

Información del C-27J obtenida de Documentos Oficiales y Artículos de Prensa

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1. Insólito final del Programa C-27J de la USAF

Insólito final del programa C-27J de la USAF

El prematuro cierre del programa implica que varias aeronaves sin uso pueden ir a dar directamente al desierto de Arizona.



En un escenario pocas veces visto, el prematuro cierre del programa (todas las naves están condenadas a salir del inventario de la USAF antes del 30 de septiembre de 2013) implica que varias aeronaves sin uso pueden ir a dar directamente al desierto de Arizona.

De acuerdo a la ejecutiva de medios de la Fuerza Aérea en el Pentágono, Ann Stefanek, el número total de aviones a entregar será de 21. Hasta ahora, hay 15 en servicio, además de otros dos que aún permanecen con L-3 Communications en Waco, Texas. Esto implica que el fabricante Alenia de Turín, Italia, está obligado a entregar otras cuatro unidades.

El destino de la flota es irse a almacenaje en el parqueadero conocido como AMARG 309, en la base aérea Davis-Monthan de Arizona, desde donde serán ofrecidos a otros servicios o agencias gubernamentales, tales como el Servicio Forestal o la Guardia Costera.

<http://www.aviationweek.com/Blogs.aspx?plckController=Blog&plckScript=blogScript&plckElementId=blogDest&plckBlogPage=BlogViewPost&plckPostId=Blog%3a27ec4a53-dcc8-42d0-bd3a-01329aef79a7Post%3a1ff8b100-674f-41e8-9729-a7436b23ac73>

2. Los Costes de operación del C-27J son más altos que los del C-130J (USA)

7 Marzo 2012 declaraciones del General Raymond E. Johns jr. Jefe del Air Mobility Command, al Comité de Defensa del Congreso de USA:

"La Fuerza Aérea parará las entregas del C-27J.....OSD (El Ministerio de Defensa) estima que los costes de operación durante los 25 años de vida operativa del C-27J son mas altos que los del C-130J. Eliminar la flota de C-27J ahorrara 1420 Millones de Dólares en los próximos 25 años"

DEPARTMENT OF THE AIR FORCE


**PRESENTATION TO THE
SENATE AND HOUSE OF REPRESENTATIVES
ARMED SERVICES COMMITTEE
UNITED STATES HOUSE OF REPRESENTATIVES**

March 7, 2012

SUBJECT: ASSESSING MOBILITY AIRCRAFT CAPABILITIES AND OPERATIONAL RISKS UNDER THE REVISED 2012 DEFENSE STRATEGY

**STATEMENT OF: General Raymond E. Johns, Jr.
Commander
Air Mobility Command**

“Costs over 25 years greater for the C-27J than the C-130J”
ASSESSING MOBILITY AIRCRAFT CAPABILITIES AND OPERATIONAL RISKS UNDER THE REVISED 2012 DEFENSE STRATEGY
General Raymond E. Johns, Jr. Commander Air Mobility Command. March-7-2012



Time Sensitive/Mission Critical Direct Support

The Air Force honors its promise to support the Army's need for TS/MC operations. But the mission should not be tied to a specific type of aircraft and the 2010 RAND report concluded that both the C-130 and C-27J can perform the full spectrum of TS/MC missions. Going forward, we will fulfill this requirement with the C-130. We are unable to afford niche capabilities, and the C-27J falls into that category with limited payload capacity and range. We know we can accomplish the TS/MC mission with the C-130: our very first direct support test was accomplished using two C-130 aircraft. Currently in Afghanistan the mission is being accomplished with two C-27Js and one C-130. A recently signed memorandum of understanding by both the Air Force and Army reaffirms the concept of employment for TS/MC support. The Air Force will stop delivery of the C-27J at 21 aircraft; we are currently not contractually obligated for the remaining 17 in the FY12 POR. Due to the small fleet dynamics, OSD estimated the lifecycle costs over 25 years to be greater for the C-27J than the C-130J. By diverting the C-27J fleet, we save \$1.42 billion over the FYDP. The proposed FY13 PB request tactical airlift fleet will have sufficient capacity to support the 2012 DSG.

3. Abril 2012, Cancelamos el C-27J por ser mas caro de operar que los C-130 (USA)

"C-27J's 25-year life cycle costs at \$308 million per aircraft" USAF Chief of Staff Gen. Norton Schwartz said

Published in AF Magazine (April 2012)

The Last to Go

The decision to terminate the C-27J and take the existing aircraft out of the force was a hard one but a choice that exemplified why the Air Force must be allowed to close some bases, Schwartz said.

"The C-27J is not a cheap airplane. It's a fine machine, and I wish we could have kept it. It was the last thing that went" in the Fiscal 2013 budget deliberation, Schwartz said. However, the Pentagon's cost-estimating shop determined that over 25 years, the C-27J would cost \$308 million per aircraft to operate, versus \$209 million apiece for the C-130J and \$185 million each for the C-130H.

"Some of that had to do with the basing approach we took: Four airplanes here, four airplanes there," he said. The C-27J was to populate the Air National Guard for use both in Stateside emergencies as well as overseas contingencies, but no base was slated to have more than a quartet of the small airlifters.

