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Alenia Aermacchi signs contract with the Peruvian Ministry of Defense for two C-27J Spartan

Alenia Aermacchi, a Finmeccanica Company, has signed a contract with the Peruvian Ministry of Defense to supply two C-27J Spartan tactical airlifters. The contract has a value of around 100 million euro inclusive of a substantial logistic support package, technical assistance, training for pilots, crew and ground engineers and a set of special equipment that have been chosen by the customer.

With this contract Peru becomes the 11th customer of the C-27J Spartan.

The C-27J—known as the only true military transport aircraft of its category available on the market—was selected by the Fuerza Aerea del Perú because of its proven capability to operate safely, efficiently, and at competitive costs in all operational and environmental conditions in Peru, including in the Andes. These are missions that are impossible to be completed at the same cost and effectiveness by the competitors.

Giuseppe Giordo, Alenia Aermacchi CEO, said: “The choice by the Peruvian MoD is a confirmation that, when an air force has a stringent airlift requirement in terms of performance and capability, the Spartan is the only solution able to guarantee an excellent value for money”.

During the operational evaluation run in Peru before the selection, the C-27J demonstrated its capability to perform a variety of missions including transport of civilians, troops, materials and medicines, logistical re-supply, MEDEVAC, airdrop operations, search and rescue (SAR), humanitarian assistance and operations in support of homeland security and civil protection, with the capability to operate on a large number of airfields where its competitor is unable to land.

Other than Peru, the Spartan has already been ordered by the air forces of Italy, Greece, Bulgaria, Lithuania, Romania, Morocco, Mexico, United States, Australia and by an undisclosed African country. In total, 76 aircraft have been ordered.

Background information:

The C-27J is equipped with modern avionics and efficient propulsion system (Rolls Royce AE2100-D2A, assuring a 4,650 SHP). The C-27J, thanks to a loading system that is perfectly compatible with that of the C-130, can carry pallets weighing up to 4,550 kg and 2.20 metres tall, or platforms with a length of 12 ft, weighing up to 6,000 kg.

The C-27J is capable of taking off from and landing on unprepared strips less-than-500 m. long, with maximum take-off weight of 30,500 kg; it may carry up to 60 equipped soldiers or up to 46 paratroopers and, in the air ambulance (MEDEVAC) version, 36 stretchers or 24 stretchers and two Patient Transport Support System (P.T.S.S), with stretchers and stowage provisions for intensive care medical equipment and six medical assistants.

The large cross section (2.60 meters high, 3.33 m wide) and high floor strength (4,900 kg/m load capability) allow heavy and large military equipment to be loaded. The C-27J can, for example, carry fighter and transport aircraft engines, such as C-130, MiG-29 and Mirage 2000 directly on its normal engine dollies without additional special equipment.

Thanks to its APU, Auxiliary Power Unit - that allow to generate electrical and pneumatic energy to the aircraft's systems – the C-27J can re-start its engine in flight or start of the engines on ground without any logistic support, allowing operations in the most remote airstrips.

The C-27J has been designed, developed and tested as a true military aircraft has obtained the Military Qualification Certificate. At the same time the C-27J is airworthy to civil standards, as witnessed by its certification from the Civil Aviation Authority, EASA in 2001 for the basic configuration and subsequently EASA / FAA in 2010 for the C-27J JCA configuration.

