

DEFENCE AND SPACE
Military Air Systems

C295

The Reliable Workhorse

AIRBUS



C295

The Reliable Workhorse

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280 AIRCRAFT CONTRACTED
39 OPERATORS | **35** COUNTRIES
18 REPEAT ORDERS
500 000+ FH ACCUMULATED
 FLEET LEADER: MORE THAN **7000 FH**

RELIABLE DURING DEPLOYMENTS

The C295 has proven its reliability and ease of maintenance during arduous operational deployments with exceptionally high usage rates achieving availability in excess of 95%; the Spanish Air Force, for example, deployed two C295s to Chad for 11 months, flying some 160 Flight Hours (FH) a month in support of a EUFOR mission.

CONTINUALLY EVOLVING AND IMPROVING IT JUST KEEPS GETTING BETTER

The New C295 incorporates many significant improvements that enhance its operation and mission performance, taking the standard aircraft to a new level of capability, while maintaining its reliability and core untouched. It now features New Avionics with the most modern technology available, compliant with current and forthcoming civil and military requirements.

At the heart of the New C295 ISR versions is a Next Generation FITS (Fully Integrated Tactical System), faster and more powerful. In addition, to boost performance, we have recently fitted across all types winglets, made fuselage aerodynamic enhancements, and increased electrical power.

THE CHOICE OF THE ARMED FORCES

The selection of the C295 by the Armed Forces of 35 countries demonstrates both the quality and performance of the airframe and its systems and sensors, and the high level of customer support provided by Airbus Defence and Space.

Its proven high reliability and versatility, together with low operating costs, are the key reasons why 18 of the 39 operators have so far placed repeat orders.

The remarkable success of the C295 has been possible thanks to the application of the experience gained by Airbus engineers developing, manufacturing and supporting a family of tactical airlifters since the 70's (C212 and CN235).

THE RESPONSE TO CURRENT NEEDS

No matter when the operation is carried out: by day or night, in civil or military airspace, in hot or cold weather, or where: in a main operating base with a paved runway or a remote dirt airstrip, the C295 is ready for whatever missions today's Armed Forces require.

THE LONGEST CABIN AND LARGEST FLOOR AREA IN ITS CLASS

The 12.69 metres long, obstruction free cabin allows it to transport more than any other direct competitor. The figures speak for themselves:

- 70** TROOPS
- 48** PARATROOPS
- +1** JUMPMASTER
- 8** CONTAINERS
- 5** PALLETS
- 24** STRETCHERS
- +7** MEDICAL ATTENDANTS
- 6** VIPS
- +24** SUPPORT STAFF



CARGO RAMP FOR THE EASIEST ACCESS

The 3 metres long ramp is able to fully extend to the ground, allowing wheeled or tracked vehicles to be driven on and off the aircraft.

THE PERFECT COMPLEMENT TO LARGER AIRCRAFT

The C295 is the perfect complement to larger aircraft such as the A400M or the CH47 Chinook. A self-propelled pallet transfer system on the ramp can be used for quick loading and unloading of 88" x 108" cargo pallets from one aircraft to another in an autonomous way, even in austere locations without forklifts.



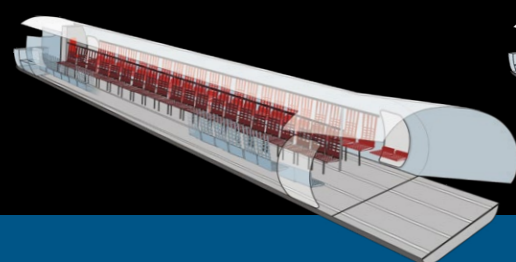


QUICKLY RECONFIGURABLE

The C295 is quickly reconfigurable to transport cargo, troops, paratroops, vehicles and injured personnel. It can also carry out airdrop of cargo and paratroops.

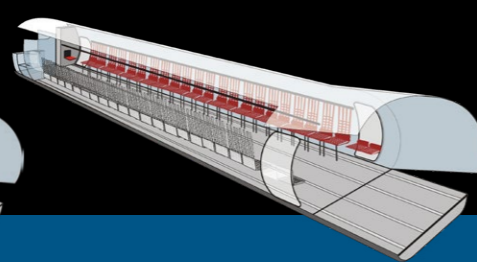
The aircraft is able to carry onboard all the necessary equipment to convert the cabin configuration from an empty one to transport, paratroop, cargo, MEDEVAC or a combination of them.