<http://www.airforce-magazine.com/MagazineArchive/Pages/2012/April%202012/0412watch.aspx>



US- AF Magazine
(April 2012)

Full article
attached

Publicado en la revista de la Fuerza Aérea Americana en Abril 2012:

El C-27J no es un avión barato según el Jefe de la Fuerza Aérea General Norton Schwartz.: He decidido cancelar el C-27J porque es demasiado caro. Durante los 25 años de su vida operativa cada avión costaría 308 millones de \$. El C-130J costaría 213 millones de \$ y el C-130H 185 millones de \$ por avión....

El C-130 puede cumplir prácticamente todas las misiones del C-27 a menor precio

Same information covered in many other websites

Air Force Chief of Staff Gen. Norton Schwartz told Congress that he chose to cancel the C-27J because it was too expensive. He cited the aircraft's 25-year life cycle costs at \$308 million per aircraft.

Schwartz said the C-130 could fulfill most, if not all, of the C-27 mission sets at a lower cost. The Air Force four-star then cited the C-130J's 25-year life cycle costs at \$213 million per aircraft and the C-130 H at \$185 million per aircraft.

4. Abril 2012 El C-27J necesita la misma longitud de pista que el C-130 (USAF)

Publicado en la Revista Aviation Week del 9 de Abril de 2012

Como la Fuerza Aérea confirmo mas tarde, el C-27J necesita casi la misma longitud de pista que el C-130.

En Afganistán el C-27J no supone ninguna mejora. Solo puede operar en un 1% de aeropuertos mas que aviones más grandes como el C-130 Hércules

" As the Air Force later confirmed, C-27 required almost the same runway length as the Lockheed Martin C-130"

Published in Aviation Week & Space Technology Apr 09 , 2012

C-27 Gone For Good Reason

Prof. Robert C. Owen

Aeronautical Science Dept. Embry-Riddle Aeronautical University Daytona Beach, Fla.

The reader who found the demise of the C-27 in the U.S. Air Force fleet "simply outrageous" misses the point (AW&ST March 15, p. 8). USAF moved away from the aircraft because it offered no unique capabilities to the existing fleet, and strategic and budgetary changes made buying a private-theater airlift fleet for the Army an unaffordable luxury. Numerous assessments of the Lockheed Martin/Aeritalia C-27, including a 2007 Rand Corp. study that I coauthored, questioned the need for a small-theater airlifter of such bread-and-butter operational characteristics.

As the Air Force later confirmed, the C-27 required almost the same runway length as the Lockheed Martin C-130 and opened up only about 1% more runways in Afghanistan into which bigger airplanes could not operate. Justification for a niche fleet of short-range, expensive airlifters evaporated as the U.S.'s approach to Afghanistan-type situations altered.

The Army, flush with windfall funds from the canceled Comanche project in 2004, chose the wrong aircraft for its organic, fixed-wing airlift needs. The service focused on two aircraft—the C-27J and CASA C-295—which were larger than it needed and provided no significant improvement over runway conditions required by the C-130.

The Army has a legitimate need for fixed-wing capability to provide maneuver and administrative support for far-flung field units and to relieve its more expensive helicopters from routine, small-package cargo and personnel movements. The solution likely would have been a smaller fleet of smaller aircraft with true short-takeoff-and-landing-from-rough-fields capabilities. If the Army had gone after the M-28 Skytruck or the Viking 400, it would have had a greater chance of gaining its own aircraft to fill its requirements.

DEFENSE BUDGET PRIORITY AND CHOICES (US DoD, January 2012)
"We didn't experience the anticipated airfield constraints for C-130 operations in Afghanistan and expect these constraints to be marginal in future scenarios."



Runway length: C-27J does not provide any significant improvement vs C130 (according to USAF, only a marginal 1% more runways)

5. Enero 2011: Flota de C-27 de la USAF en tierra, fallos en el control de calidad de todos los aviones

Publicado en airforce-magazine.com enero de 2011

La Flota entera de C-27 parada en tierra, al descubrirse virutas metálicas en los tanques de combustible de todos los aviones entregados. No está claro que causó el problema, esperan que sean restos de virutas que no se controlaron durante el proceso de fabricación..

Growing Pains (US fleet grounded in 2011) Air Force Magazine January 2011

airforce-magazine.com
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airforce-magazine.com > Daily Report Archive > Growing Pains

Growing Pains

Growing Pains: The Air Force's C-27 fleet was grounded at the end of December after the discovery of metal shavings inside the fuel cells of all eight aircraft in the service's inventory, officials told the Daily Report. It's not yet clear what caused the problem, but officials said they expect it's something left over from the manufacturing process, considering that's the apparent common thread across all eight aircraft, said Col. Gary Akins, the Air National Guard's acting deputy director of air, space, and air operations. The three aircraft assigned to Robins AFB, Ga., have since been cleared to fly, but last we heard, the Spartans assigned to the ANG's 179th Airlift Wing at Mansfield Lahm Airport in Ohio, and the two aircraft undergoing pre-delivery modifications at contractor L3's plant in Waco, Tex., remained grounded as workers waited on spare parts. The desire to get the mini tactical airlifters to Afghanistan is great and Guard officials said they are feeling the "pressure" to deploy the first aircraft to theater in March. But the grounding delayed some much-needed training time for the Air Guard aircrews, who are still learning the ins and outs of the new aircraft. USAF is building a fleet of 38 C-27s for the Air Guard. (See also [The Little Airlifter That Could](#) from Air Force Magazine's 2010 archive)

—Amy McCullough

Noble Decel...
I hope they...
Rep. Buck McKeon (R-Calif.),
Services Committee chairman, c...
reporters in Washington, D.C., J...
was commenting on whether the...
Department leadership is planni...
Budget Control Act's sequestrati...
effect in January 2013. Senator C...
said they don't have a plan in pl...
sequestration, which would slas...
more from the defense budget th...
on top of the \$487 billion in airc...
cuts.

