

”THE OPTIONS AS A REPLACEMENT FOR AN AIRPLANE THAT IS BUILT TO LIFT 20-TON LOADS ARE NOT MANY”



KC-390

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PHOTOGRAPHY **EMBRAER**

AN OPTION FOR THE SWEDISH AIR FORCE

It has been a weightlifter in the Air Force for half a century. But now the C-130 Hercules is approaching retirement age. In view of the close cooperation between Sweden and Brazil, the aircraft KC-390 from Embraer can become an option.

C-130 Hercules has been in service in the Swedish Air Force for 50 years. Europe's oldest transportation aircraft are based at F7 in Sätenäs Sweden. Two of the eight aircraft in the fleet are already parked and modification and maintenance are growing in terms of cost. The options as a replacement for an airplane

that is built to lift 20-ton loads are not many.

The version C-130J has been manufactured the last 20 years and has slightly more capacity than the traditional H-model found in the Swedish air force - and at least 20 other countries. C-130J is also available on the used market for those who do not want to buy new aircraft.

More interesting is the Brazilian KC-390, →



Stable weightlifters, but now the C-130 Hercules is approaching retirement.



KC-390 is launched as a replacement for the C-130 Hercules with the corresponding transport performance.



”FOR THE SWEDISH GOVERNMENT, THE REPLACEMENT OF THE C-130 WITH A MODERN TRANSPORTATION MACHINE WILL BE AN EXPENSIVE AFFAIR”

a high winged turbofan aircraft, twin engine and with the transport performance equivalent Hercules. Test Flight Program is underway, but reports of operations has been frugal. The idea is that the KC-390 will be available on the market well into the 2020s and launched consciously as a replacement for the C-130 Hercules. Firm orders have been received from Brazil (of course!) and Portugal.

Considering Saab’s intimate cooperation with Embraer and the technology transfer agreement for the supply and joint production of the Gripen E / F, it is possible that the KC-390 will be of interest for FMV (Swedish Defence Materiel Administration).

The acquisition of C-130 Hercules from the 60s and onward was guided primarily by the requirement to quickly and in sufficient quantity transport personnel and equipment to the extensive network of war bases. This at a tightening of the situation in the world and the partial or general mobilization. The plans were all set how the Tp84 (as they are called in the air force) would be used, which air force bases that would be emptied and



which bases would get the full team.

The picture is completely changed. It is in an international context that C-130 plays an important role - and has always done. The need for really heavy long-haul flights are covered today by the Boeing C-17 Globemaster II that Sweden shares with a number of smaller NATO countries. Swedish crews are on the base named Papa

in Hungary.

For the Swedish government, the replacement of the C-130 with a modern transportation machine will be an expensive affair. A C-130J cost over a billion Swedish krona. No price tag on the KC-390 is yet available. Additional funding will probably be so costly as to require a separate decision by the Swedish government. 