The operators can load/unload the palletised mission configuration kits (e.g. VIP seats, oil spill dispersant, intensive care units) through the rear ramp in a few minutes.



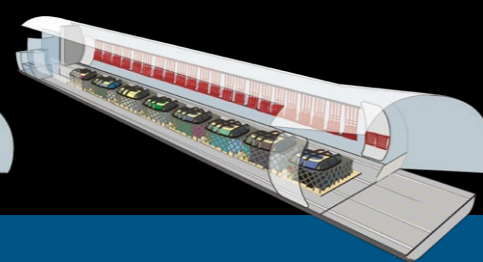
70 TROOPS

The C295 lateral seats can accommodate up to 48 troops, including four located at the rear lateral doors, which do not interfere with the door opening/closing. In addition, a central seat row structure attached to hard points, provides 21 additional seats.



48 PARATROOPS +1 JUMP MASTER

The C295 can conduct airdrop operations of combat ready paratroopers, seated in a two-row configuration, via static lines or military free-fall from either the ramp or through the two doors either side of the aircraft fuselage.

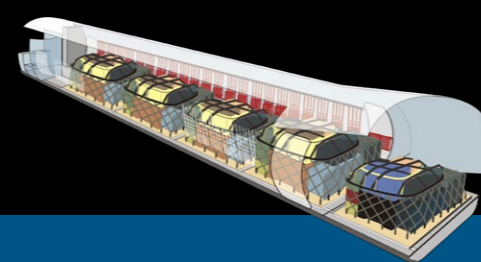


8 A22 containers

The C295 can airdrop loads of up to 8000 kg in a single pass and mixed airdrops of cargo and paratroops.

Different cargo airdrop procedures are certified and extensively proven:

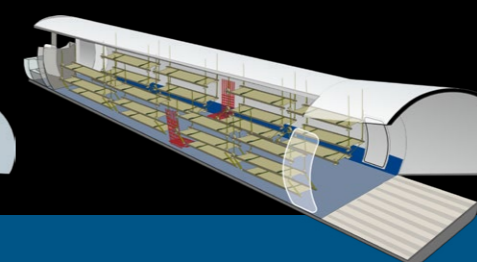
- HE (Heavy Equipment) parachute extraction
- GEP (Gravity Ejected Platform)
- CDS (Container Delivery System)



5 PALLETS

The aircraft cargo roller system is completely compatible with the 463L cargo pallet system which is widely used in the airlift community.

The C295 cargo cabin can accommodate up to 5 standard 88" x 108" pallets, four in the cargo cabin and one on the ramp.



24 STRETCHERS +7 MEDICAL ATTENDANTS

The NATO standard stretchers may be located on both sides of the cabin at three different heights. This configuration provides wide aisles for easy patient treatment and loading/unloading from eight stations, each with three stretchers.

Intensive Care Units (ICU) can also be accommodated.



6 VIPs +24 SUPPORT STAFF

The C295 is able to perform VIP transport with 6 reclining business seats and foldable tables in an area separated by partition panels, a galley with oven and refrigerator, a toilet and a passenger entrance door. In addition it can accommodate up to 24 additional support staff in economy class seating.



FUEL CONSUMPTION IS
35% LOWER THAN
 COMPETITION

THE HIGHEST AIRCRAFT AVAILABILITY AND THE **LOWEST LIFE CYCLE COST**

The C295 design aims to save weight, maintenance and operational cost. This makes the aircraft easy to maintain and operate, with the highest availability rate in its segment. The C295 life cycle cost is 50% of the competition which means each aircraft saves tens of million USD in fuel and maintenance over the life cycle.

OUTSTANDING PERFORMANCE ON SHORT AND SOFT UNPAVED RUNWAYS

The flotation characteristics of the C295 undercarriage allow more than 200 passes in an airfield with CBR (California Bearing Ratio) index of 4 (turf or moist clay), inaccessible for heavy airlift.

MODERN & EFFICIENT **POWER PLANT**

The C295 is powered by two Pratt & Whitney Canada PW127G turboprop engines driving six-bladed Hamilton Sundstrand Type 568F-5 propellers. The PW100 series of engines has accumulated 160 million operating hours on more than 6000 aircraft in service with 365 civil and military operators.



ROBUST DESIGN AND SIMPLE SYSTEMS

The C295 airframe design is optimised, while meeting all applicable civil and military certification and safety standards, and ensuring a long operational life.