<http://www.airforce-magazine.com/DRArchive/Pages/2011/January%202011/January%2024%202011/C-27FleetGrounded.aspx>

6. Diciembre 2011: El C-27J no cumple los requerimientos operacionales (USA)

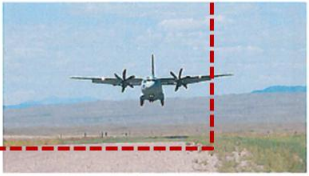
Diciembre de 2011: Evaluación operativa de los aviones por el Departamento de Defensa de USA,

Durante los test operativos, el avión no paso los requerimientos operacionales de fiabilidad y disponibilidad. El C-27J tiene un alcance de 2400 nm y una carga máxima de 5.900 kg. Puede llevar 46 pasajeros, 26 combatientes equipados y 18 literas para evacuación médica.

“C-27J is not operationally suitable”
US DoD Operat. Test & Evaluation Report 2011

Operational Test & Evaluation Report – December 2011

C-27J



Executive Summary

- DOT&E completed a Combined Operational and Live Fire Test and Evaluation Report for the C-27J in May 2011. The Program Office completed both the LFT&E and Multi-Service Operational Test and Evaluation (MOT&E) in FY10, but has not yet made a full-rate production decision.
- The C-27J is operationally effective in conducting its primary mission of delivering time sensitive/mission critical cargo and personnel to forward units in remote locations using unimproved airfields.
- The C-27J is not operationally suitable. During operational testing, the aircraft did not achieve its required reliability or availability, although it did achieve required maintainability. However, reliability has shown improvement since the MOT&E.
- The C-27J is survivable, with limitations, when coupled with the use of appropriate tactics, techniques, and procedures against the Man-Portable Air Defense System and ballistic projectiles it could encounter when operated in Afghanistan or Iraq.
- Two C-27J aircraft deployed with Air National Guard and Army National Guard crews to Afghanistan in August 2011.

System

- The C-27J is a two-engine, six-blade turboprop tactical transport aircraft.
- The aircraft can operate from short (2,000 feet) unimproved airfields and has a 2,400 nautical mile range and a maximum payload of 13,000 pounds. The C-27J is capable of carrying up to 46 passengers.
- The C-27J can carry three standard pallets, six bundles for airdrop, 40 passengers, 26 combat-equipped paratroopers, or 18 litters for medical evacuation.
- The C-27J can operate with a variety of weapons, including a suite consisting of the AN/AAR-47A(V)2 (missile and laser

Warning system), AN/APR-39B(V)2 (radar warning receiver), and AN/ALE-47(V) (chaff and flare dispenser) onboard the aircraft.

Mission

- Air Force units equipped with the C-27J will transport time sensitive and mission-critical cargo and personnel to forward-deployed forces in remote and austere locations.
- The Air Force intends to use the C-27J to support its intra-theater airlift operations.
- Secondary missions for the C-27J include performing routine sustainment operations, medical evacuation, support of Homeland Defense, airdrop of personnel and equipment, and humanitarian assistance missions.

Major Contractor

L-3 Communications Integrated Systems, L.P. – Greenville, Texas

“The C-27J is not operationally suitable. During operational testing, the aircraft did not achieve its required reliability or availability”

“It has a 2.400 nautical mile range and a maximum payload of 13.000 pounds” (5,900kg)

“40 passengers, 26 combat-equipped paratroopers or 18 litters for medical evacuation”

Full report available on <http://www.dote.osd.mil/pub/annrep.html>



7. Diciembre 2011: Mal funcionamiento y escasez de repuestos obligan canibalizar los aviones (USA)

“High cannibalization rate to maintain operational aircraft” US DoD Operat. Test & Evaluation Report 2011

Operational Test & Evaluation Report – December 2011



Adobe Acrobat Document

Diciembre de 2011: Evaluación operativa de los aviones por el Departamento de Defensa de USA,

Fue necesario canibalizar (quitar piezas de otros aviones) para mantener algunos aviones operativos, debido al mal suministro de repuestos

La actualización del software del avión, que incluía mejoras en el Sistema Director de Vuelo e integración de los datos de despegue y aterrizaje, ha sido pospuesta indefinidamente.

