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Unmatched air traffic control update 2020 release date

NOTE: In order to preserve the health of our employees and collaborators during the COVID-19 crisis, all members of our teams are isolated in their homes working remotely, which slows the development of new products. Thank you for understanding. Unparalleled air traffic management izmanto Facebook. Lai sazinātos ar Unrivalled air traffic control, pieslēdzies vai izveido kontu Facebook.PieslēgtiesEdd to jaunu profimatatched air traffic control izmanto Facebook. Lai sazinātos ar Mismatched air traffic control, pieslēdzies vai izveido kontu Facebook.PieslēgtiesIsdayduido jaunu profiunu ProfiMatched Air Traffic ControlPatikPatik NOTE: In order to preserve the health of our employees and collaborators during the SDP-19 crisis, all team members are isolated in their homes operating remotely, which delays the development of new products. Thank you for understanding. Unparalleled air traffic management izmanto Facebook. Lai sazinātos ar Unrivalled air traffic control, pieslēdzies vai izveido kontu Facebook.PieslēgtiesEdd to jaunu profimatatched air traffic control izmanto Facebook. Lai sazinātos ar Naughty Air Traffic Control, pieslēdzies vai izveido kontu facebook.pieslēgtiesIsdayido jaunu profimatmatched air traffic controlPatikPatik Foto: mismatched air traffic controlSkatīt visu [▶](#)lu video ierakstu veidotājsSkatīt visus Rome 23 December 2020 18:28 Profumo: the first delivery of this new aircraft is a significant stage and success for the country Italian Air Force has a general requirement for up to 45 M-345s. They will gradually replace the acrobatic team of the Italian air force Frece Tricolori, which have been in operation since 1982. The M-345 is a highly effective military pilot training platform, providing jet trainer aircraft as well as efficiency at the cost of turboprop Yesterday Leonardo delivered the first two aircraft M-345 aircraft to the Italian Air Force, which to date has ordered 18 units of general requirement for up to 45 aircraft. The new type, designated T-345A by the Italian Air Force, will gradually replace the 137 MB-339s that have been in service since 1982. Marco Tsoff, managing director of Leonardo aircraft, said: Based on our heritage and experience in jet trainers, the M-345 will allow our customers to achieve a significant improvement in training efficiency while reducing operating costs. This first delivery to the Italian Air Force is a key moment, the result of a long-standing and productive team working closely with the operator. The new M-345, designed to meet basic and basic training requirements, will complement the M-346 in operation, which is used for advanced pilot Leonardo's integrated training system is The M-345 platform is representative of the company's technological leadership in pilot training for pilots of current and future aircraft. The system benefits from the experience and technology developed for the M-346, which includes Live Virtual Constructive capability. This allows aircraft flying on live training missions to include simulated friend or enemy elements in scenarios, allowing the pilot to be exposed to the full range of possible operational situations. The M-345 is a high-performance aircraft that supports the pilot's transition from basic instructors to the latest generation of fighters. The acquisition of the new aircraft of the Italian Air Force is an important step forward in the modernization of the fleet, with the M-345 replacing the MB-339A in the second and third phases of military training of the military command. The M-345 was also selected as a new aircraft of the Acrobatic team of the Italian air force, Frece Tricolori. Notes to editors: The new M-345 HET (High Efficiency Trainer) reduces the time it takes for the air force to train pilots. It also enables trainees to fly an aircraft that has higher performance performance characteristics than other major/advanced training aircraft currently served around the world. The implementation of the M-345 allows it to perform the most demanding types of missions found in the curriculum, providing high-quality training at a significantly lower cost. The architecture of the M-345 is the same as that of the fighters on the front line. The aircraft is also able to perform operational roles thanks to the extended flight envelope, with the ability to manoeuvre high-speed speeds even at high altitudes, modern aviation systems, high capacity and performance. The M-345 is designed with a long life cycle and a two-level maintenance approach, eliminating the need for expensive general repairs. The Aircraft Health and Monitoring System (HUMS) also contributes to a lower cost of ownership. Advanced on-board simulator provides a number of advantages. For example, M-345 pilots are able to plan maneuvers before live training, allowing for higher in-flight efficiency. Trainees can also be built with other pilots in the air and those who train on the ground in simulators via a real-time data connection. The mission of the aircraft and the debriefing station (MPDS) allows trainees to analyze the missions they have just taken off. The M-345's engine is a Williams FJ44-4M-34 sand engine optimized for military and aviation use. The cockpit is based on HOTAS (Hands On Throttle-And-Stick) controls and features a glass cockpit with a three-color MFD (multipurpose display) touchscreen. The axis of mirrored on the fourth screen in the back seat. Seat.

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