

Strategy behind a **tactical** transport aircraft **TRANSALL**



Second production run launched. Repeat order for another 25 aircraft placed by the French Air Force.

SHORT FIELD CAPABILITY

The TRANSALL has only two engines. That makes it a lot more economical to operate than its closest four-engine competitor.

But with no compromise on performance.

It must be emphasized that the inherent high power-to-weight ratio of the twin-engine concept results in shorter take-off distances than with a four-engine aircraft, with a high obstacle clearance margin.

With full flaps, airbrakes extended, the TRANSALL is capable of descent with an angle as high as 20°. Its final approach speed will not exceed 100 kt at current landing weights.

At its maximum allowable weights, the TRANSALL offers a 2,300 ft take-off run, and a 1,450 ft landing run.

The NEW TRANSALL comes up with IMPROVED PERFORMANCE



aerospatiale

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The Transall is produced jointly by Aerospatiale (France) and the German firms MBB/VFW - Fokker.