AIR FORCE PROGRAMS

Assessment

- The C-27J is operationally effective in its primary mission of delivering time sensitive/mission critical cargo and personnel to forward units in remote locations on unimproved airfields, as well as aerial sustainment, aeromedical evacuation, and self-deployment.
- The C-27J is not operationally suitable. Shortfalls in availability and in several subsystems adversely affect safety, situational awareness, or workload.
 - Post-MOT&E data show that the system meets its reliability requirement.
 - During testing, the high cannibalization rate to maintain operational aircraft suggests inadequate spare part supplies.
- The Air Force has implemented corrections to suitability problems with the Heads-Up Display and the cargo handling system. Additional operational testing is needed to verify correction of deficiencies.
- The modifications improved the cargo handling system by reducing the pallet jamming observed in the MOT&E, but further monitoring in operational conditions is warranted.
- A planned update to the aircraft software, which includes improvements to the flight management system and integration of take-off and landing data calculation, has been postponed indefinitely.
- The C-27J is survivable, with limitations, when operated using appropriate tactics, techniques, and procedures against the Man-Portable Air Defense System and ballistic projectiles that it could encounter during operations in Afghanistan or Iraq.

Recommendations

- Status of Previous Recommendations. The program has implemented changes to address the FY10 recommendations, but continued evaluation of suitability corrections in operational conditions is required.
- FY11 Recommendations.
 1. The Air Force should collect and track reliability and maintainability data from deployed aircraft.
 2. The program should update the Test and Evaluation Master Plan to include FOT&E, and update the reliability growth plan.

“Shortfalls in availability and in several subsystems adversely affect safety, situational awareness or workload.”

“A planned update to the aircraft software, which includes improvements to the flight management system and integration of take-off and landing data calculation, has been postponed indefinitely.”

8. Julio 2012 La flota de C-27J de la USAF en tierra por fallos en el Sistema de Control de Vuelo

12 Julio 2012 Defense News
 Problemas con el control de vuelo obligan a parar toda la flota de C-27J de la USAF

C-27Js Grounded After Flight Control Failure Defensenews 12,07,2012



The U.S. Air Force grounded its fleet of C-27J cargo planes after one aircraft experienced mechanical failure on July 3. (Sp: Daniel Fomelov / U.S. Air Force)

FILES UNDER WORD NEWS AMERICA
 The U.S. Air Force has grounded its fleet of C-27J cargo planes after an aircraft experienced a mechanical failure in part of its flight controls during a training sortie last week.

Air Force officials said the plane was grounded following the July 3 incident, which it is calling a "flight control problem," according to a written statement provided by an Air Force spokeswoman. The Air Force has ordered an investigation into the incident.

"This is a precautionary measure while the Air Force and C-27J industry team investigates the incident," the statement said. "The program office is working with the C-27J prime contractor, L-3 Communications, and the aircraft manufacturer, Alenia Aermacchi, to resolve the matter as quickly as possible, and return the C-27J fleet to normal flight operations."

It is unclear how long the fleet will be grounded but is expected to be resolved within one to two weeks for those specific aircraft shown to exhibit similar issues.

Officials are examining parts of the aircraft's flight-control surfaces, parts on the wings that control the aircraft's altitude.

The Air National Guard is the only U.S. military operator of the aircraft, however, other countries, including Italy, Greece, Lithuania and Romania, operate the plane.

After the incident in the United States, industry issued a bulletin to all militaries that fly the C-27J and its predecessor, the G 222, to perform inspection on their aircraft.

The incident comes just three weeks after the Air Force removed C-27Js from combat operations in Afghanistan. That move was unrelated to last week's incident and is part of an Air Force proposal to cancel the program and retire the 21 already purchased aircraft for budgetary reasons.

Retiring the aircraft has been strongly opposed by the Air National Guard, states governors and members of Congress. Legislation under consideration in the House and Senate has recommended freezing Air Force plans to retire C-27J.

In combat, the C-27J is used to ferry supplies and equipment to ground troops. Stateside, it could be used to assist during natural disasters.

"The U.S. Air Force has grounded its fleet of C-27J cargo planes after an aircraft experienced a mechanical failure in part of its flight controls during a training sortie last week"

"Air Force officials at the plane's program office in Ohio ordered the grounding following the July 3 incident, which it is calling a "flight control problem," according to a written statement provided by an Air Force spokeswoman. The Air Force has ordered an investigation into the incident."

<http://www.defensenews.com/article/20120712/DEFREG02/307120011/C-27Js-Grounded-After-Flight-Control-Failure>

9. Sept 2012, la flota de C-27J todavía en tierra desde el 3 de Julio (USA)

26 de septiembre 2012. Asia Pacific Aerospace Report

La flota de C-27J de la USAF sigue parada desde el 3 de julio en que se descubrieron problemas en el control de los alerones.

Todavía no se sabe si el fallo es mecánico o problemas de stress en la estructura

USAF C-27Js still on the ground Asia PACIFIC Aerospace Report September-26-2012

USAF C-27Js still on the ground

The Alenia C-27J Spartans of the US Air Force are still grounded following the discovery of a wing control problem in early July.

Australia collected the C-27J to replace its air force Hercules airlifters and signed for nine under a controversial contract worth US\$1.4 billion, the details of which have not yet been revealed.

The aircraft will also provide capacity to replace the air force's fleet of eight serviceable C-130H Hercules which are to be pulled from service at the end of the year as a cost saving measure.

The US C-27Js were grounded in early July after one of its aircraft suffered an in-flight mechanical failure in its wing flight controls.

It has reported the failure involved a hinge on the aileron controls and it is yet to be established if the failure was mechanical or because it was related to an in-flight stress problem.

The US Air Force has grounded the aircraft as a budget measure but so far the US Congress has refused to let the aircraft go and US presidential candidate Mitt Romney is lobbied by local officials whose electorates include C-27J bases. He is seen below viewing some of the grounded C-27Js which are parked in Ohio.

