EXPERIENCE
AIMED AT THE FUTURE

ANTONOV-132

LIGHT
MULTIPURPOSE
TRANSPORT
AIRCRAFT

ANTONOV

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Conception and missions

The AN-132 light transport airplane was created taking into account all modern requirements.

It is intended to fulfill the following tasks:

- an route transportation of materiel, mail and other cargoes 'in bulk' or using aviation pallets as well as transportation of light self-propelled and non-self-propelled vehicles;
- transportation of personnel, light weaponry and military equipment, vehicles and cargoes;
- airdropping of light cargoes, personnel, materiel and stores for the armed forces;
- evacuation of casualties and patients;
- emergency management missions include: evacuation of civilian population from disaster areas as well as casualties at standard army stretchers and airdropping of paratroop rescue teams.

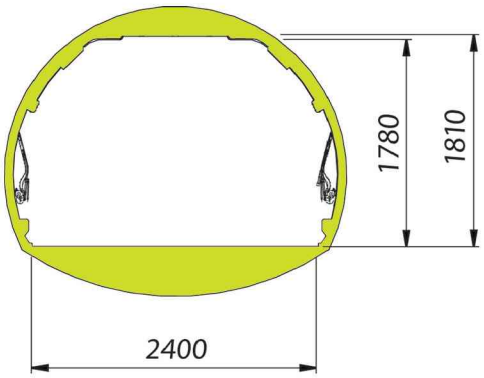
C-295W
MPL = 7.25 t

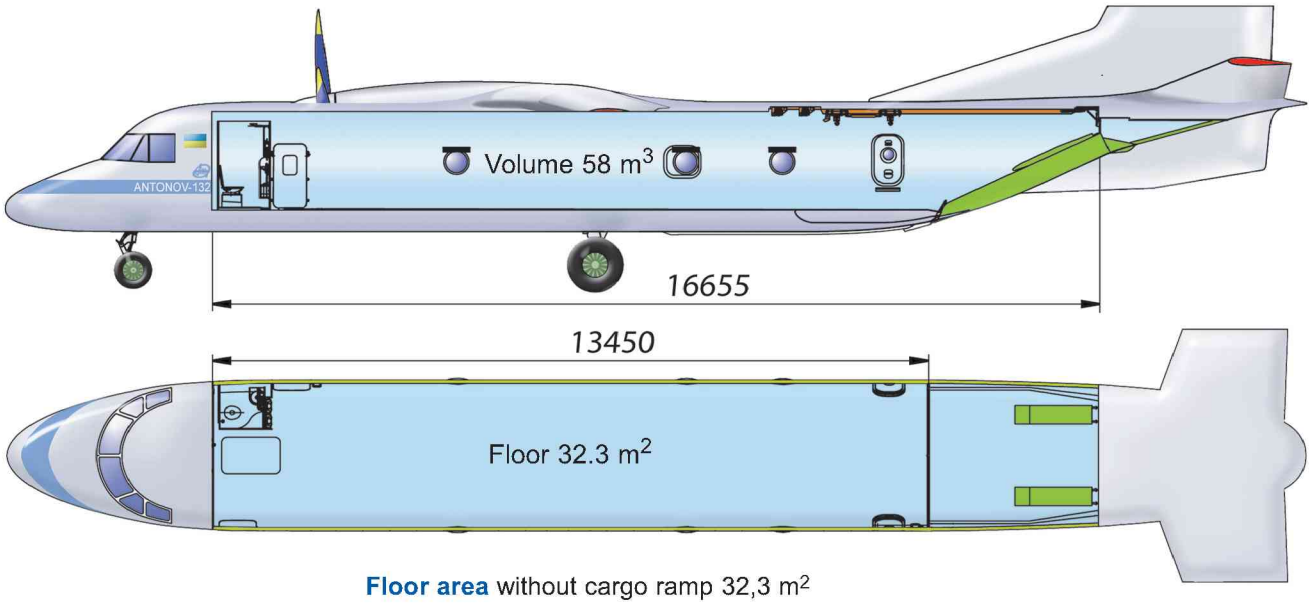
AN-132
MPL = 9.2 t

C-27J
MPL = 9.0 t

MPL - maximum payload (2.5 g)

