

A NEW TAKE-OFF FOR “ATLANTIQUE 2”

After many engagements within the French Navy in the last 25 years, the patrol aircraft "Atlantique 2" or "ATL2" is being renovated.

A CONSORTIUM FOR RENOVATION

Primarily designed for surveillance and protection missions over sea, ATL 2 has been successfully engaged over deserts as well, for instance in Mali. While its primary mission remains anti-submarine warfare, its ability to operate in both maritime and terrestrial environments makes it a precious element of our defence. While ATL 2's airframe is to stay in operating condition beyond year 2030, the ongoing renovation shall improve the system's performance along latest technological developments. With this aim, the French Ministry of Defence has awarded to a group of companies a contract for renovating 15 aircrafts, the first €400 million portion of which for delivering the prototype and the first operational unit, in 2018. The group of companies are Dassault-Aviation, Thalès, DCNS, TUS, and Siaé ("Service industriel de l'aéronautique").

IMPROVING DETECTION PERFORMANCE

ATL 2 will improve its detecting performance. A new surveillance radar developed by Thales will replace the present *Iguane* radar, with superior efficiency in detecting and locating periscopes in rough sea. Thales will also improve the processing of data from acoustical (newly numerical) buoys. Information shall be displayed on new working stations developed by SIAé. Merging the data from the buoys and the aircraft for easing operators' tasks will be realized by DCNS with its *Loti NG* software. The Dassault Aviation company will integrate the new systems and perform the testing for the first two renovated aircrafts. SIAé will perform the same tasks for the following units. Three aircrafts are to be renovated till 2019 and the rest till 2023



THE COMPLEX TASK OF INTEGRATING OLD AND NEW

Mixing old and new is a complex task: the airframe, the motors, the navigation and weapons subsystems will remain unchanged. Other systems like the electronic collection ("*recueil électronique ESM*" or the MAD system, which detects and locates submerged submarines, are working satisfactorily and not submitted to an improvement programme. While radio, electronic warfare and self-protection are not included due to time pressure and budgetary constraints, the aim of this renovation is essentially to improve the antisubmarine fighting capability of a fleet. Detection capabilities and treatment will be greatly improved and the Atlantic 2 will be able to continue to conduct patrols against modern threats. With this contract, the Atlantic 2 should remain in service beyond 2030 thus allowing France to remain among the nations operating a powerful maritime patrol aircraft.

Specifications :

- **Wingspan / length / height:** 37m / 32m / 11m
- **Maximum weight at take-off:** 46 tons
- **Crew:** 12 to 14
- **Range:** 18h flight
- **Cruising / max speed:** 180 / 320 knots
- **Ceiling:** 30000 ft
- **Weapons:** 6 torpedoes 2 anti-ship missiles, 4 laser guided bombs