They were pulled out of operations in Afghanistan early this year with air force officials saying they were unreliable and that most airfields they operate to could also be used by the US Air Force's fleet of C-130 Hercules.

Airbus Military also offered Australia a bargain priced KC-30A tanker in the C295 deal which would have seen the Airbus A330 converted in Australia to KC-30A standard at the Qantas Defence facility in Brisbane extending its life until other work is available.

"The Alenia C-27J Spartans of the US Air Force are still grounded following the discovery of a wing control problem in early July.."

"The US C-27Js were grounded in early July after one of its aircraft suffered an in-flight mechanical failure in its wing flight controls. It has reported the failure involved a hinge on the aileron controls and it is yet to be established if the failure was mechanical or because it was related to an in-flight stress problem."

"The US C-27Js were grounded in early July after one of its aircraft suffered an in-flight mechanical failure in its wing flight controls. It has reported the failure involved a hinge on the aileron controls and it is yet to be established if the failure was mechanical or because it was related to an in-flight stress problem."

10.Febrero 2012: C-27 J Abandonados en el almacen?.(USA)

11 febrero 2012, Aerospace News

El Pentágono cancela los pedidos del C-27J. Los aviones entregados será retirados y almacenados en el desierto

Pentagon abandons C-27J: Aircraft in storage?

Published at Aerospace News, 11th February, 2012

The Sparaco Chronicles Reply
Collateral Damage - 03-02-2012

The Pentagon abandons the Italian C-27J.

From theory to practice: The American Department of Defense is at this very moment implementing the first measures of a plan to drastically cut its capital expenditure. **Alenia Aermacchi has found itself in the front line with the brutal, irrevocable decision to cancel an order for C-27Js. Worse still, the dozen or so models already delivered, out of batch of 38, will be "cocooned" pending the slender eventuality of better days.** Initially, the joint Army/Air Force order was to be for 125 aircraft and there were even plans to install a final assembly line in the South-East of the U.S. This is the first collateral damage of procurement savings cuts decided a short while ago.

The American requirement for a military aircraft, which goes back several decades, therefore ends here. The C-27J Spartan, as it exists today, was marketed in the U.S. by L-3 Communications and Alenia North America, within the framework of a joint venture Lockheed Martin-Alenia Tactical Transport Systems. It had been chosen to meet more modest operational needs than the C-130J, let alone the C-5M and C-17. Hence the (unofficial) designation of C-27J, aimed to recall certain technical aspects shared with the C-130J, not least because they were powered by the same type of Allison/Rolls Royce engine.

The first C-27Js had given entire satisfaction, including during active operation in Afghanistan. On a more general level, this American experience helped reinforce the positive image of the Italian plane, which enjoyed a certain export success, in countries as divergent as Greece, Cameroon, Bulgaria, Lithuania, Romania, etc. It is said in the Pentagon to be a niche aircraft and therefore, whatever its merits, cannot be justified within the context of strict budgetary austerity. Only three types of airlifters will be operated in the future, a fleet of different versions of the C-130 reduced to 318, 222 C-17s and fifty or so re-engineered C-5Ms.

"The dozen or so models already delivered, out of batch of 38, will be "cocooned" pending the slender eventuality of the better days."



11.Junio 2012 La USAF retira los C-27J de Afghanistan

22 Junio 2012 Revista de la Fuerza Aerea Americana:

La Fuerza Aérea retira los C-27J en Afghanistan y no piensa volver a utilizarlos.

Mantener un año mas los C-27J en Afghanistan supondría tener que pagar de 20 a 25 millones de \$ por el soporte del fabricante

The Air Force is no longer operating C-27J Spartan airlifters in Afghanistan.

Airforce-magazine.com, June-22-2012



Adobe Acrobat Document

Spartanless

Spartanless

The Air Force is no longer operating C-27J Spartan airlifters in Afghanistan and currently has no plans to return them to that theater, according to service officials.

—Michael C. Sirak

June 22, 2012—The Air Force is no longer operating C-27J Spartan airlifters in Afghanistan and currently has no plans to return them to that theater, according to service officials.

Earlier this week, officials at ~~Kandahar Airfield in Afghanistan, recalled the 702nd Expeditionary Airlift Squadron that had operated two C-27Js from there since last August.~~

The mini airlifters provided direct support to Army units in southern Afghanistan, earning high marks from the operators and the soldiers whom they supported.

During that span, they flew 3,200 sorties, ferrying 1,400 tons of cargo and 25,000 passengers, and executing 71 airdrops, stated Kandahar officials in a June 20 release.

"We feel like we've made a difference for the young troops on the tip of the spear," said Lt. Col. Michael Lunt, 702nd EAS commander at the time of the unit's inactivation.

C-130 transports are now executing the direct-support mission in their place.

Air Force spokeswoman Jennifer Cassidy told the *Daily Report* June 21 that the Air Force leadership decided to pull the C-27Js at this time, following the release of the service's Fiscal 2013 budget proposal, to avoid having to spend another \$20 million to \$25 million on L-3 contractor support for another year in Afghanistan.

The budget proposal included ~~the service plan to fund the C-27J fleet in Fiscal 2013 to save money for higher priorities.~~

However, lawmakers have thus far put the kibosh on that move in their budget mark-ups for next fiscal year.

