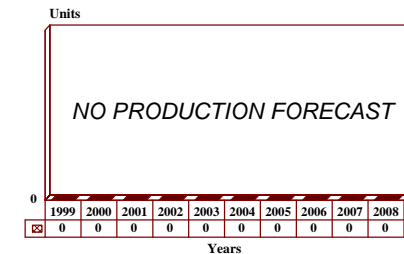


SL/ALQ-234 - Archived 04/2000

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 Settecimini
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

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

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

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