

ARCHIVED REPORT

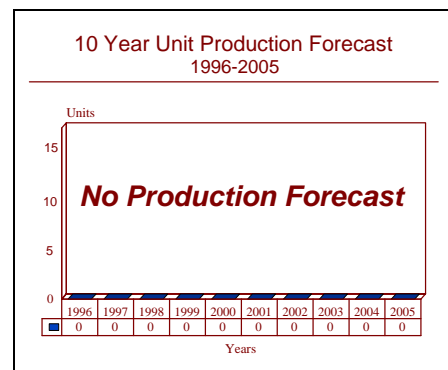
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Agusta/SIAI-Marchetti SF.600TP - Archived 8/97

Outlook

- Production completed in Italy and Philippines.
- Additional Asian marketing efforts unsuccessful.
- No further production.



Orientation

Description. Twin-turboprop-powered, regional/ commuter and utility transport aircraft.

Sponsor. The SF.600TP is privately sponsored by Agusta-SIAI-Marchetti.

Contractors. Gruppo Agusta, Aircraft Division, SIAI-Marchetti plant, Vergate, Italy; and Sammi Agusta Aerospace Company Ltd, Seoul, South Korea. Sammi Agusta is a joint venture of Gruppo Agusta and Sammi Steel Corporation.

Status. Production in Italy completed in 1988. Plans for manufacturing in South Korea in abeyance; negotiations continuing for possible production in Philippines by Philippine Aerospace Development Corp. (PADC).

Total Produced. SIAI-Marchetti has produced 14 SF.600TPs, while Philippine Aerospace Development Corp. has assembled an additional 14 from kits.

Application. Scheduled and nonscheduled short-range passenger and cargo transportation. Military and paramilitary duties include maritime patrol, paratroop transport, and electronic intelligence. Other government missions include coastal fishery patrol and protection, environmental monitoring, geophysical survey and photo-mapping.

Price Range. \$1.75 million in 1992 US dollars (latest price information).

Technical Data

Dimensions. (External)

Overall length	12.15 m
Overall height	4.6 m
Wing span	15.00 m

<u>US</u>
39.875 ft
15.09 ft
49.2 ft

Dimensions. (Internal)

Cabin length	5.05 m
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16.57 ft

Cabin width	1.23 m	4.04 ft
Cabin height	1.27 m	4.17 ft
Cabin Volume	7.9 cu m	279 cu ft
Weights		
Empty weight	1,875 kg	4,133 lb
Empty weight, cargo version	1,959 kg	4,320 lb
MTOW	3,400 kg	7,495 lb
MTOW, cargo version	3,611 kg	7,960 lb
Usable fuel	889 kg	1,962 lb
Performance (Max TOW)		
Maximum cruise speed, 5,000 ft altitude	306 kmh	165 kt
Cruise speed, 75% power, 10,000 ft altitude	287 kmh	155 kt
Stall speed, full flaps	109 kmh	59 kt
Climb rate	451 m/m	1,480 ft/m
Single engine climb rate	152 m/m	500 ft/m
Twin engine service ceiling	7,315 m	24,000 ft
Single engine ceiling	3,050 m	10,000 ft
TO over 50 ft obstacle	408 m	1,340 ft
Landing over 50 ft	396 m	1,300 ft
Range, maximum payload, 10% fuel reserves, 10,000 ft cruise altitude	600 km	324 nm
Range, maximum fuel, 10% reserves	1,666 km	930 nm

Seating. Up to nine passengers at 40-inch pitch; six passengers in VIP or corporate configuration; 10 paratroops in air drop role.

Propulsion

SF.600T	(2)	GM Allison Gas Turbine Division Model 250-B17F turboprop engines rated 335 kW (450 shp); each driving a Hartzell three-bladed, constant-speed, full-feathering and reversible propeller system.
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Variants/Upgrades

Not applicable.

Program Review

Background. SIAI-Marchetti's SF.600TP Canguro is a turboprop-powered derivative of the original General Avia F.600, developed in the late 1970s by noted Italian general aviation designer Stelio Frati. The basic turbine version was offered originally with the Model 250-B17C engine but has long since been upgraded with the more efficient and maintainable -B17F.

Mission Variety. The SF.600TP was designed for a wide variety of general aviation utility and military roles including charter and taxi, small package/freight, aerial

surveillance, agricultural chemical dispersion, troop and paratroop transport, electronic intelligence, and maritime patrol.

Production Program. An initial batch of 10 SF.600TPs was laid down in 1987 soon after Italian certification was received in the spring of that year. Nine remain in service. The manufacturer delivered four complete aircraft to the Philippines by the end of 1993 and these were followed by 14 more in kit form which were assembled under license by the Philippine Aerospace Development Corp.

Timetable

Dec	1978	First flight of piston-powered SF.600
Spring	1987	Italian certification of SF.600TP
Apr	1988	Deliveries begun
May	1989	Agusta and Sammi Steel Corp launched South Korean joint venture
	1992	Planned initial production of SF.600TP in South Korea
	1992	Agusta announced withdrawal from fixed-wing projects
	1993	Four units shipped to Philippines
	1994	Completion of PADC licensed assembly

Worldwide Distribution

Refer to World Airline Inventories in the Appendices.

Forecast Rationale

Previous plans to produce the aircraft in the Republic of Korea appear to have been shelved, and, while no new developments regarding licensed production in the Philippines have been announced within the past year, the

Italian manufacturer was reportedly still discussing such a project during 1995. We are not forecasting licensed PADC production at this time.

Ten-Year Outlook

No forecast.

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