During its tenure, the 702nd EAS comprised airmen from the Ohio Air National Guard's 179th Airlift Wing in Mansfield and the Maryland ANG's 175th Wing in Baltimore, along with Air Guardsmen from other stateside units and some Army soldiers.

The 179th AW supplied the two C-27Js that served during the entire 10-month period.

From the stand up of the unit on July 31, 2011, through April 27, the Ohio Air Guard led the unit. From that point until the unit's inactivation on June 18, the Maryland Air Guard was in the lead.

Lt. Col. Todd Thomas, 179th Operational Support Flight commander in Mansfield, confirmed to the *Daily Report* on June 21 that overseas C-27J operations are on hold. However, C-27J stateside operations are continuing, including training flights, airlift sorties, and participation in airborne exercises, he said.

(Includes Kandahar [report](#) by Capt. Frank Hartnett)

"The Air Force is no longer operating C-27J Spartan airlifters in Afghanistan and currently has no plans to return them to that theater, according to service officials."

"Air Force spokeswoman Jennifer Cassidy told the *Daily Report* June 21 that the Air Force leadership decided to pull the C-27Js at this time, following the release of the service's Fiscal 2013 budget proposal, to avoid having to spend another \$20 million to \$25 million on L-3 contractor support for another year in Afghanistan."

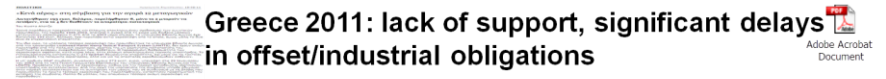
12.2011 GRECIA. 8 C-27J recibidos, solo 2 están operativos por falta de soporte. Retrasos en offsets

13 febrero 2011 en periódico griego "Kathimerini"

Problemas en la compra de 12 C-27J: Los aviones se compraron en el 2003. En 8 años solo se han entregado 8 aviones, de los cuales solo 2 están operativos.

La falta de disponibilidad del avión ha sido debida principalmente a la falta de soporte técnico. 11.63 Millones de \$ de penalización por retrasos.

Además de las obligaciones de offset/Compensaciones industriales solo se han realizado el 13%



"Air gaps" in the contract for buying 12 C27J Cargo's News appeared in "kathimerini" Feb-13-2011

Spent 193 million dollars, received 8, only 2 can fly, while 4 did not have the necessary certificate of the system with air refueling. This is a prime example of improvisation and lack of integrated planning of defense procurement of our country in the period 1996-2004, for procuring twelve medium transport aircraft C-27J. From 2003 until today, the Ministry of Defence has spent 193 million dollars, has received eight aircraft from which, however, only two are operational. At the same time, the remaining aircraft (4) that were procured by the Ministry of Defence from a consortium Lockheed Martin Alenia Tactical Transport System (LMATTS), have not yet received by the Air Force because of the failure to provide certification of the system with air refueling. The limited availability of aircraft is primarily due to the lack of comprehensive technical support. The construction Italo-American C-27J Spartan are necessary not only for tactical transport cargo missions, but also for the air ambulance missions.

The Contract number - 004G, totaling 273 million Euros, was signed on January 29 2003 by the then Secretary General Armaments Department of National Defense and LMATTS. It involved the purchase of 12 aircraft providing also training, documentation, ground test equipment, support and spare parts. **Since the beginning of the implementation of the contract it was unable to provide spare parts and maintenance of equipment,** coupled with the damage showed on the first four aircraft were received, made it difficult to perform the contract. Moreover, still four more aircraft to be delivered.

Refusal

The Hellenic Air Force refused for nearly three years to open the receipt, because they lack the required certification system receiving fuel in flight, IFRRS (In Flight Refueling Receiver System). To obtain this certification, the aircraft must perform a test called aerial refueling, which has not yet been done. Source Ministry said to the "K" that three months ago the manufacturer Alenia Aeronautica, suggested to the Greek side, not to deliver the last four aircraft and the amount of their purchase may be exchanged for spare parts and technical support services to existing eight C-27J of the Air Force. The proposal, for obvious reasons, was rejected by the Greek General Directorate for Defense Investment and Armaments (GDDIA) of the Ministry of Defence.

To date there have been at least six changes to the contract and imposed penalties to the supplying company on the proposed clauses for late deliveries, totaling 11.63 million U.S. dollars. Also have withheld 16 million U.S. dollars as a guarantee for repairing damages. Nevertheless, the problems to technical support of the aircraft would not exist if the authorities of the Ministry of Defence, when signed the contract of the main supply, paying a deposit of 125 million U.S. dollars, had the foresight to conclude a similar contract of «Follow On Support» (FOS). **According to an Air Force official, the absence of contract for technical support of the aircraft makes the maintenance difficult and expensive.** As he notes, "available parts on the market are on higher prices, while in many cases the procurement procedures are time consuming because of the provisions of the final Defense Procurement Law 3433."