AN-132 POSITION AMONG TRANSPORT AIRCRAFT





Floor area without cargo ramp 32,3 m^2

Cabin volume with cargo ramp 65 m^3

Cabin volume without cargo ramp 58 m^3

AN-132 cargo compartment dimensions enable to transport a wide range of general cargoes, military and humanitarian cargoes. Due to capabilities of onboard loading complex AN-132 can perform autonomous cargo loading/unloading while additional ground handling equipment is not required.

Loading/unloading complex includes:

- upper loading equipment: monorail with two carriages, equipped with hook suspensions with total maximum lifting capacity of 3000 kgf;
- lower loading equipment:
  - one winch for loading of non self-propelled vehicle with traction force of 530 kgf;
  - roller track equipment for transportation and airdropping of the following cargoes: NAS 3610 (88"x54", 88"x108", 88"x125") and MIL-P-27443 (88"x108") pallets as well as A-22 (48"x48") containers and platforms Type V/88";
  - lashing equipment: rack, lashing nets, belts, clamps, straps, knots.

The An-132 airplane should allow parachute delivery of:

- paratroopers (up to 46 persons);
- cargoes with a maximum weight of up to 3000 kg (on platforms Type V/88");
- cargoes on MIL-P-27443 pallets and A-22 type containers;
- special life saving equipment.