With lower weights and lower aerodynamic loads, primary flight controls can be mechanical, allowing for a simple hydraulic system.

BUILT-IN APU MODE

The C295 is capable of starting the engines by using solely its batteries, allowing to operate in remote/austere areas without ground support equipment. Furthermore, the left engine is fitted with a propeller brake. While on the ground, the engine gas generator can function in APU mode to deliver electrical power and bleed air for the aircraft systems, without time limitation.

The propeller brake system provides the same ground-power functionalities of an onboard APU at a fraction of the cost, weight and complexity.

STRONG LANDING GEAR ALLOWING MTOW LANDINGS

The strong landing gear of the C295 is designed for routine operations from rough and unpaved surfaces. It permits to land at the Maximum Take Off Weight (so a fuel jettison system is not required) at a sink rate up to 10 feet per second, a feature which cannot be matched by other aircraft in its category.

THE NEW C295

WIRELESS INTERCOMMUNICATION SYSTEM

For enhanced communications and increased crew coordination

WINGLETS

The fitting of Winglets provides significant performance improvements, such as increased payload from Hot & High airfields, longer range (8% increase), and greater fuel efficiency (5% less fuel)

HIGHER CRUISE SPEEDS

Higher cruise speeds as a result of new engine mode selection options and fuselage aerodynamic enhancements

NEW VARIABLE FREQUENCY GENERATORS

Electrical power increased by more than 50% with new Variable Frequency Generators

OPTIMISED CABIN LAYOUT

The C295 cabin layout is optimised by improved equipment positioning

ESCAPE HATCH

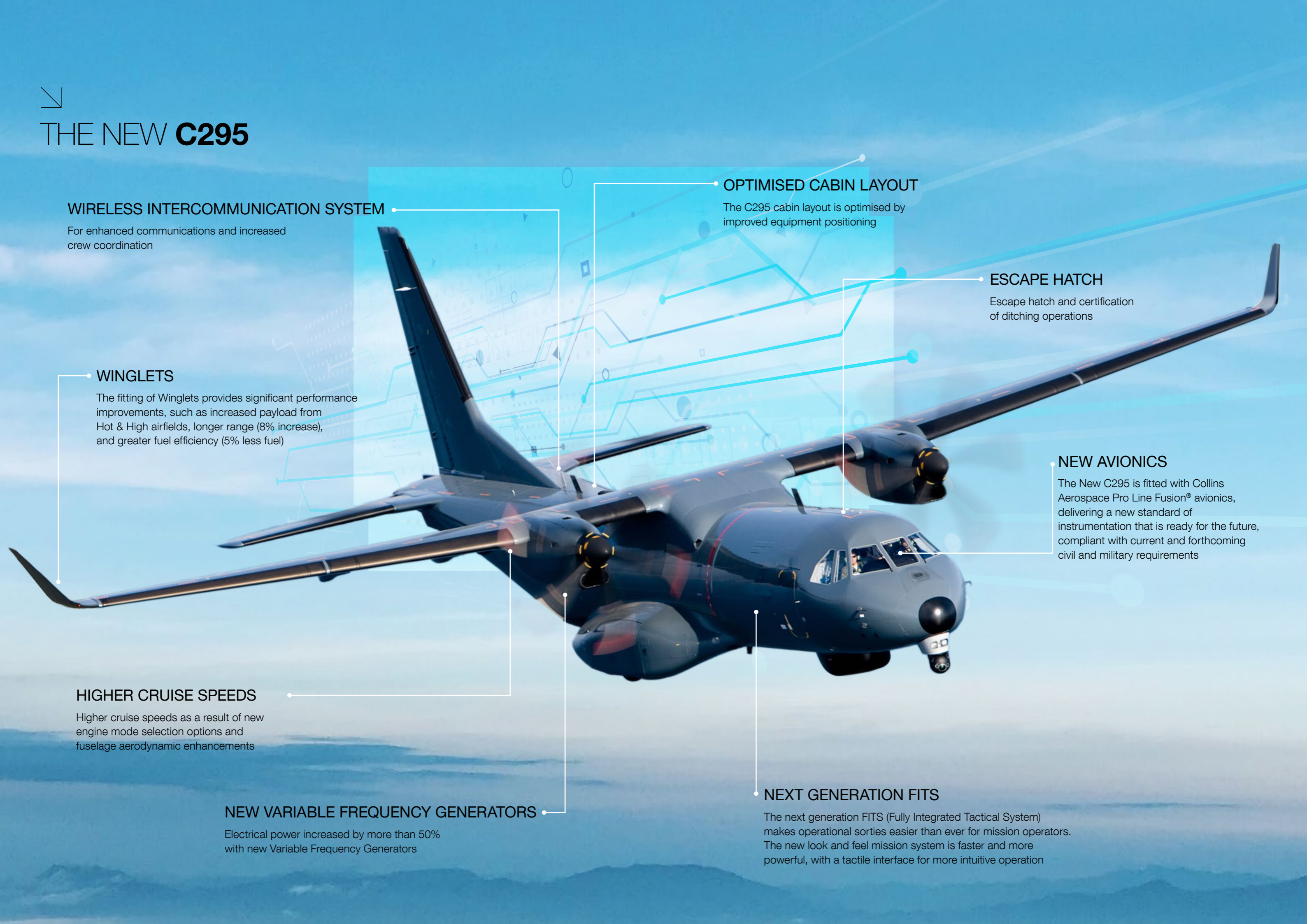
Escape hatch and certification of ditching operations

