

Exhibitor No: 311866

FOR IN FLIGHT: OR STATIC: DISPLAY

Show No 163

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

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| MANUFACTURER: | | AERMACCHI | |
| AIRCRAFT TYPE AND NAME: | | M-346 | |
| CATEGORY: | | Advanced trainer | |
| COUNTRY: | | Italy | |
| FIRST FLIGHT: | | DISPLAY CREW: | |
| Date: 15/07/2004 Location: Venegono Crew: Olinto Ceconello | | Quirino Bucci | |
| ENGINE(S): | | | |
| Number: | 2 | Type: | |
| Manufacturer: | Honeywell | With reheat: | |
| Take off rating (Dry): | 6 281 lb | Propeller(s): | |
| TECHNICAL DATA: | | COMMERCIAL INFORMATION: | |
| Empty weight: | 10 165 lb | Prototypes (or pre-prod): | |
| Max take off weight: | 20 944 lb | Firm orders: | |
| Max cruise speed: | | Options: | |
| Max operating speed: | 590 kts | Deliveries: | |
| Stall speed: | 90 kts | Production rate: | |
| Max endurance: | | Number of clients: | |
| Max range: | 450 NM | Contact during the show: | |
| ACCOMODATION: | | WEAPONS | |
| Accommodation: Biplace en tandem | | 6 614 lb of various weapons (air-to-ground and air-to-air) on nine hardpoints. | |
| Max payload: | 6 614 lb | | |
| MISCELLANEOUS: | | | |
| <p>- The M-346 is the world's only new generation dedicated advanced/lead-in fighter trainer. It is designed to the latest "design-to-cost" and "design-to-maintain" concepts, with avionics modelled on those of the Eurofighter, F-35, Rafale and other fifth-generation combat aircraft. The M-346 exploits non-conventional features and advanced technologies. Vortex lift aerodynamics together with the full authority fly-by-wire flight control system allows it to remain fully controllable at angles of attack of up to 40° degrees. The Fly-by-Wire control system (by BAE Systems/Teleavio) can be configured to simulate the handling of different operational aircraft, allowing the level of difficulty to be increased throughout training. Its quadruplex architecture means the M-346 can operate safely even after two consecutive failures. Two 6 300lb Honeywell/Avio F-124 turbofans endow the M-346 with a 1 to 1 thrust-to-weight ratio. This translates into vastly superior performance to that of existing advanced trainers and closer to that of a front-line fighter. The M-346 has a glass-cockpit / mission computer by Galileo Avionica, HOTAS controls, stores management system, Laser Gyro GPS embedded inertial navigation system by Honeywell, TERPROM and integrated simulation capabilities. The M-346 has outstanding performance, making it an ideal trainer for the fifth generation frontline fighters. "This aircraft has all the characteristics to establish itself as the European jet trainer". The Italian air force intend to acquire a first batch of 15 low rate production M-346 advanced fighter trainer aircraft. The United Arab Emirates selected the M-346 in 2009. A final request for proposals last year had set the requirement at 20 trainers, 20 aircraft for combat duties, and the remainder would form a team.</p> | | | |