EMBEDDED DOOR

with integrated stairs

APU

autonomous operations

ONBOARD MAINTENANCE CONTROL SYSTEM

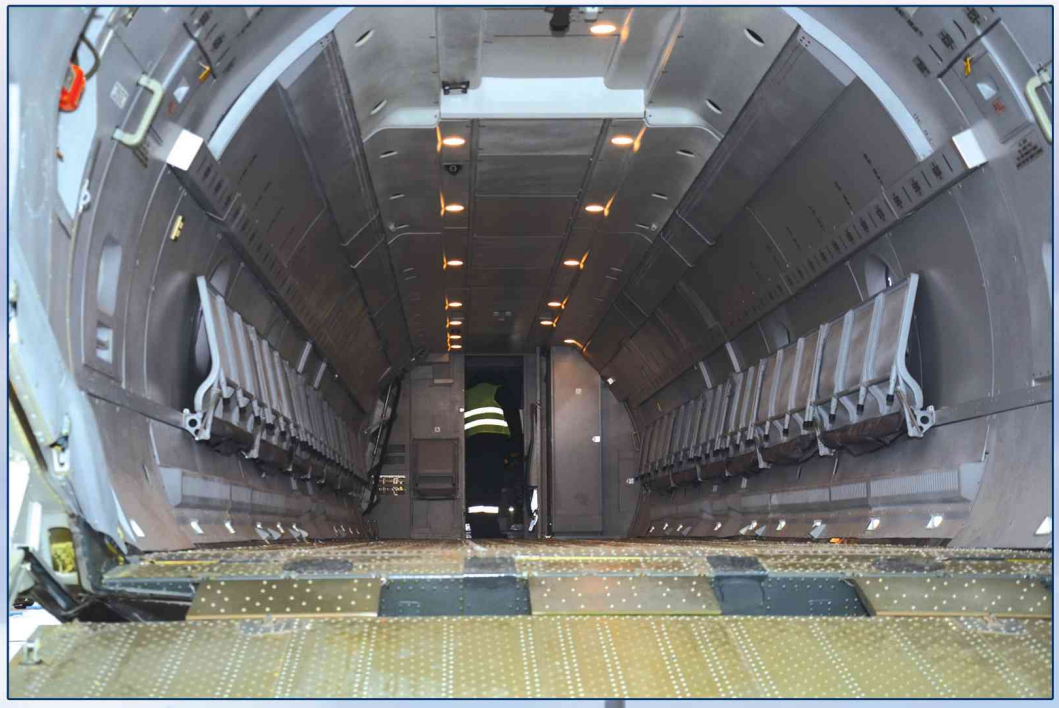
for optimization of maintenance process

PRACTICAL RAMP

with sliding system

PRESSURIZED CARGO CABIN

for military and civil missions



PROPELLER

efficient blades

POWER PLANT

proven and reliable

LANDING GEAR

for operations on unpaved runways

EMERGENCY HATCH

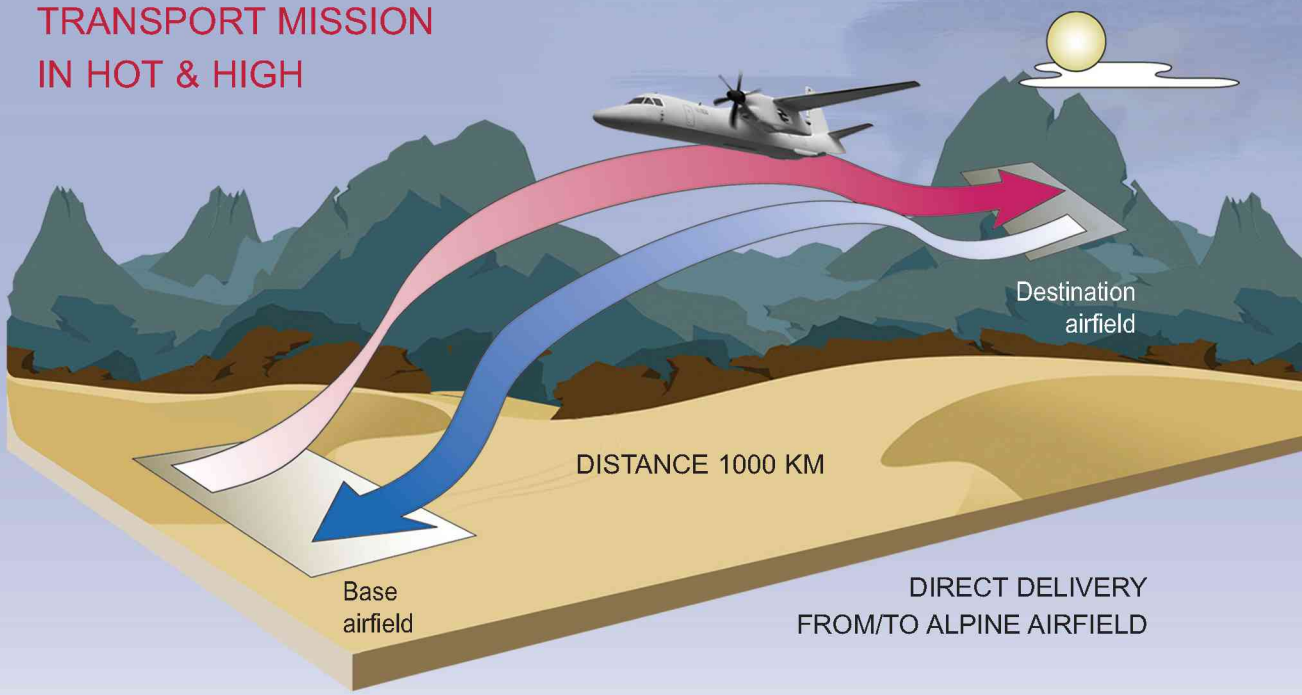
evacuation of crew at emergency conditions

Emergency situations' aircraft

Fire-fighting aircraft

Medical aircraft

TRANSPORT MISSION IN HOT & HIGH



Intelligence, surveillance & reconnaissance (ISR)