NEW AVIONICS

The New C295 is fitted with Collins Aerospace Pro Line Fusion® avionics, delivering a new standard of instrumentation that is ready for the future, compliant with current and forthcoming civil and military requirements

NEXT GENERATION FITS

The next generation FITS (Fully Integrated Tactical System) makes operational sorties easier than ever for mission operators. The new look and feel mission system is faster and more powerful, with a tactile interface for more intuitive operation



C295 NEW AVIONICS

EXTENSIVE SITUATIONAL AWARENESS

The systems and technology incorporated give the pilot the optimum awareness that is key for tactical flying.

- Synthetic Vision System (SVS)
- Overlaid Weather Radar information
- Terrain Awareness and Warning System (TAWS)
- Display in cockpit of the Tactical Situation Window and EO/IR video on ISR versions

ADVANCED HUMAN MACHINE INTERFACE

Intuitive HMI with touchscreen controls lets pilots interact with what they see on the four 14.1" screens, thus facilitating rapid access to flight planning and other important aircraft systems information.

- Touch-screen simplicity
- Graphical flight-planning capability
- More information at a glance

EASE OF OPERATION

The Pro Line Fusion® avionics significantly reduces pilot workload thanks to the intuitive HMI.

- Touchscreen and physical controls plus increased screen size
- Reconfigurable screens
- System status reports with an Alerting System, and Electronic Checklists
- Electronic Charts display
- Optional Head-Up-Display (HUD) and Enhanced Vision System (EVS)

READY FOR THE FUTURE

The C295 with its New Avionics incorporates some of the most modern technology available, compliant with current and forthcoming civil and military requirements.

- ADS-B Out
- TCAS II v7.1
- RNP/RNAV
- Weather Radar with windshear and turbulence prediction
- Optional GPS with SAASM



COMBAT **PROVEN**

HIGH SURVIVABILITY

The C295 can be equipped with combat proven survivability equipment that includes: Radar Warning Receiver (RWR), Missile Approach Warning System (MAWS), Chaff and Flares Dispenser, Laser Warning Receiver (LWR), cockpit armour and Directional Infrared Countermeasures (DIRCM). The sensors are integrated, maximizing situational awareness and minimizing crew workload.

SIMPLE AND RELIABLE GENERAL SYSTEMS

Effectiveness and soundness of the C295 general systems design is backed by more than 1.5 million flying hours of operational experience in all types of environments.

Continuously proven in the most demanding hostile environments.

EXTENDED RANGE

The C295 can be equipped with a fuel probe to extend its range. In addition, and thanks to the Air-to-Air refuelling kit, the C295 can operate as a tanker for other C295s or helicopters.



SEAMLESS **COCKPIT** INTEGRATION

A specific display shows the type of threat and incoming relative angle of arrival. Aural warnings are available.

AVAILABLE WITH A COMPLETE SUITE OF SURVIVABILITY EQUIPMENT





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ONE AIRCRAFT, MANY MISSIONS

Armed Forces are today demanding a platform able to perform many different missions with the highest reliability and low operating costs. Thanks to its versatility, the C295 fully complies with this requirement. This unmatched flexibility allows the operator to reconfigure the C295 from one role to another, depending on the mission, by their own means and without the need for specialized personnel or material.

