Up Display (HUD), which provides an immersive flying experience. The cockpit features excellent external visibility and stepped tandem seating, with HOTAS (Hands On Throttle-And-Stick) controls that allow pilots to fly the aircraft without removing their hands from the main controls.

## System Capability

The M-345 Integrated Training System capability consists of a modern aircraft and the full set of innovative Ground Based Training System with unique capabilities, in terms of training performance, cost-efficiency and sustainability.

## Two aircraft for a unique, world-class training solution

The Leonardo M-345 and M-346 integrated systems offer a seamless training path that ensures a smooth transition through the different training phases, improving overall training programme effectiveness.

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## M-345 Facts and Figures

### Design and Performance

<b>Powerplant</b>	Williams FJ44-4M-34 turbofan, optimised for military use – 1,540 kg thrust
<b>Maximum Speed</b>	704 km/h at low altitude – 787 km/h at 20,000 ft
<b>Service Ceiling</b>	12,192 metres (40,000 ft)
<b>Load factors</b>	+7/–3.5 g
<b>Range</b>	Up to 1,850 km with external tanks

### Cockpit and Avionics

<b>Configuration</b>	Stepped tandem seating for optimal instructor–student visibility
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<b>Controls</b>	HOTAS system – full control without removing hands from the main controls
<b>Display</b>	Three colour touch-screen MFDs and HUD in the front cockpit, with repeater in the rear seat
<b>Compatibility</b>	Night Vision Goggle (NVG) compatibility and advanced avionics to ease transition to new-generation fighters.

#### Efficiency and Maintenance

<b>HUMS</b>	Health Usage and Monitoring System – continuous monitoring of structure and systems to reduce maintenance costs
<b>Maintenance</b>	Two-tier maintenance philosophy eliminates the need for costly overhauls
<b>Materials</b>	Extensive use of composite materials to reduce weight and extend life (designed for 15,000 flight hours)

#### Integrated Training System: The M-345 is part of an integrated training system including:

<b>Advanced simulators:</b>	Full Mission Simulator (FMS) with 360° visuals, Part Task Trainer (PTT) and Procedural Training Device (PTD)
<b>Mission Planning and Debriefing Station (MPDS):</b>	For planning, briefing and debriefing of training missions

#### Operational Roles and Flexibility: In addition to training, the M-345 is capable of light operational roles, thanks to:

<b>Payload Capacity</b>	Over 1,000 kg distributed across four underwing pylons
<b>Armament</b>	Compatible with infrared-guided air-to-air missiles, 500 lb bombs, rocket pods and cannons
<b>Missions</b>	Suitable for Close Air Support (CAS), Counter-Insurgency (COIN) and ground attack missions

**Leonardo** is a global industrial group and one of the world's leading players in Aerospace, Defence and Security (AD&S). With over 60,000 employees worldwide, it works for global security across the Helicopter, Electronics, Aircraft, Cyber & Security, and Space sectors, and is a partner in the industry's most important international programmes such as Eurofighter, JSF, NH-90, FREMM, GCAP and Eurodrone. Leonardo has significant production capabilities in Italy, the UK, Poland, and the USA, operating through subsidiaries, joint ventures and participations including Leonardo DRS (71.6%), MBDA (25%), ATR (50%), Hensoldt (22.8%), Telespazio (67%), Thales Alenia Space (33%) and Avio (29.6%). Listed on the Milan Stock Exchange (LDO), Leonardo reported new orders worth 20.9 billion euros in 2024, with an order backlog of 44.2 billion euros and consolidated revenues of 17.8 billion euros. Included in the MIB ESG index, the company has been part of the Dow Jones Sustainability Indices (DJSI) since 2010.