Maritime patrol aircraft (MPA)

Electronic warfare aircraft (Jammer)

Light gunship aircraft

Search & rescue aircraft (SAR)

Performance

Dimensions:

Overall length, mm	24537
Overall height, mm	8800
Wing span, mm	29200
Cabin length, mm	16655
Cabin height, mm	1810
Cabin width, mm	2400

Performance:

Max. payload, t	9,2
Cruise speed, km/h	550
Max. altitude, m	8230
Equivalent cabin altitude, m	2400
Ferry range, km	4900

Power plant:

Engines: 2 x Pratt & Whitney PW150 of 5071 ehp each

Propellers: 2 Dowty Model R408/6-123-F/17

FLIGHT RANGE

Avionics

The flight, navigation and radio communication equipment is compliant with current and future ICAO recommendations and EUROCONTROL requirements, including:

- Precise navigation in accordance with RNP-5 and RNP-1;
- Flying in RVSM zones;
- Automated flight planning with navigation database;
- Flights in automatic mode by SID, STAR, APPROACH, MISSED APPROACH standard schemes;
- Early ground proximity warning system;
- Air collision avoidance system;
- Detection of wind shear;
- Radio communication within 8.33 kHz channel spacing;
- Two-way communication within HF range;
- Documentation of the crew members' conversation during two hours.

Operation envelope

- Operation at runways with artificial pavement under the following conditions:

- dry runway;
- damp runway;
- wet runway with ditch-water areas;

- Operation in a wide range of the environment air temperature and under the different wind directions;
- Capability of around the clock all-weather operation at any latitudes;
- Capability of operation from/to short unpaved air-fields in the all climatic zones and at mountain ter-rains.

Limits:

1. The airfield elevation over the sea level up to 3000 m.
2. The environment air temperature from -45 °C to +45 °C.
3. Wind speed limits:

- headwind 30 m/s;
- tailwind 5 m/s;
- crosswind 12 m/s;
- while taxiing and towing (from all directions) - 30 m/s;
- max flight altitude 8.230 m;
- M_{max} = 0.65.

After-sale support

During the whole period of aircraft operation ANTONOV Company provides its after-sale support.

Basing on contract conditions ANTONOV will render the following product support services:

Design authority follow-on support of aircraft operations: specialists of the Information Center for Customer Support provide Customer's representatives with services of round the clock (24/7/365) information and technical support of Customer's aircraft operations.

Information support: Customer's representatives are provided with authorized remote access to technical publications at the ANTONOV website.

Logistic support of the aircraft operated by the Customer by means of supplying the required components, their repair and return to service.

Training and periodic retraining of Customer's flight, engineering and maintenance personnel:

- theoretical training in equipped classes;
- practical training at ANTONOV and Customer's aircraft;
- flight personnel training at ANTONOV simulators, including D level simulators.

Maintenance of Customer's aircraft:

- on production facilities, approved by Part-145 organization on ANTONOV maintenance;
- within certified service centers;
- at places of aircraft deployment by certified ANTONOV personnel.

Modifications to Customer's aircraft according to service bulletins, developed by ANTONOV Company.

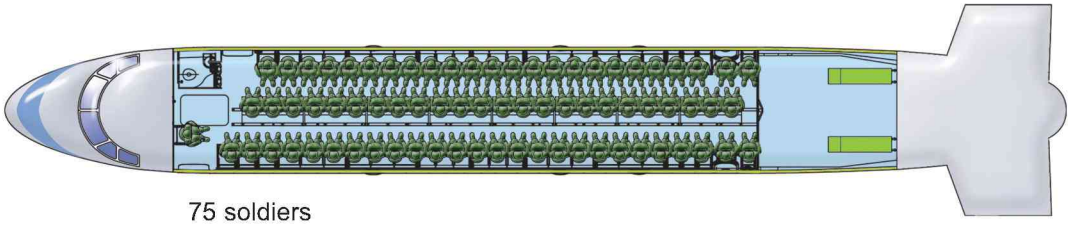
Reconditioning repair of Customer's aircraft by efforts of ANTONOV Company at their home bases or at the location in case of emergency.

