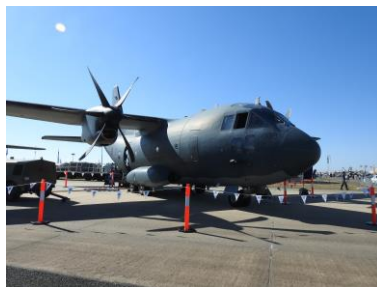


Series 3 A34 - Alenia C-27J Spartan



FEBRUARY 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	27	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29



APRIL 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2

Main Photo: The Australian
Centre: D.K. Coles

Quantity – 10
In Service – From 2015
Operating Units – 35SQN

WEDNESDAY 11th MARCH

MARCH 2020						
Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1 Mirage IVa	2 Agusta 109E	3 Beechcraft 17	4 Cessna O-1 Bird Dog	5 Vickers Valetta	6 MRH-90 Tipan	7 Dassault Rafale
8 Dassault Rafale	9 Celestial Nav Trainer	10 Junkers Ju-52/3m	11 Alenia C-27J Spartan	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

When the DHC-4 Caribou was finally retired in November 2009, it was known that finding a replacement would be more than difficult, there was not an aircraft in the world that could do what the Caribou could do. Several attempts had been made, but there was still a gap of five years between the demise of the Caribou and the introduction of the C-27J.

The C-27J is an advanced development of the Alenia Aeronautica G.222 of the early 1970s. In 1995 Alenia and Lockheed Martin began working on a plan to update the G.222. This was done in several steps, beginning with the glass cockpit, and then the engines of the C-130J, and then a fully digital MIL-STD-1553 avionics system. Many other smaller updates created an aircraft that was a truly modern Battlefield airlifter. The C-27J has a 35% increase in range and a 15% faster cruise speed over the G.222.

With the gap left by the retirement of the Caribou, a new aircraft needed to be found. It came down to the CASA C-295 and the C-27J. In December 2011, The Australian Government issued a request for 10 C-27Js, with the first two airframes handed over in December 2014. 35SQN initially operated out of RAAF Richmond, but transferred to Amberley by 2019.