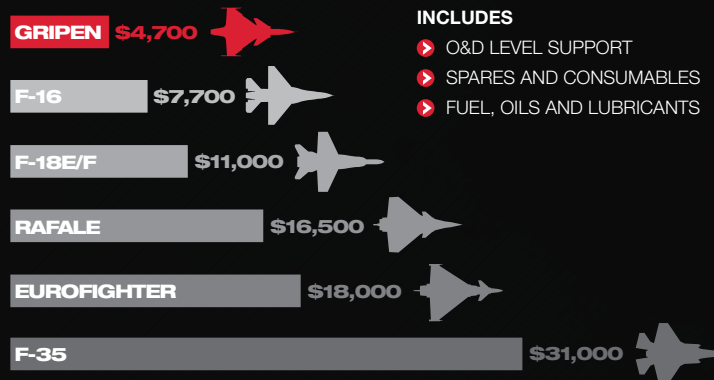


COST EFFICIENCY

An aircraft's lifecycle cost includes everything from initial acquisition spend through to operational expenses across its entire lifetime. Gripen NG has a very low lifecycle cost compared to its competitors.

The graph to the right shows an independent study on costs relating to next generation fighter systems. It shows flight hour costs for Gripen C/D and was conducted by IHS Jane's, based on open sources. Gripen NG has been further improved to continue this trend of reducing flight hour costs.

FLIGHT HOUR COST



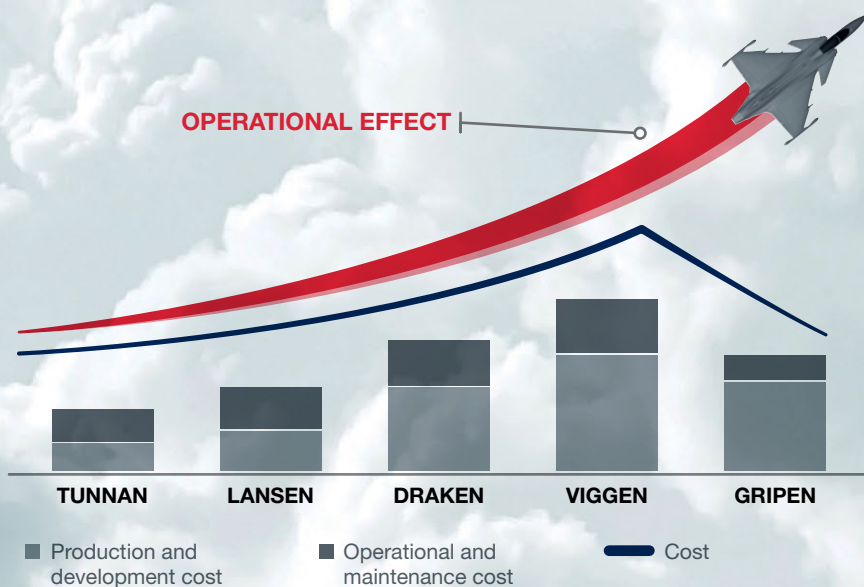
Source: IHS Jane's

BREAKING THE COST CURVE

1950

2015

OPERATIONAL EFFECT



COST CONSCIOUSNESS FROM THE START

From the very beginning, cost has been a pivotal design parameter for Gripen. This is also true for Gripen NG. Throughout design and construction Saab has ensured that the aircraft is easy to service and repair – even outdoors, by conscript soldiers with minimum resources. Our engineers are asked to maximise performance at a set cost. This way, Saab avoids expensive solutions that may not add as much to performance as their cost would suggest. Cost is also a design parameter in the sense that every detail is created for maximum ease of use and low cost to maintain, and the whole lifecycle is taken into consideration when these prioritisations are made. This is not something that can be added later. This must be built in from the very beginning.

TRAINING AND SUPPORT

BORN TO
FLY



WE SELECT THE BEST SUPPLIERS

Saab constantly scans the market to ensure that its customers gain value from the Gripen NG supply chain. For every system category, we seek to buy the best materials for the best possible price.

LEAN MODEL-BASED DEVELOPMENT

Gripen NG is designed and manufactured using a lean model-based development process. Our models provide early validation and reduce risk. They are used during the upgrade cycle, enabling updates to be implemented considerably faster.