Maintenance program development of aircraft according to Customer's requirements.

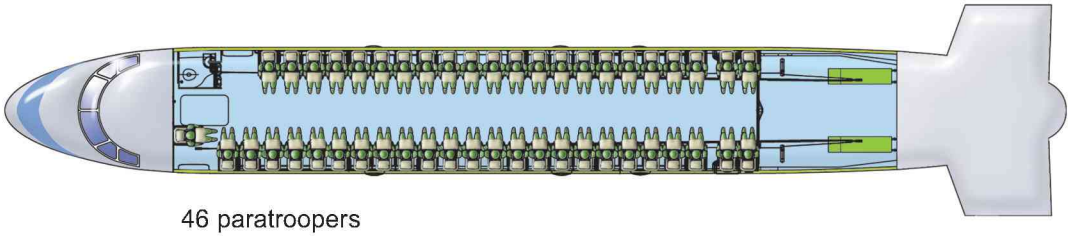
Maintenance Structure

Check	Time interval	Man-hours
Line maintenance		
Pre-flight Check	Before the flight (performing by flight crew)	0,15
E-Check	48 hours	1
W-Check	Once every 2 weeks	4,2
Base (periodic) maintenance		
A-Check	400 FH or 6 months	21
SA-Check	300 cycles or 6 months	20
C-Check	6000 FH or 36 months	100
SC-Check	3000 cycles or 36 months	250