Thanks to this fleet commonality, the operator has clear benefits and savings in training, maintenance, spare parts, ground support equipment, procedures, etc.



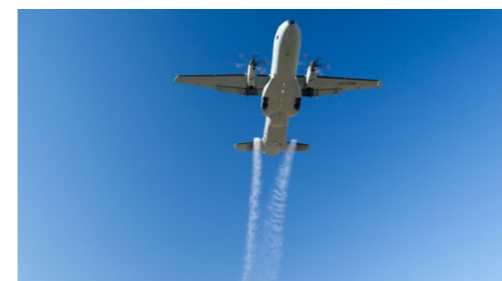
WATER BOMBER

A versatile Ro/Ro system converts the C295 into an effective Water Bomber, gravity dropping 7000 litres of water or retardant.



AIR-TO-AIR REFUELLING

Up to 6 tons of fuel offload to refuel rotatory and fixed wing aircraft. Modular and palletized solution allows for a fast role change.



OIL SPILL DISPERSANT

Aerial spray of 6000 litres of oil dispersant, allowing a quick response and wide area coverage against marine oil spills.



GROUND REFUELLING

A 6 tons mobile ground refuelling station for land / air vehicles thanks to three palletized tanks.



MPA / MSA

The Versatile Maritime Hunter to replace older Maritime Patrol and Maritime Surveillance Aircraft at a fraction of the cost.



SIGINT

Complete interception of electromagnetic (ELINT) and communication (COMINT) emissions and Electronic Order of Battle Building.



ARMED ISR

Fully weaponized version with laser guided rockets, missiles, bombs and machine gun to conduct CAS operations.



AEW&C

The Eye in the Sky: AESA technology for 360 degree coverage.



MATURE IN-SERVICE SUPPORT

Our Services organization provides worldwide support to more than 800 transport aircraft in service in 50 countries with more than 100 operators.

The support requirements of the C295 have been considered since its design phase. This, together with our extensive experience provides optimized support features, reducing downtimes and cost.

We offer material provisioning and repair services tailored to our customer needs. We also offer performance based solutions as DCare, providing contractual guaranteed availability under a Pay By The Hour concept.

The aircraft is quickly returned into service after maintenance tasks. This, combined with a reduced fuel consumption, results in extremely low operating costs for the C295.



Our training centre is located in Seville, Spain and offers a full range of training courses, products and services to support the operation of all aircraft in the most efficient and safe way.

It is equipped with advanced systems for all types of trainees, including two C295 Level D Full Flight Simulator (Thales and Rockwell Collins) that accumulates over 32,000 flight hours.



MAINTENANCE PROGRAMME

Developed under a condition preventive maintenance concept, it provides the following benefits:

- Extended inspections intervals
- Improved aircraft maintainability
- High mission reliability rates (>95%)

TECHNICAL PUBLICATIONS

An up to date electronic database of technical manuals and operating instructions accessible online and via CD is available.

We provide timely revisions or changes for modifications, Service Bulletins (SS BB), or Airworthiness Directives (AD) that impact our publications.