Offset Benefits

Obstacle to the development of the program was also a change in the share capital of the supplying company. The U.S. Lockheed Martin withdrew from the joint venture, after United States shrinking the program for the supply of transport aircraft to the US Army and Air Force. In addition, there are **significant outstanding delays in the implementation of the offsets programs (O.B)** for the purchase of C-27J. So far, it has realized only 13% of all programs, with a nominal value of 232 million dollars. The O.B regard mainly in subcontracting work of the Greek Aerospace Industry (HAI). The unresolved issues of this program, for supplying medium transport aircraft, are examined again by a newly created committee of the GDDIA. The next period is expected to begin negotiations with Italy's Alenia to solve the problems. The information from the ministry indicated that the Air Force General Staff now agrees to move forward for receiving temporarily three of the four remaining C-27J, until a certification system for "In Flight Refueling Receiver System" can be achieved from the Italians on the last Aircraft still to be delivered. This move is expected to overcome, in part, the problems of support.

The final solution though is expected to occur only by signing a contract for technical support, which constantly postponed, due to economic scarcity. kathimerini.gr

13.Enero 2009. Mejoras necesarias en el tren y aviónica del C-27J canceladas por la crisis económica

14 enero 2009 Defence News

El gobierno italiano planea financiar mejoras necesarias en la aviónica y en el tren de aterrizaje del C-27J. (Mejoras canceladas por la crisis económica del país)

16 DefenseNews January 12, 2009 ★ EUROPE

Italy Funds R&D on New C-27J Version, Better M-346

By TOM KINGTON

ROME — The Italian government has underlined its commitment to Italy's aeronautical and electronics industry by announcing 900 million euros (\$1.2 billion) in research funding for a raft of defense programs, including a new version of the C-27J tactical transport aircraft and improved avionics for the Aermacchi M-346 jet trainer.

The funding, courtesy of Italy's Ministry of Industry, will be handed over during a 15-year period after which beneficiary firms will be required to repay "royalties" on sales of products derived from funded research, the ministry said in a statement.

"This is a sign of the real faith of the Berlusconi government in these strategic sectors," said Industry Minister Claudio Scajola, who agreed on the program with officials from Italy's Foreign, Defense and Education ministries.

Backing for the defense sector by the Ministry of Industry, officially known as the Ministry of Economic Development, is nothing new in Italy and has exceeded a billion euros annually in recent years.

The ministry steps in regularly to fund not only research by industry but also military procurement, most recently contributing to the planned purchase of 15 M-346 trainers by the Italian government, FREMM frigates, Freccia armored vehicles and Italy's Eurofighters.

While that contribution requires no repayment

by the military, funding for research, which has hitherto been authorized by Italian law No. 808, calls for repayment by industry.

Most of the funding will benefit Italian defense group Finmeccanica, starting with cash to upgrade the C-27J, which has already been sold to the U.S. Air Force and Army. Finmeccanica unit Alenia Aeronautica, which builds the aircraft, is already mulling versions of the transporter for special forces and maritime patrol.

The ministry statement said funds would now be released to back research into better avionics and "new, advanced, landing gear for rough terrain."

Fellow Finmeccanica unit Aermacchi is also set to benefit. Money will be spent on further developing the fly-by-wire flight control system on the firm's new M-346 jet trainer, the ministry said.

"This new funding is in line with past funding, which sustains programs which are not an immediate requirement for the armed forces, but are a significant industrial priority," said Giovanni Gasparini, a senior fellow at the Istituto Affari Internazionali, a Rome think tank partly funded by the Italian Foreign Ministry.

The new 900 million euro fund covers one purely civil program: development work on Airbus aircraft by Alenia and "numerous medium-sized Italian firms," the ministry said.

The Italian government was sanctioned by the European Union in 2008 for funding civil research and development (R&D) programs without first notifying the union and without securing repayment from industry. After the ruling, Finmeccanica returned funds it had obtained through the scheme.

Funding for defense R&D was not sanctioned since EU regulations allow members to exempt defense R&D funding from the EU's rules on research funding repayment.

Apart from the Airbus program, the projects all have military applications, including avionics and military communications research, land- and sea-based sensors, electronic support measures for aircraft flying in hostile airspace and helicopter technology research "for new military needs."

Also listed by the ministry is research into the use of automobile engine technology in UAVs, as well as the use of diesel fuel in UAVs, two approaches already being studied by Alenia and implemented in its technology demonstrator, the Sky-X, which has been test flying with sensors in Sweden.

The ministry also lists funding for research into the electromagnetic signatures of platforms now being carried out by "a small Italian firm." An Italian government source said the firm in question was IDS, a 200-employee Pisa company that develops technologies to reduce the observability of aircraft and ships as well as improve the positioning of emitters on platforms.

IDS declined to comment.

While Ministry of Industry funding for the defense sector is not a new phenomenon in Italy, industry observers noted the provision of a detailed breakdown of investments was a novelty. The change comes as the government, led by Silvio Berlusconi, cuts official defense spending for 2009 by 6.9 percent to 14.34 billion euros, 0.87 percent of gross domestic product. ■

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Special forces and maritime patrol.

The ministry statement said funds would now be released to back research into better avionics and "new, advanced, landing gear for rough terrain."

14.Enero 2013:Flight Safety - Fallos en el tren de aterrizaje del C-27J cierran el aeropuerto de Pisa

ASN Aircraft accident 18-JAN-2013 Alenia C-27J

Página 1 de 1



ASN Wikibase Occurrence # 152617

Last updated: 15 March 2013

This information is added by users of ASN. ASN nor the Flight Safety Foundation are responsible for the completeness or correctness of this information. If you feel this information is incomplete or incorrect, you can [submit corrected information](#).