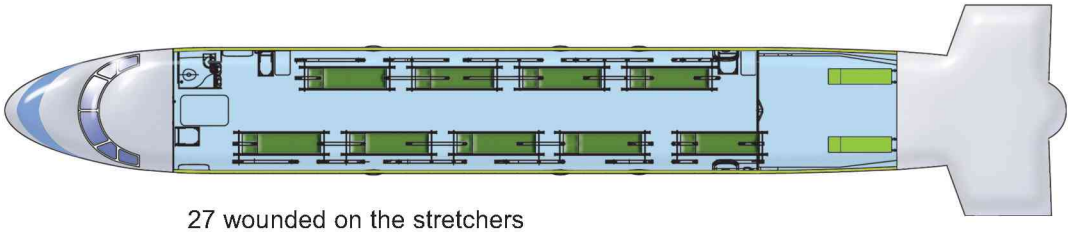
Transportation of personnel



75 soldiers

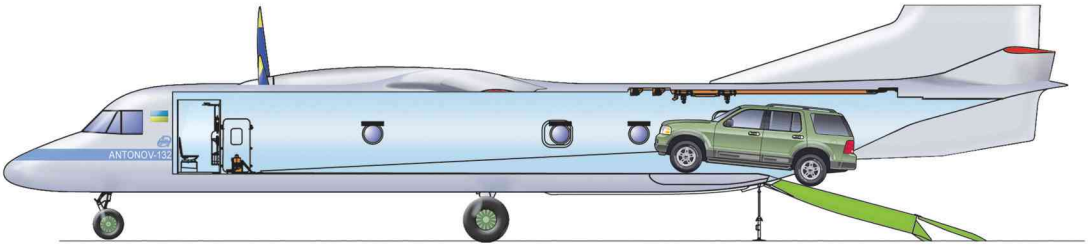


46 paratroopers

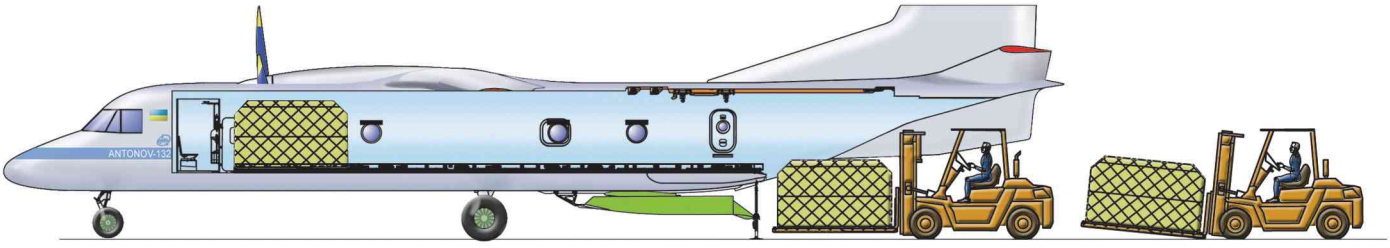


27 wounded on the stretchers

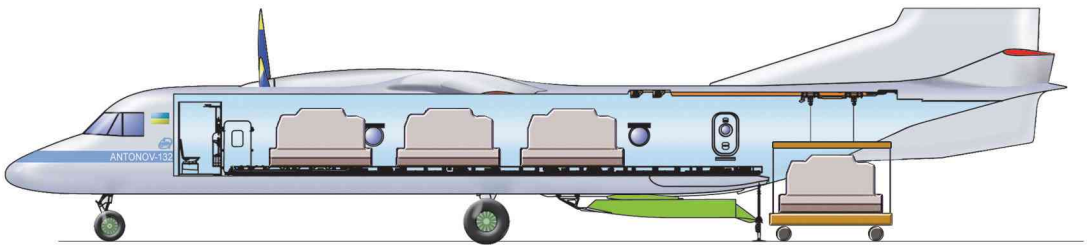
Loading variants



Loading of non-self-propelled vehicles by winch

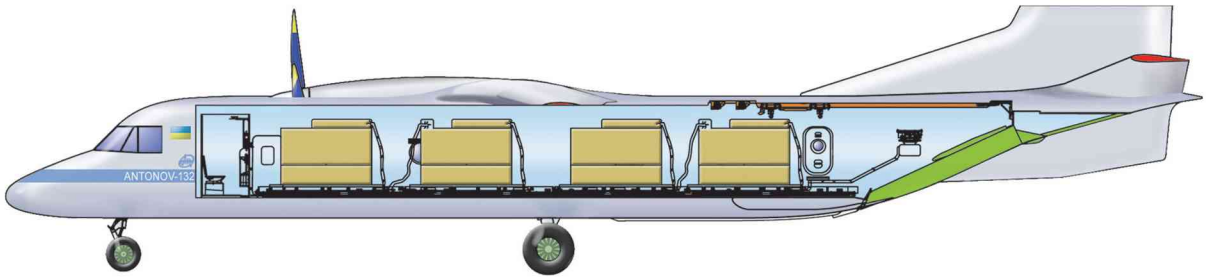


Loading by forklift

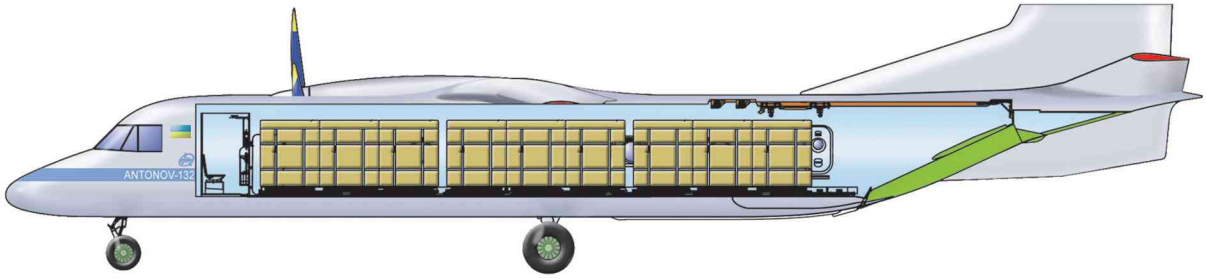


Loading by upper handing equipment (option)

