

SHOW REPORT  
**FIDAE  
 2002**  
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FIDAE 2002 – held in Santiago, Chile, on 1-7 April – highlighted plentiful potential in civil and military markets throughout Central and South America. In military markets, European, Israeli and US companies are recognising that still-recovering economies are more likely to be able to afford upgrade programmes than new equipment. In the commercial market the impending competition at Aeromexico is seen as a key battleground for the future success of Airbus and Boeing in the region. Led largely by Brazil, it seems the long-held promise of the region finally appears to be entering a period of fruition.

#### ADVANCED TRAINER

## LMAASA to revamp Pampa avionics

Upgrade of AT-63 advanced trainer sees as crucial to securing export contracts in Latin America and Asia

Lockheed Martin Aircraft Argentina (LMAASA) is to develop a radar-equipped upgrade of the AT-63 Pampa advanced trainer and light attack aircraft as part of efforts to clinch emerging requirements in Latin America and Asia.

The decision to fit the Lockheed Martin APG-67(V)4 multimode radar follows input from at least

one unnamed prospective customer. The upgrade improves the light attack variant's air-to-air and air-to-ground attack capabilities.

Minor modifications to the Pampa's nose are required to accommodate the radar's 0.25m (10in) diameter antenna. The decision follows a demonstration in Colombia in October last year,

although LMAASA declines to comment on this link.

Sources close to the competition confirm, however, that a radar requirement is expected in the definitive request for proposals (RFP) that Colombia is likely to issue in the next four months.

LMAASA says the AT-63 is in four competitions with total initial requirements for 60 aircraft. One is believed to be Singapore's training system requirement, an RFP for which is expected in January 2003.

LMAASA is considering several options for the requirement including a mixed package including simulators, training systems, AT-63 aircraft and possibly the T-50 being developed by Korea Aerospace Industries and Lockheed Martin.

The radar is one option in a range of avionics, propulsion and weapon system upgrades being

offered for the "Next Generation" AT-63. The first two aircraft incorporating baseline upgrades are being assembled at LMAASA's Cordoba site, and the first will fly in November.

A further 10 new-build AT-63s, together with 12 remanufactured aircraft are due to be delivered to the Argentinian air force by June 2005.

LMAASA adds, however, that the timescale for the refurbished aircraft has "gone to the right" and no definite timescale, other than the delivery deadline, exists.

The upgraded Argentinian AT-63s incorporate an Elbit avionics suite with a single multifunction display (MFD), although LMAASA expects future customers to specify full glass cockpits with dual MFDs. Future options include a more powerful Honeywell TFE731-41R turbofan.



Planned Pampa developments will improve its strike capability

#### IN BRIEF

##### POWER PLAY

Snecma is proposing the improved M53-PX3 turbofan for the Dassault Mirage 2000BR competing for Brazil's F-X fighter competition. The engine is digitally controlled and has an improved high-pressure turbine offering 10% increased thrust on the baseline engine or extended durability. Snecma plans to make the improvement retrofittable.

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##### SECOND CESSNA

Cessna has delivered a Citation Bravo to Chile's Club Aero de Carabineros for transport and emergency medical service missions. It is the Santiago-based organisation's second Cessna.

#### MARITIME PATROL

## Brazil nears P-3BR upgrade choice

Brazil is close to making a final selection of a systems integrator to upgrade its planned fleet of eight Lockheed Martin P-3BR Orion maritime patrol aircraft. The deal will give the winner an important edge in competing for potential P-3 upgrade programmes in Argentina, Chile and Mexico.

Three contenders are submitting best and final offers, and a final decision is expected by June. The programme consists of a service life extension of eight surplus US Navy airframes and the installation of modern cockpit avionics and an integrated sensor suite.

Brazil wants to equip the P-3s with a new search radar and is understood to have already speci-

fied the Elta EL/M-2022. New generic capabilities include an electro-optical/infrared sensor, electronic support measures (ESM), acoustic processing, and a new magnetic anomaly detector.

Galileo Avionica and sister company Alenia are competing with Air New Zealand and local company Mectron. The proposed commercial-off-the-shelf system is a version of that installed on Italian customs service ATR 42MPs.

Lockheed Martin's bid is led by its Tactical Systems division and is based on a further evolution of the US Navy's anti-submarine warfare improvement programme and the recent upgrade of Norway's four P-3C Update III aircraft. It will be

open architecture with modular processors with software support from local company ATEC.

EADS Casa is offering its Fully Integrated Tactical Systems (FITS) package derived from the system for the Spanish navy's P-3 upgrade. FITS is being demonstrated on a EADS Casa C295 Persuader and incorporates an Indra mission computer/tactical system.

All three companies have their eye on requirements expected in the rest of Latin America. Chile operates four P-3As, which other than a standalone ESM system, have not been updated, while Argentina has six ageing Orions. Mexico is also looking at acquiring a number of ex-USN P-3s.