

# ARCHIVED REPORT

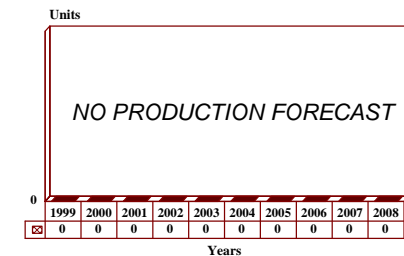
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## SL/ALQ-234 - Archived 04/2000

### Outlook

- Production apparently ceased between 1994 and 1997
- Many ALQ-234 platforms have been or will soon be retired
- **Barring an increase in production, this report will be archived in 2000**

10 Year Unit Production Forecast  
1999-2008



### Orientation

**Description.** Airborne noise/deception jamming pod with built-in radar warning receiver.

**Sponsor**

Ministry of Defense  
 Office for Military Production  
 Via XX Settembre 123  
 Pal Eserceto  
 I-00100 Rome  
 Italy

**Contractors**

Elettronica SpA  
 Via Tiburtina Valeria Km 13,700  
 Loc Settecamini  
 I-00131 Rome  
 Italy  
 Tel: +39 6 415 41  
 Fax: +39 6 419 28 69

**Licensee.** No production licenses have been granted.

**Status.** Possibly still in service but out of production.

**Total Produced.** An estimated 650 pods had been produced through 1997.

**Application.** Combat aircraft, including Panavia Tornado IDS, F-104S, MiG-21, Mirage 5, F-5E/F, and F-7.

**Price Range.** Indeterminate.

### Technical Data

| <u>Characteristics</u>                     | <u>Metric</u> | <u>US</u> |
|--|---------------|-----------|
| Length:                                    | 3.825 m       | 12 ft     |
| Diameter:                                  | 41.4 cm       | 16.5 in   |
| Weight:                                    | 270 kg        | 600 lb    |
| Frequency range (pulse threats):           | I to J bands  |           |
| Frequency range (continuous wave threats): | H to J bands  |           |

|   |          |
|---|----------|
| Power output:                             | 7.5 kVA  |
| Speed at sea level:                       | Mach 1.1 |
| Speed at max altitude (30,000 ft/9,144 m) | Mach 1.5 |

**Design Features.** The SL/ALQ-234 is a combined radar warning and jamming pod effective against anti-aircraft artillery tracking radars and missile active or semi-active seeker heads. The pod contains three jammer transmitters, a receiver processor and antennas. The rear section of the pod also contains a super-heterodyne radar warning receiver (RWR) and instantaneous frequency measurement system. Two jammers are mounted centrally to the pod, countering pulsed-radar by deception and smart noise jamming. The forward-mounted jammer is a deception jammer which counters both Doppler and continuous wave radar threats.

The system has multiple threat capability, based upon integral power management and threat analysis computers. The pod is self-contained for power and cooling, using a RAM air turbine system. This, coupled

with a modular pylon attachment technique, makes the system suitable for immediate installation on a variety of supersonic aircraft for which no internal space and power have been allocated for electronic countermeasures (ECM). Transmission of jamming is accomplished using traveling wave tube/power amplifier-produced broadband signals. Built-in test equipment provides on-line system tests, and ground automatic test stations are available for up to four levels of maintenance.

**Operational Characteristics.** The SL/ALQ-234 was designed to provide protection against AA artillery radar fire control (such as the Soviet J-band Flap Wheel and Gun Dish) systems and radar-guided surface-to-air missiles. It also provides warning of hostile aircraft lock-on.

## Variants/Upgrades

There have been no confirmed variants or upgrades.

## Program Review

**Background.** The SL/ALQ-234 was developed to provide the Italian air force with an ECM capability for strike and fighter aircraft against the proliferating smart anti-aircraft weapons.

Following the system's introduction to service on Italian air force F-104S and Tornado IDS aircraft, the SL/ALQ-234 was sold to Egypt as equipment for MiG-21,

Mirage 5 and F-7 aircraft, and to Jordan for F-5E/F aircraft. The SL/ALQ-234 has reportedly also been sold to unidentified export customers. The SL/ALQ-234 was one of the few products manufactured by Selenia to receive continued support after the company's electronic warfare interests were acquired by Elettronica.

## Funding

The development of SL/ALQ-234 was probably company-funded, with extensive Italian governmental assistance. No specific figures have been identified.

## Recent Contracts

No contractual information has been made publicly available.

## Timetable

| <u>Month</u> | <u>Year</u> | <u>Major Development</u>      |
|--------------|-------------|-------------------------------|
| Jul          | 1990        | Jordan completes F-5E upgrade |

## Worldwide Distribution

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Developed for and initially procured by the air force of **Italy**, the system has been exported to **Egypt, Jordan** and additional, unknown customers.

## Forecast Rationale

While not confirmed, it can be safely assumed that the SL/ALQ-234 system is no longer produced. A number of factors have been examined to draw this conclusion. One is the relative age of the system which is believed to use late 1970s/early 1980s technology. Another is that the designated platforms include older platforms that have not been manufactured in years (i.e., the

F-104S, Mirage 5, F-5E/F, F-7, and others). The last major factor is the dearth of publicized information since approximately 1994 regarding this system.

In light of these factor, the SL/ALQ-234 system retains its zero forecast rating. This report will therefore be archived in 2000.

## Ten-Year Outlook

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No further production is speculated. **Barring an increase in production, this report will be archived in 2000.**

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