THE MARKET LEADER IN ITS CATEGORY

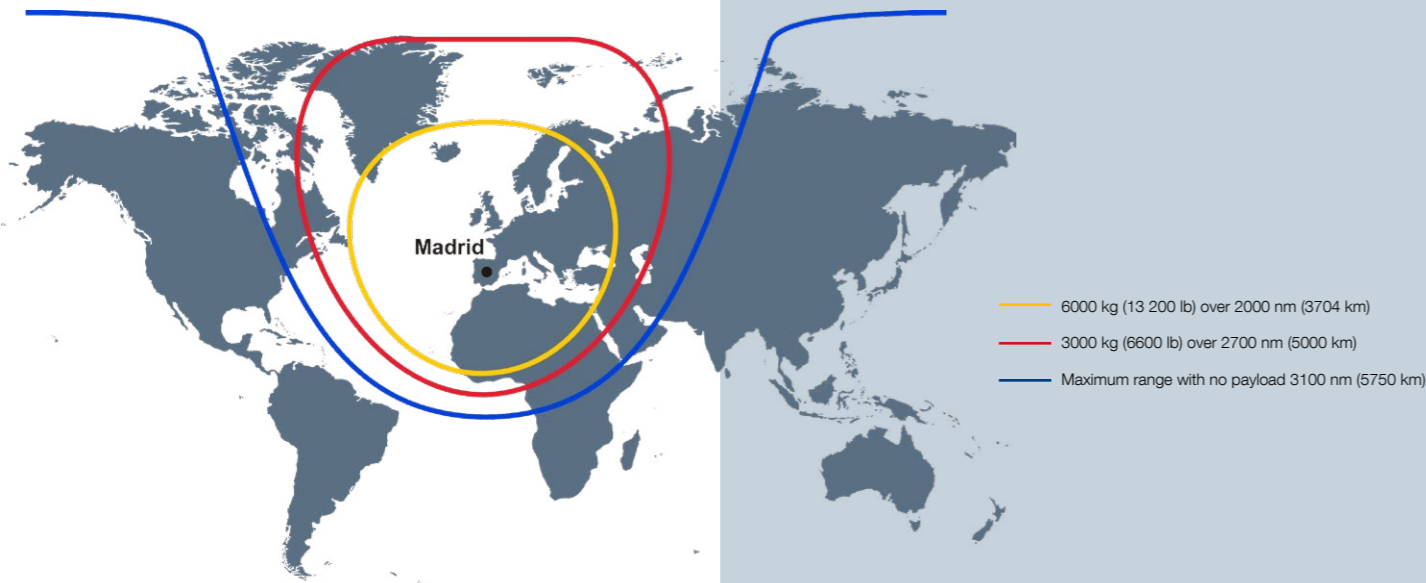
Able to perform multiple types of missions, the C295 with its performance, payload, cabin volume, ease of reconfiguration, low maintenance requirements and low operating cost, has demonstrated to be the best value solution in its category.



WINGLETS

The C295 incorporates winglets providing the following enhanced performance:

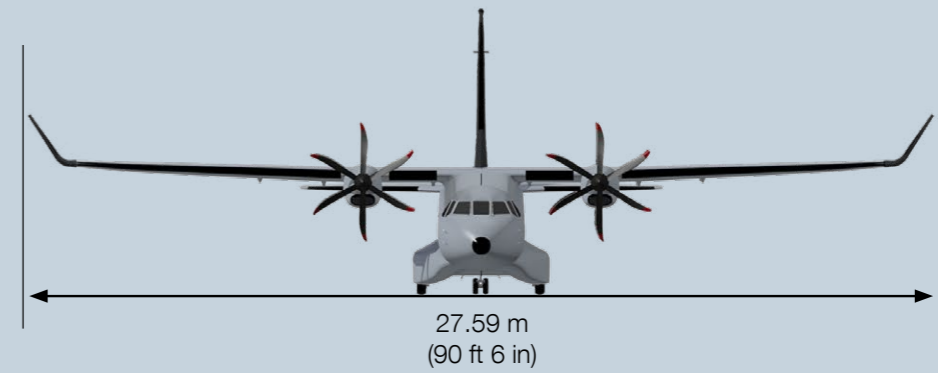
- Larger payload from Hot & High airfields
- Longer range (8% increase)
- Fuel saving (5% less fuel)
- Better climb performance, especially in H&H airfields



SPECIFICATIONS AND DIMENSIONS

Dimensions		
Overall length	24.50 m	80 ft 3 in
Overall height	8.66 m	28 ft 5 in
Wing span	27.59 m	90 ft 6 in
Cabin length (ramp excluded)	12.69 m	41 ft 8 in
Cabin height	1.90 m	6 ft 3 in
Cabin width	2.70 m	8 ft 10 in
Weights		
Maximum Take Off Weight	23 200 kg	51 150 lb
Maximum Landing Weight	23 200 kg	51 150 lb
Maximum payload (*)	9000 kg	19 850 lb
Usable fuel capacity	7500 l	1980 USG
Performance		
Maximum cruise speed	480 km/h	260 kts
Normal operating altitude	7620 m	25 000 ft
Equivalent cabin altitude	2400 m	8000 ft
Ferry range	5750 km	3100 nm
Take off run (ISA, S/L, 21 000 kg)	670 m	2200 ft
Landing roll (ISA, S/L, 20 700 kg)	320 m	1050 ft
Power Plant		
Engines:	2 Pratt & Whitney Canada PW127G of 2645 shp each	
Propellers:	2 Hamilton Sundstrand HS 568F-5	

* Final maximum payload will depend on the configuration selected by the customer



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Reference: TMMP0001/01/2023

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