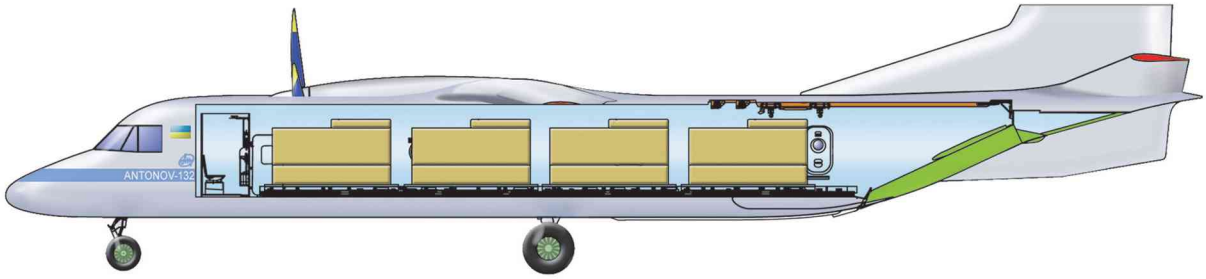
Transportation of containers and pallets



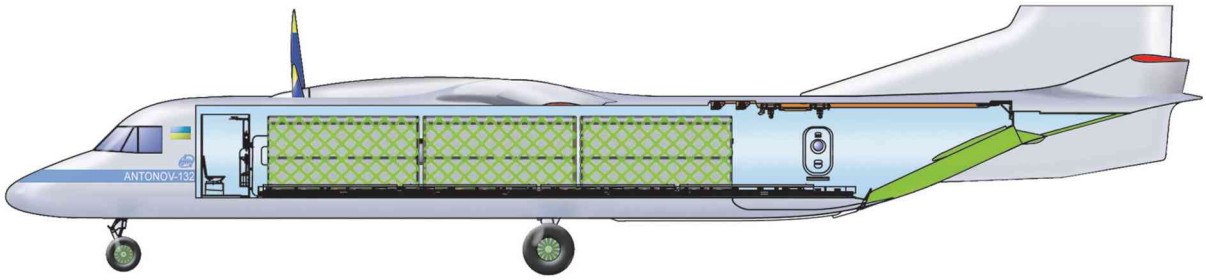
Paradropping of Type V/88” platforms



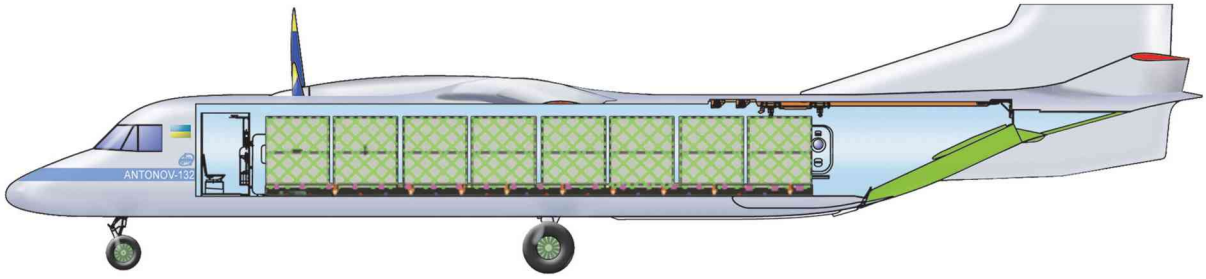
Paradropping of A-22 type containers



Paradropping of MIL-P-27443E (88" x 108") pallets



Transportation of 3 pallets 88” x 125”



Transportation of 8 pallets 88” x 54” and 4 pallets 88" x 108"

مدينة الملك عبدالعزيز
للعلوم والتقنية KACST

TAQNIA

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