Most aircraft training is conducted in simulators, including Saab's own specialised Gripen trainer. This offers training for both pilots and technical staff on a wide range of areas.

A range of other simulators with different levels of complexity are also offered by Saab, from small desktops to large full mission simulators. They provide high fidelity visual environments, realistic threats, simulation of system behaviour and aircraft characteristics. Simulators can also be linked to provide multi-ship training.

Gripen NG's weapon system includes an aircraft support system that is based on a common client server platform. This provides several functions:

MISSION SUPPORT SYSTEM used by pilots and MSE officers to plan, rehearse, brief, evaluate and debrief missions.

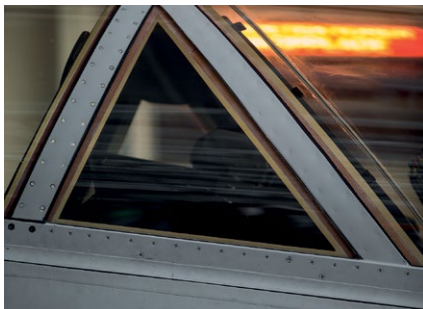
DIGITAL MAP GENERATING SYSTEM for creation and administration of geographical databases used in the aircraft, simulators and support systems.

EW SUPPORT SYSTEM for development of EW and target recognition libraries.

MAINTENANCE GROUND SUPPORT SYSTEM for evaluation and administration of maintenance data recorded in the aircraft and for upload of software and data to the aircraft.

IMAGE ANALYSIS for storage and analysis of reconnaissance images.

GRIPEN USERS **AROUND THE WORLD**



Saab's opportunities on the world market have been solidified and expanded, following the order from Sweden for Gripen E. This has been further bolstered by Saab signing a contract with Brazil's Aeronautics Command (COMAER) for the development and production of Gripen NG for the country's Air Force.

These events have pushed Gripen to the forefront of the global fighter market and mean that we are a leading player, with increasing interest in all regions – from the Americas to Asia. This is proof of the aircraft's ability to meet the needs of nations large and small, in hot climates and cold.

