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**The C-27J: the most successful tactical transport aircraft in the world
Orders for 121 units from 8 Air Forces**

The C-27J Spartan - the only one of its category specifically designed as tactical transport aircraft - is a twin-engine turboprop aircraft with state-of-the-art technology in the field of avionics, propulsion and systems; the C-27J assures high cost-effectiveness, extreme operating flexibility and the best performance for aircraft of its class in any operational condition and unique characteristics of interoperability with heavier airlifters.

The C-27J is a multirole aircraft able to perform logistical re-supply, MEDEVAC, troop transport, airdrop operations, Search and Rescue, humanitarian assistance and missions in support of homeland security.

The Spartan has been ordered by the Italian, Hellenic, Bulgarian, Lithuanian, Romanian Air Forces, US Army and US Air Force and by an “undisclosed” country of the Mediterranean area for a total of 121 units.

The contract with Greece, launch customer, envisages supply of 12 C-27Js, of which 8 have already been delivered.

The Italian contract envisages supply of 12 C-27Js for the Air Force, in a particularly sophisticated version: in addition to the advanced technology systems of the basic configuration, the aircraft are equipped in fact with a flight-refuelling device, a self-protection system and a protection system for the safeguard of in-flight data on a double head-up display. The first Italian C-27Js have been delivered to Air Force starting January 2007.

The contract with Bulgaria, signed in February 2006, envisages supply of 5 aircraft. The first C-27J has been delivered in November 2007.

Lithuania has signed the contract for three units on the June 2006 and plans to use its C-27Js for troop and material transport, also out of the national borders, within the framework of international and NATO operations. The C-27J will allow the Lithuanian Air Force, engaged in a campaign of modernisation of its means, to fully meet interoperability standards as required for the Atlantic Alliance countries. The first aircraft has been delivered to the Lithuanian Air Force in December 2006.

Romania has signed the contract at the beginning of December 2007. The first aircraft will be delivered by the end of 2008.

In the United States the C-27J JCA team, made by L-3 Communications Integrated Systems (prime contractor), Alenia Aeronautica, Alenia North America and GMAS, Global Military Aircraft Systems, has been awarded a \$2.04 billions for 78 C-27Js for the US Army and Air Force within the bid for the Joint Cargo Aircraft (JCA) Programme. The JCA is a key element for the transformation of the US Army's and Air Force's fleets, to meet the evolution of the operational requirements of the two Armed

Finmeccanica is Italy's leading high-tech company, operating in the design and manufacture of helicopters, defence electronics, civil and military aircraft, aerostructures, satellites, space infrastructures and missiles. It plays a leading role in the European aerospace and defence industry, and participates in some of the biggest international programmes in the sector through well-established alliances with European and American partners. Finmeccanica also boasts significant manufacturing assets and skills in the Transports and Energy sectors. The Group is listed on the Milan Stock Exchange, and operates in Italy and abroad through subsidiaries and joint ventures. It employs over 60,000 staff in total of which approximately 10,000 are in the UK, 3,500 in France and 2,000 in the US. As part of its drive to maintain and build on its technological expertise, Finmeccanica spends 14% of its revenues on Research and Development.

Forces. The JCA will be a multi-role aircraft, capable of carrying out several kinds of mission, such as logistic re-supply, troop transport, airdrop operations, humanitarian assistance, medevac and missions in support of homeland security.

Last September a new contract for four C-27Js has been signed by an “undisclosed” country of the Mediterranean area. This is the first success of the Spartan by a non-NATO Air Force.

The C-27J is provided with avionics and advanced engines (Rolls Royce AE2100-D2 which guarantee a power of 4.650 SHP). The C-27J, thanks to the same loading and transport system used by the C-130, can carry pallets weighing up to 4700 Kg. and 2,20 metres high.

The new avionic system, whose design is totally duplicated, enables to operate in any operational condition, thanks to excellent performances and with a low flight crew workload.

The C-27J is capable of taking off and land from/on non-prepared runways long less than 500 metres, with a maximum payload at take-off of 30.500 Kg; it can carry up to 60 equipped soldiers or up to 46 paratroopers and, in the air ambulance version, 36 stretchers and 6 medical operators.

The C-27J's large cargo compartment (2.60 m high, 3.33 m wide) and high floor strength (4.900 Kg/m workload), allows large complete military equipment to be loaded. The C-27J can, for example, transport fighter and transport aircraft engines such as C-130, Eurofighter, F-16 and Mirage 2000, directly on their respective engine dollies and without special equipment.

The Spartan is designed, developed and tested as a military aircraft using military standards to ensure a robust, safe and performing aircraft, and has obtained Military Qualification Certificate. At the same time the C-27J is airworthy for civil standards, as witnessed by its certification from the Civil Aviation Authority.