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Oggetto : Leonardo-Finmeccanica: European debut
for the U.S. Coast Guard C-27J at the
Farnborough Air Show

Testo del comunicato

Vedi allegato.

Leonardo-Finmeccanica: European debut for the U.S. Coast Guard C-27J at the Farnborough Air Show

- **14 Leonardo - Finmeccanica C-27J aircraft will patrol the American coast**
- **Able to fly for up to 12 hours, the C-27J is a valuable asset to the U.S. Coast Guard in terms of maritime patrol**
- **The C-27J FWSAR (Fixed Wing Search and Rescue), proposed to the Royal Canadian Air Force, will be similar to the HC-27J**

Farnborough, 12 July 2016 - The first C-27J aircraft in the traditional United Coast Guard livery of red, white and blue make its European debut at the Farnborough Air Show in the UK, one of the world's leading showcases for the Aerospace and Defence sector.

The USCG (*United States Coast Guard*) is progressing with the integration of the C-27J aircraft into its fleet of aircraft for medium range maritime patrol and surveillance or MRSA (Medium Range Surveillance Aircraft), undertaking maritime patrol, drug and other illicit traffic interdiction, disaster response, and search and rescue (SAR) missions.

The C-27J's are fitted with weather radar and cockpit compatible with NVG (Night Vision Goggle) and communications equipment capable of supporting transport and other Coast Guard missions.

Entry into service of the C-27J with the USCG and its upgrade to a fully missionized configuration will make it an ideal platform for mid-range search and rescue missions and will be a further proof of the excellent capabilities and operational flexibility of the aircraft produced by Leonardo - Finmeccanica. The aircraft will ensure maximum commonality in avionics and propulsion with the HC-130J Hercules fleet in service and will be very similar to the FWSAR, Fixed Wing Search and Rescue C-27J version proposed to the Royal Canadian Air Force.

Note

Following the process of the reorganisation of the **Leonardo-Finmeccanica** Group's companies, it should be noted that from January 1st 2016: the "Helicopters" division has absorbed the activities of AgustaWestland; the "Aircraft" division has absorbed part of the activities of Alenia Aermacchi; the "Aero-structures" division has absorbed part of the activities of Alenia Aermacchi; the "Airborne & Space Systems" division has absorbed part of the activities of Selex ES; the "Land & Naval Defence Electronics" division has absorbed part of the activities of Selex ES; the "Security & Information Systems" division has absorbed part of the activities of Selex ES; the "Defence Systems" division has absorbed the activities of OTO Melara and WASS.

Leonardo-Finmeccanica is among the top ten global players in Aerospace, Defence and Security and Italy's main industrial company. As a single entity from January 2016, organised into business divisions (Helicopters; Aircraft; Aero-structures; Airborne & Space Systems; Land & Naval Defence Electronics; Defence Systems; Security & Information Systems), Leonardo-Finmeccanica operates in the most competitive international markets by leveraging its areas of technology and product leadership. Listed on the Milan Stock Exchange (LDO), at 31 December 2015 Finmeccanica recorded consolidated revenues of 13 billion Euros and has a significant industrial presence in Italy, the UK and the U.S.

The so-called C-27J missionization, its range, the ability to remain in the area of operation for up to 12 hours, and the speed and payload of the aircraft produced by Leonardo - Finmeccanica, make the C-27J the a precious asset, bridging the existing USCG requirement gap in terms of SAR capability over the sea.

The U.S. Coast Guard intend to equip the aircraft with surface search radar and electro-optical/infrared sensors (EO/IR), a C4ISR suite (*Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance*), bubble observation windows and a mission system called Minotaur, all to enhance capacity for search, classification and identification of maritime targets of the aircraft. In particular, it will be possible to send images from the onboard sensors and radar traces to other Defense or Homeland Security Department users. The integration of mission systems and testing of a prototype HC-27J will be made by the Minotaur Mission System Integration Lab (M2SIL) at the U.S. Navy's Patuxent River Naval Air Station. To this end, the USCG has already requested collaboration with Leonardo-Finmeccanica, in particular for the installation of electro - optical turret (EO/IR) and other changes given priority in order to accelerate the transformation of the aircraft's Search and Rescue configuration.

Note to Editors

USCG pilot and loadmasters training is work in progress thanks to the C-27J simulators and Part Task Trainer devices in Pisa, at the 46th Wing of the Italian Air Force. Leonardo-Finmeccanica is an integral part of the US Coast Guard project, providing efficient and constant direct and field support through the Field Service Representative (FSR). The USCG is working towards making the Sacramento Air Station - one of the Coast Guard bases in California - fully operational in 2016 with four C-27J aircraft, completing the transition from the HC-130H aircraft. Currently 7 aircraft have completed the regeneration process while an eight model is expected by the end of August 2016. It is anticipated that all aircraft will complete the regeneration process by 2018. The missionization of the first unit is expected to be completed in 2017, and the entire fleet by 2022.

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