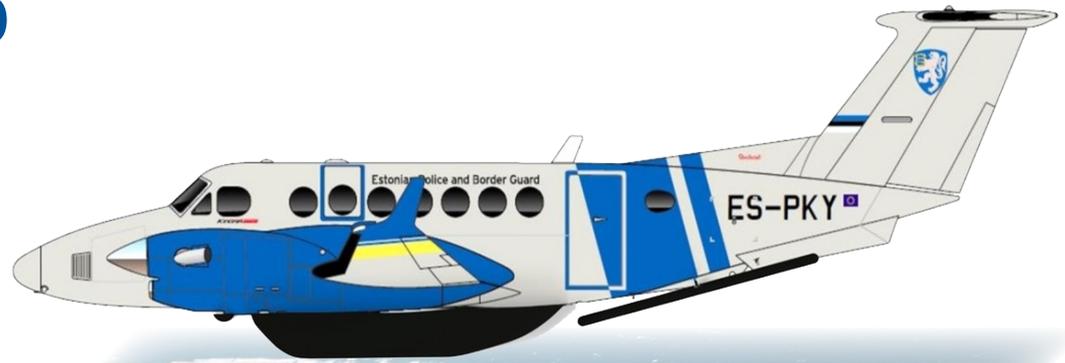




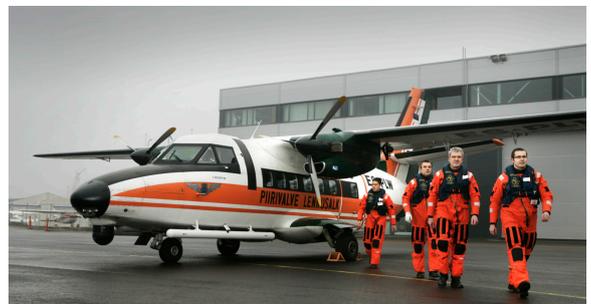
MSS 7000



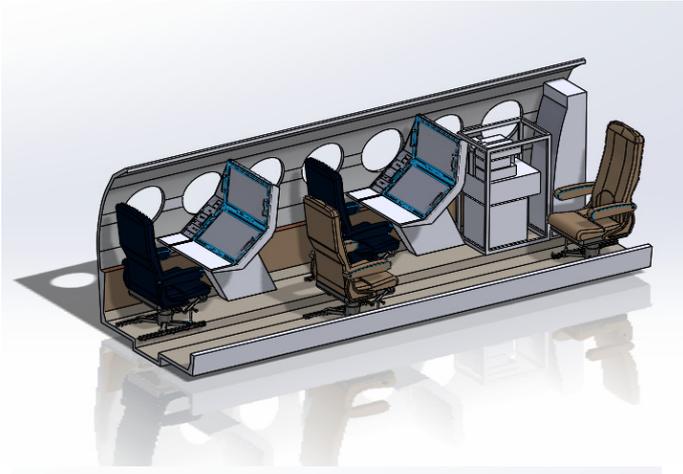
for the Estonian Police and Border Guard

ST Airborne Systems is in cooperation with Bromma Air Maintenance AB providing a new MSS 7000 equipped aircraft for the Ministry of Interior of Estonia

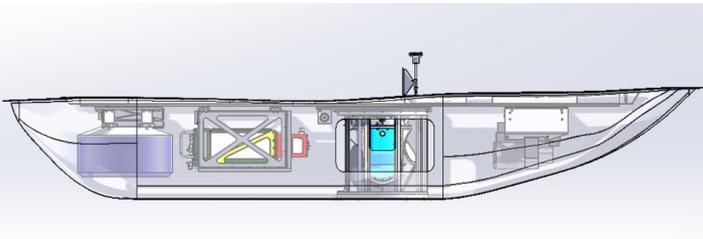
- The aircraft, a Beech King Air 350ER was delivered from the factory late 2016 and has until July 2017 been undergoing initial modification and painting in the US.
- In early August the aircraft was ferried to Sweden, where Bromma Air Maintenance will perform additional modifications, install the MSS 7000 system and finalize painting in the colours of the Estonian Police and Border Guard. Training of pilots and system operators will take place in parallel.
- The aircraft will be used for environmental patrol and aerial surveillance of the sea and land areas under Estonian responsibility. Delivery to the Estonian Police and Border Guard is planned for May 2018.
- The contract value is approximately 16 million Euro, primarily financed by the EU Cohesion Fund. 
- The MSS 7000 is the latest generation of airborne maritime surveillance systems from ST Airborne Systems and is a further development of the very successful MSS 6000 which is in operation in a number of countries around the world.
- The Estonian Border Guard has operated their MSS 6000 system onboard a LET 410 aircraft since 2007. Estonia will be the first country to get the new MSS 7000 system.



Please turn over for more info!



The MSS 7000 equipped aircraft provides a superior working environment. Ergonomic seats are installed for two system operators and two observers. The operator consoles have been designed to give the operator immediate access to all functions of the system. Two identical consoles allow the two operators full flexibility in sharing the work load between themselves. A full communications suite ensures real time coordination with cooperating units and mission command at all times.



The search radar, EO/IR sensor and IR/UV scanner are housed in a radome under the belly of the aircraft for protection and optimised functioning. The EO/IR sensor is mounted on an elevator for maximum field of view in flight and maximum protection during take off and landing. The SLAR antenna is installed under the tail of the aircraft.



Photo of the radome as fitted on the aircraft, just before the first test flight.



The operator console has two large 23" touch screens and has several new features to facilitate ease of operation and accurate situational overview. Sensor data, maps and reports are presented in pre-assigned windows with pre-assigned locations on the screen. There are several dedicated pre-defined window layouts or "profiles", each one optimised for a specific mission type. The operator can at any time switch between the mission types and/or save a personalized configuration. All sensor data is correlated, recorded and can be overlaid on the digital map. New features include an integrated ship data base interacting with functions for target correlation and filtering. A media centre facilitates analysis and handling of videoclips and camera snapshots. A time slider makes it possible to go backward and forward in time, when reviewing how situations have developed in the course of a mission.

MSS 7000

Excellence Expertise Efficiency
- your best choice for successful
surveillance missions!



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