Vind ik leuk

Tweet

Date: 18-JAN-2013
Time: 3 pm
Type: Alenia C-27J
Operator: Italian Air Force
Registration:
C/n / msn:
Fatalities: Fatalities: 0 / Occupants:
Other fatalities: 0
Airplane damage: Minor
Location: Pisa airport -  [Italy](#)
Phase: Landing
Nature: Military
Departure airport:
Destination airport: PSA

Narrative:

An Italian Air Force C-27J suffered a landing gear failure of unknown nature, and could not leave runway 04R which was out of use. Then another C-27J landed on parallel runway 04L and it also had some problem of some kind, blocking that runway also. Two commercial flights were cancelled and 8 were re-routed. The airport returned to operations at 7 pm.

Sources:

<http://www.pisatoday.it/cronaca/aeroporto-pisa-aperto-guasto-aereo.html>

Enero 2013:Flight Safety –

Fallos en el tren de aterrizaje de un C-27J, cierran el aeropuerto de Pisa.

Otro C-27J se accidentó el mismo día en una pista paralela bloqueando totalmente el aeropuerto.

15.AUSTRALIA Mayo 2012 Australia: Los C-27J costaran al ciudadano australiano mas del doble que el C295.

Estados Unidos ha declarado que el C-27J no es efectivo operacionalmente.

Mayo 16 2012: Declaraciones del Senador Johnston

El C27J costara al ciudadano australiano mas del doble del C295

El C-27J fue retirado al desierto por los Estados Unidos porque no era operacionalmente efectivo

Minister for Defence – Media Release – Opposition disarray over the C-27J aircraft acquisition

Australian Government Department of Defense May-16-2012

16 May 2012

In a media release today, Shadow Minister for Defence Senator David Johnston has made a series of assertions about the procurement of the C-27J aircraft.

This stands in stark contrast to his colleague the Shadow Minister for Defence Science, Technology and Personnel, Stuart Robert, who stated in the Parliament on Thursday 10 May "available at a very good price and option, may I commend the Minister for a swift and sound decision. It is a very good capability. The loss of the Caribou was quite a loss in terms of short take-off and landing. The C-27J will add significant capacity to our arsenal."

Let's put some facts on the table:

In his media release, Senator Johnston stated: "It appears there was no competitive tender process, no rigorous evaluation, and a billion dollar decision has been based on a quick desk top audit."

The Government agreed to purchase 10 Alenia C-27J Spartan Battlefield airlift aircraft at an all up cost of \$1.4 billion to replace the Caribou aircraft which was retired from service in 2009 after a career spanning more than four decades. The C-27J complements the capabilities of the C-130 and C-17 aircraft and has been widely welcomed by Air Force.

A competitive open selection process for the C-27J was made following an exhaustive assessment by the Department of Defense, the Defense Materiel Organisation (DMO) and Air Force of information provided by the manufacturers of the C-27J and C-295 aircraft.

Information was sought from Alenia (the C-27J manufacturer) and Airbus Military (the C-295 manufacturer) throughout 2011 who were asked to participate in a selection process. Both were asked to provide information on the performance of their aircraft, as well as costing data, in order to enable Defence, the DMO and Air Force to conduct a comparative assessment of each aircraft, including aircraft performance and configuration, against the Australian Defence Force (ADF) requirements.

An equal and same opportunity was given to both Airbus Military and Alenia. The decision to acquire the C-27J was made by the National Security Committee of Cabinet on the recommendation of the Department of Defense, the DMO and Air Force, together with formal advice from central line agencies including Treasury and Finance.

The C-27J flies higher, faster and can access more airfields in our area of interest. The C-295 is unable to carry some of the equipment that is vital to support ADF military and humanitarian assistance and disaster relief operations.

Senator Johnston also stated: "...there were merits in both the C-27 and the C-295, but at \$1.4 billion the C-27 will cost the taxpayer more than twice as much as the C-295..."

What Senator Johnston fails to understand and acknowledge is that the \$1.4 billion includes not only the acquisition cost of the aircraft, but also the modifications to the aircraft for equipment needed for specific ADF roles, initial logistic support (including spare parts, training, maintenance, handling equipment, technical data, management) and the support of the aircraft fleet. The C-295 is not capable of carrying all the equipment and support needed for the C-27J.

The 2012 United States President's Budget afforded mandatory programs, including terminating the C-27J. The United States justification for this decision was financially driven but based on the rationale that the larger C-130 can perform almost all of the missions envisioned for the C-27J fleet in the United States' fleet. In well, the recently-completed comprehensive United States strategic review concluded that its aircraft fleet could be reduced by the termination of the C-27J.

In contrast to the United States, Australia has a gap in its intra-theatre airlift capability, since the retirement of the Caribou.

Senator Johnston also makes the generalised assertion that: "In the eyes of just about every other air force around the world the C-295 is not only considered to be the best value for money but also the most effective battlefield airlifter."

This is not a view shared by the Chief of Air Force or the RAAF.

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"Senator Johnston also stated: "...there were merits in both the C-27 and the C-295, but at \$1.4 billion the C-27 will cost the taxpayer more than twice as much as the C-295..."

"Senator Johnston also stated the aircraft "...had already been mothballed by the United States because they were not operationally effective."