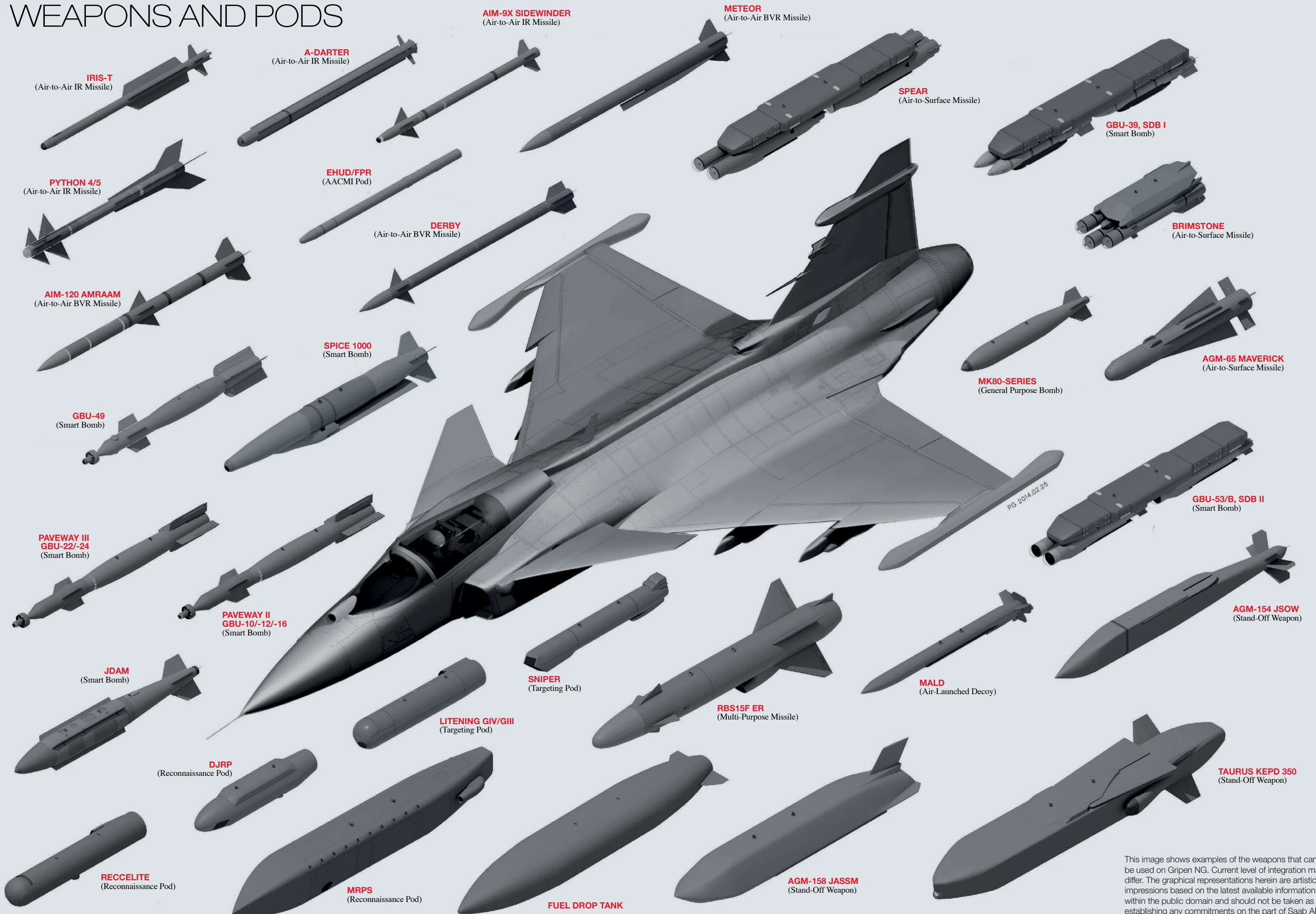
With defence budgets tightening, affordability becomes an ever more important factor in customer nations' selection process.

The fighter is now recognised and accepted as the logical solution, capable of fulfilling any nation's need for a true multi-role fighter.

Gripen is unique, offering moderate operational and maintenance costs that no other aircraft comes close to matching. In addition, industrial cooperation and technology transfer can be offered to each customer country. That is why we call it the smart fighter.

GRIPEN NG

WEAPONS AND PODS



This image shows examples of the weapons that can be used on Gripen NG. Current level of integration may differ. The graphical representations herein are artistic impressions based on the latest available information within the public domain and should not be taken as establishing any commitments on the part of Saab AB.

GRIPEN NG

SYSTEMS AND COMPONENTS



- | | | |
|---|-------------------------|-----------------------------|
| 1 Nose pitot tube | 12 Air inlet | 25 Structure |
| 2 Radome | 13 Navigation light | 26 Wing-tip station |
| 3 Selex ES Actively Electronically Scanned Array (AESA) radar | 14 27 mm Mauser gun | 27 Outboard elevon |
| 4 Infrared Search and Track (IRST) | 15 Canard | 28 Inboard elevon |
| 5 Windscreen | 16 VHF antenna | 29 APU |
| 6 Wide angle Head-Up Display (HUD) | 17 Integrated fuel tank | 30 Air brake |
| 7 Cockpit canopy | 18 Fuselage pylons | 31 GE Aviation F414G engine |
| 8 Ejection seat | 19 Fuselage pylons | 32 Rudder |
| 9 Fuselage pylon | 20 Fuselage pylons | 33 VHF/UHF antenna |
| 10 Retractable air-to-air refuelling probe | 21 Main landing gear | 34 Fin pod |
| 11 Nose landing gear | 22 Under-wing pylons | 35 ILS antenna |
| | 23 Under-wing pylons | 36 Fin pitot tube |
| | 24 Leading edge flap | |

The graphical representation herein is an artistic impression based upon the latest information available within the Public Domain, and should not be taken as establishing any commitments on the part of Saab AB.



JOIN THE **EVOLUTION**

www.gripen.com

Saab AB
SE-581 88 Linköping
Sweden

Tel +46 13 18 00 00



SAAB